



Consultant Activity Report – July 2022

Date: August 18, 2022

Report Period: July 1 – July 31, 2022

This monthly report is intended to summarize current or recently completed activity on the Regional Connectors Study by the consultant team.

Work Activity This Period:

Execute Engagement Plan

- Continued to upload project materials to the project website – agendas, meeting minutes and videos, monthly Consultant Activity reports, and project documents
- Reviewed with HRTPO staff and refined updated outreach plan reflecting best practices for post-COVID engagement and revised Phase 3 project scope
- Prepared summary of updated outreach plan and associated PowerPoint slides for presentation to Joint Steering (Policy) Committee / Working Group at the August 9th, 2022 meeting

Evaluation of study segments on construction complexity, permitting challenges and project readiness

- Continued development of responses to comments received from Joint Steering (Policy) and Working Group members. Written Navy comments were received on June 30th, 2022 and responses prepared in July.
- Circulated with HRTPO staff the preliminary travel demand modeling results of segment bundles (approved at the April 26th, 2022 Joint Meeting) to ascertain congestion reduction benefits which will inform subsequent segment tiering.
- Continued additional detail of engineering for segments to allow for refinement of impacts and construction cost estimation.

Prepare for and Attend Meetings

- Several virtual staff-level meetings held with VDOT and Hampton Roads Sanitation District (HRSD) to better understand HRSD plans for waterline / pump station upgrades as they relate to / conflict with I-664 planned improvements.

- Prepared for and reviewed draft presentation material with HRTPO staff regarding next scheduled Joint Steering (Policy) Committee and Working Group meeting on August 9th, 2022.

Work Anticipated Next Period:

Execute Engagement Plan

- Continue to upload project materials to the project website – agendas, meeting minutes and videos, monthly Consultant Activity reports, and project documents
- Adjust outreach plan as necessary based on any feedback received from Joint Steering (Policy) and Working Group members on August 9th, 2022 meeting.
- Begin fall meeting preparations per updated outreach/engagement plan

Evaluating of study segments on construction complexity, permitting challenges and project readiness

- Expect to receive written comments from the Port of Virginia in early August related to study material presented at last Joint Steering (Policy) and Working Group meeting
- Finalize preparation of responses to comments received from all Joint Steering (Policy) and Working Group members
- Continue additional detail of engineering for segments to allow for refinement of impacts and construction cost estimation
- Begin updating evaluation of segment construction complexity, permitting issues, and readiness based on Step 1 comments and updated detail of engineering for segments, and combine this information with congestion reduction benefits to develop draft segment tiering
- Establish framework for tiering recommendations to be presented to Joint Steering (Policy) Committee and Working Group meeting scheduled for September 27th, 2022.

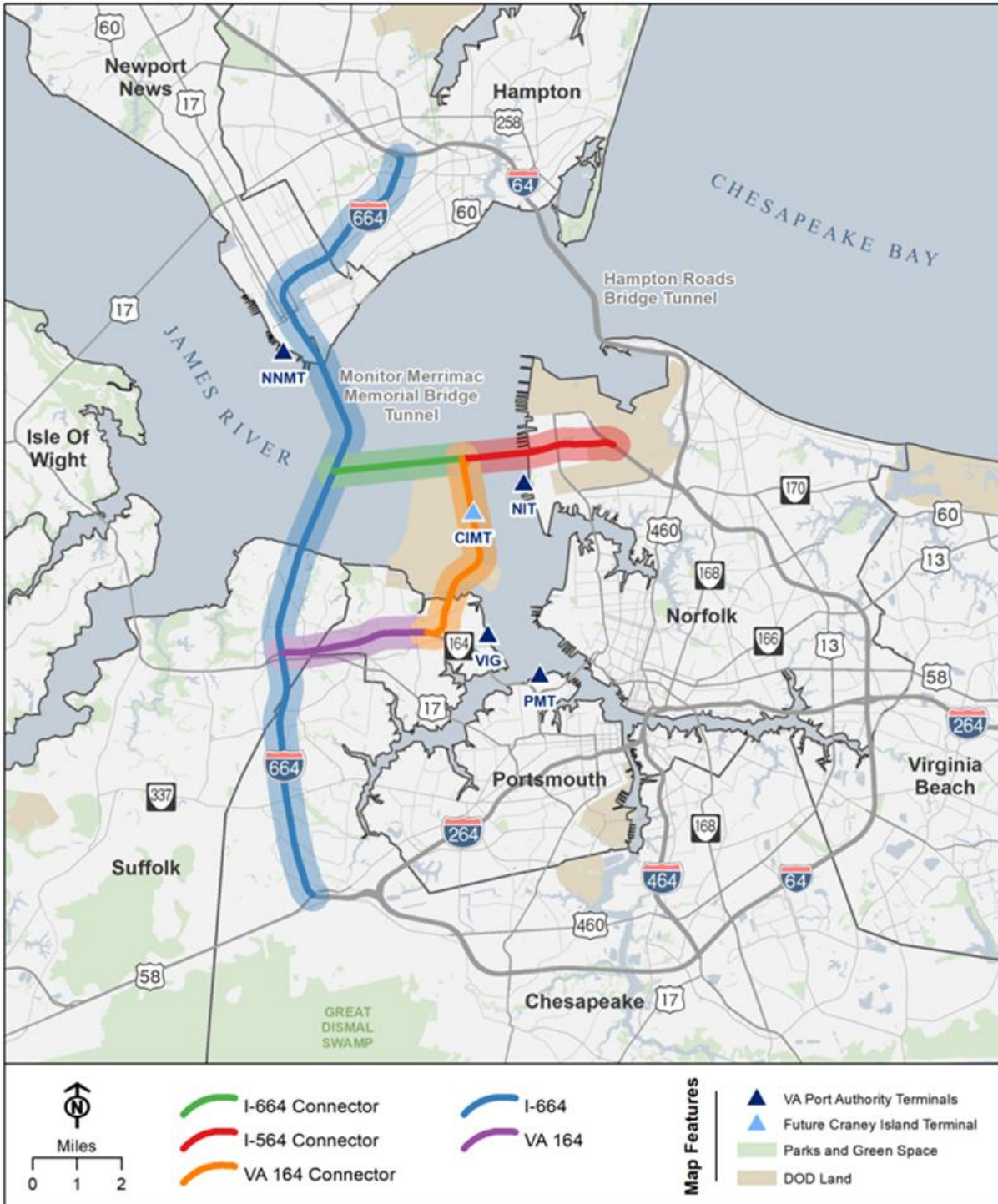
Prepare for and Attend Meetings (Joint Steering (Policy) Committee and Working Group)

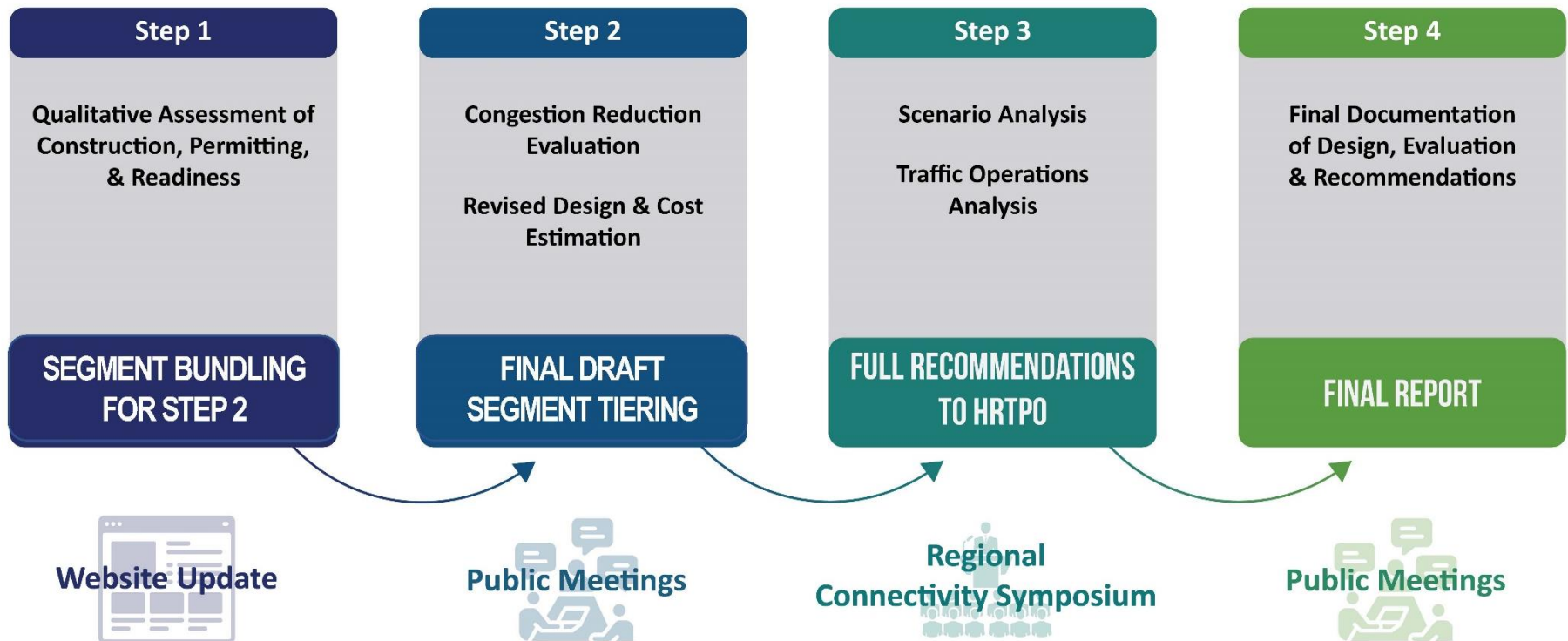
- Continued coordination meetings expected with VDOT and HRSD staff in early August to better understand HRSD plans for waterline / pump station upgrades as they relate to / conflict with I-664 planned improvements
- Next scheduled Joint Steering (Policy) Committee and Working Group meeting is set for September 27th, 2022.

Attachments:

- Mandated Segments
- Phase 3 Process Graphic
- Phase 3, Step 2 Schedule
- Updated draft responses to comments on Step 1 results

Mandated Segments





Regional Connectors Study Step 2 Milestone Schedule																			
Row		6-Jun	13-Jun	20-Jun	27-Jun	4-Jul	11-Jul	18-Jul	25-Jul	1-Aug	8-Aug	15-Aug	22-Aug	29-Aug	5-Sep	12-Sep	19-Sep	26-Sep	Public Engagement
1	Verify and Code Bundles in Model																		
2	Run Congestion Analysis																		
3	Document Congestion Anal																		
4	Run Economic Analysis																		
5	Document Economic Anal																		
6	Review Meetings (Congestion)							Internal			SC-WG								
7	Segment Engineering																		
8	Revised Segment Analysis																		
9	Cost Estimation																		
10	Review Meetings														Internal			SC-WG	
11	Step 2 Documentation																		
12	Public Engagement: Identify/recommend/Confirm venues																		Jun-Jul-Aug
13	Public Engagement: Plan & undertake restart of social media																		Aug-Sept-Oct
14	Public Engagement: Draft promotion materials, promotion plan																		Aug-Sept
15	Public Engagement: Plan/attend pop-up event (2 locations)																		Aug/Oct
16	Public Engagement: Plan/Prepare/Publicize public meetings																		Aug - Oct
17	Public Engagement: Hold public meetings																		Nov/TBD

Dashed line = possible extension of effort

Number	Page	Section	Source	Comment	Response
			Friday, April 22, 2022		
1	22	VA 164	Carl Jackson - City of Portsmouth	<p>“Constrained Work Areas High: “The widening shown in the SEIS is proposed to be into the median that includes two Commonwealth Railway railroad tracks. This poses a significant challenge to construction the widening and likely crash wall between the tracks and VA-164. Furthermore, should any widening occur along the outside shoulder to mitigate conflicts with the railroad, the corridor is constrained by adjacent residential and commercial parcels. Resolving the challenges involved with constructing toward either the railroad or adjacent residential and commercial properties will incur a significant impact to the timing of the project.”</p> <p>The highlighted facts above should provide a more realistic assumption that widening VA 164 will have a high impact either widening to the median or on the outside.</p>	Agreed. This is a constrained corridor that will be addressed as the planning process continues. More advanced conceptual design will be done later in the planning process that will further identify corridor constraints and impacts.
2	22	VA 164	Carl Jackson - City of Portsmouth	<p>“Local Government or Agency Minimal/No impacts for local entities have been identified at this time“</p> <p>· Why are Local Government Agency constraints considered “minimal” if Portsmouth is opposed to this? Granted the roadway is owned and maintained by the state but I can’t imagine VDOT or FHWA moving forward with a project with strong local opposition. This constraint should be considered ‘High’. Our opposition is listed (Page 51 “Documented opposition from stakeholders Portsmouth”)</p>	<p>The qualitative rating for the the VA 164 segment will be changed to reflect Portsmouth's concerns.</p> <p>Portsmouth will be included in the discussion as the planning and design process outreach, with opportunities to raise, raise, document and resolve concerns. This inclusive process including Portsmouth will continue as detailed planning proceeds at a later date.</p>

Number	Page	Section	Source	Comment	Response
3	23	VA 164	Carl Jackson - City of Portsmouth	<p>“Environmental Justice (low income and minority communities) Moderate: Moderate Expansion to the eastbound side of VA-164 may require a portion of easement from Ebony Heights Park; however, further detailed design may avoid and/or minimize any potential impacts. No residents or neighboring communities would be relocated.”</p> <ul style="list-style-type: none"> · Where is the detailed design showing no residents will be relocated? · It should also be noted that Impacts to Ebony Heights Park care significant as City Council has indicated that recreation is a priority and enhancing recreational opportunities is also a key part of the City Manager’s holistic crime reduction strategy. · Any project that takes away from recreational opportunities within Portsmouth communities will be met with resistance. 	<p>Noted. We have seen that Ebony Heights Park is both a recreational and hallowed ground, and will pay close attention to this park as planning and design progresses by the project owner.</p> <p>More advanced conceptual design will be done later in the planning process. At this first tier planning stage, it does not appear that any residential structures fall within the preliminary and developing Limits of Disturbance. The planning process is still in its early stages, and will continue to solicit, document and resolve comments and concerns about relocation, displacement and property from Portsmouth in later stages of planning and design.</p>
4		VA 164	Carl Jackson - City of Portsmouth	<p>“Communities within 500 feet of the proposed construction to the north and south of the corridor are majority minority with over 25% of households in poverty. 102 houses 58 2-story apartments, 44 garden apartment blocks, and 3 churches.”</p> <ul style="list-style-type: none"> · This should be a non-starter for any roadway project that truly acknowledges Environmental Justice. 	<p>Noted. Communities within 500 feet of the preliminary Limits of Disturbance for VA 164 are diverse racially and in income. As this and future planning and project development processes continue, outreach, partnering and collaboration with neighboring communities will engage these communities to mitigate any potential impacts.</p>
5	39	VA 164	Carl Jackson - City of Portsmouth	<p>“VDEQ Virginia Construction General Permit Minimal Assumption that all required stormwater controls and requirements pursuant to this permit will be obtained and adhered to. It is assumed for this segment that all additional stormwater controls would be located within the boundaries of the LOD.”</p> <ul style="list-style-type: none"> · The limits of disturbance for VA-164 do not include any space for stormwater management. How is this any different for the RCS? Where is this accounted for in the analysis? 	<p>At this early planning stage, it is unknown what additional impervious surface will be constructed. The future design process will develop better estimates of impervious surface burden to determine what best management practices to implement, and where, in the future timeframe that is indicated in the RCS segment tiering recommendation.</p>

Comments and Responses Re: RCS Phase 3 (Step 1) Qualitative Evaluation Summary

Number	Page	Section	Source	Comment	Response
6		VA 164	Carl Jackson - City of Portsmouth	In summary, we believe that the analysis of VA 164 needs to be done with the assumptions of the SEIS and showing an outside widening which will reveal higher impacts to residential and commercial businesses and give the alternative a HIGH impact rating overall. This will provide a more realistic comparison to the other alternatives. The analysis for the VA 164 Connector showing HIGH impact ratings for almost every category is more consistent with the kind of analysis that should be done with VA 164.	Noted. The planning process is in its early stages. We appreciate your comments, as they provide us the opportunity to understand, respond, and work with Portsmouth to reach the development outcome that is best for the communities neighboring VA 164 , Portsmouth, and the region. The qualitative analysis presented in May of 2022 balanced widening to the inside of existing VA 164 per input from key stakeholders, and the next step of the quantitative analysis is further refining the design of the corridor for impact analysis.
			Tuesday, May 3, 2022		
7		VA 164 Connector	George Janek Norfolk District Regulatory Branch	June 2016 letter which outlines some of the Corps' concerns with transportation segments which may affect Craney Island and federal navigation channels	Comment noted. All concerns addressed in the June 2016 letter have been incorporated into the permitability review tables for each of the segments. Particular of note is the Craney Island Dredge Disposal Facility Section 408 status and new GIS boundary received May 2022.
8		RCS	George Janek Norfolk District Regulatory Branch	Each of the six mandated segments, and "bundled" combinations of these segments, must have independent utility and can only be permitted if they are separate and complete projects with logical termini.	Comment noted. The first tier review only included a segment evaluation while the second level of review is including segments joined into logical bundles for evaluations with logical termini.
9	8	RCS	George Janek Norfolk District Regulatory Branch	As part of the Mitigation of Environmental Factors analysis, you should consider whether there are tidal and/or nontidal compensation credits available from approved commercial banks.	Comment noted. At this time in the evaluation, we only have rough order of magnitude impacts numbers for tidal and nontidal US Waters resources. As detailed design continues for specific bundles, more detailed impact numbers will be available to the project owner and coordination on available credits with approved commercial banks will be completed. Final planning, design, and construction will continue under the project owner, after the term of the RCS team.

Number	Page	Section	Source	Comment	Response
10	9	RCS	George Janek Norfolk District Regulatory Branch	408, 404, and Section 10 permits are all related. If there are 408 issues with a segment, there will likely be permitting issues as well.	Comment noted and consultant agrees.
11	19	RCS	George Janek Norfolk District Regulatory Branch	Segment 1A: Even if there are no wetland impacts from this alternative, potential impacts from bridges, tunnels, and island configurations could be significant.	Comment noted. All segments have undergone an initial environmental review with additional evaluations occurring as more detailed design information becomes available.
12	24	VA 164 Connector	George Janek Norfolk District Regulatory Branch	Segment 3: Concur with this statement: “Determining the suitability of construction over/through the CIDMMA facility at the end of its lifespan will be a significant challenge and will require significant resources to resolve.” Until 408 issues associated with CIDMMA are resolved, Corps Regulatory will be unable to issue a permit.	Comment noted and consultant agrees.
13	25	VA 164 Connector	George Janek Norfolk District Regulatory Branch	Segment 3: Wetland impacts are projected to be 31.3 acres. This will require either the purchase of credits or remediation. What does “remediation” mean? The Corps usually requires wetland credits to offset unavoidable wetland impacts, and depending on the type of wetland impacts (tidal vs. nontidal) there may be a shortage of available credits in this watershed.	Comment noted. At this time in the evaluation, we only have rough order of magnitude impacts numbers for tidal and nontidal US Waters resources. As detailed design continues for specific bundles, more detailed impact numbers will be available to the project owner and coordination on available credits with approved commercial banks will be completed. Final planning, design, and construction will continue under the project owner, after the term of the RCS team.

Number	Page	Section	Source	Comment	Response
14	26	I-564 Connector	George Janek Norfolk District Regulatory Branch	Segment 4: Even though there may not be wetland impacts associated with the I-564 Connector, mitigation may be required for impacts to EFH, shallow water areas, and other impacts to subaqueous bottom.	Comment noted. At this time in the evaluation, we only have rough order of magnitude impacts numbers for tidal and nontidal US Waters resources. As detailed design continues for specific bundles, more detailed impact numbers will be available to the project owner and coordination on available credits with approved commercial banks will be completed. Final planning, design, and construction will continue under the project owner, after the term of the RCS team.
15		RCS	George Janek Norfolk District Regulatory Branch	Environmental justice impacts of all segments must be identified early and coordinated with affected communities.	Comment noted. All segments have undergone an initial environmental justice review with additional evaluations occurring as more detailed design information becomes available.
16	39	VA 164 Connector	George Janek Norfolk District Regulatory Branch	Segment 3: This segment probably has “high” 408 issues, not moderate, due to its proximity to CIDMMA.	Comment noted. Craney Island Dredge Disposal Facility Section 408 status and new GIS boundary received May 2022. The status of this segment will be changed to "high" for 408 issues for ongoing and future tiering coordination.
17	61	I-664 N. of College Dr.	George Janek Norfolk District Regulatory Branch	re: Colonial Waterbird nesting habitat: Anticipate strong interest in and public objections to impacts to colonial nesting birds. Mitigation requirements for displaced birds may be required under Migratory Bird Treaty Act.	Comment noted. Consultant will make note of all comments during the public involvement stage of this project.
18	62	I-664 N. of College Dr.	George Janek Norfolk District Regulatory Branch	benthic species: Pilings and riprap from new bridge and tunnel structures are probably not sufficient to offset impacts to benthic species. This has not been considered compensation on other large projects.	Comment noted. No specific measures can be determined at this level of engineering design.

Number	Page	Section	Source	Comment	Response
19	62	I-664 N. of College Dr.	George Janek Norfolk District Regulatory Branch	benthic species: Construction BMPs like TOYR, dredging BMPs, etc. may help mitigate turbidity impacts. However, “compliance with the VESCH” and “strict adherence to erosion and sediment control measures” are statements that are too general. These practices are intended for upland construction and stormwater control and generally don’t apply to marine construction. It’s not too early to start exploring more project-specific measures to control turbidity. These types of vague general statements are used throughout this section of the document.	Comment noted. No specific measures can be determined at this level of engineering design.
20	64	I-664 N. of College Dr.	George Janek Norfolk District Regulatory Branch	Potential Future Changes in Policy Issues: Impacts to shallow water habitat (are less than 2 meters deep) may require in-kind compensation.	Comment noted.
21	70	VA 164	George Janek Norfolk District Regulatory Branch	Environmental Justice: EJ is more than relocating residents or affected populations. Noise and air quality impacts must also be taken into account and coordinated early with stakeholders and affected communities.	<p>Comment noted. All segments have undergone an initial environmental justice review with additional evaluations occurring as more detailed design information becomes available. At this qualitative stage, noise and air quality were not specifically measured or modeled, but described generally as potential impacts. Noise wall information will be incorporated into the more detailed planning and design reviews.</p> <p>As this and future planning and project development processes continue, outreach, partnering and collaboration with neighboring communities will engage these communities to mitigate any potential impacts.</p>

Number	Page	Section	Source	Comment	Response
22	78	I-564 Connector	George Janek Norfolk District Regulatory Branch	Colonial Waterbird nesting habitat: The use of bird dogs to discourage bird nesting within the LOD may be an effective deterrent but will not be considered as a mitigation measure for bird nesting impacts.	Comment noted. Additional mitigation measures for bird nesting impacts will be evaluated as more detailed design allows for the determination of potential bird nesting impacts. The RCS team will not be the project owner in the final stages of planning, design and construction.
			Wednesday, May 4, 2022		
23		VA 164 Connector	Lesley Dobbins-Noble Chief, Operations Branch U.S. Army Corps of Engineers, Norfolk District	April 29, 2022 - Provided federal real estate GIS boundary of Craney Island Dredged Material Management Area (CIDMMA)	Received corrected GIS boundary file and included in project mapping.
24		VA 164 Connector	Lesley Dobbins-Noble Chief, Operations Branch U.S. Army Corps of Engineers, Norfolk District	<p>May 5, 2022 - Reiterate that the concerns expressed in the 2016 letter from previous Norfolk District Corps of Engineers Commander, COL Jason Kelly, are still valid</p> <ul style="list-style-type: none"> - Of utmost concern for the Norfolk District Operations Branch at this time are the potential impacts associated with the 164 Connector segment. - The raised roadway that transits alongside the eastern edge of Craney Island is of major concern to the Operations Branch as we routinely utilize the eastern side of Craney Island to access our rehandling basin and moor Corps and contractor vessels at the bulkhead. The raised roadway poses an access concern due to the restriction of passage of government vessels equipped with cranes, as they require greater overhead clearance. 	Understood. We will continue to work with the COE to understand the operations requirements for the Craney Island Dredge Disposal Facility and incorporate all requirements into the planning and design. The RCS team will not be the project owner in the final stages of planning, design and construction.

Number	Page	Section	Source	Comment	Response
25		VA 164 Connector	Lesley Dobbins-Noble Chief, Operations Branch U.S. Army Corps of Engineers, Norfolk District	5/5/2022 - As you are aware, the Norfolk District Corps of Engineers will be required to assess any proposed roadway alignment through the Section 408 evaluation process. During that review, district staff will determine whether the proposal poses a detrimental effect on our approved civil works projects.	Understood. Section 408 permit requirements for the Craney Island Dredge Disposal Facility will be taken into consideration during the permitability review efforts.
			Friday, June 3, 2022		
26		VA 164 Connector	D. Dees - US Navy	1. Following the 2016 letter the Navy completed the investigation for safety distance requirements from public highway to the facilities at Craney Island Fuel Terminal in relation to fueling operations to a public highway, referenced in paragraph (2) of the 2016 letter. A distance of approximately 1,800 feet is required with a physical barrier to prevent visual observation of the fueling operation systems (pump, tanks and fuel lines) from the public highway.	Understood. As a result of this required specification, the RCS Team is developing the VA 164 connector corridor with an 1,800-foot distance from the planned refueling in addition to a visual barrier in future design iterations.
27		VA 164 Connector	D. Dees - US Navy	1.a. As proposed the I-164 Connector roadway is adjacent to the corner where Midway Road intersects Waterfront Drive. This area of Navy property has been approved and designated for the construction of four additional above ground fuel storage tanks. Site approval for this location to include Environmental approval has already occurred and the design is expected to begin in the near future.	Understood. As a result of this required buffer, the RCS Team is developing the VA 164 connector corridor with an 1,800-foot distance from the planned refueling in addition to a visual barrier in future design iterations.
28		VA 164 Connector	D. Dees - US Navy	1.b. Based on the Navy Security Engineering Planning Assessment, the minimum standoff distance from any non-DOD roadway or rail line is approximately 1,800 feet from the Navy Fuel Tanks. In addition, the roadway will need a wall along this stretch to prevent visual observation of the Fuel Facility and operations.	Understood. The RCS Team is developing the VA 164 connector corridor with an 1,800-foot distance from the planned refueling in addition to a visual barrier in future design iterations.

Number	Page	Section	Source	Comment	Response
29		VA 164 Connector	D. Dees - US Navy	1.c. The current proposed 1-164 Connector crosses further West over Navy property where the above ground main fuel supply lines are located. A wall along the roadway will also be required where this crossing occurs to prevent visual observation of the fueling operation systems.	Understood. The RCS Team is developing the VA 164 connector corridor with an 1,800-foot distance from the planned refueling in addition to a visual barrier in future design iterations.
30		VA 164 Connector	D. Dees - US Navy	1.d. Defense Fuel Support Point (DFSP) Craney Island is a strategic, irreplaceable asset on the East Coast to not only Navy, but also to Air Force, Army, Marine, and Coast Guard. The strategic nature of Craney Island is largely due to 2 facts:	The RCS evaluation team acknowledges that strategic importance of Craney Island within the context of Naval Station Norfolk and are staying in communication with stakeholders like the Navy throughout the process to ensure that the planning process evolves into a design and construction process that serves both the strategic and regional needs of the Hampton Roads region.
31		VA 164 Connector	D. Dees - US Navy	1.d.1) Location. Craney Island is located on the Elizabeth River in Hampton Roads in close proximity to the Navy's largest single concentration of ships worldwide. The location also allows ready access to tankers to transport fuel from Gulf Coast refineries, and transshipment via the Atlantic sea lanes and the Atlantic Intracoastal Water Way.	Understood. The RCS report in May of 2022 was a qualitative assessment, and the RCS team is now working on refining the quantitative understanding of traffic demand modeling and design needs. The RCS team and the agencies that carry this planning process forward to design, construction and operations will work in partnership with the Navy to develop, design, and construct the VA 164 connector alignment, roadway, and facilities in a way that does not impair the planned functions of Craney Island.
32		VA 164 Connector	D. Dees - US Navy	1.d.2) Colonial Pipeline. Craney Island has resilient and redundant access to the refining capacity of the Gulf Coast via direct connection with the Colonial Pipeline. Secondly, Craney Island can receive by tanker at the piers. This capability cannot be easily duplicated anywhere else.	Understood. The RCS report in May of 2022 was a qualitative assessment, and the RCS team is now working on refining the quantitative understanding of traffic demand modeling and design needs. The RCS team and the agencies that carry this planning process forward to design, construction and operations will work in partnership with the Navy to develop, design, and construct the VA 164 connector alignment, roadway, and facilities in a way that does not impair the planned functions of Craney Island.

Number	Page	Section	Source	Comment	Response
33		VA 164 Connector	D. Dees - US Navy	Craney Island and the multi-billion dollars worth of fuel infrastructure cannot be moved and must be safeguarded to preserve critical fuel mission support to the warfighters.	Understood. The RCS report in May of 2022 was a qualitative assessment, and the RCS team is now working on refining the quantitative understanding of traffic demand modeling and design needs. The RCS team and the agencies that carry this planning process forward to design, construction and operations will work in partnership with the Navy to develop, design, and construct the VA 164 connector alignment, roadway, and facilities in a way that does not impair the planned functions of Craney Island.
34		I-564 Connector	D. Dees - US Navy	2. The proposed I-564 Connector alignment as reflected in the Phase 3 Qualitative Analysis is approximately 300 feet south of the bulkhead at the southern edge of Naval Station Norfolk and existing fueling facility. Based on the Navy Security Engineering Planning Assessment noted above, the minimum standoff distance from any non-DOD roadway is approximately 1,800 feet from the Navy Fuel Tanks and fueling facility. The 1,800 feet safety distance is required between the existing fueling operation system at the southern end of Naval Station Norfolk (near the bulkhead) and a public roadway and the proposed I-564 Connector. A visual and physical barrier would be required to prevent visual observation of the Fuel Facility, Security Entry Control (Gate 6) and naval operations inside the fence.	Understood. It should be noted that the fueling facility referred to in this comment is within 300 feet of the existing Intermodal connector, which is currently planned to have the same alignment as the proposed I-564 connector. There are currently walls separating the Navy's fuel facility from the existing Intermodal connector. To satisfy the 1,800 foot the setback from the fueling facility would require a significant re-evaluation of the I-564 connector by FHWA, VDOT, Norfolk, and Port of Virginia. At the time that the segment design is developed further the appropriate mitigation will be determined in consideration of the security protocols in place at that time.

Number	Page	Section	Source	Comment	Response
35		I-564 Connector	D. Dees - US Navy	3. Based on the information available in the Phase 3 Qualitative Analysis for 1-564 Connector roadway plans and cross sections and utilizing nominal heights for street lighting, Navy team was able to identify concerns to the approach and departure corridor, transitional and imaginary surfaces and instrument precision approaches to runway 10 which would negatively impact current missions and operations at Chambers Field.	Understood. At the end of the Phase 3 (Step 2) Quantitative analysis, which we are conducting now, we will recommend tiering of the segments into three tiers that correspond to timing of/readiness for implementation, with Tier 1 the most ready. As the project moves into design and construction, the project owner will be able to make decisions about equipment height and clearance to accommodate the Navy's operational needs in Norfolk. The RCS team will not be the project owner in the final stages of planning, design and construction.

Number	Page	Section	Source	Comment	Response
36		I-564 Connector	D. Dees - US Navy	<p>4. The proposed 1-564 Connector is approximately 5,000 feet west by southwest of the end of runway 10 centerline. If cranes of similar heights to those used on the current VDOT Hampton Roads Bridge Tunnel (HRBT) and 1-64 widening projects are used for this proposed project flight operations would have restrictions placed on them due to crane height impacting the operational capability of the airfield and its ability to support worldwide operations. These restrictions would be significant and require excessive coordination that would significantly impact and likely result in the loss of mission sets such as the Air Mobility Command cargo mission from Chambers Field. In visual meteorological conditions (VMC) (clear) weather, daily coordination would be required to minimize impacts to flight operations with Chambers Field. In instrument meteorological conditions (IMC) weather or forecasted weather to be IMC, work on the tunnel would need to be immediately halted, the crane lowered and remain lowered until VMC was recovered due to the proximity of the construction area to Chamber's Field runway and precision landing path. This coordination and actions would impart additional risk to aircrew and airfield operations due to this need and result in a day for day extension to construction time for every IMC day. FAA Obstacle Evaluations with a 1A survey level of accuracy would be required in order to minimize impacts to operations. Based on the information available today, the impacts to existing and future missions and operations are not fully known and the Navy reserves the opportunity to continue evaluating for temporary as well as permanent impacts as more information becomes available.</p>	<p>Understood. As the project moves into- design and construction, the project owner will be able to make decisions about equipment height and clearance to accommodate the Navy's operational needs in Norfolk. The RCS team will not be the project owner in the final stages of planning, design and construction.</p>

Number	Page	Section	Source	Comment	Response
37		I-564 Connector	D. Dees - US Navy	5. As reflected in the Phase 3 Qualitative Analysis drawing and cross section for the 1-564 Connector the elevated overpasses over Naval Station Norfolk and in close proximity to the perimeter fence line near Gate 6, causes significant security issues for military personnel, for fuel operations, fuel barges and fuel tanks, ordnance movements, military vessels, piers, as well as other facilities and waterfront operations. The past and current land uses of the area identified for the proposed 1-564 Connector are compatible with current missions and operations adjacent to the southern boundary of Naval Station Norfolk.	<p>Understood. At the end of the Phase 3 (Step 2) Quantitative analysis, which we are conducting now, we will recommend tiering of the segments into three tiers that correspond to timing of/readiness for implementation, with Tier 1 the most ready and Tier 3 the least ready. At the time of project design and construction, the project owner will be able to make decisions about equipment height and clearance to accommodate the Navy's operational needs in Norfolk. At this early planning stage of the segment tiering process the Regional Connectors study is not considering an elevated section between the end of the existing Intermodal connector and the end of Norfolk International Terminal Pier 3. Instead, the I-564 connector is planned to be underground along the length of existing NIT Pier 3 and tunnel under the Elizabeth River shipping lanes to surface at a bridge to the west of the NIT and to the north of Craney island.</p> <p>It may be possible to tunnel the I-564 connector further East approaching the Hampton Boulevard underpass, but that design will involve additional costs.</p>

Number	Page	Section	Source	Comment	Response
38		I-564 Connector	D. Dees - US Navy	6. Based on proposed alignment of 1-564 Connector and not having the minimum separation distances needed between public roadway and ordnance handling operations at NSN piers 1 through 3, these operations and missions are in jeopardy. Based on the projected traffic counts of the proposed new road, the installation would not qualify for a waiver if the 1-564 Connector is built given its proximity to the piers 1 through 3 and the expected traffic loading, resulting in a loss of mission and operational capability of weapon loading/unloading at piers 1 through 3. A contract award of \$300M to replace submarine Pier 3 a WWI era pier was awarded in May 2022 and is expected to be completed in the year 2027 to support berthing of Los Angeles class, extended version of the Virginia class and Virginia Payload Module class submarines and allow for greater weapons onloading as supported by Naval Station Norfolk's current permits. This pier is mission essential to United States National Security and is projected to be in service for over 50 years.	<p>Understood. The NIT pier alignment that the RCS alternatives is currently planning on using is nearest to Naval Station Norfolk's Pier 1.</p> <p>Evolving security and visibility technology may resolve these security concerns as the I-564 corridor progresses from planning to design. Evolving transportation technology may change the corridor design as well. Horizontal and vertical clearances required by the Navy for essential security will be considered in the future planning and design process.</p>
39		I-564 Connector	D. Dees - US Navy	7. The water area north of the proposed 1-564 Connector aligns with northern edge of Norfolk International Terminal's Pier 3, and falls within the military restricted area as established by the Army Corps of Engineers at 33 CFR 334.300. Additionally, permission coordination must be obtained from the Navy for construction personnel or work boats to access and operate inside the military restricted area and must meet Navy security requirements.	<p>Understood. The boundaries of Naval Station Norfolk as codified in the CFR begin along the northern edge of NIT pier 3. The RCS study does not plan nor contemplate exceeding the northern edge of Pier 3 of the NIT during the construction or operations of the I-564 connector. The RCS team will plan for and produce cost estimates to account for the need for vetting and hiring personnel with sufficient security clearances to work in the vicinity of Norfolk Naval Station Pier 1.</p>

Number	Page	Section	Source	Comment	Response
40		I-564 Connector	D. Dees - US Navy	8. During the proposed bridge and tunnel construction detailed coordination will be required to avoid impacts to Navy ships and fuel barges transiting to and from Craney Island Fuel Terminal to Naval Station Norfolk.	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.
41		I-564 Connector	D. Dees - US Navy	9. Construction and dredge disposal requires detailed coordination to avoid impacts to OWWO transport from Naval Norfolk to Craney Island Fuel Terminal as well as ships transitioning the channel.	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.
42		I-564 Connector	D. Dees - US Navy	10. Construction and dredge disposal requires detailed coordination to avoid impacts to OWWO transport from Naval Norfolk to Craney Island Fuel Terminal as well as ships transitioning the channel.	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.
43		VA 164 Connector	D. Dees - US Navy	11. The VA-164 Connector over the Navy's Craney Island Fuel Terminal will need to provide measures that restrict vehicle and pedestrian access that meets all Federal security requirements without bisecting the DoD internal connectivity between the north and south areas.	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.

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44		I-564 Connector	D. Dees - US Navy	12. Based on the segment drawing and cross section it is unclear how the I-564 Connector Study considered the ongoing VDOT ATI Interchange that is currently at 100% design with expected completion in FY-24. The ATI Interchange and access improvements are located between the existing 1-564 and the SPUI at "D" Ave, and is relevant to the interchange spacing in the corridor.	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth entities such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.
45		I-564 Connector	D. Dees - US Navy	13. Based on the current alignment of I-564 Connector it appears modifications may be required to the recent finalized 1-564 Intermodal Connector including: a. Bridge crossings over Hampton Boulevard b. Navy secured access to/from Commercial Vehicle Inspection Station c. Public Connector Ramp to Hampton Boulevard	Correct. The Regional Connectors Study is a conceptual planning stage of design. The future stages of the project will be carried forward by regional or commonwealth such as HRTAC and VDOT. They will maintain communication and coordination with stakeholders and decisionmakers throughout the planning, design, and construction process.
			Wednesday, August 3, 2022		
46		I-564 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	As stakeholders in the Regional Connectors Study (RCS), we believe that identifying specific links that accomplish congestion relief and provide economic opportunities will benefit the region. As the RCS team continues to evaluate the segments through the Phase3 Qualitative Analysis component of the study, several stakeholders have shared challenges, including those relating to the Craney Island Dredge Management Area, the VA-164 Connector segment, and the 1-564 corridor alignment.	Agreed

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47		I-564 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	The 1-564 corridor is a key gateway for The Port of Virginia and since the inception of the 1-564 Intermodal Connector in the late-1990's, the port has partnered with regional partners, FHWA,VDOT, US Navy, and City of Norfolk to establish the 1-564 corridor investments by utilizing the FHWA guidelines to address the needs of all stakeholders. Examples of collaboration in meeting stakeholder needs include: the Air Terminal Interchange to provide enhanced access tothe Navy's Commercial Vehicles Inspection Station,the new connection to the port's North Gate at Norfolk International Terminals, and the Naval Station Norfolk's Gate 6.	Agreed. Thank you for the historical perspective of past improvements to the Hampton Roads region in response to increasing infrastructural needs.
48		I-564 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	As a designated Port of National Defense, The Port of Virginia understands the importance of security requirements of the U.S. Navy and we recognize that security requirements change over time based on unforeseen events or conditions. Based on the uncertainty of when the 1-564 cross-harbor segment will move forward to construction, we believe that security requirements at the time of design and construction may be accommodated with hardened infrastructure or technology advancements.	Agreed. Thank you for acknowledging the heightened security requirements throughout the region and especially around the Port facilities and the Navy.
49		I-564 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	Based on the input and collaboration that has occurred over the last two decades, The Port of Virginia has been strategically investing in critical infrastructure with the understanding that the 1-564 corridor alignment would remain in its current location and consistent with the final design plans.	Acknowledged. The project team is working to determine the optimal form of corridor expansion and new connector(s) to satisfy regional and stakeholder needs.

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50		I-564 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	<p>Examples of these investments in proximity to 1-564 include:</p> <ul style="list-style-type: none"> • working with the Army Corps of Engineers to collaborate on funding and creating the deepest East Coast channel providing access to a national strategic port and Naval Station Norfolk; • securing \$20 million in federal Port Infrastructure Development funds to expand rail capacity of the Central Rail Yard at NIT; and • advancing a \$650 million NIT North Optimization project - with Phase 1 scheduled for completion in 2025, with \$266 million in funding provided by the Virginia General Assembly. 	Acknowledged. The project team is working to determine the optimal form of corridor expansion and new connector(s) to satisfy regional and stakeholder needs. This comment indicates that the expectation of the regional connectors is already driving other infrastructural decisions, which is a compelling reason for the Regional Connectors Study and the project team to arrive at a balanced recommendation for the project owners to progress to design and construction.
51		VA 164 Connector	Cathie J. Vick, Chief Development and Government Affairs Officer - Port of Virginia	We appreciate the opportunity to share these comments and commit to partnering with the study's stakeholders to find solutions that address design criteria and security requirements for the VA-164 Connector on the Craney Island Marine Terminal. We look forward to continued engagement with the Regional Connectors study team, the HRTPO, and HRTAC to prioritize the region's future transportation system investments and participating in the continued success of the region.	Acknowledged.