



STUDY UPDATE
NOTICE OF INTENT
WINTER 2022

STUDY OVERVIEW

The Bowers Hill Interchange Improvements Study covers the junction of I-664, I-64, I-264, U.S. Route 13, U.S. Route 58, U.S. Route 460 and VA Route 191 (Jolliff Road), plus seven miles of I-664 to near College Drive (exit 8A).

To view previous study materials, visit our study website:
bowershillinterchange.com.



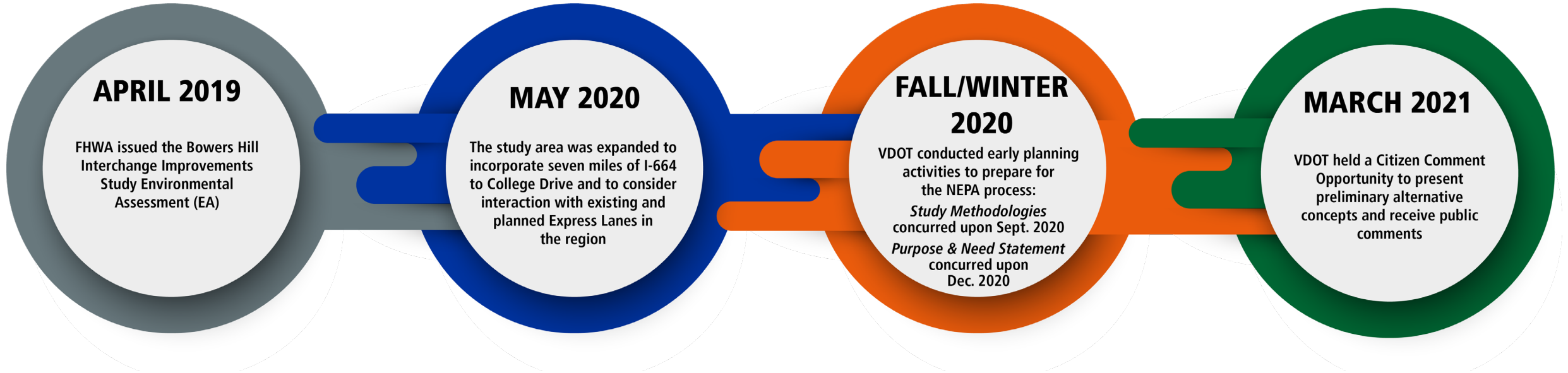
PURPOSE

The purpose of this presentation is to:

- Provide an update on the study
- Provide an opportunity for the public to offer comments
- Share the next steps for the study
- Share the range of alternatives that will be carried forward in the Environmental Impact Statement (EIS) as documented in the Notice of Intent (NOI)

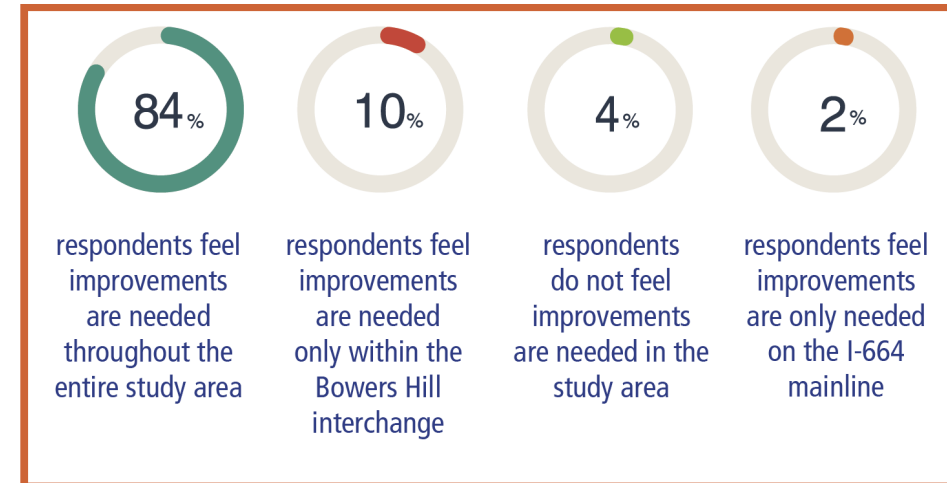


HISTORY OF STUDY



CITIZEN COMMENT OPPORTUNITY

- In February/March 2021, VDOT held a Citizen Comment Opportunity to collect public input on the concepts developed to date.
- Nearly 1,700 people viewed the online materials and 244 comments were received.
- 84% of respondents indicated that improvements are needed throughout the entire study area.



NOTICE OF INTENT

- The U.S. Army Corps of Engineers and U.S. Environmental Protection Agency provided concurrence on the range of alternatives to be carried forward in the EIS.
- The Federal Highway Administration (FHWA) has issued the NOI for the Bowers Hill Interchange Improvements Study, formally initiating the National Environmental Policy Act, or NEPA, process.
- NOI and supporting documentation available at bowershillinterchange.com
- VDOT is seeking public input on the range of alternatives carried forward in the EIS.



The alternatives were evaluated based on how well they met the purpose and need of this study which is to:



Reduce Congestion

Current and future travel demand exceed capacity that causes congestion and gridlock on I-664 in the Study Area



Improve Travel Reliability

Current and future congestion will increase travel time while reducing travel speed and the reliability of trips on I-664 in the Study Area



Provide Additional Travel Choice

Current and future lack of roadway travel choices exacerbates congestion and reduces travel reliability

PRELIMINARY CONCEPTS CONSIDERED

BOWERS HILL INTERCHANGE IMPROVEMENTS STUDY

<p>EXISTING CONDITIONS</p> <p>NO-BUILD</p>	<p>10' ↓ ↓ 3' Varies 3' ↑ ↑ 10'</p>	<p>CONCEPT</p> <p>D</p>	<p>12' ↓ ↓ 4' ↓ ↓ 12' 12' 12' ↑ ↑ 4' ↑ ↑ 12'</p> <p>Managed Lanes Managed Lanes</p>
<p>CONCEPTS</p> <p>A1 & A2</p>	<p>12' ↓ ↓ ↓ 12' Varies 12' ↑ ↑ ↑ 12'</p>	<p>CONCEPT</p> <p>E</p>	<p>10' ↓ ↓ 4' 12' ↓ ↓ 4' Varies 4' ↑ ↑ 12' 4' ↑ ↑ 10'</p> <p>Collector-Distributor Lane(s) Collector-Distributor Lane(s)</p>
<p>CONCEPTS</p> <p>B1 & B2</p>	<p>12' ↓ ↓ ↓ ↓ 12' 12' ↑ ↑ ↑ ↑ 12'</p>	<p>CONCEPT</p> <p>F</p>	<p>TSM AND TDM IMPROVEMENTS</p>
<p>CONCEPT</p> <p>C</p>	<p>12' ↓ ↓ 4' ↓ 16' PTDS 16' PTDS 4' ↑ ↑ 12'</p> <p>Managed Lane Managed Lane</p>	<p>CONCEPT</p> <p>G</p>	<p>TRANSIT-ONLY IMPROVEMENTS</p>

For illustrative purposes only

PRELIMINARY CONCEPTS CONSIDERED

CONCEPT	MEETS PURPOSE AND NEED?			Carried Forward for Additional Study?
	Reduce Congestion on I-664	Improve Travel Reliability	Provide Additional Travel Choice	
No Build				Yes, retained for basis of comparison.
A1/A2: Adds 1 General Purpose Lane	✓	✓		No, would not meet Purpose and Need.
B1/B2: Adds 2 General Purpose Lanes	✓	✓		No, would not meet Purpose and Need.
C: Adds 1 Managed Lane + Part-time Drivable Managed Shoulder	✓	✓	✓	Yes.
D: Adds 2 Managed Lanes	✓	✓	✓	Yes.
E: C/D Lanes Around Interchanges on I-664		✓		No, would not meet Purpose and Need.
F: TSM/TDM		✓		No, would not meet Purpose and Need.
G: Transit-Only Improvements			✓	No, would not meet Purpose and Need.

ALTERNATIVES TO BE CARRIED FORWARD

- No-Build
- Addition of one managed lane and a part-time drivable shoulder (Concept C)
- Addition of two managed lanes (Concept D)



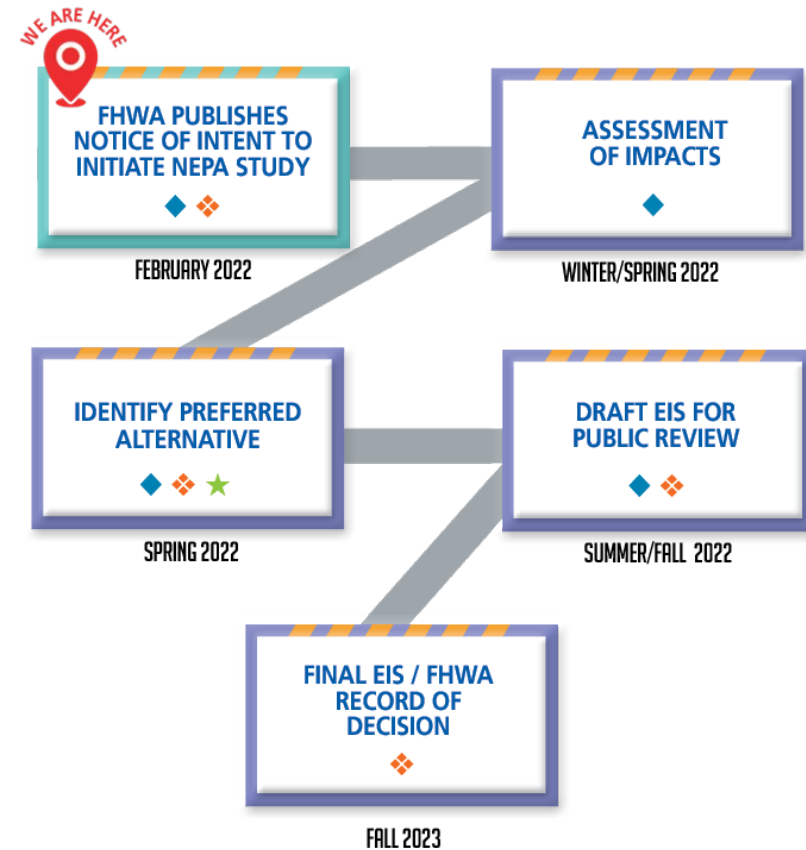
For illustrative purposes only, widening may occur to the inside or outside.

NEXT STEPS

- Assess potential impacts to surrounding resources and properties and estimated costs associated with each alternative
- Identify a preferred alternative
- Issue a Draft EIS for public review

◆ Agency Involvement ◆ Public Involvement ★ Agency Concurrence Point

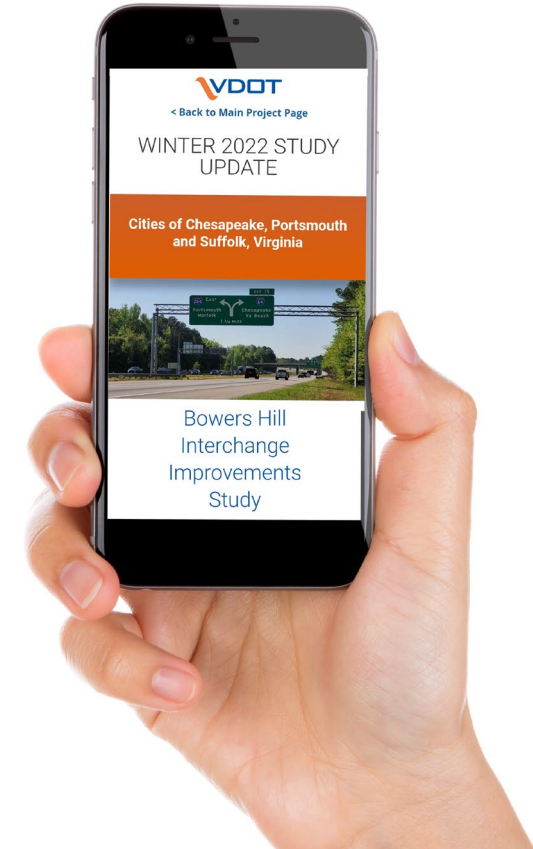
NOTE: Funding for a subsequent phase of the project (e.g., detailed design, final design and right of way, or construction) must be shown in the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) before FHWA can issue a Record of Decision.



How to Provide Input

- Comment online at vdotmeeting.com/bowershill
- Mail comments to:
Bowers Hill Interchange Improvements Study
11827 Canon Blvd., Suite 402
Newport News, VA 23606
- Email comments to:
bowershill@vdot.virginia.gov
using subject line: Bowers Hill Interchange

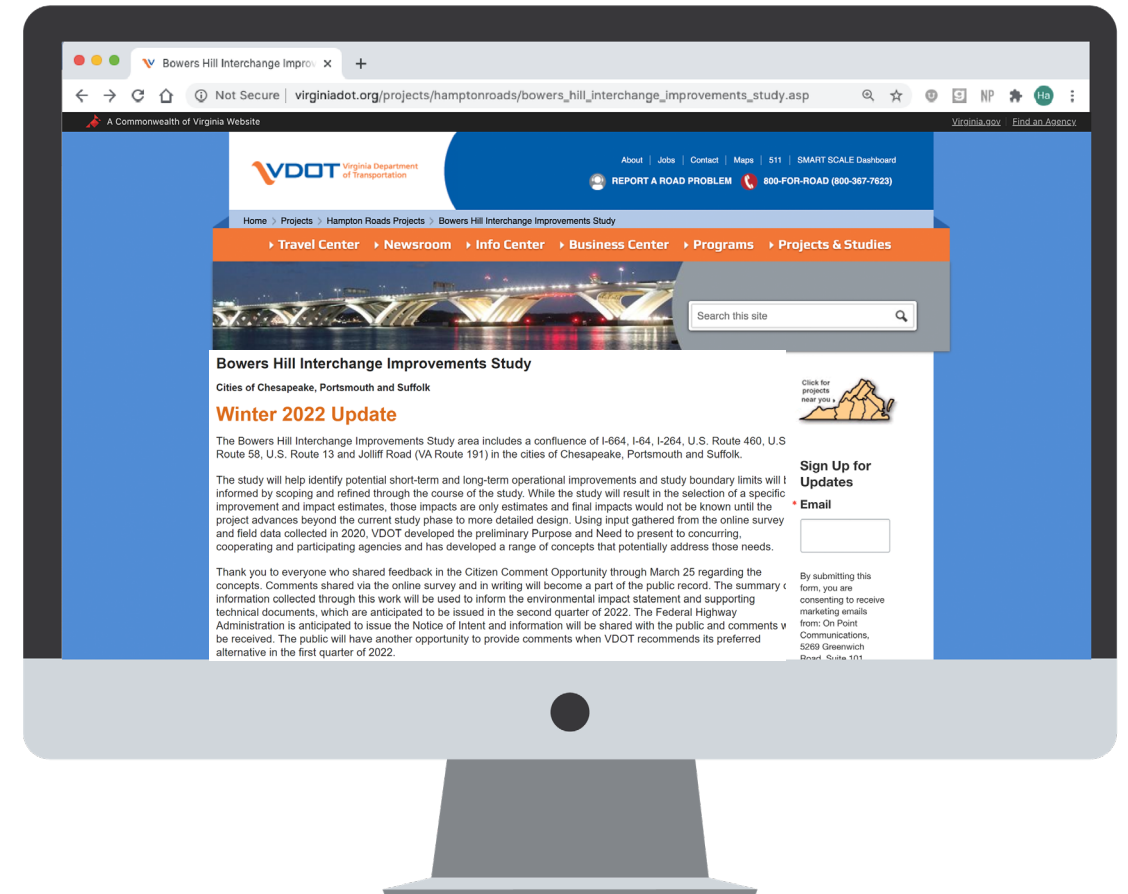
Comments must be submitted or postmarked by the date posted on the Bowers Hill Study website.



STAY UPDATED

Get Updates

- Visit the study website at bowershillinterchange.com for updates on the study
- Sign up for the monthly email newsletter
- Participate in future public comment opportunities



THANK YOU!

