



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

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Chairman

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*Agenda item # 9*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD September 19, 2012

#### MOTION

**Made By: Mr. Layne Seconded By: Mr. Ellis  
Action: Motion Carried, Unanimously**

**Title: Proposed Limited Access Control and Limited Access Control Changes  
I-264, Midtown Tunnel and MLK Expressway Extension Projects  
City of Norfolk and City of Portsmouth**

**WHEREAS**, Interstate 264, and its interchanges, including the Frederick Boulevard and Des Moines Avenue Interchanges, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on [October 4, 1956](#); and,

**WHEREAS**, the Route 58 (Martin Luther King Highway, Old Harbor Drive) and London Boulevard interchange was designated as a Limited Access Highway by the City of Portsmouth on [November 10, 1965](#); and,

**WHEREAS**, the limited access control lines of Route 58 (Martin Luther King Highway, Old Harbor Drive) between London Boulevard and the Midtown Tunnel were changed from the original location established with the construction of the Second Elizabeth River Tunnel and Approaches Project by the construction of the Pinners Point Interchange Project 0164-124-F04, C501, RW-201 and those changes were approved by Commonwealth Transportation Board in a [resolution dated August 20, 1998](#); and,

**WHEREAS**, VDOT entered into a Comprehensive Agreement with Elizabeth River Crossings OPCO LLC ("ERC") to develop, construct, operate and maintain improvements to the Downtown Tunnel, Midtown Tunnel and Martin Luther King Expressway (the "Project") pursuant to a long-term concession arrangement; and

**WHEREAS**, ERC entered into a Design-Build Construction Contract with SKW Constructors, a Skanska, Kiewit, Weeks Joint Venture, (“SKW” or “Contractor”) to design and construct the Project; and

**WHEREAS**, the Project will necessitate changes to the existing limited access control lines established by the above resolutions and the extension of limited access highway designation along the Martin Luther King Expressway Extension; and,

**WHEREAS**, VDOT has determined that the economic, social, and environmental effects of the proposed Project have been sufficiently examined and given proper consideration, and this evidence, along with all other, [has been carefully reviewed](#); and,

**WHEREAS**, design public hearings were held on May 3<sup>rd</sup> and May 4<sup>th</sup> of 2011 for the purpose of soliciting comments regarding the proposed improvements and the various project features; and,

**WHEREAS**, VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the traffic analysis contained in the IJR, subject to further review and approval during the design build process; and

**WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

**WHEREAS**, VDOT and the FHWA staff have determined there will be no adverse environmental impacts; and,

**WHEREAS**, no compensation shall be due to the VDOT in consideration of the proposed limited access control changes, due to the transportation benefit of the proposed roadways and tunnel facilities.

**NOW THEREFORE BE IT RESOLVED**, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby finds and concurs with the determination set forth herein and approves the said limited access control changes for public transportation purposes as set forth below, and subject to the above referred to conditions:

[I-264 and MLK Expressway Interchange](#)

At the I-264 and Frederick Boulevard Interchange the existing limited access control line along existing Ramp C is changed to be wider to accommodate relocated Ramp C and new Ramp EN. The change begins at the existing limited access line at Ramp C station 801+47.65 and extends east along Ramp C to station 809 +39.87 where it connects to the existing limited access line.

Along Frederick Boulevard, southeast of the Proposed Ramp C connection, the limited access control is extended further eastward beginning at the end of the existing limited access control opposite Frederick Boulevard station 3003+20.80 and ending opposite station 3004+25.00.

Along the south side of I-264, east of the crossing of the Norfolk & Portsmouth Beltline Railroad crossing, the existing limited access line is changed to be wider to the southeast to accommodate new Ramp EN. The change begins opposite I-264 station 1421+91.29 and extends east along Ramp EN to I-264 station 1424+76.80, where it connects to the existing limited access line. The proposed limited access line change begins again at approximate Ramp EN station 345+42 and continues around Ramp EN to the beginning of the MLK Expressway (MLK) and continues along the eastern side of the MLK until it connects to the existing I-264 limited access line opposite approximate I-264 station 1438+57.

Along the north side of I-264 the existing limited access line is changed to be wider to accommodate Ramp WN and Stormwater Pond 20 by following the southern right of way line of Columbus Avenue from I-264 station 1441+97.10 and continuing along the south right of way line of South Street until it connects to the existing I-264 limited access line opposite I-264 station 1449+16.35. Further, the existing I-264 westbound on ramp from South Street is hereby closed by extending the limited access line across the opening between I-264 stations 1450+33.63 and 1451+13.50.

#### Midtown Tunnel Approaches

The modification of the existing limited access control line at the Portsmouth approach is made to include the proposed tunnel support building within the limited access area of westbound Route 58. The proposed change in the limited access line begins at the existing limited access line, left and opposite approximate Route 58 westbound station 88+25.58 and continues northeast to a point left and opposite station 90+29.26 and continues southeast connecting to the existing limited access line at a point right and opposite station 91+32.31.

On the Norfolk approach, the proposed limited access line starts at the existing limited access line at the bulkhead line, left and opposite Route 58 westbound station 121+16.21 and continues parallel to the Route 58 westbound lane until connecting with the existing limited access line left and opposite station 128+53.07.

Also on the Norfolk approach, the proposed change begins on the existing limited access line at a point left and opposite approximate Route 58 westbound

Station 130+ 96 where the new limited access line will run parallel to Route 58 westbound to a point opposite approximate station 131+10, where a break is established for the Elizabeth River Trail. Beginning again on the northeast side of the Elizabeth River Trail, left and opposite approximate Route 58 westbound station

Resolution of the Board  
Limited Access Control and Limited Access Control Changes – Interstate 264,  
Midtown Tunnel & MLK Expressway Extension Projects  
City of Norfolk and City of Portsmouth  
September 19, 2012  
Page Four

131+25, the proposed limited access line is parallel to Route 58 westbound and between the westbound lanes and Proposed Access Road N. The proposed limited access line connects to the existing limited access line opposite station 137+70.59 and turns northwest to follow the existing northern right of way for Olney Road. The proposed limited access line continues to the northeast paralleling to Ramp N and connects to the existing limited access line opposite station 138+81.46.

**BE IT FURTHER RESOLVED**, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby designates the Route 58/MLK Expressway Extension as Limited Access Highways with the Limited Access Control being established as follows:

That the MLK Expressway Extension, located on new location between I-264 and existing Route 58 at High Street, is designated a limited access highway with the limited access lines beginning on the northern existing right of way line of Columbus Avenue at a point left (west) of proposed Ramp SW, a point right (east) of the MLK Expressway and points left and right of proposed Ramp WN; and the limited access line continues north until the proposed ramps join the MLK and that the limited access line continues north along both sides of the MLK until ending at the existing south right of way line of Turnpike Road. Thence beginning again at the north existing right of way line of Turnpike Road and continuing along both side of the MLK until ending at the existing south right of way line of County Street. Thence beginning again at the north existing right of way line of County Street and continuing along both side of the MLK until ending at the existing south right of way line of High Street. Thence beginning again at the north existing right of way line of High Street and continuing along both side of the MLK until ending at the existing south right of way line of Queen Street. Thence beginning again at the north existing right of way line of Queen Street and continuing along both side of the MLK Expressway until connecting with the existing limited access lines of the Route 58 and London Boulevard Interchange at approximate station 1044+41 on the east side and approximate station 1046+38 on the west side.

**BE IT FURTHER RESOLVED**, that the Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution.

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