

# Bowers Hill Interchange Improvements Study Environmental Assessment (EA)

**Hampton Roads Transportation Planning Organization**

**April 18, 2019**

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# Purpose of Today's Briefing

- Provide an update on the Study development status
- Provide Existing and No-Build Traffic Information
- Review Study Purpose and Need and alternatives retained for analysis
- Discuss the Least Environmentally Damaging Practicable Alternative (LEDPA)
- Provide resource impact comparison and cost information
- Discuss next steps

# Agency Coordination – To Date

- Study Initiation/Scoping Activities - March 2018

## Agency Meetings

- Environmental Analysis Methodologies - April & May 2018
- Purpose and Need – June & July 2018
- Range of Alternatives – August, September, & October 2018

Ongoing communication with federal, state, and local agencies, officials, and community groups

# Public Participation and Outreach

## Citizen Information Meetings/Comment Periods

- Virtual Scoping Meeting in April - May (30 day comment period)
- CIM held in August 2018
- Comment forms/court reporters available at CIMs
- Surveys/comment periods during/after Virtual Scoping Meeting and CIM

## Property Access and Community Meetings

- Property access letters – March, October, and December 2018
- Colonial Point Civic League – October 2018; February and April 2019
- Responding to related requests for additional information

## Web Site

- Virtual Presentations
- Social Media advertisements
- Updates and opportunity to submit comments and sign up for email updates

## 2040 Average Daily Traffic Summary

Location	2018 Existing	2040 No-Build	2040 Alternative 1: EB & WB Braided Ramps	2040 Alternative 2: Full Interchange Reconstruction
I-664 north of Bowers Hill	91,600	113,300	121,200	126,500
I-664 between US 460 Ramps and I-264/I-64 Ramps	121,800	141,100	161,200	166,500
I-64 South of Bowers Hill	87,800	120,500	135,700	135,700
I-264 East of Bowers Hill	59,100	71,400	53,600	55,100
US 460/58/13 West of Bowers Hill	82,600	105,200	105,200	105,200

## Study Purpose and Need

*“The purpose of the Bowers Hill Interchange Improvements Study is to address current operational deficiencies, such as inefficient access configurations, while improving safety within weaving and transition areas, at the junction of Interstate 664, Interstate 264, Interstate 64, U.S. Route 460, U.S. Route 58, U.S. Route 13, and VA Route 191. This study will also address current and future travel demand within the interchange.”*

**U.S. Army Corps of Engineers (USACE), and the Environmental Protection Agency (EPA), concurred on the Purpose and Need on July 11, 2018.**

# Alternatives Retained for Analysis

- No-Build Alternative
- Alternative 1: Eastbound and Westbound U.S. 58 Braided Ramps
- Alternative 2: Full Interchange Reconstruction

U.S. Army Corps of Engineers (USACE), and the Environmental Protection Agency (EPA), concurred on the alternatives retained for analysis on October 10, 2018.

# Least Environmentally Damaging Practicable Alternative (LEDPA)

As required by the 404(b)(1) guidelines, USACE can only authorize the **Least Environmentally Damaging Practicable Alternative (LEDPA)** through its permit process. To be the LEDPA, an alternative must result in the least impact to aquatic resources while being practicable, which means it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. USACE makes these considerations in light of project purpose and it also should be noted that any consideration of the LEDPA prior to making a permit decision is only a preliminary assessment.



# Resource and Cost Comparison

Resource	Alternative 1: EB & WB Braided Ramps	Alternative 2: Full Interchange Reconstruction
Right-of-Way (acres)	8.8	17.9
Impacted Parcels	38	35
Potential Residential Relocations	11	2
Potential Commercial Relocations	3	0
Wetlands (acres)	7.8	31.7
Streams (linear feet)	4,101	2,795
Cost per Phase in Millions		
Project Development Phase	Alternative 1: EB & WB Braided Ramps	Alternative 2: Full Interchange Reconstruction
Preliminary Engineering	\$25.0	\$36.3
Right of Way and Utilities	\$25.4	\$17.8
Construction	\$399.6	\$579.0
<b>Total</b>	<b>\$450.0</b>	<b>\$633.1</b>

## Next Steps

- EA available for public review and comment from April 8<sup>th</sup> through May 19<sup>th</sup> (material located at [www.BowersHillInterchange.com](http://www.BowersHillInterchange.com))
- Location Public Hearing on May 9<sup>th</sup> (Jolliff Middle School from 5 pm to 7 pm)
- Request agency concurrence on the Preferred Alternative on June 12<sup>th</sup>
- Recommend the Preferred Alternative to the Commonwealth Transportation Board (CTB) on June 18<sup>th</sup> (CTB will identify/select the Preferred Alternative)

# Questions or Comments