



AIR TERMINAL INTERCHANGE (ATI)

Project Briefing

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AGENDA & TOPICS OF DISCUSSION

- ✓ Where We Were
- ✓ Where We Are
- ✓ Major Stakeholders
- ✓ Current Work Progress
 - West Intersection
 - East Intersection
- ✓ Environmental (NEPA) Overview
- ✓ Project ROM Cost Estimates
- ✓ Path Forward

Where We Were

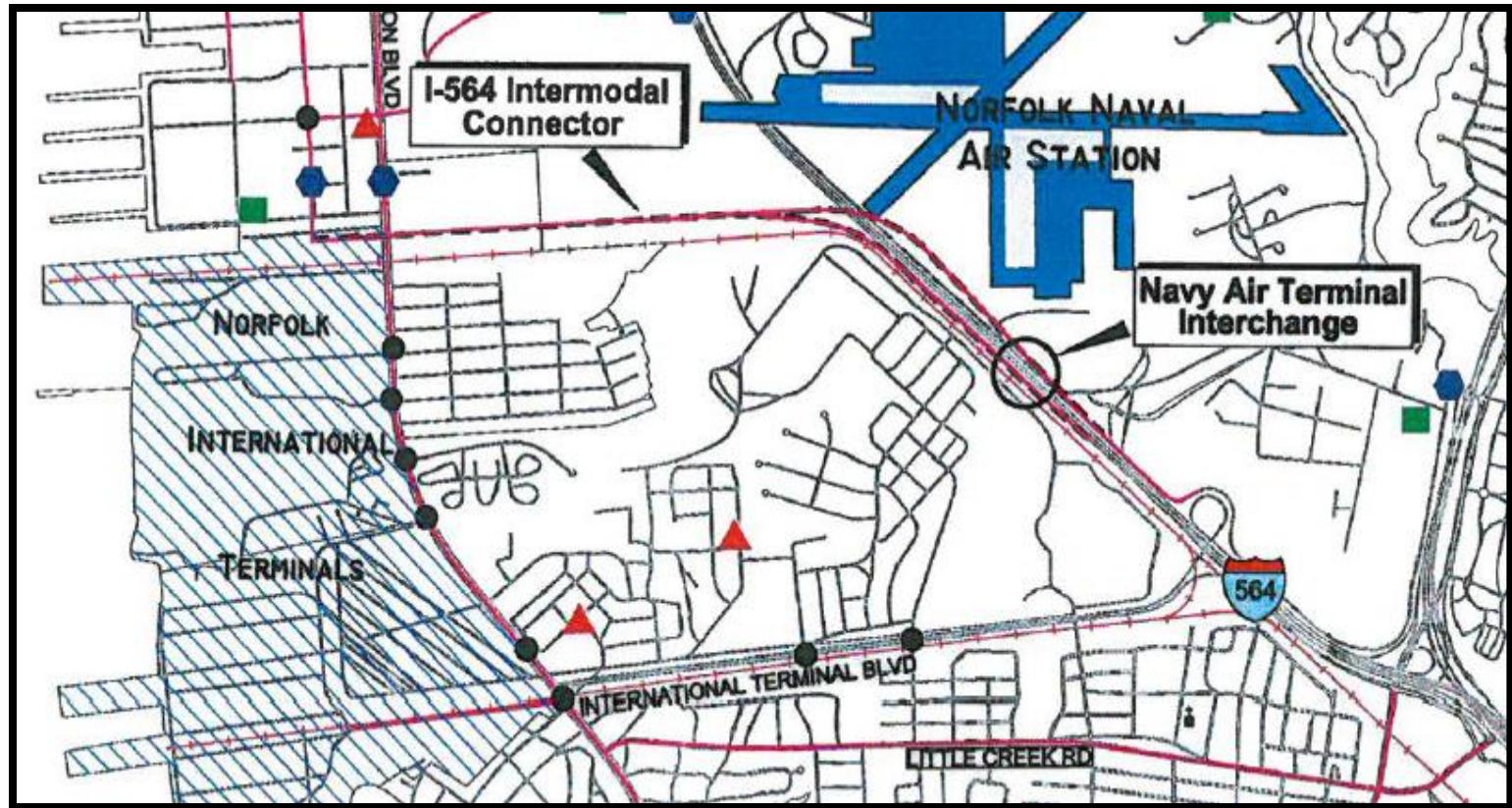
Background

- ✓ Public Law 106-65, Section 2858 of the FY2000 National Defense Authorization Act
 - Authorizes the Secretary of the Navy to grant such easements and rights-of-way to the Commonwealth of Virginia as required;
 - As consideration of the grant of easements and rights-of-way, the Secretary may require the Commonwealth:
 - ✓ to provide in the Virginia TIP for improved access for ingress/egress from I-564 to the new air terminal at Naval Air Station, Norfolk
 - ✓ Commonwealth should work with the Secretary for purposes of constructing on I-564 an interchange providing improved access to the new air terminal at Naval Air Station, Norfolk, Virginia.

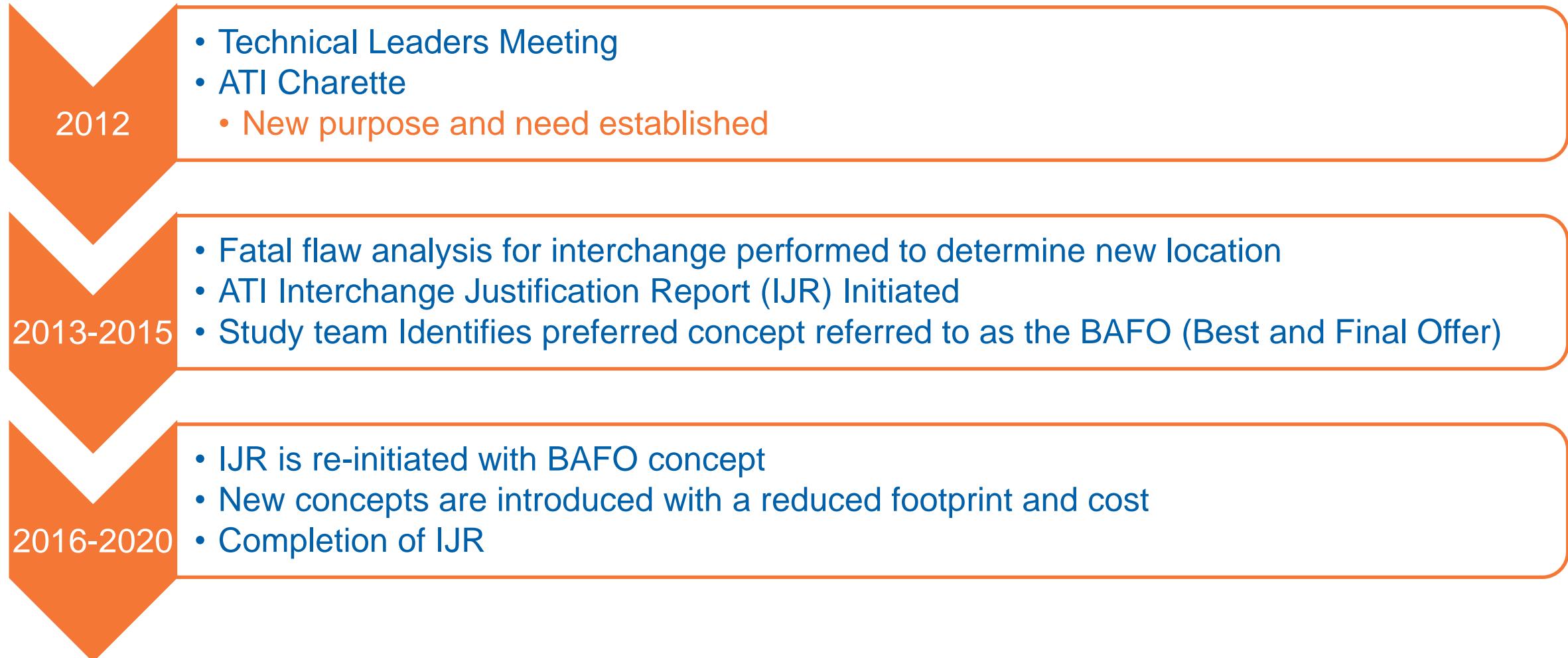
Where We Were

Background

- ✓ An Interstate Access Study was completed in 2002 which identified the first location for the Air Terminal Interchange previously identified as the Chambers Field Interchange



Evolution of the Interchange Justification Report



Interchange Justification Report – Concept Evaluation Criteria

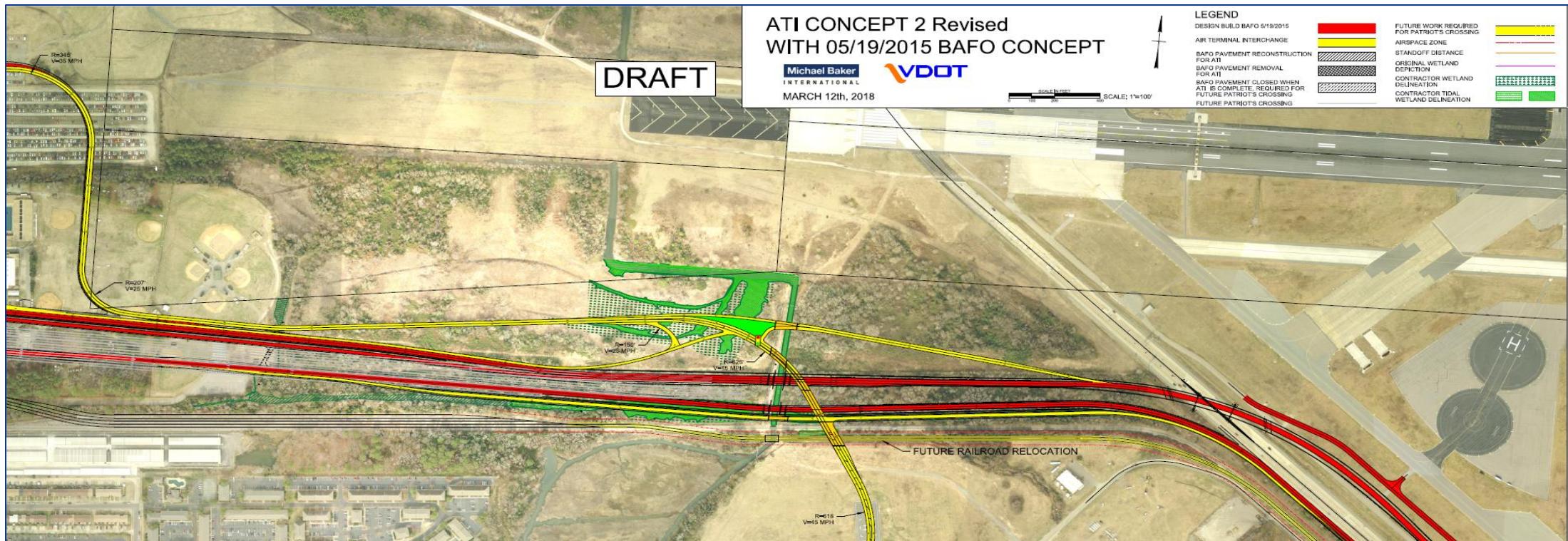
- ✓ Vehicle Reduction on Surface Streets
- ✓ Environmental Impacts
- ✓ Network Connectivity
- ✓ Cost
- ✓ Constructability
- ✓ Compatibility with Future Crossings
- ✓ Concurrence with Purpose and Need
- ✓ Operational Benefits
- ✓ Connectivity of Naval installations
- ✓ Safety

Criteria	Alternative			Notes/Justification
	Concept 1	Concept 2	No-Build	
Vehicle Reductions on Surface Streets	■	■	□	The ramp to the Port from the westbound Intermodal Connector is only accessible for trucks using I-564 and the Intermodal Connector. This ramp is not accessible using the ATI in Concept 1 or Concept 2. Concept 1 provides a slightly shorter distance to the CVIS Gate from Hampton Blvd than Concept 2. This makes Hampton Blvd more attractive in Concept 1 for CVIS destined trucks. Privately Owned Vehicles (POV) are reduced on Terminal Boulevard and Hampton Boulevard in both build Concepts when compared to the No-Build Condition, especially on Terminal Boulevard during the 7:00-8:00 AM peak hour and 3:00-4:00 peak hour.
Environmental Impacts	□	■	■	Concept 2 has a very small impact on the Type II Clear Zone of the Chambers Airfield Runway. Both Concepts impact nearby wetlands equally. The No-Build concept has no environmental impacts and does not impact the Type III Clear Zone of the Chambers Airfield Runway.
Network Connectivity	■	■	□	The Seabee Road Connector and the Helmick Street Connector are separated from the Intermodal Connector and function as a conventional two-way facility in Concept 2. Also, Concept 2 provides more routes and flexibility for vehicles entering and exiting NSN Gates.
Cost	■	□	■	The cost for Concept 2 is \$16.3M more (19%) than Concept 1. No-Build has zero cost.
Constructability	■	■	■	Both Concepts are equally constructable. The No-Build Scenario was included in the average rank for consistency in the Alternative ranking procedure.
Compatibility with Future Water Crossings	■	■	□	Both ATI concepts would support future crossings of Hampton Roads by providing access to the NSN and NSA installations in the event of a new crossing that ties into the western terminus of the Intermodal Connector. In addition, if/when a new Hampton Roads crossing is constructed in this area, Concept 2 would reduce the amount of reconstruction of the roadway infrastructure when compared to Concept 1.
Concurrence with Purpose and Need	■	■	□	Both concepts meet the purpose and need, however Concept 2 provides better connectivity between Naval Installations.
Operational Benefits	■	■	□	Both concepts show improved operations on Terminal Boulevard during the 7:8AM peak hour and 3:4PM peak hour. There is minimal operational benefits for either Concept for the 5:30-6:30 AM peak hour when compared to the No-Build condition, however Concept 2 is expected to provide slightly improved operations along the Intermodal Connector when compared to Concept 1.
Connectivity of Naval Installations	■	■	□	Concept 2 has shorter travel times and distances between NSN and NSA compared to Concept 1.
Safety	■	■	□	Both Concept 1 and Concept 2 are expected to decrease the number of crashes on Hampton Boulevard and Terminal Boulevard when compared to the No-Build Condition. Also, both concepts can potentially eliminate the inadequate weave on eastbound I-564 between the Terminal Blvd Interchange and the on-ramp to the I-64 Express Lanes. Both Build Concepts will also improve the emergency event readiness of the Navy.

■ Alternative that best meets criteria
■ Alternative somewhat meets criteria
□ Alternative that least meets criteria

Where We Were

- ✓ **Outcome of the IJR resulted in a recommendation of a concept that reflected;**
 - an elevated bridged facility spanning both EB & WB lanes of the IMC
 - an interchange north of IMC WB that connected into the Public Connector and extended well into designated wetlands
- ✓ **Project Cost was estimated to be in the \$150 - \$160 million dollar range**

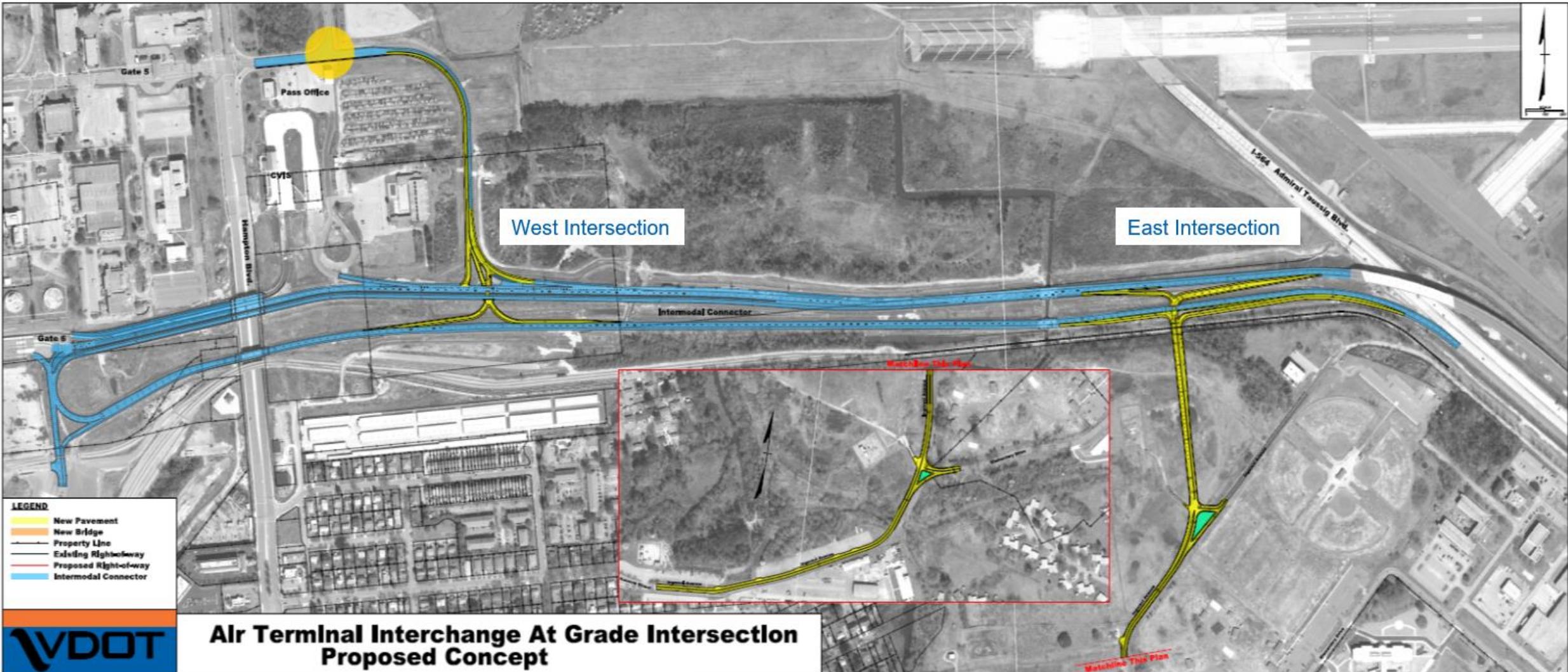


Where We Are

- ✓ Decision Made and Agreed to Advance At-Grade Intersections versus Elevated Grade-Separated concept from the IJR recommended alternative.
 - This resulted in a substantial cost savings (+/- \$100 Million)
- ✓ Project Design is advancing to honor VDOT commitment of utilizing current funding (\$10 Million) to complete design.
- ✓ Investigating several sources to acquire full project funding.

Air Terminal Interchange

At Grade Intersection Concept



Stakeholder Engagement

Major Stakeholders

- ✓ U.S. Navy
- ✓ City of Norfolk
- ✓ Virginia Port Authority – Norfolk Southern Railroad / Norfolk-Portsmouth Belt Line Railroad

All major stakeholders have been apprised on the beginning of the design for this project and the adopted At-Grade Concept.

Current Work Status

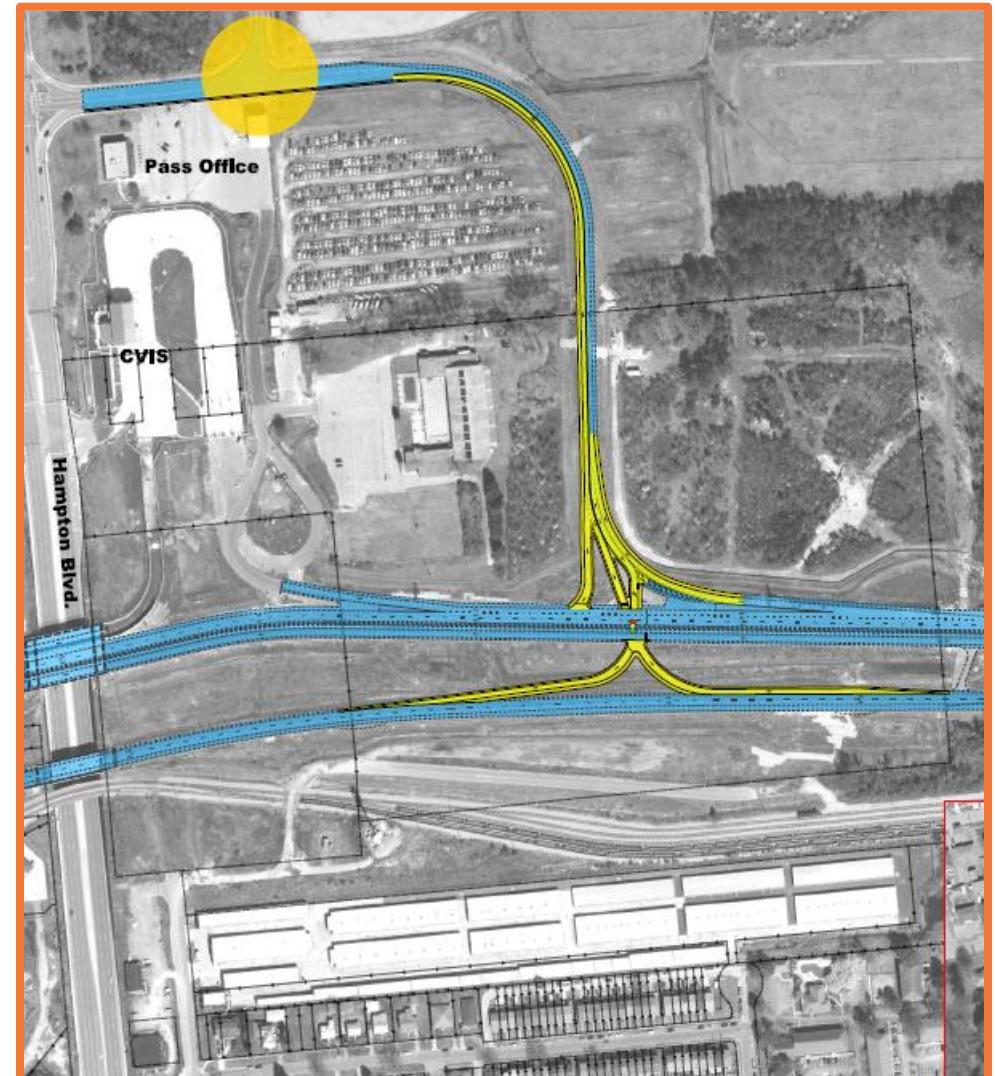
Preliminary Engineering Work Underway

- ✓ Aerial Photogrammetry & Field Topographic Survey
- ✓ Subsurface Utility Explorations
- ✓ Geotechnical Boring Plans have been Approved
- ✓ Traffic & Operational Safety Study is commencing
- ✓ Progressing with development of Preliminary Field Inspection (PFI) plans

West Intersection

West intersection provides a new, two-way access between I-564 IMC, Public Connector, and Seabee Road:

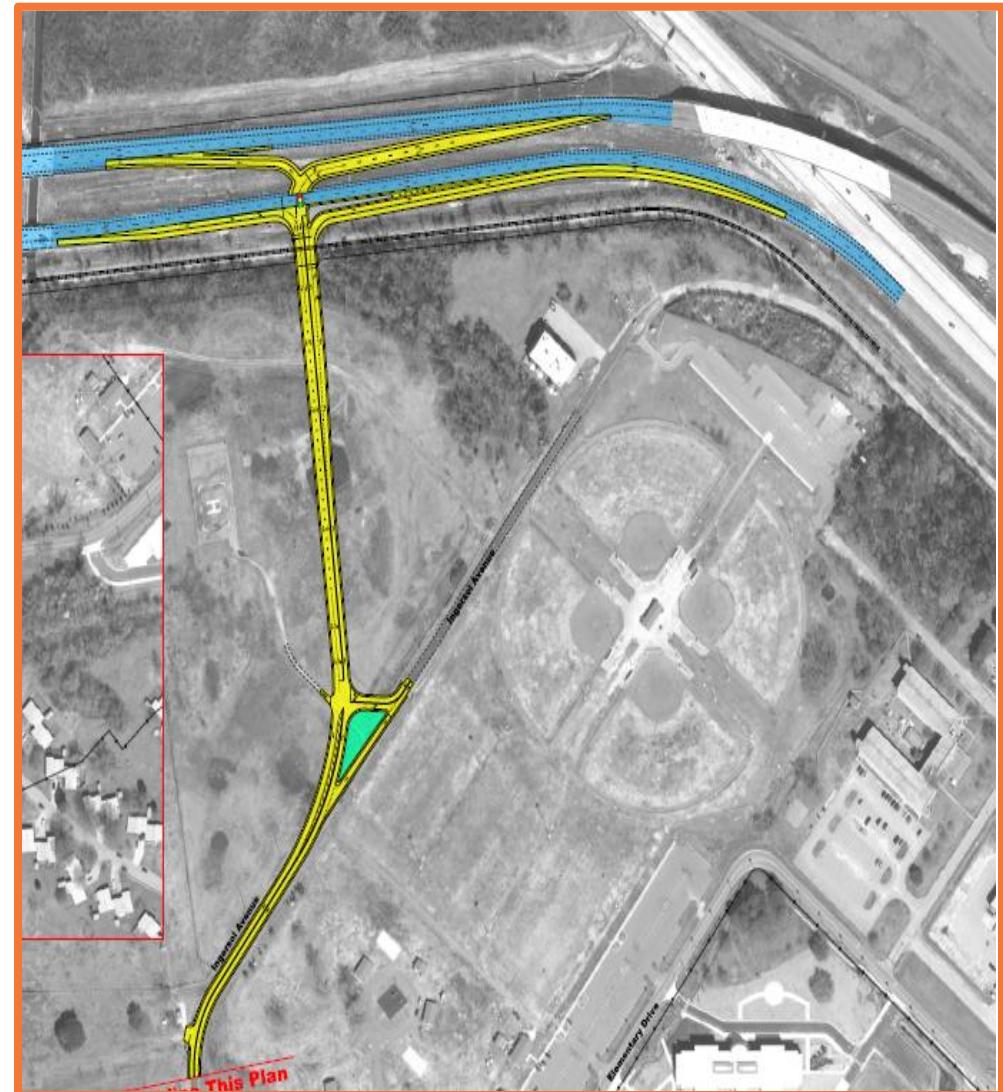
- ✓ At-grade signalized crossing with I-564 IMC
- ✓ Reconfiguration of Public Connector from one-way to two-way traffic
- ✓ Queuing / acceleration lane improvements for both eastbound and westbound motorists
- ✓ Improvements to the signalized intersection of Seabee Road and Public Connector to accommodate new traffic patterns



East Intersection

East intersection provides a second two-way at-grade intersection with access between I-564 IMC, Public Connector, Ingersol Avenue, and Helmick Street

- ✓ At-grade signalized crossing with I-564 IMC and Port Authority railroad tracks
- ✓ Queuing / acceleration lane improvements for both eastbound and westbound motorists
- ✓ Bi-directional road improvements to Helmick Street to accommodate traffic demand between I-564 IMC, Naval Support Annex, and City of Norfolk traffic network



Air Terminal Interchange

At Grade Intersection Concept

- ✓ Enables multi-directional traffics flows to increase access to major public highway networks:
 - I-564 and I-64
 - Local Arterials
 - Port Authority infrastructure
 - Naval Station Norfolk and Naval Support Annex traffic networks
- ✓ Contributes to emergency readiness and national security in the Hampton Roads area by providing connectivity, redundancy, evacuation and more efficient traffic routes to primary roadway systems for public, commercial, and emergency vehicles
- ✓ Maintains all ingress / egress movements from IJR grade-separated alternative
- ✓ Does not preclude future improvements

Environmental Overview

NEPA

- ✓ Determined that a Re-Evaluation is warranted due to scope change from IJR concept to At-Grade Intersections
- ✓ Re-evaluation will commence when PFI Plans are completed and Limits of Disturbance are known
- ✓ PFI Plan footprint is predicated on the outcome of the Traffic Operations Analysis

ATI Preliminary Project ROM Cost Estimates

At Grade Intersection Concept

Phase	West Intersection (In Millions)	East Intersection (In Millions)	TOTAL (In Millions)
PE	\$ 3.4 - \$ 4.5	\$ 5.5 – \$ 6.3	\$ 8.9 - \$10.8
RW	\$ 1.0 - \$ 1.4	\$ 2.3 - \$ 2.6	\$ 3.3 - \$ 4.0
CN	\$ 10.6 - \$ 14.1	\$ 27.2 - \$ 31.1	\$ 37.8 - \$ 45.2
TOTALS	\$ 15 - \$ 20	\$ 35 - \$ 40	\$ 40 - \$ 60

Next Steps

Path Forward

- ✓ Advance design of both Intersections concurrently to 100% design in anticipation of full funding
 - Preliminary Field Inspection plans (~ 30% plans) expected in Summer 2022
- ✓ If partial funding is identified, Navy's priority of focus is:
 - Western Intersection
 - Eastern Intersection