

# BOWERS HILL INTERCHANGE IMPROVEMENTS STUDY

| HRTPO Citizen Advisory Committee (CAC)  
| August 12, 2021

# Agenda

- **Study History**
- **Purpose and Need**
- **Range of Alternatives**
- **Public Involvement**
- **Schedule**



# Background to Original Bowers Hill Study

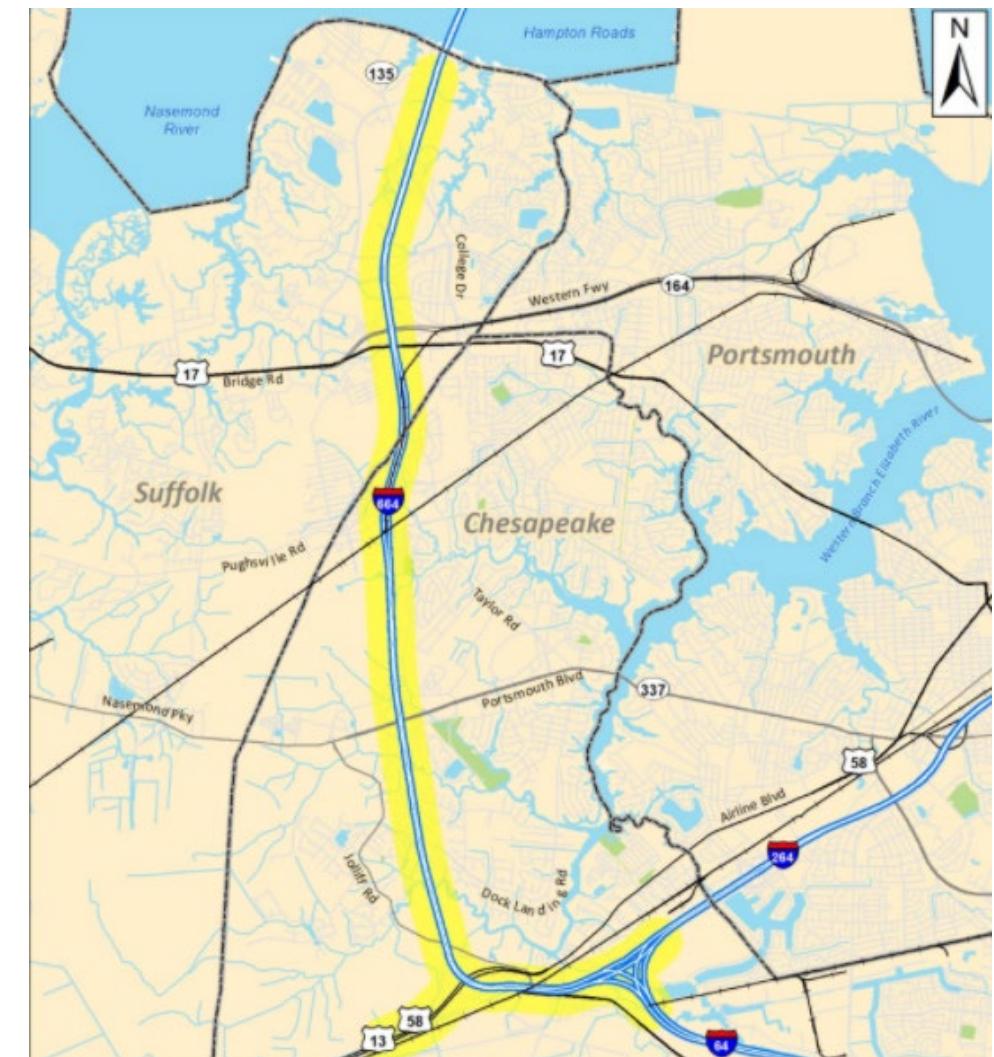
- **October 2016 – Hampton Roads Transportation Planning Organization (HRTPO)/Hampton Roads Transportation Accountability Commission (HRTAC) identified a recommended preferred alternative for Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS)**
- **The Bowers Hill interchange and several portions of Interstate 664 were considered under the HRCS SEIS**
- **2017 – HRTAC provided funding to study the Bowers Hill interchange and identified it as a priority project**

# Background to the Bowers Hill Environmental Impact Statement (EIS)

- **April 4, 2019 – FHWA/VDOT issued the Bowers Hill Environmental Assessment (EA) for public comment**
- **Early 2020 – HRTPO modified the scope of the Bowers Hill study to extend the study area to fully assess the interchange and consider how the Hampton Roads Express Lanes Network (HRELN) would interact with the study area**
- **Spring 2020 – VDOT opened discussions with FHWA about the expanded scope and the transition to an EIS**
- **August 2020 – Coordination with state and federal agencies, as well as localities and the Hampton Roads region, began for the NEPA effort**

# Bowers Hill EIS Study Area as Defined by HRTPO

- **I-664 – Up to College Drive interchange**
- **I-64 – The first interchange southeast of Bowers Hill (Military Highway)**
- **I-264 – The first interchange east of Bowers Hill (Greenwood Drive)**
- **Route 13/58/460 – The Bisco Street/Airport entrance intersection**



# Purpose and Need

The purpose of the Bowers Hill Interchange Improvements Study is to reduce congestion, improve travel reliability, and provide additional travel choice on I-664 from and including the Bowers Hill Interchange to College Drive.

The following needs have been identified for the study:

- Reduce Congestion
- Improve Travel Reliability
- Provide Additional Travel Choice

# Range of Alternatives

## Retained for Detailed Study in the EIS

- **No Build Alternative**
- **Add One Managed Lane and a Part-time Drivable Shoulder (PTDS)**
- **Add Two Managed Lanes**

## Not Retained for Detailed Study in the EIS

- **Add One General Purpose Lane**
- **Add Two General Purpose Lanes**
- **Collector-Distributor (CD) Lanes**
- **Transportation Systems Management (TSM) and Travel Demand Management (TDM) Improvements as a stand-alone option**
- **Transit-Only Improvements**

## No Build: Retained

A “no action” alternative is required in the NEPA analysis

- **How the Option Meets the Purpose and Need**
  - **Reduce Congestion – It does not**
  - **Improve Travel Reliability – It does not**
  - **Provide Additional Travel Choice – It does not**

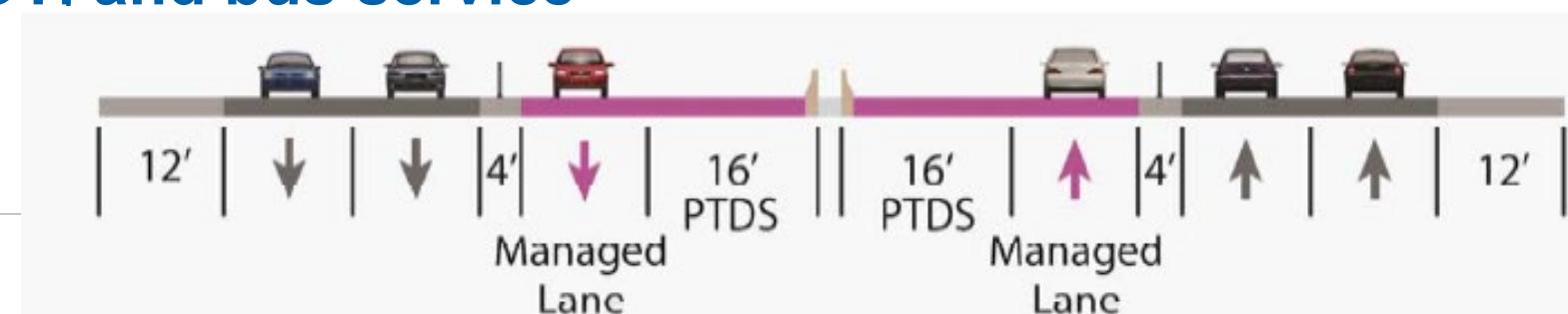


# Concept C: Add One Managed Lane and a Part-time Drivable Shoulder (PTDS) in Each Direction on I-664: Retained

Concept includes addressing interchanges along the corridor with widening to the inside/outside to be determined following concurrence. The concept assumes the PTDS would be part of the Managed Lane System.

## How the Option Meets the Purpose and Need

- **Reduce Congestion – Provides Additional Capacity**
- **Improve Travel Reliability – Provides Additional Capacity**
- **Provide Additional Travel Choice – Managed Lane System provides choices for HOV, HOT, and bus service**



# Concept D: Add Two Managed Lanes in Each Direction on I-664: Retained

Concept includes addressing interchanges along the corridor with widening to the inside/outside to be determined following concurrence.

## How the Option Meets the Purpose and Need

- **Reduce Congestion – Provides Additional Capacity**
- **Improve Travel Reliability – Provides Additional Capacity**
- **Provide Additional Travel Choice – Managed Lane System provides choices for HOV, HOT, and bus service**



# Public Involvement

- **Initial public involvement conducted virtually**
- **Study web site and monthly e-newsletter**
- **Study-specific email address**
- **Citizen comment opportunities:**
  - **Fall 2020 – Public survey to inform the study’s Purpose and Need**
  - **March 2021 – Public input on preliminary concepts**
  - **Early 2022 – Public hearing and comment period on the recommended preferred alternative**
  - **Fall 2022 – Public hearing and comment period on the Draft EIS**

# Schedule

Activity	Timeframe
FHWA Issuance of Notice of Intent (NOI) and VDOT Public Outreach	Summer/Fall 2021
VDOT Public Hearing on Recommended Preferred Alternative; Action by HRTAC, HRTPO and/or Localities	Early 2022
Commonwealth Transportation Board Identifies Preferred Alternative	Spring 2022
FHWA Publication of Draft EIS with Public Comment Period	Fall 2022
FHWA Issues Combined Final EIS and Record of Decision (ROD)	Summer 2023

# Questions and Comments

