

## Reevaluation/Environmental Assessment of the **PATRIOT'S CROSSING**

(Segments 1 and 3 of the Candidate Build Alternative 9  
of the Hampton Roads Crossing Study FEIS & ROD)

From: I-664/Monitor-Merrimac Memorial Bridge  
Tunnel in Hampton Roads, VA

To: I-564 at Naval Station Norfolk in Norfolk, VA  
and to SR 164 in Portsmouth, VA



Spring 2012

# Welcome and Thank You for Your Interest

## Purpose of the Hearing

The Patriot's Crossing Study is a review of a new bridge-tunnel connection between Interstate 664 (I-664) through the Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT) and Interstate 564 at Naval Station Norfolk and VA Route 164 (Western Freeway) in Portsmouth. This study is a reevaluation of two of the five segments of the preferred alternative that was selected for the Hampton Roads Crossing Study in 2001. At that time, Candidate Build Alternative 9 (CBA9) was recommended by the Commonwealth Transportation Board (CTB) and consisted of five independent segments. This reevaluation assesses what were known then as Segments 1 and 3 – now referred to as Patriot's Crossing. A map of Patriot's Crossing is shown on the interior of this brochure for your reference.

This reevaluation is documented in the form of an Environmental Assessment (EA). The EA, which is available for your review, documents changes in the local project area, changes in

regulations that have occurred since the Hampton Roads Crossing Study was completed, and overall changes in the project. The Craney Island Eastward Expansion Project and the construction of the APM container terminal on the Portsmouth waterfront, have created a need to shift the alignment slightly to the west from where it was originally approved. The impacts of making that shift are included in the reevaluation, as documented in the EA.

The purpose of this hearing is to:

- Solicit your comments on the EA, and
- Present the Segment 3 alignment shift.

This study is a joint effort of the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and is being developed in accordance with the National Environmental Policy Act (NEPA). Your input is an important component of the reevaluation process and we welcome your comments on the EA. You can visit our website at:

[www.virginiadot.org/projects/hamptonroads/patriots\\_crossing.asp](http://www.virginiadot.org/projects/hamptonroads/patriots_crossing.asp)

Thank you for contributing to the study.

## Public Hearings and Project Information

### **Tuesday, April 3, 2012**

Lake Taylor High School  
1384 Kempsville Road | Norfolk, Virginia 23502  
4:00 p.m. to 7:00 p.m.

### **Wednesday, April 4, 2012**

Churchland High School  
4301 Cedar Lane | Portsmouth, Virginia 23703  
4:00 p.m. to 7:00 p.m.

For those unable to attend, please visit the website for meeting materials and project information. You can email comments to the study team (email address noted below). Please reference "Patriot's Crossing" in your subject line:

- [CG.Collins@VDOT.Virginia.gov](mailto:CG.Collins@VDOT.Virginia.gov)
- [KMobley@mbakercorp.com](mailto:KMobley@mbakercorp.com)

### **Project Information**

VDOT Public Affairs  
Phone: 800-367-7623

[www.virginiadot.org/projects/hamptonroads/patriots\\_crossing.asp](http://www.virginiadot.org/projects/hamptonroads/patriots_crossing.asp)

## PROCESS AND MILESTONES



# Findings of the Reevaluation

## The Environmental Assessment (EA)

The EA documents the potential impacts of the Patriot's Crossing in its new alignment, as shown on the opposite page. Table 1 shows the potential impacts in comparison to the impacts identified in the Hampton Roads Crossing Study (HRCS) for segments 1 and 3 of the selected alternative. It is important to note, as with the original CBA 9 segments, the impacts shown in the table are preliminary and based on a 500-foot-wide corridor, which is much larger than required for project construction. As the project moves into design, these impacts would likely be reduced.

The purpose and need for the project were also reevaluated and remain valid. In particular, there remains the need to:

- Improve congestion at the I-64 Hampton Roads Bridge-Tunnel
- Provide an additional crossing in Hampton Roads to improve accessibility
- Support travel demand caused by increasing population and employment in the region
- Provide improved access to military facilities
- Support the efficient movement of tourists in the region
- Enhance access to the increasing port and ship-building facilities

### PROJECTED CONGESTION

*The reevaluation provides updated traffic documentation that confirms congestion is projected to increase not only at the I-64 Hampton Roads Bridge-Tunnel, but also at the I-664 Monitor-Merimac Memorial Bridge-Tunnel and the US Route 17 James River Bridge.*

**TABLE 1: Summary of Impacts**

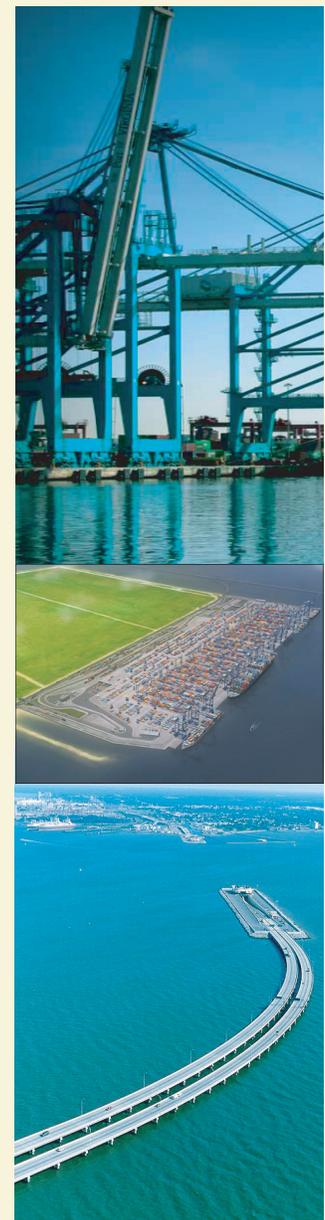
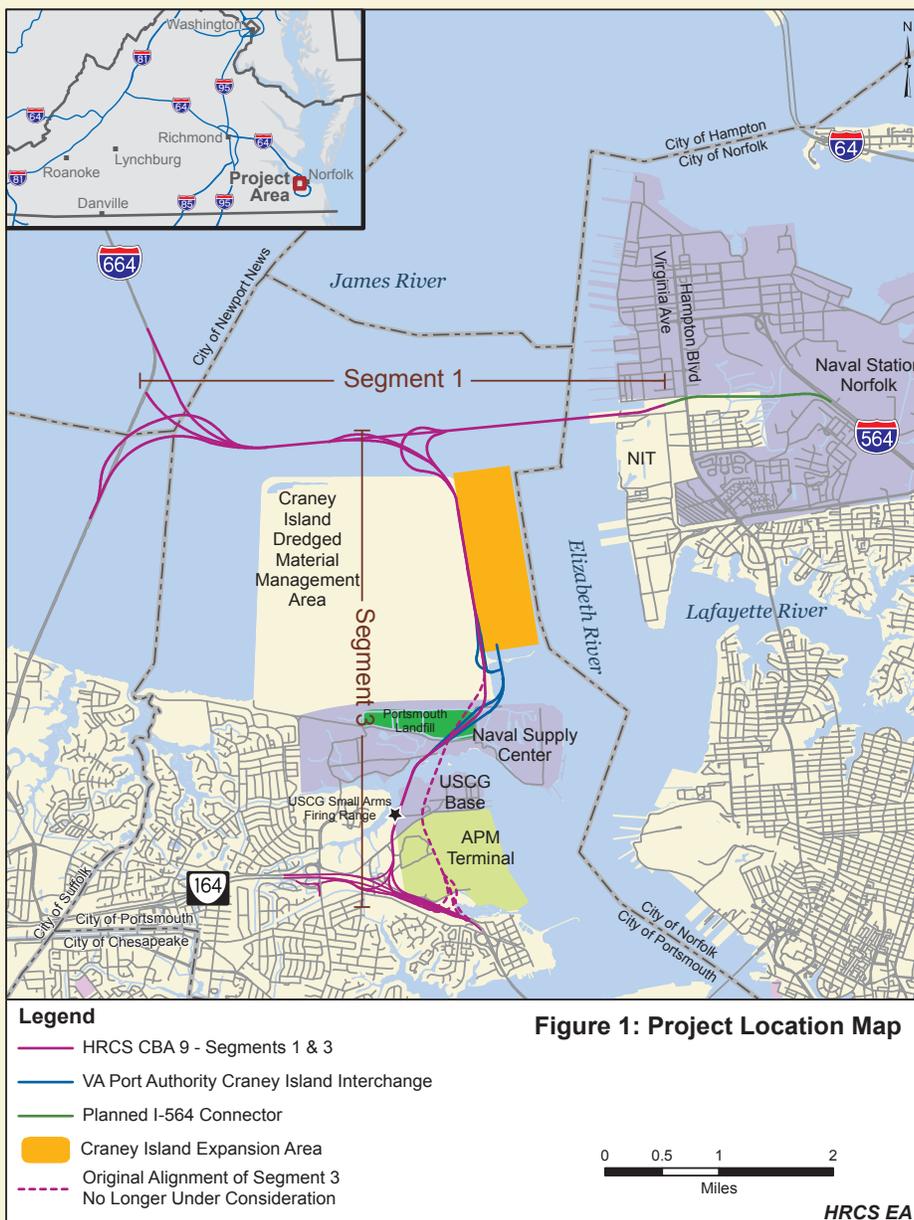
Category	Impacts*	
	Original CBA 9 Segments 1 & 3	Patriot's Crossing
Interchanges	4	5
Number of Homes Displaced	3	16
Number of Businesses Displaced	0	1
Number of Schools Displaced	0	0
Number of Churches Displaced	0	0
Number of Cemeteries Displaced	0	0
Number of Other Community Facilities Displaced	3 military facilities (2 USCG buildings/parking lots & DGPS Tower)	1 military facility (USCG small arms firing range)
Number of Cultural Resource Properties Affected (NRHP Listed or Eligible)	0	0
Section 4(f) Property Used	0	0
Hazardous Materials Sites	2	3
Length of Streams Disturbed	74,069 linear feet (14.0 miles)	73,819 linear feet (13.98 miles)
Wetlands Displaced	15.7 acres	35.0 acres
Floodplains Crossed	91 acres	146 acres
Threatened / Endangered Species	0	0
Forest Land Displaced	14 acres	32 acres
Violations of National Ambient Air Quality Standards (NAAQS)	0	0
Sensitive Noise Receptors Impacted	N/A	26 residences

\* Impacts are based on 500' wide corridor of the Build Alternative. Impacts will likely be further reduced during final design.

\* Because the HRCS FEIS calculated noise impacts as a lump sum for all five segments of CBA 9, it is not possible to separate noise impacts associated with just Segment 1 and Segment 3. However, impacts are anticipated to be much less under Patriot's Crossing given that Segment 1 now terminates at Virginia Avenue and avoids multiple sensitive noise receptors farther to the east.

# Where Are We Now?

The project location map shows the location of the proposed Patriot's Crossing (Segments 1 and 3 of the Candidate Build Alternative 9). As indicated on the map, the expansion of Craney Island and the construction of the new APM Terminal in Portsmouth created a need to shift Segment 3 to the west. The reevaluation includes an assessment of impacts for Segment 1 and the shifted alignment of Segment 3. The length of Segment 1 has been shortened in Norfolk because the planned I-564 Intermodal Connector now extends to Virginia Avenue. Therefore, the eastern terminus of Segment 1 is at Virginia Avenue rather than at the original I-564 connection at I-64. As noted in the FEIS for the Hampton Roads Crossing Study, as well as the EA, construction of Patriot's Crossing (Segments 1 and 3) does not preclude any of the other elements of the original project, including any multimodal components.



# Next Steps for Patriot's Crossing

Your input is important. VDOT and FHWA would like to hear from you about this reevaluation and the shift in Segment 3 slightly to the west. Opportunities to comment are provided at the Public Hearing and through the VDOT project website. At the hearing, you can discuss your concerns with members of the study team and submit formal written comments on the EA. If you prefer, you may also give your comments directly to a verbatim reporter at the hearing.

VDOT and FHWA will take public comments on the reevaluation and address them as part of the overall NEPA process. The next step is to present the findings of this reevaluation, as well as any analysis or input provided by you or other agencies involved,

to the Commonwealth Transportation Board (CTB) for their approval on the shift in location of Segment 3 of the preferred alternative. The process will result in what is known as a Finding of No Significant Impact (FONSI) or a determination to prepare a supplemental EIS.

We look forward to receiving your comments about the Environmental Assessment and hearing your thoughts about this project.

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*VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division, at 800-367-7623 or TTY/TDD 711.*



c/o Michael Baker Jr., Inc  
1801 Bayberry Court  
Richmond, Virginia 23226