



BOWERS HILL ENVIRONMENTAL IMPACT STATEMENT

Study Summary and Recommended Preferred Alternative

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Study Context

- **April 4, 2019** – FHWA/VDOT issued the Bowers Hill Environmental Assessment for public comment
- **Late 2019** – VDOT, HRTPO, and HRTAC advanced plans for the Hampton Roads Express Lane Network (HRELN)
- **Early 2020** – HRTPO notified VDOT of plans to modify the scope of the Bowers Hill study
- **August 2020** – FHWA/VDOT initiated an Environmental Impact Statement (EIS)



Orange-bounded area is the original Study Area documented in the Bowers Hill EA. Larger yellow area shows the current EIS Study Area.

New information



Purpose and Need

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

THE NEED ELEMENTS IDENTIFIED FOR THE STUDY ARE:



**REDUCE
CONGESTION**



**IMPROVE TRAVEL
RELIABILITY**



**PROVIDE ADDITIONAL
TRAVEL CHOICE**

Concepts Considered But Not Advanced

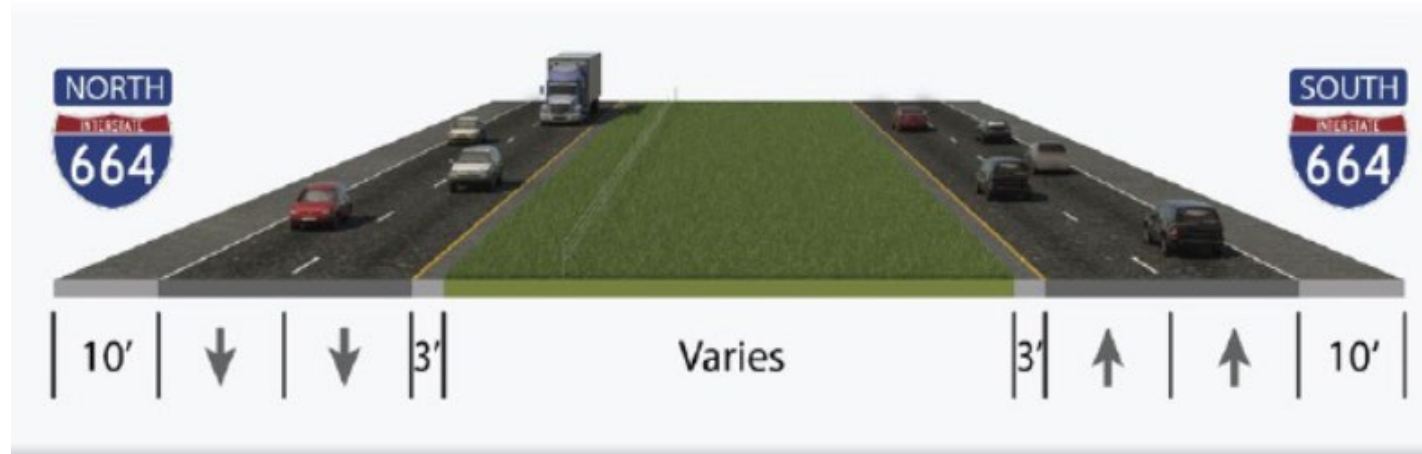
CONCEPT	REDUCES CONGESTION	IMPROVES TRAVEL RELIABILITY	PROVIDES ADDITIONAL TRAVEL CHOICE
Add 1 General Purpose Lane and Address Interchanges (Concept A)	Yes	Yes	No
Add 2 General Purpose Lanes and Address Interchanges (Concept B)	Yes	Yes	No
Collector-Distributor Lanes at Interchanges (Concept E)	No	No	No
Transportation System Management/Transportation Demand Management Improvements (Concept F)	No	No	No
Transit-Only Improvements (Concept G)	No	No	Yes

Improvements considered as part of Concept F and Concept G are not precluded from being implemented as part of a preferred alternative or independent projects.

Previously presented to the CTB

Alternatives Retained for Detailed Study in the EIS

No Build Alternative



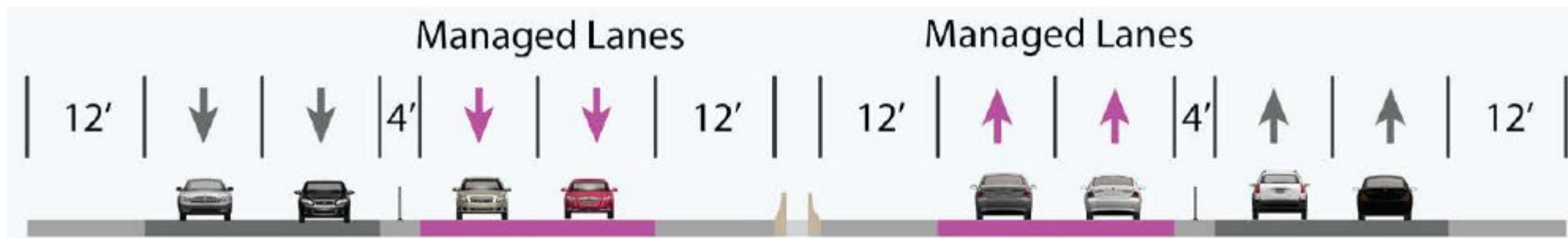
Alternatives Retained for Detailed Study in the EIS

- No Build Alternative
- **Add One Managed Lane and a Part-time Drivable Shoulder (PTDS) in Each Direction, Including Improvements to the Bowers Hill Interchange (Alternative C)**



Alternatives Retained for Detailed Study in the EIS

- No Build Alternative
- Add One Managed Lane and a Part-time Drivable Shoulder (PTDS) in Each Direction, Including Improvements to the Bowers Hill Interchange (Alternative C)
- **Add Two Managed Lanes in Each Direction, Including Improvements to the Bowers Hill Interchange (Alternative D)**



Summary of Potential Impacts and Benefits Informing the Recommendation of a Preferred Alternative

Potential Impact Resource	Alternative C One Managed Lane and PTDS	Alternative D Two Managed Lanes
Potential Residential/Commercial Acquisitions	21	23
Acreage of Partial Acquisitions	60	65
Estimated Stream Impacts (linear feet)	11,356	11,674
Estimated Wetland Impacts (acres)	103	107

Impacts shown are a worst-case scenario and will be refined during final design and permitting.

Benefit	Alternative C One Managed Lane and PTDS	Alternative D Two Managed Lanes
Less Costly	X	
Reduces Congestion	X	
Improves Travel Reliability	X	
Provides Additional Travel Choice		=

Recommended Preferred Alternative

Alternative C: Addition of One Managed Lane and a Part-time Drivable Shoulder with Improvements to the Interchanges

- **Best meets the Purpose and Need while balancing costs and impacts**
- **Consistent with improvements underway for the HRELN**
- **U.S. Army Corps of Engineers and U.S. Environmental Protection Agency concurred on the recommended preferred alternative**
- **Hampton Roads Transportation Planning Organization endorsed the preferred alternative on May 19, 2022**
- **A majority of public comments agreed that the recommended preferred alternative met the Purpose and Need**

Next Steps

Activity	Timeframe
CTB Action to Identify a Preferred Alternative	July 2022
FHWA/VDOT Issue Draft EIS	October 2022
FHWA/VDOT Host Public Comment Period and Public Hearing	October- November 2022
NEPA Complete	Spring 2023

