

BOWERS HILL ENVIRONMENTAL IMPACT STATEMENT

IDENTIFICATION OF THE PREFERRED ALTERNATIVE

Scott Smizik, Assistant Environmental Division Director

Christopher G. Hall, P.E., VDOT Hampton Roads District Engineer

October 25, 2022

Presentations to CTB on the Bowers Hill EIS*



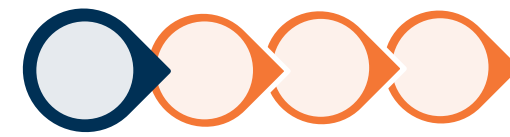
- Study History
- Geographic Scope
- Purpose and Need
 - Public comment
 - VTrans
- Study Schedule

- Study Progress
- Public Involvement
 - Updates
- Purpose and Need
 - Summary
- Range of Alternatives

- Agency / Public involvement
 - Summary
- Purpose and Need
 - Review
- Range of Alternatives
 - Review
- Impact Summaries
- Recommendation of a Preferred Alternative
- Study Schedule

- **Today:** Request Action on Preferred Alternative
- Purpose and Need
 - Review
- Range of Alternatives
 - Review
- Impact Summaries
- Recommendation of a Preferred Alternative
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Hampton Roads Express Lanes Network



Comprised of 4 segments, the HRELN is a continuous network of Express Lanes in each traffic direction on I-64 from the Jefferson Avenue interchange in Newport News to the I-64/I-264/I-664 Bowers Hill interchange in Chesapeake.

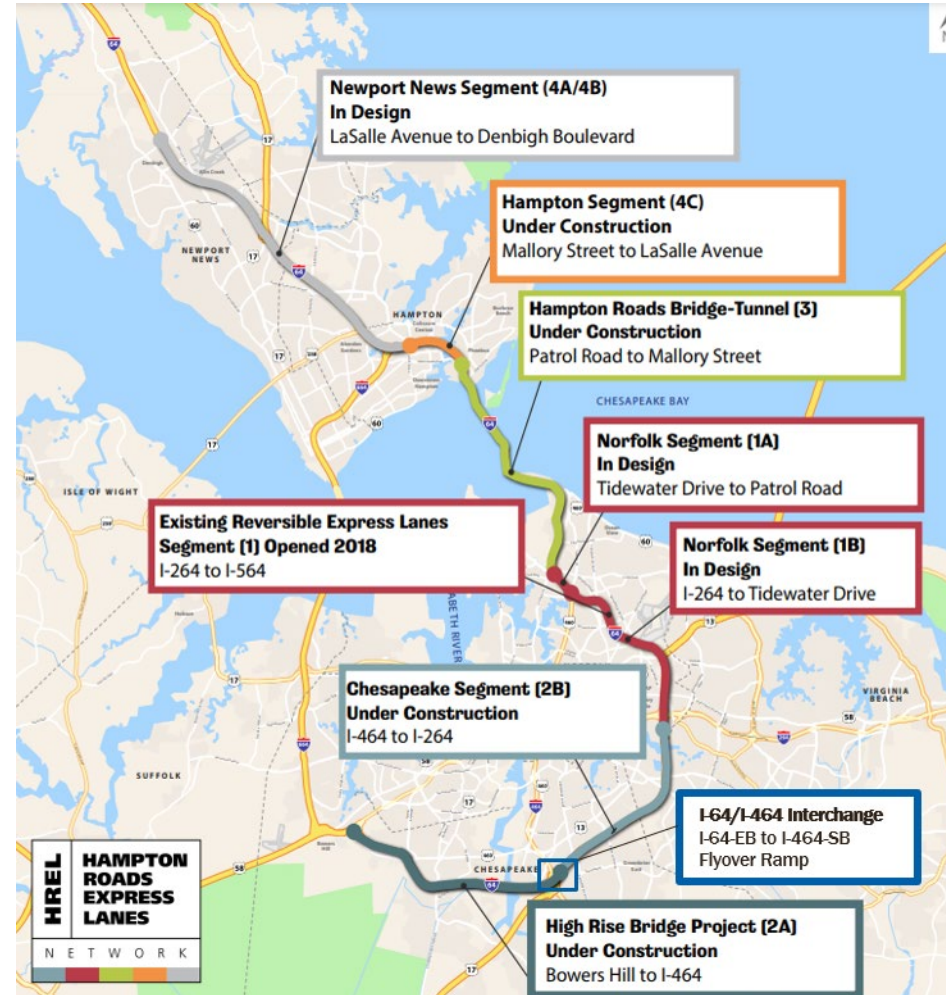
(Under Construction)

- **Segments 2A and 2B** - under construction; one Express Lane in each direction; completion and operational spring 2023
- **Segment 3 (HRBT Expansion Project)** - additional capacity with the construction of new tunnels; completion and operational by end of 2026
- **Segment 4C**
 - Project Award - August 2022
 - Complete Construction - December 2026

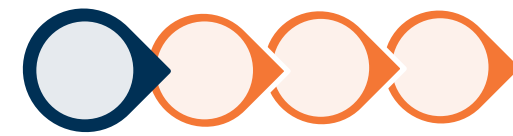
(In Design)

Operational by the end of 2026

- **Segment 1A**
 - Project Award - November 2022
 - Complete Construction - December 2025
- **Segment 1B**
 - Project Award - TBD
 - Complete Construction - TBD
- **Segment 4A/4B**
 - Project Award - September 2024
 - Complete Construction – December 2026



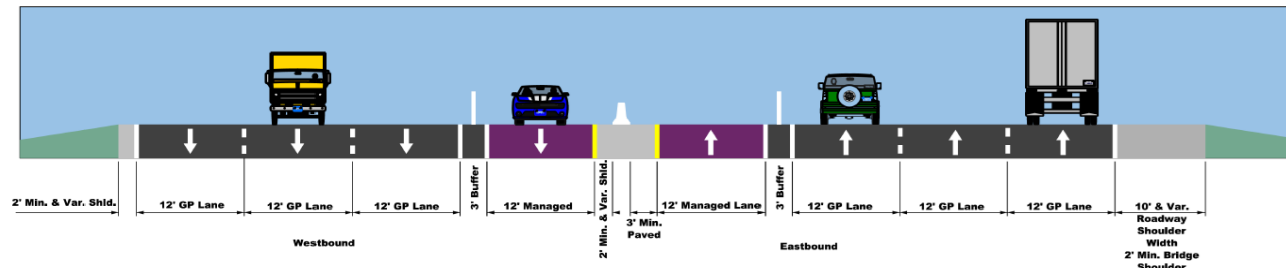
Hampton Roads Express Lanes 4A/4B – Currently in Design



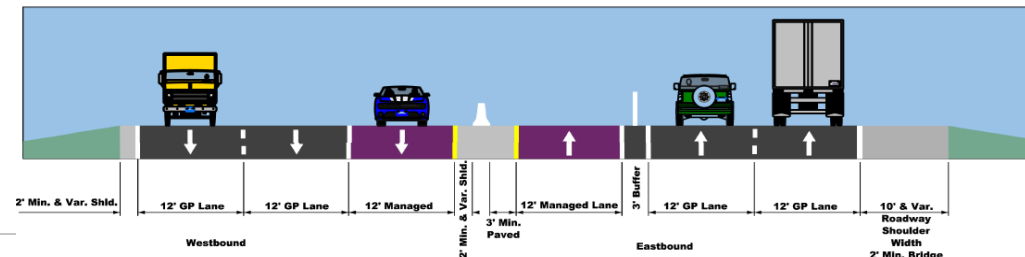
Description 4A: From I-664 to Jefferson Avenue, converting 10.5 miles of existing HOV lane into an Express Lane in each direction

Description 4B: From LaSalle Avenue to I-664, converting 1 mile of GP lane into an Express Lane, and widening in EB direction to create a buffer

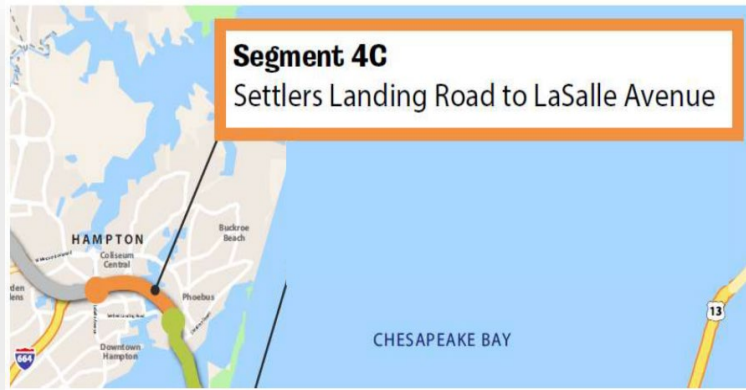
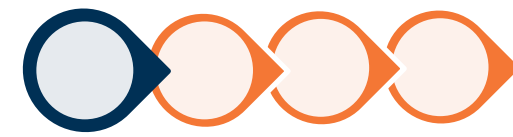
Proposed Interstate 64



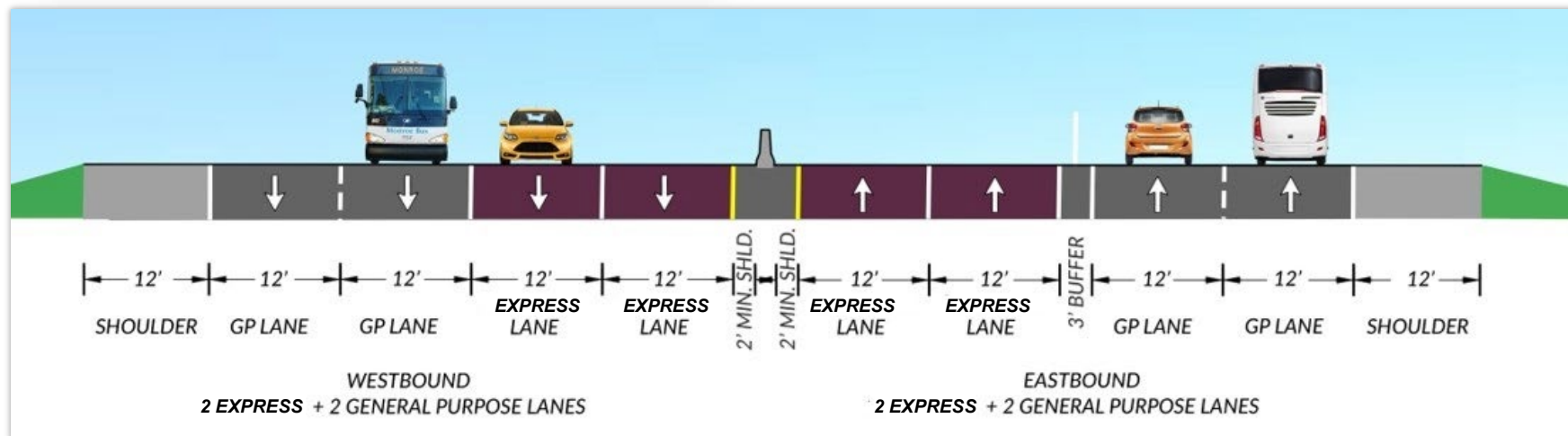
Proposed Interstate 64



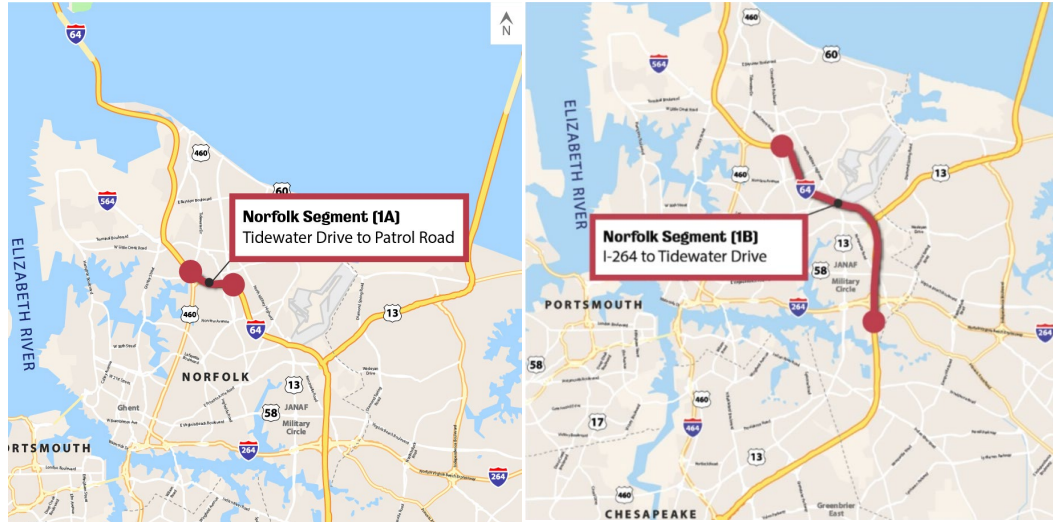
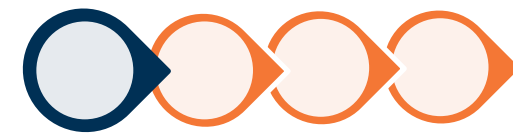
Hampton Roads Express Lanes 4C – Under Construction



Description: Constructing an Express Lane and converting a GP Lane into an Express Lane in each direction for 2.5 miles from LaSalle Avenue to Settlers Landing Road



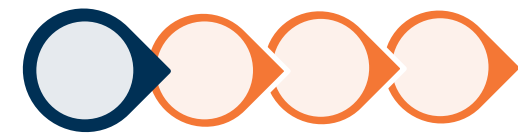
Hampton Roads Express Lanes 1A/1B – Currently in Design



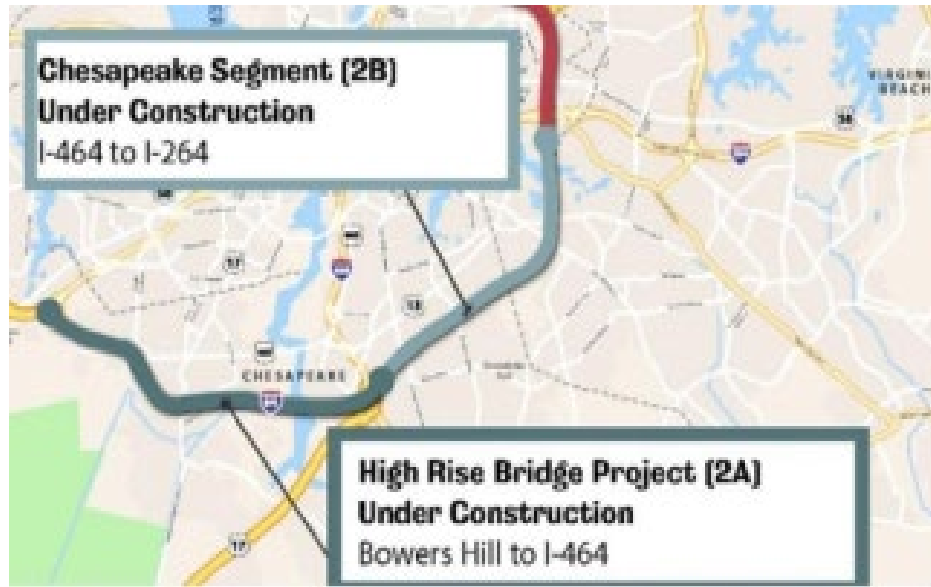
Description 1A: From Tidewater Drive to Patrol Road, converting 2.2 miles of existing General Purpose shoulder into a Part Time Shoulder Express Lane in each in each direction

Description 1B: From I-264 to Tidewater Drive, converting 7 miles of existing General Purpose shoulder into a Part Time Shoulder Express Lane in each direction





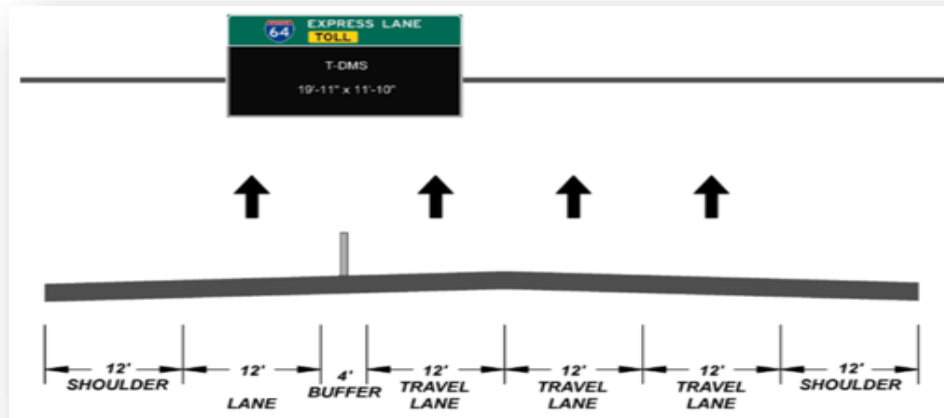
Hampton Roads Express Lanes 2 – Under Construction

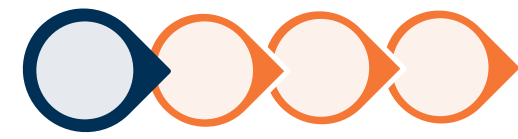


Description Segment 2B (Greenbrier): Converting 7.65 miles of existing HOV lane into Express Lane in each direction from I-64/464 interchange to I-64/264 interchange

Description I-64 Southside Widening and High Rise Bridge: From approximately the I-64/264/664 Interchange at Bowers Hill and extending to the I-64/464 Interchange in Chesapeake

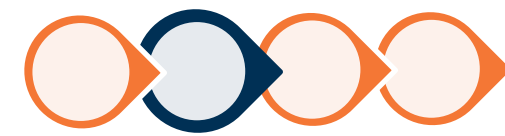
- Widening from 4 to 6 lanes
- Constructing a new High Rise Bridge parallel to and to the South of the existing High Rise Bridge





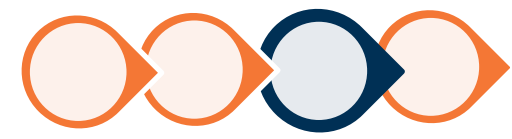
Hampton Roads Express Lanes – Overview Video

<https://vimeo.com/551945830/a3e76bf552>



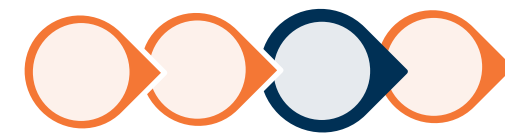
Concepts Considered but Not Advanced as Standalone Alternatives

- 1 General Purpose Lane in Each Direction
- 2 General Purpose Lanes in Each Direction
- Collector Distributor Lanes at Interchanges
- Transit Only Improvements
- Transportation System Management/Transportation Demand Management (TSM/TDM)



Alternatives Retained for Detailed Study in the EIS

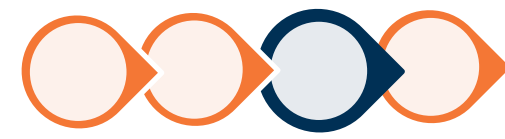
- No Build Alternative
- Add One Managed Lane and a Part-time Driveable Shoulder (PTDS) in Each Direction, including improvements to the Bowers Hill Interchange
- Add Two Managed Lanes in Each Direction, Including Improvements to the Bowers Hill Interchange



Bowers Hill EIS: Estimated Impacts

Potential Impact Resource	Alternative C One Managed Lane and a Part-time Drivable Shoulder	Alternative D Two Managed Lanes
Potential Residential Acquisitions	21	23
Potential Commercial Acquisitions	0	0
Acreage of Partial Acquisitions	60	65
Estimated Stream Impacts (linear feet)	11,356	11,674
Estimated Wetland Impacts (acres)	103	107
Floodplains (acres)	19	21

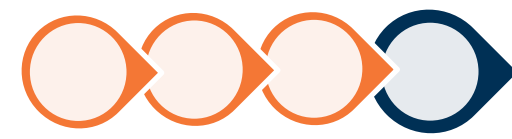
Impacts shown are a worst-case scenario and will be refined during final design and permitting, which is when avoidance and minimization is appropriately considered and documented. The U.S. Army Corps of Engineers (USACE) can only permit the least impactful alternative.



Bowers Hill EIS: NEPA Cost Estimate

Build Alternative	NEPA Cost Estimate (2030 dollars)
Alternative C: One Managed Lane and a Part-time Drivable Shoulder in the Managed Lane System	\$2.9 billion
Alternative D: Two Managed Lanes	\$3.1 billion

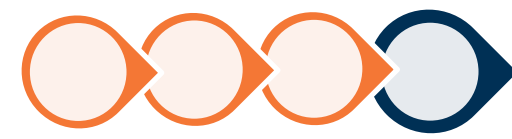
Cost estimates assume full reconstruction of the Bowers Hill Interchange, improvements to other interchanges along the study area, and adherence to all design standards. These assumptions are not NEPA commitments and could change as the project advances to detailed design.



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
- Consistency and continuity with improvements underway for the HRELN
- Meets daily and peak demands through Managed Lane and PTDS
- Federal agencies have approved thereby concurring on Alt C's permissibility
- Hampton Roads Transportation Planning Organization endorsed the preferred alternative on May 19, 2022



Bowers Hill EIS – Proposed Next Steps

Activity	Timeframe
CTB Action to Identify a Preferred Alternative	October 2022
FHWA/VDOT Issue Draft EIS	Winter 2022/2023
Final EIS and Record of Decision (ROD)	Spring 2023

Final EIS and ROD is the final step in the NEPA process. The project can advance to more detailed designs, traffic analyses, and permitting activities following the ROD.