



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.



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 (AOC)	Segment 1 (CD) I-664 from US 58 (Dowers Hill) to I-264	Segment 2 (CD) I-664 (Dowers Hill) from VA 104 to US 58	Segment 3 (BCD) I-664 and VA 104 interchange	Segment 4 (CD) I-664 from VA 104 Connector to	Segment 5D I-664 from Terminal Avenue Interchange to I-664 Connector	Segment 6D Terminal Avenue Interchange	Segment 7C I-664 from I-664 and including Terminal Avenue Interchange	Segment 7D I-664 from I-664 and including Terminal Avenue Interchange	Segment 8 I-664 north of HRBT	Segment 9 I-664 from HRBT to I-504	Segment 10 (BD) I-504 and I-504 Connector	Segment 10C I-504 and I-504 Connector	Segment 11D I-664 Connector including I-664 Interchange	Segment 12B I-664 Connector and VA 104	Segment 12C I-664 Connector, I-664 Connector Interchange	Segment 12D I-664 Connector, I-664 Connector, and VA 104 Connector Interchange	Segment 14 VA 104	Construction and/or Temporary Impacts	Recommendations / Additional Comments
Air Operations at Chambers Field (located at Navy Station Norfolk)																			For further information, please contact the Navy project POC.
Topic of Area of Concern (AOC)																			
Operational training including steaming of equipment from helicopters through the channel																			
Night operations and lighting																			
Marginal weather operations and training																			
Potential penetration into flight activity zones																			
Air diversion impacts causing traffic over residential																			
Human hazards associated with lighting (structure/highway) which could impact pilot																			
Any proposed development to include temporary																			
Obstruction Evaluation criteria																			
Vertical penetration of approach/ departure corridor would impact Navy terminal instrument and visual approaches																			
Regional Port Operations																			
Emerging requirements for relation building																			
Potential impacts to normal water traffic: impacts to Harbor traffic and access																			
Channel depths for submarines and deep draft ships																			
Required minimum sufficient clearance and draft depths																			
Alignment of future terminal berths, Norfolk Harbor																			
Depth with respect to submerged factors/obstacle																			
Channel deepening activities and the cumulative impact on Navy fleet operations																			
Regional Emergency Mass Evacuation																			
Potential impacts to emergency evacuation or operations (land and water) if the channel or roadway were to be impacted																			
Transportation/Traffic Operations																			
Traffic model for I-564 Project under construction																			
Demands on the highway system from the new proposed lanes (current NAVSTA Norfolk Gates 1, 2, and 2A)																			
Navy Station Norfolk (NAVSTA) Facility AOC																			
Installation of a new border near VMF-212 parking																			
Operation of Gate 10, Gate 4, and Gate 22 facilities may be impacted. Any increase of the approach speed of the gate could reduce the operation capability of the gate below required security standards during construction.																			
Construction of a new approach road for Gate 6 not take into consideration the Navy's new Gate 6 approach speed of vehicles, reduce approach zones, or reduce site loss at the gate could reduce the operation capability of the gate below required security standards.																			
Criteria requirements for UFC																			
Facilities / Access Control Profile																			
Navy as in support of a full																			
provides access to the																			
Navy, NIT, and the public.																			
The Navy requests that																			
8077S, I-664 AB Terminal																			
Interchange, which is east																			
of Hampton Boulevard and																			
described in the 2000																			
Hampton Boulevard																			
Transportation Plan.																			

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

Physical Impact to NAVSTA Property	Impacts																			Recommendations / Additional Comments						
	Segment 1 (CD) I-64 from US 58 (Bowers Hill) to I-264	Segment 2 (CD) I-64 from VA 104 to US 58 (Bowers Hill)	Segment 3 (CD) I-64 from VA 104 to US 58 (Bowers Hill)	Segment 4 (CD) I-64 from I-64 Connector to VA 104	Segment 5D I-64 from Terminal Avenue Connector extending to I-64	Segment 5D I-64 from Terminal Avenue Connector	Segment 6D Terminal Avenue Interchange	Segment 7C I-64 from I-54 and Terminal Avenue including Terminal Avenue Interchange	Segment 7D I-64 from I-64 and including Terminal Avenue Interchange	Segment 8 I-64 north of HRBT	Segment 9 I-64 from HRBT to I-54	Segment 10 (BD) I-504 and I-504 Connector	Segment 10C I-504 and I-504 Connector	Segment 11C I-604 Connector including I-504 Interchange	Segment 11D I-604 Connector including I-504 Interchange	Segment 12B I-604 Connector and VA 104	Segment 12C I-604 Connector I-604 Connector and VA 104	Segment 12D I-504 Connector, I-504 Connector and VA 104	Segment 13 VA 104 Connector		Segment 14 VA 104	Construction Impacts				
<p>Physical Impact to NAVSTA Property Physical impacts to NAVSTA Property Potential concerns include: Potential effects of traffic include limited access and longer queues. Gais 22 In mission critical and must remain open during any proposed construction. Potential access to sensitive areas at the Southeast corner of the lobby off ramp to Fourth View Street and along the West side of Patrol Road. Access to sensitive areas, Area REGSO (Area) located in close proximity to I-64 and I-644 southeast connection are mission critical and cannot be interrupted during or after construction. I-64 today runs through portions of the Chamber Halla and is a key element in the military expansion being made traffic through these zones.</p> <p>Dispensing Range Existing HRBT tunnel is about 0.6 miles northwest of the Magnetic Sheeting Facility sensor array for the Dispensing Range (in the water).</p> <p>Cransy Island Fuel Depot Construction of 4-Phase I-164 Connector roadway would impact Navy's property creating operational and security concerns. The project may require unimpeded access to the facilities at Cransy Island. Impacts to planned facility construction, Mission growth to occur over the next three years at Cransy Island due to closure/consolidation of other facilities.</p> <p>Impacts to Colonial Pipeline</p> <p>Navy is in the process of investigating safety distance requirements for military ships refueling at Cransy Island in relation to a public highway and will provide that information when available.</p> <p>Star Staff Norfolk, Virginia. Impact to complex perimeter fencing</p>																										