AIR TERMINAL INTERCHANGE (ATI)

Project Briefing

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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

  • 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
Evolvement of the Interchange Justification Report

2012
- Technical Leaders Meeting
- ATI Charette
  - New purpose and need established

2013-2015
- Fatal flaw analysis for interchange performed to determine new location
- ATI Interchange Justification Report (IJR) Initiated
- Study team Identifies preferred concept referred to as the BAFO (Best and Final Offer)

2016-2020
- IJR is re-initiated with BAFO concept
- New concepts are introduced with a reduced footprint and cost
- Completion of IJR
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
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 Photogrametry & 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

<table>
<thead>
<tr>
<th>Phase</th>
<th>West Intersection (In Millions)</th>
<th>East Intersection (In Millions)</th>
<th>TOTAL (In Millions)</th>
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<tbody>
<tr>
<td>PE</td>
<td>$ 3.4 - $ 4.5</td>
<td>$ 5.5 – $ 6.3</td>
<td>$ 8.9 - $10.8</td>
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<tr>
<td>RW</td>
<td>$ 1.0 - $ 1.4</td>
<td>$ 2.3 - $ 2.6</td>
<td>$ 3.3 - $ 4.0</td>
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<tr>
<td>CN</td>
<td>$ 10.6 - $ 14.1</td>
<td>$ 27.2 - $ 31.1</td>
<td>$ 37.8 - $ 45.2</td>
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<tr>
<td>TOTALS</td>
<td>$ 15 - $ 20</td>
<td>$ 35 - $ 40</td>
<td>$ 40 - $ 60</td>
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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