

October 20, 2020

**Memorandum #2020-130**

**TO: Regional Connectors Study Joint Steering (Policy) Committee & Working Group**

**BY: Camelia Ravanbakht, RCS Project Coordinator**

**RE: Regional Connectors Study**

Attached is the agenda for the **Regional Connectors Study Joint Steering (Policy) Committee and Working Group meeting** scheduled for **Tuesday, October 27, 2020 at 9:30 a.m.**

Pursuant to the declared state of emergency in the Commonwealth of Virginia in response to the COVID-19 pandemic and to protect the public health and safety of the committee members, working group members, staff, and the general public, the Regional Connectors Study Joint Steering Committee and Working Group meeting will be held electronically.

Members of the public are invited to address the RCS Steering Committee and Working Group by submitting comments in advance of the meeting via email to [kmiller@hrtpo.org](mailto:kmiller@hrtpo.org) or phone (757) 366-4370. Each comment is limited to three minutes. All comments received by 3:00 PM on October 26, 2020 will be provided to RCS Steering Committee and Working Group members and included in the official record.

Members of the public may listen to the RCS Working Group meeting via telephone using audio-only toll-free dial-in 1-855-497-7286.

MK/cm

Attachments

## RCS Steering Committee and Working Group Members

### **Voting Members:**

#### **Steering Policy Group**

Rick West (CH)  
Donnie Tuck (HA)  
McKinley Price (NN)  
Martin Thomas (NO)  
John Rowe (PO)  
Linda Johnson (SU)  
Robert Dyer (VB)

#### **Working Group**

Troy Eisenberger (CH)  
Jason Mitchell (HA)  
Bryan Stilley (NN)  
Brian Fowler (NO)  
Jason Souders (SU)  
James Wright (PO)  
Ric Loman (VB)

### **Nonvoting Members:**

Jason Flowers (Army Corps)  
George Janek (Army Corps)  
Col. Patrick Kinsman (Army Corps)  
Keith Lockwood (Army Corps)  
Robert Pruhs (Army Corps)  
Gregory Steele (Army Corps)  
Ivan Rucker (FHWA)  
Craig Quigley (HRMFFA)  
Rick Dwyer (HRMFFA)  
Kevin Page (HRTAC)  
Tim Dolan (US Coast Guard)  
Gene Leonard (US Coast Guard)  
Michael King (US Navy)  
Pamela Phillips (VDOT)  
Jennifer Salyers (VDOT)  
Chris Hall (VDOT)  
John Reinhart (VPA)  
Barbara Nelson (VPA)  
Kit Chope (VPA)

### **Staff:**

Bob Crum (HRTPO)  
Mike Kimbrel (HRTPO)  
Rob Case (HRTPO)  
Keith Nichols (HRTPO)  
Dale Stith (HRTPO)

### **Project Coordinator:**

Camelia Ravanbakht



## Agenda

### Regional Connectors Study

### Joint Steering (Policy) Committee and Working Group Meeting

**Tuesday, October 27, 2020**

**9:30 AM**

Pursuant to the declared state of emergency in the Commonwealth of Virginia in response to the COVID-19 pandemic and to protect the public health and safety of the working group members, staff, and the general public, the **Regional Connectors Study Joint Steering (Policy) Committee and Working Group** meeting will be held electronically. This electronic meeting is required to complete essential business on behalf of the region.

- 1. Call to Order, Declaration re: Purpose of Meeting, and Roll Call**
- 2. Welcome and Introductions**
- 3. Public Comment Period** - Comments submitted and received by noon on October 26, 2020 will be provided to the Joint Steering (Policy) Committee and Working Group in time for the meeting and included in the official record.

Members of the public are invited to address the RCS Joint Steering (Policy) and Working Group Meeting. Due to the COVID-19 pandemic, interested persons may submit comments in advance of the meeting by email to [kmiller@hrtpo.org](mailto:kmiller@hrtpo.org) or phone (757) 366-4370. Each comment is limited to three minutes.

- 4. Minutes (Actions Requested)**
  - A. Summary Minutes from November 5, 2019 Steering (Policy) Committee Meeting**  
Attachment 4A
  - B. Summary Minutes from October 8, 2020 Working Group Meeting**  
Attachment 4B

#### **Recommended Actions:**

4A – Steering Committee approval of the minutes of the 11/5/19 meeting.  
4B – Working Group approval of the minutes of the 10/8/20 meeting.

**5. Regional Connectors Study: Phase 2 Status Report - (Action Requested)  
Craig Eddy (MBI) and Consultant Team**

Mr. Craig Eddy, Project Manager, and the Consultant Team will provide the Committee and Working Group with an update of Phase 2 RCS tasks.

In the past several months, the Consultant Team has been working to finalize land-use modeling, the scenario planning process, and travel demand modeling adjustments and calibrations. These tasks have been presented to the Working Group throughout the year 2020 (see Attachment 5).

The briefing will include the following:

- Recap of Phase 2 Tasks
- Update on the scenario planning process, land use model, and travel demand model (TDM)
- Results of TDM validations and calibrations for 2017 (Existing), 2045 Base, and three 2045 Greater Growth Scenarios
- Model results on selected performance measures – Congestion, vehicle miles traveled (VMT), vehicle hours traveled (VHT), delay, average free-flow speed, and average congested speeds for regional roadway network and harbor crossings.

The primary purpose of this agenda item is to seek concurrence by the Steering Committee that there is adequate differentiation between the three 2045 Growth Scenarios and, therefore, no need to revisit the 8% increase in employment growth (over the HRTPO approved 2045 Base employment growth) that was used for each of the Growth Scenarios. Assuming this concurrence, the Steering Committee will be asked to approve the completion of Phase 2 of the RCS.

At its October 8, 2020 meeting, the RCS Working Group recommended approval of Phase 2 scenario planning, travel demand modeling, and completion of this phase of the study.

Attachment 5

**Recommended Action:**

Steering Committee approval of Phase 2 completion, including Greater Growth Scenario Planning differentiation and Travel Demand Modeling Performance Measures.

**6. Regional Connectors Study: Mandated SEIS Segments and Other Potential Segments –  
(Action Requested)**  
**Craig Eddy, MBI**

According to the Phase 3 Scope of Work, a maximum of ten preliminary alternatives will be developed. They will include the following combinations of (see Attachment 6A):

- Five mandated segments (from HRCS SEIS):
  - I-664
  - I-664 Connector
  - I-564 Connector
  - VA 164
  - VA 164 Connector
- Other potential segments (from RCS Stakeholders Survey and Interviews):
  - Improving Route 17
  - Separate/adjacent tunnel for traffic out of NIT
  - New crossing just east of Williamsburg with connection to US 17, I-664, or US 460/17 on southside
  - Ferry Service – Hampton, Norfolk, Newport News connections
  - I-87 to NC
  - Western extension of proposed I-664 Connector to US 17

This item was thoroughly discussed during the March 2020 and October 2020 Working Group Meetings. At the October 8, 2020 meeting, the Working Group passed a motion recommending that the RCS move forward with studying alternatives comprised of the five mandated segments and modifications of the five.

Mr. Craig Eddy (MBI), Project Manager, and the Consultant Team will provide a briefing on this item.

To better facilitate the discussions, the following documents are attached (or link provided) for your use:

- Attachment 6A - Map of Mandated and other Potential Segments
- Attachment 6B – Constraints
- Attachment 6C - Navy Craney Island Fuel Depot Image
- Attachment 6D- US Army Corps of Engineers: June 29, 2016 Letter to VDOT re: HRCS SEIS Alternatives
- Attachment 6E – Navy Comment letter on Draft HRCS SEIS, September 9, 2016
- SEIS-Summary of Alternatives Report  
<https://connectorstudy.org/wp-content/uploads/2020/04/SEIS-Summary-of-Alternatives-20-04-06-Draft-Final-1.pdf>

**Recommended Action:**

Steering Committee selection of segments to be carried forward for evaluation in the Phase 3 Alternatives Development Task

**7. For Your Information**

- A) Status of Deliverables – Will be provided at the October 27, 2020 Meeting
- B) Revised Schedule for Phase 3 - Attachment 7B

**8. RCS Next Scheduled/Planned Meetings for 2020**

- November 12, 2020 – 1:30 PM: Working Group Meeting
- December 10, 2020 – 9:30 AM: Working Group Meeting
- Week of December 7, 2020 – Tentative Joint Steering (Policy) Committee and Working Group Meeting – Date TBD

**9. Other Items of Interest**

**10. Adjournment**

**Regional Connectors Study  
Steering Committee Meeting  
Minutes  
November 5, 2019, 9:30am  
Regional Board Room, Chesapeake**

The following were in attendance (alphabetically by last name):

Rob Case (HRTPO)  
Bob Crum (HRTPO)  
Bob Dyer (Va. Beach)  
Craig Eddy (Michael Baker Intl.)  
Brian Fowler (Norfolk)  
Robert Geis (Chesapeake)  
Robin Grier (VDOT)  
Amy Inman (Norfolk)  
Carl Jackson (Portsmouth)  
Mike Kimbrel (HRTPO)  
Keith Lockwood (Army Corps)  
Barbara Nelson (Port of Va.)  
Keith Nichols (HRTPO)  
Kevin Page (HRTAC)  
Lorna Parkins (Michael Baker Intl.)  
McKinley Price (Newport News)  
Camelia Ravanbakht (RCS Project Coordinator)  
Tara Reel (Va. Beach)  
Angela Rico (Hampton)  
John Rowe (Portsmouth)  
Earl Sorey (Chesapeake)  
Jason Souders (Suffolk)  
Bryan Stilley (NN)  
Martin Thomas (Norfolk)  
Donnie Tuck (Hampton)

## **1. Call to Order**

McKinley Price (Newport News) called the meeting to order at 9:30am.

## **2. Welcome and Introductions**

Attendees introduced themselves around the table.

## **3. Public Comment Period**

No public comments.

## **4. Minutes**

The minutes of the July 9, 2019 meeting were approved.

## **5. Status Report**

Craig Eddy (MBI) and Lorna Parkins (MBI) reported project status, including work completed and next steps, using slides.

## **6. Draft Phase 3 Scope of Work**

Craig Eddy (MBI) presented the draft scope, schedule, and budget using slides. The committee approved the scope, schedule, and budget as presented.

## **7. Next Meetings and Planned Activities**

The following information was printed under this item in the agenda:

- RCS Working Group Meeting: Thursday November 14, 2019, 9:30 – 11:30 AM, Regional Building (Tentative)
- RCS Working Group Meeting: Thursday December 12, 2019, 9:30 – 11:30 AM, Regional Building (Tentative)
- HRTAC Meeting: Thursday December 12, 2019, 12:30 PM – seek approval of using contingency funding
- HRTPO Board Meeting: Thursday January 16, 2020, 10:30 AM- seek approval of Phase 3 Scope of Work, Cost and Schedule
- Craney Island Proposed 4<sup>th</sup> Marine Terminal Site Visit: Date TBD

## **8. Adjournment**

The meeting was adjourned at 10:00am.

**Regional Connectors Study  
Working Group Meeting Minutes  
October 8, 2020, 9:30 am**

Pursuant to the declared state of emergency in the Commonwealth of Virginia in response to the COVID-19 pandemic and to protect the public health and safety of the members, staff, and general public, this meeting was held electronically via Webex. These electronic meetings are required to complete essential business on behalf of the region. A recording of the meeting will be available on the website.

The following voting members attended the web meeting (alphabetically by last name):

Troy Eisenberger (Chesapeake) (left the meeting at 2:47pm)  
Brian Fowler (Norfolk)  
Carl Jackson (Portsmouth)  
Ric Lowman (VB)  
Lynne Keenan (Hampton)  
Bryan Stilley (NN)

The following voting members were absent (alphabetically by last name):

Jason Souders (Suffolk)  
James Wright (Portsmouth) [Carl Jackson represented Portsmouth]  
Jason Mitchell (Hampton) [Lynne Keenan represented Hampton]

The following others attended the web meeting (alphabetically by last name):

Rob Case (HRTPO)	Lorna Parkins (Michael Baker Intl.)
Anthony Donald (Michael Baker Intl.)	Pamela Phillips (VDOT)
Craig Eddy (Michael Baker Intl.)	Camelia Ravanbakht (RCS Coordinator)
Cole Fisher (Va. Beach)	Angela Rico (NN)
George Janek (US Army COE)	Evandro Santos (Norfolk)
Steve Jones (Navy) (came late)	Dale Stith (HRTPO)
Barbara Nelson (POV)	Eric Stringfield (VDOT) (came late)
Keith Nichols (HRTPO)	Bill Thomas (Michael Baker Intl.)

## **1. Call to Order**

Bryan Stilley (Chair, Newport News) called the meeting to order shortly after 1:30pm. Keith Nichols (HRTPO) read a COVID-19 notice.

## **2. Welcome and Introductions**

Camelia Ravanbakht (RCS Coordinator) called the roll.

## **3. Public Comment Period**

There were no public comments.

## **4. Minutes**

The Working Group approved the minutes of the August 27, 2020 Working Group meeting.

## **5. RCS: Modeling Update on Congestion Measures**

Bill Thomas (MBI) said that he made model fixes to correct earlier counter-intuitive results and substandard differences (in screenline volumes) between counts and model. He presented volume data showing a better relationship between counts and the model. Then he presented measures (vehicle-miles traveled, delay, speed, etc.) comparing the three 2045 Greater Growth scenarios (Water, Urban, and Suburban).

Bryan Stilley asked whether the group was satisfied with the fixes. The group made no objections. Mr. Stilley indicated that this satisfaction recommends to the Steering Committee approval of Phase 2. Dale Stith thanked MBI for fixing the model (which is also used by HRTPO for long-range planning).

## **6. Mandated and Other Potential Segments**

[To understand this discussion, a clarification of terminology is necessary: This study's "alternatives" (e.g. the Patriots Crossing) will be comprised of highway "segments" (e.g. the 564 Connector and 664 Connector, which together comprise the Patriots Crossing), including perhaps "modifications" to the five original segments.] Craig Eddy (MBI) presented slides showing the five segments from the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS). Due to conflict with the Navy fuel depot, Brian Fowler (Norfolk) suggested that the 164 Connector (as drawn) be dropped as an alternative. Barb Nelson (VPA) suggested that the 164 Connector is still feasible, and should be retained. George Janek (COE) said that the useful life span of the Craney Island Dredged Material Management Area (CIDMMA) is 2049-2050. Steve Jones (Navy) said he would try to get approval to send the group a drawing showing the location of Navy depot tanks proposed west of the current tanks. Barb Nelson stated that the Port's eastward expansion of Craney Island has received significant funding, and that she sees the possibility of finding a usable alignment for the 164 Connector by working with the Navy on conflict

with the fuel depot, and with Portsmouth on conflict with the landfill. George Janek (COE) said that the Corps is not going to give a blessing to a project at this early point; that the Corps will not permit something that affects the ability to operate the CIDMMA, including the re-handling basin; that the Corps will provide input on alternatives. Carl Jackson (Portsmouth) said that the Working Group has orders to evaluate the five segments, and therefore none should be removed. Brian Fowler said that if operation of the CIDMMA requires the 664 Connector to be 100 feet high, assuming that the 564 Connector is a tunnel, the resulting change in elevation between the two would be unpassable by trucks, requiring a modification to the original 664 Connector. He is concerned that, without modification, neither the 664 Connector nor the 164 Connector are buildable. Eric Stringfield wondered about the utility of a project comprised only of the 564 Connector and the 164 Connector. Brian Fowler said the "LEDPA" (of the HRCS SEIS) indicated that the HRBT was the only permissible alternative. George Janek said that the HRBT was the least environmentally damaging practicable alternative (the definition of LEDPA). Brian Fowler indicated that the HRBT was more practical, not that the other alternatives were un-permittable. Barb Nelson said that a possible recommendation for the Steering Committee (to meet on October 27) is to simply look at the five SEIS segments. Bryan Stilley (chair, Newport News) said he sees merit in these additional segments: Segment 2 (improving US 17 in Suffolk) and Segment 3 (extension of 664 C westward to IW). He asked for confirmation of looking at 2 and 3. Brian Fowler suggested looking briefly at the two, and then in depth only if merited. Craig Eddy said that neither Segment 2 nor Segment 3 provide cross-harbor capacity. Carl Jackson suggested asking the Steering Committee whether they want the study to examine, as an alternative, a widening of the James River Bridge (JRB) or improvements at either end of the bridge. Brian Fowler said that the RCS budget is limited, recommending looking only at the five SEIS segments. Craig Eddy said that the RCS scope covers looking at ten alternatives (i.e. combinations of segments). Bryan Stilly asked whether the group could let Segment 2 and Segment 3 go, and simply examine the five SEIS segments. Lynne Keenan (Hampton) proposed a (smaller) meeting of the stakeholders before the Working Group forwards a recommendation to the Steering Committee. Brian Fowler made a motion that the RCS move forward studying alternatives comprised of the five SEIS segments and modifications of the five. Ric Lowman (Va. Beach) seconded the motion. The Working Group approved the motion (4 to 1).

## **7. For Your Information**

Craig Eddy (MBI) presented slides showing the status of Phase 2 deliverables, the status of Phase 3 deliverables, and a draft schedule for Phase 3.

## **8. Next Meeting**

The proposed next meetings:

- Joint Working Group and Steering Committee: October 27, 2020 at 9:30am
- Working Group: Nov 12, 1:30pm
- Working Group: Dec 10, 9:30am
- Joint Working Group and Steering Committee: (tentative) week of December 7

## **9. Other Items of Interest**

No other items were discussed.

## **10. Adjournment**

The meeting was adjourned approximately at 4:00 pm.

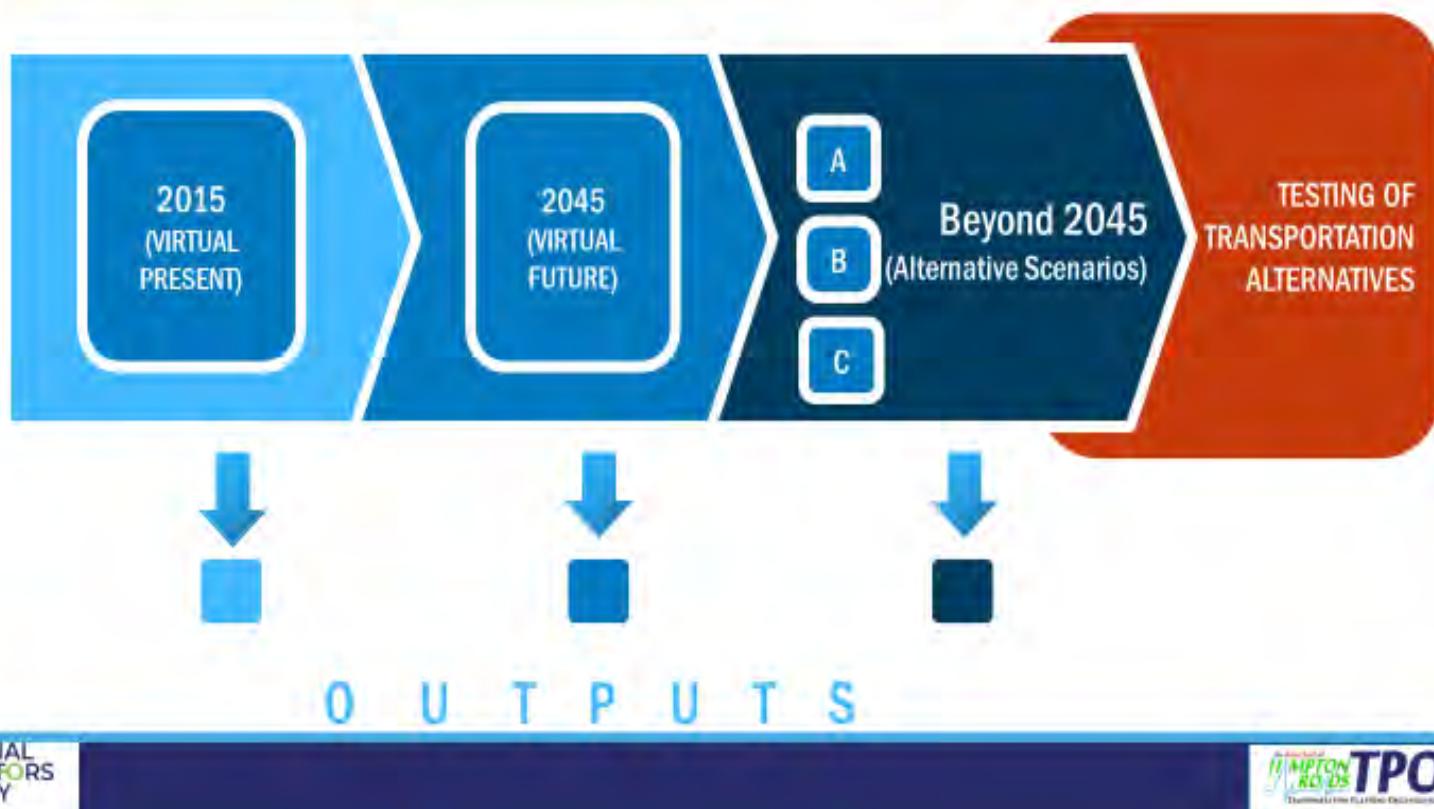
# ATTACHMENT 5

# PHASE 2 SCOPE

- Engagement (website and social media)
- Building base data, models, and scenarios
- Evaluate and adjust travel demand model
- Develop drivers and scenario parameters
- Identify performance measures
- Assess scenario differentiation

# SCENARIO PLANNING

## LAND USE MODELING IN THIS STUDY:



# Greater Growth Control Totals



# Scenarios Organized around Spatial Themes

## Greater Growth on the Water

What happens if jobs focus on the waterfront, housing choices are varied, and transportation technology adoption is moderate?

## Greater Growth in Urban Centers

What happens if jobs and housing focus in urban areas, with greater multimodal availability and high adoption of connected vehicle technology?

## Greater Suburban/ Greenfield Growth

What happens if jobs and housing are developed in dispersed activity centers, with a higher level of truck transportation and high adoption of autonomous vehicle technology?

# TRAVEL DEMAND MODEL

- Later delivery than anticipated
- Several model adjustments were necessary
- Schedule subsequently slipped 8 months
- Validation completed in late September

## HRTPO Model Update

### 2017 Validation by Facility Type, Daily Vehicle-Miles Traveled

Facility Type	Sept_v29 2020 <sup>29</sup> (Sep Model)			Criteria <sup>1</sup>
	Count	Model	Error	
Interstate	7,124,081	6,868,732	-3.6%	+/- 7%
Freeway	1,164,317	1,101,233	-5.4%	+/- 7%
Principal Arterial	1,564,267	1,582,464	1.2%	+/- 10%
Major Arterial	464,193	471,353	1.5%	+/- 15%
Minor Arterial	2,163,506	2,032,184	-6.1%	+/- 15%
Major Collector	219,716	240,225	9.3%	+/- 20%
Minor Collector	493,884	449,316	-9.0%	+/- 20%
Local	14,632	10,813	-26%	
Total	13,208,596	12,756,319	-3.4%	

<sup>1</sup> Cited in June 19, 2019 presentation by WRA at the model training workshop.

## HRTPO Model Update

### 2017 Screenline Validation, Daily Volumes

Screenline	Sept_v29 2020 <sup>29</sup> (Sep Model)			Criteria <sup>1</sup>
	Count	Model	Error	
York County	181,869	174,654	-4%	+/- 6%
Hampton/Newport News	388,528	387,666	0%	+/- 5%
<b>Hampton Roads Harbor</b>	<b>194,391</b>	<b>204,620</b>	<b>5.3%</b>	<b>+/- 6%</b>
Isle of Wight/Suffolk	51,312	55,916	9%	+/- 10%
Suffolk/Chesapeake	281,392	270,696	-4%	+/- 5%
Portsmouth	311,106	352,281	13%	+/- 5%
Norfolk	758,331	812,844	7%	+/- 5%
Suffolk/Chesapeake/Virginia Beach	367,065	355,367	-3%	+/- 5%

<sup>1</sup> Travel Demand Modeling Policies and Procedures, Version 2.00, Virginia Department of Transportation, June 2014.

## VALIDATION - Regional Roadway Network (Daily)

Description	2017 Base Year	2045 Baseline w/Tech*	Change**
Vehicle-Miles Traveled	42,225,948	52,106,565	+23.4%
Vehicle-Hours Traveled	1,173,533	1,538,821	+31.1%
Delay (Hours)	221,122	365,076	+65.1%
Average Free-flow Speed (mph)	44.3	44.4	+0.2%
Average Congested Speed (mph)	36.0	33.9	-5.8%

\* Includes MaaS

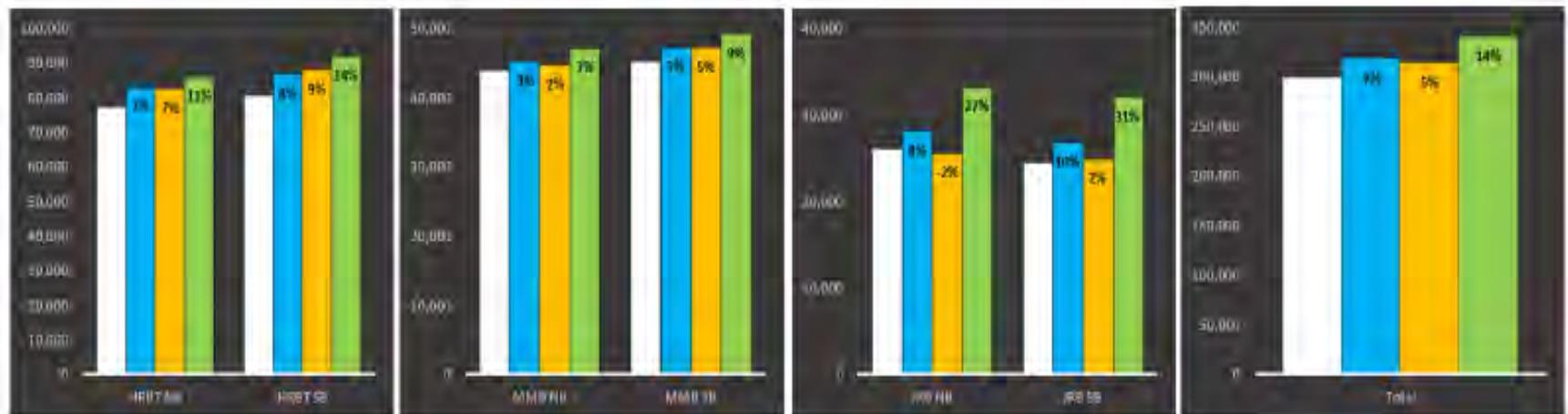
\*\* Compared with 2017 Base Year

## VALIDATION – Regional Roadway Network (Daily)

Description	2045 Baseline w/Tech	2045 Greater Growth Scenario - Water	Change*	2045 Greater Growth Scenario - Urban	Change*	2045 Greater Growth Scenario - Suburban	Change*
Vehicle-Miles Traveled	52,106,565	55,576,661	+6.6%	56,351,507	+8.2%	61,889,830	+18.8%
Vehicle-Hours Traveled	1,538,821	1,708,757	+11.0%	1,569,875	+2.0%	1,922,009	+25.0%
Delay (Hours)	365,076	450,519	+23.4%	291,644	-20.1%	496,414	+36.0%
Average Free-flow Speed (mph)	44.4	44.2	-0.4%	44.1	-0.7%	43.4	-2.3%
Average Congested Speed (mph)	33.9	32.5	-4.1%	35.9	+5.9%	32.2	-5.0%

\*Compared with 2045 Baseline w/Tech

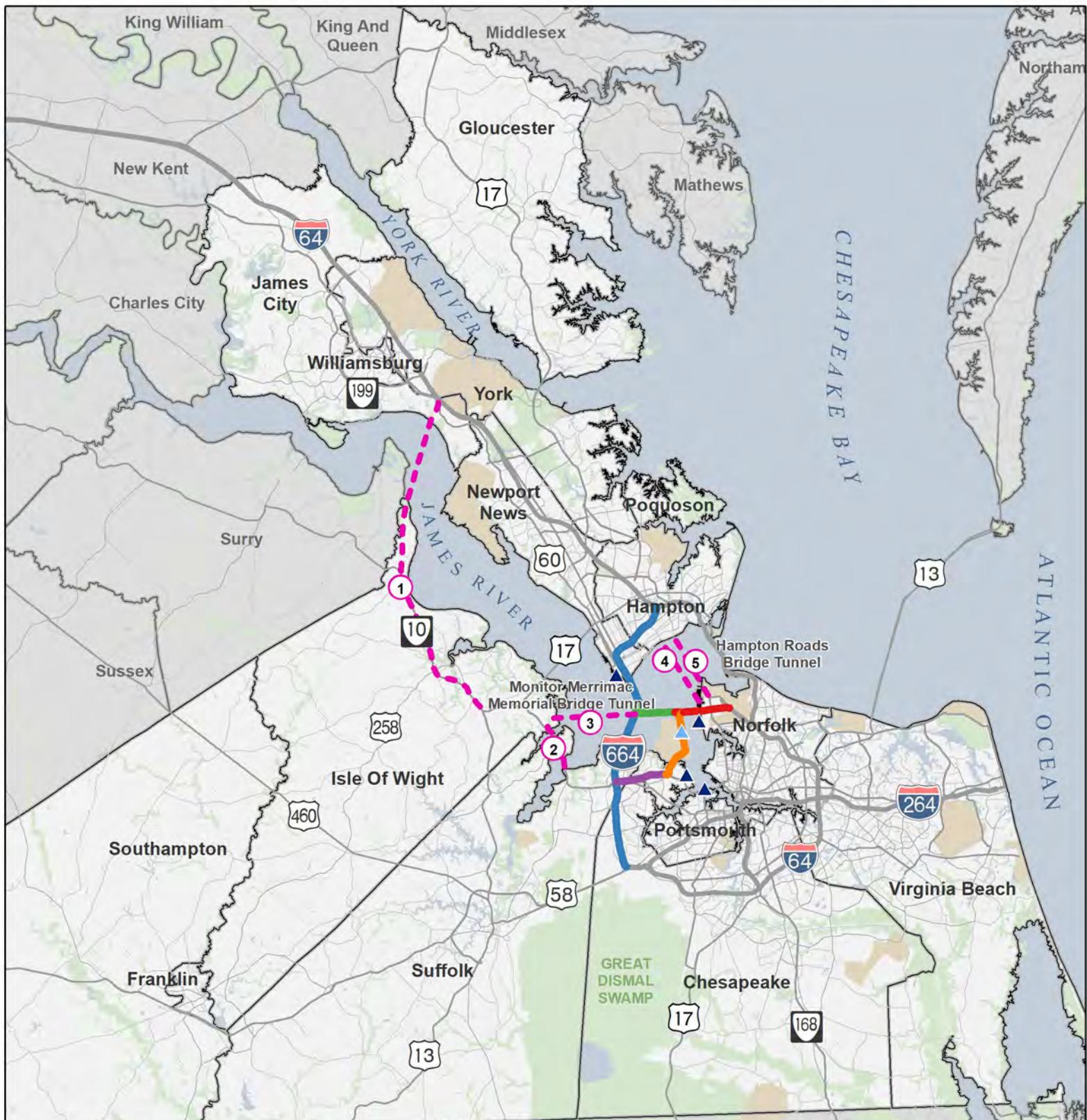
# 2045 Daily Vehicle Volume on Harbor Crossings



xx % – percent change in daily volume compared with 2045 Baseline w/Tech

2045 Baseline w/ Tech      Greater Growth Scenario – Urban      Greater Growth Scenario – Water      Greater Growth Scenario – Suburban

# Hampton Roads Regional Connectors Study



Potential Connector Facilities

Other Potential Alternatives

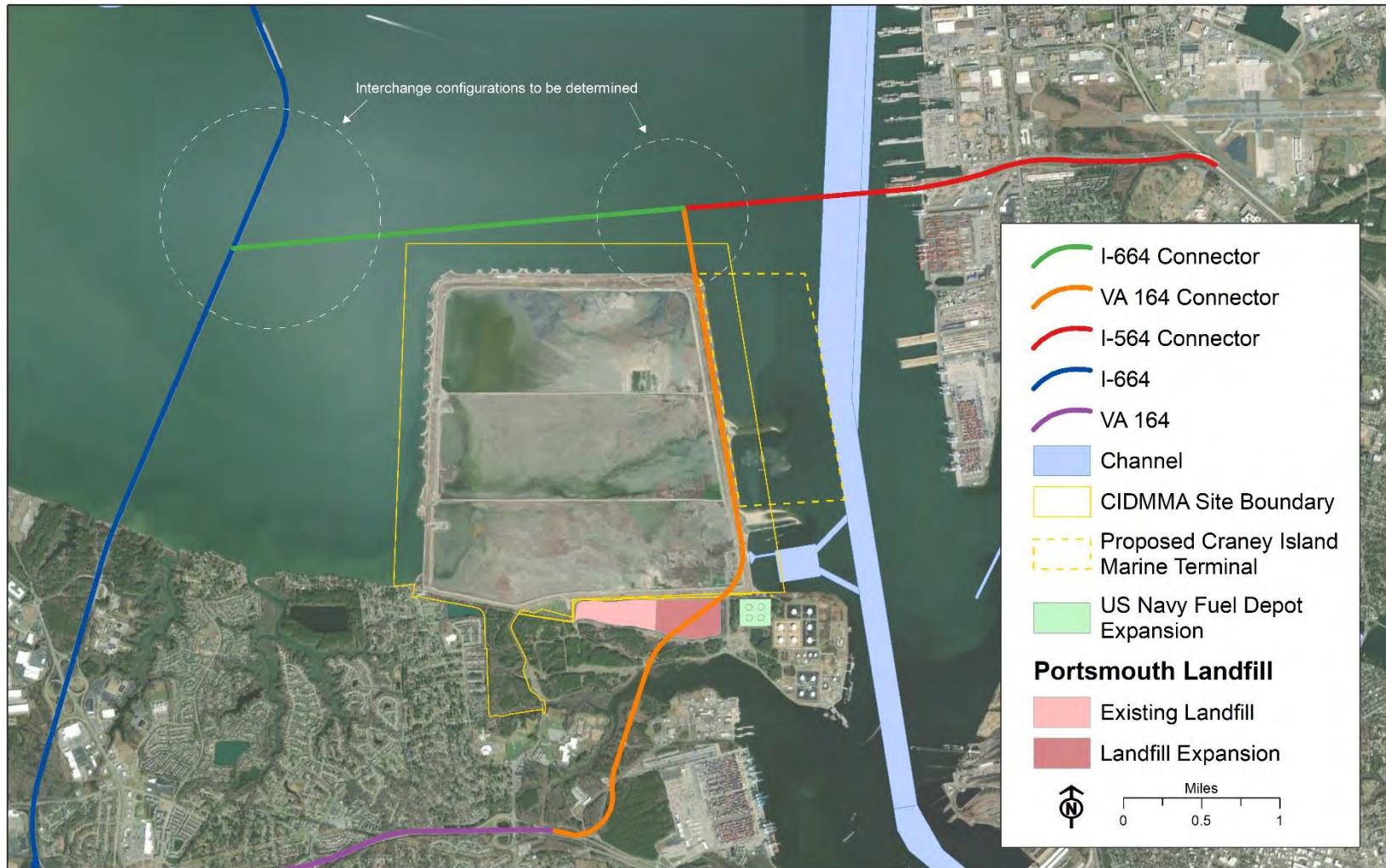
Map Features



N

0 5 10 Miles

# ATTACHMENT 6B



CIDMMA – Craney Island Dredged Material Management Area

USACE  
CIDMMA

City of  
Portsmouth  
Landfill

Navy Craney  
Island Fuel Depot

USCG



Attachment 6C



DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS  
NORFOLK DISTRICT  
FORT NORFOLK  
803 FRONT STREET  
NORFOLK VA 23510-1096

Executive Office

JUN 29 2016

Ms. Angel Deem  
Environmental Division Director  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219-2000

Dear Ms. Deem:

I am replying to your letter, dated April 29, 2016, regarding the Hampton Roads Crossing (HRC) Study Supplemental Environmental Impact Statement (SEIS), which the Virginia Department of Transportation (VDOT) is preparing in conjunction with the Federal Highway Administration (FHWA) and other agency and stakeholder partners. In your letter, you request comments from the U.S. Army Corps of Engineers (USACE), Norfolk District, in accordance with our role as a National Environmental Policy Act (NEPA) "cooperating agency" for the SEIS. Specifically, you have requested comments on how the USACE might evaluate, pursuant to Section 14 of the Rivers and Harbors Act of 1899, 33 USC 408 (Section 408), the impacts of the proposed HRC project alternatives on USACE federally authorized civil works projects.

As interpreted by agency policy, Section 408 prohibits the alteration of federally authorized USACE civil works projects unless the acting party obtains USACE permission prior to making the alteration. The USACE may grant such permission where it determines that the proposed alteration will neither impair the usefulness of the civil works project nor be injurious to the public interest. The USACE has published Section 408 guidance in Engineer Circular (EC) 1165-2-216, "Policy and Procedural Guidance for Processing Requests to Alter US Army Corps of Engineers Civil Works Projects Pursuant to 33 USC 408," which provides the policy and procedural guidance for Section 408 requests.

The four proposed HCR project alternatives, identified in the Alternatives Technical Report (ATR) as "A," "B," "C," and "D," would have varying impacts on the federally authorized Norfolk Harbor and Channels Federal Navigation Project (the Norfolk Harbor Project). The Norfolk Harbor Project includes the channel elements of Channel to Newport News, Sewells Point Anchorage, Newport News Anchorage, and the Craney Island Dredged Material Management Area (CIDMMA).

While the enclosed document provides our preliminary Section 408-related comments and concerns in accordance with our role as a NEPA cooperating agency, we stress that the ATR for the HRC Project does not provide sufficient detail and information to make a Section 408 determination. Section 408 review can be

accomplished for this project once the plans have been developed to a sufficient level for our assessment of potential effects to our operation of Craney Island. EC 1165-2-216 indicates that plans should be developed to at least 60% completion in order to provide the level of detail necessary for Section 408 review of a proposal.

A copy of this letter, with enclosure, has been provided to Mr. Jim Utterback and Mr. Scott Smizik, with VDOT and Mr. Ed Sundra, with FHWA.

My staff will be happy to continue coordination on this project to assist in addressing these concerns for potential impacts to federally authorized civil works projects. If you require further information, please do not hesitate to contact Mr. Gregory C. Steele, P.E., Chief, Water Resources Division, at (757) 201-7764.

Sincerely,



Jason E. Kelly, PMP  
Colonel, U.S. Army  
Commanding

Enclosure

**Norfolk District Corps of Engineers**  
**Comments on the Hampton Roads Crossing Study (HRCS)**  
**Alternatives Technical Report**

1. Alternatives C and D for the HRCS surround and traverse Craney Island Dredged Material Management Area (CIDMMA) and alter the facility in the following manner:

a. The alternatives obstruct and restrict navigation to the CIDMMA. Obstructed or restricted navigable access will impair the ability of the Corps to maintain and operate CIDMMA and federal navigation channels and anchorages. Proposed alterations to the project will impact facility operation and maintenance, facility construction, contract performance periods, and result in increased costs to the Federal government and users of CIDMMA through increased tolls to deposit dredged material.

b. The proposed vertical clearance will restrict navigable access to the facility. The HRCS Supplemental Environmental Impact Statement (SEIS) Alternatives Technical Report provided to the Corps, indicates a vertical clearance for all bridge crossings of 18-feet relative to North American Vertical Datum of 1988 (NAVD 88). Restricted vertical clearance will prohibit delivery of construction materials and equipment and limit the type of vessels calling on the facility including Corps vessels and contractor vessels (i.e., tugs, derricks, barges, and cranes). The Corps will require continued unconstrained navigable access to the CIDMMA.

2. Alternatives B, C, and D traverse the east side of the CIDMMA. Proposed vertical clearance of bridge crossings on the facility will restrict access for vessels using the Craney Island Rehandling Basin (CIRB) bulkhead facility and construction lay-down area. As currently proposed cranes and similar equipment would be required to break-down and re-erect to clear the Virginia Port Authority rail and the proposed Hampton Roads Crossing (HRC) bridge structures. Proposed alterations to the project will impact facility operation and maintenance, facility construction, contract performance periods, and result in increased costs to the Federal government and users of CIDMMA through increased tolls to deposit dredged material.

3. Alternatives B, C, and D traverse the east side of the CIDMMA and propose to take land in the existing south containment cell. Relocation and reconstruction of the containment dike to the west will impair and reduce the long-term capacity of the CIDMMA. It is anticipated that the reduction of acreage within the containment cell will result in significant loss of capacity and associated lifespan of the south cell containment area. Any proposed excavation and re-deposit of south cell dredged material into containment cells from site work in the area will further reduce long-term capacity. Redeposit of excavated dredged material located in the south containment cell will require an evaluation to determine if the material may be redeposited at the CIDMMA. Additionally, any excavated material proposed for redeposit into CIDMMA may require evaluation and testing to insure the material meets Clean Water Act (CWA) and facility requirements. Additionally, relocation and reconstruction of the containment dike to the west may render the cell unable to accept dredged material for many years.

4. Alternatives B, C, and D will restrict dredge pipeline alignments for dredged material placement operations during maintenance of Federal navigation channels. Access for pipelines and tender vessels will be required at multiple locations under bridge structures. Perpetual easements for dredge pipelines will be required for alignments along proposed bridge structures. Constraining dredge pipeline alignments for dredged material placement operations at CIDMMA will result in increased costs to the Federal government and users of CIDMMA. Construction methods for the HRC project will need to be performed in a manner that minimizes impacts to Corps contractor's ability to install and maintain submerged and floating pipelines and ancillary equipment supporting maintenance dredging of Federal navigation channels and anchorages.
5. Alternatives B, C, and D will eliminate contractor lay-down area located at the CIRB bulkhead. Loss of the contractor lay-down area will require an alternate location for contractor access and lay-down area. It should be noted that lay-down areas provided to the north of the CIRB will require significant maintenance due to elevated land subsidence of the areas northward. This will result in increased costs to the Federal government through additional maintenance and to contractors who will not have access or lay-down areas proximate to operations at the bulkhead facility.
6. Alternatives B, C, and D will have impacts to United States Government property. Real estate coordination and real estate instruments will be required to construct the project on government property. Perpetual easements will need to be provided to support maintenance dredging, dredged material placement operations, and facility maintenance and construction.
7. Alternatives A, B, C, and D will each have tunnel elements that impact multiple Federal navigation channels and anchorages. Tunnel clearances in the Federal navigation channels will need to meet or exceed the clearance of the existing Hampton Roads Bridge Tunnel (HRBT). Tunnels will need to be protected to withstand all potentially foreseen impacts from navigational emergencies and dredging operations. Tunnel armament and depth must consider spud and anchor embedment depths and potential vessel strikes.
8. Alternatives A, B, C, and D will have impacts to designated Federal project anchorages. Construction methods and scheduling for project construction including any proposed use of Federal navigation anchorages during construction will need to be performed in a manner that minimizes impacts to navigation to a level acceptable to the navigation community. Loss of anchorage areas will reduce anchorage capacity, availability, and reduce vessel scheduling, access, and maneuverability.
9. Alternatives B, C, and D will have impacts to navigation and operations during construction of the project. Construction methods and scheduling for the project, especially features crossing navigation channels and facilities, will need to be performed in a manner that minimizes impacts to navigation to a level acceptable to the navigation community.

10. Alternatives B, C, and D will have impacts to maintenance and construction on the CIDMMA facility. Construction methods and scheduling for the HRC project will need to be performed in a manner to minimize impacts to dredging, dredged material placement operations, facility maintenance, and construction to a level that accommodates timely dredged material placement by the Corps and other stakeholders using the facility.

HRC construction on CIDMMA will need to be performed to not interfere with containment dike raising, dredged material borrow operations, and construction and maintenance of other facility infrastructure.

11. Alternatives B, C, and D propose to construct a roadway adjacent to an existing utility corridor on CIDMMA. The project design and construction will need to be performed to ensure the stability and differential loading and movement that may result on the utilities (i.e., Virginia Natural Gas pipeline, U.S. Navy JP-5 line).

12. Impacts to navigation for the selected alternative (A, B, C, or D) must be vetted and approved by the U.S. Coast Guard (USCG) Sector Hampton Roads.



## DEPARTMENT OF THE NAVY

COMMANDER,  
NAVY REGION MID-ATLANTIC  
1510 GILBERT STREET  
NORFOLK, VA 23511-2737

IN REPLY REFER TO:  
11210

N4

September 19, 2016

Virginia Department of Transportation  
Attn: Mr. Scott Smizik  
1401 East Broad Street  
Richmond, VA 23219-2000

Dear Mr. Smizik:

As a cooperating agency in the re-evaluation of the Hampton Roads Crossing Study Supplemental Environmental Impact Statement (SEIS), Commander, Navy Region Mid-Atlantic (CNRMA) appreciates the opportunity to comment on the draft SEIS.

Naval Station Norfolk is the largest Naval Base in the world with an average daytime population of 70,000. One of the specific elements of the SEIS is to improve strategic military connectivity. All alternatives provide additional capacity which will alleviate congestion and improve emergency readiness as it pertains specifically to naval operations and mission readiness. In addition, alternatives B, C and D incorporate a secondary connection that would allow both civilian and active duty commuters to be distributed more evenly across transportation corridors throughout Hampton Roads. Consequently, this would reduce congestion and ultimately improve strategic military connectivity beyond the current roadway system.

Enclosure 1 herein provides additional information regarding potential Navy impacts. Detailed comments regarding various roadway constructs will be submitted in the future once the preferred alternative has been selected. The following comments highlight potential direct impacts to the Navy based on a review of the SEIS:

- (1) The proposed alignment of the I-164 Connector identified in Alternatives B, C, and D would negatively impact planned, mission-critical infrastructure at the Craney Island Fuel Depot. Further coordination with the U.S. Navy and U.S. Army Corps of Engineers will be required to identify a mutually agreeable alignment should the preferred alternative include this option. Additionally, the proposed at-grade roadway would bisect the Navy's property. The Navy requires unimpeded access to all of its facilities at Craney Island;
- (2) The Navy is in the process of investigating safety distance requirements for military ships refueling at Craney Island in relation to a public highway and will provide that information when available;
- (3) Further coordination with the U.S. Navy and U.S. Army Corps of Engineers will be required to consider the alignment of a future tunnel beneath Norfolk Harbor Reach with respect to anticipated federal navigation channel deepening activities and the cumulative impact on maritime operations at Naval Station Norfolk should the preferred alternative include this tunnel/bridge option;

- (4) Potential impacts to maritime and air operations at Naval Station Norfolk must be accounted for during the design/construction phases and avoided and/or minimized during construction. The Navy is specifically concerned about mission impacts resulting from the use of cranes during construction along the I-64 corridor within the Chambers Field approach/departure corridor. Further coordination will be required to address this issue; and,
- (5) Navy is in support of a full movement interchange that provides access to the Navy, Norfolk International Terminals, and the public. The proposed location of the land-based interchange for the I-564 Connector west of Hampton Boulevard identified in Alternatives B, C, and D is not feasible due to the relocation of Gate 6 at Naval Station Norfolk which is currently under construction. The Navy requests that the Virginia Department of Transportation (VDOT) evaluate UPC 59175, I-564 Air Terminal Interchange, which is east of Hampton Boulevard and identified in the 2040 Regional Long Range Transportation Plan.

The Navy will continue to work with the VDOT, Federal Highway Administration and the Hampton Roads Transportation Planning Organization to address transportation issues in the Hampton Roads area. If you require clarification or additional detail regarding potential Navy impacts, please contact Ms. Rhonda Murray by telephone at (757) 341-0232 or by e-mail at [rhonda.p.murray@navy.mil](mailto:rhonda.p.murray@navy.mil).



M. R. MOORE  
Captain, U. S. Navy  
Chief of Staff

Encl: (1) Table of Comments

Copy to:

Federal Highway Administration  
Hampton Roads Transportation Planning Organization  
City of Norfolk  
City of Portsmouth  
Commander, U.S. Fleet Forces Command  
Commanding Officer, Naval Station Norfolk  
US Army Corps of Engineers, Norfolk District



**Enclosure 1: Navy Comments, Hampton Roads Crossing Study - SEIS**

Topic or Area of Concern (ADC)	Recommendations / Additional Comments					
	Impacts	Impacts	Impacts	Impacts	Impacts	Impacts
Physical Impact to NAVF Property						
Impact of construction near Gates 4, 10, and 22. Impact of negative effects during construction, including traffic and vessel impacts. Gates 21 in transition condition.						
Possible offsite response problem sensitive to areas at the South east corner of the PdW off ramp to South View Street and along the West side of Patriot Road within the NAVF Command and Control facility.						
The Explosive Safety Standard (Acres 1E-5C) contains a clause defining a 1000' anti-fragmentation zone around the facility and command and control building. Impact of traffic or offsite construction.						
1-PdW today runs through portion of the Chamber Field, older zone and P2-1, so obviously organization brings more traffic through these zones						
Departing Range						
Existing HRS Tunnel about 0.6 miles northward of the Misericordia Street/Seawall sensor array for the Departing Range (in this writer).						
Construction stages of the 44 Commander today would require some traffic rerouting and some temporary security concerns for the unincorporated area. NAVF would like to have a 100' unimpeded access to its facilities at Craney Island.						
Impact to planned facilities construction. Mission demand also to check-off construction of other buildings.						
Impact to Craney Island Pipeline						
New is in the process of investigating safety distance requirements for military ships sailing at Craney Island in relation to a public highway and will provide that information when available.						
Impact to craney pier pier fire fighting						
Impact from US 65/Browne Hill to H-222						
Segment 1 (CD)						
Segment 2 (CD)						
Segment 3 (GCD)						
Segment 4 (CD)						
Segment 5 (CD)						
Segment 6 (CD)						
Segment 7C						
Segment 7D						
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Segment 10 (GCD)						
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# ATTACHMENT 7B

REVISED DRAFT - Regional Connectors Study - Phase 3 Schedule (September 24, 2020)