Operational Deficiencies

Current access configurations within the interchange create insufficient roadway conditions and traffic operational issues that create transitions and transitions between continued routes.

Safety

Current conditions contribute to increased side-impact crashes within the weaving area between the access and departure ramps of U.S. Route 460 and those of I-264, as well as rear-end crashes along the entire Study Area corridor of I-264 and I-464.

Congestion and Capacity

Current and predicted future travel demand exceeds roadway capacity which causes congestion and negatively affects travel times.

Summary of Potential Impacts

Impacts have been estimated based on the planning level footprints of disturbance (LOD), within 30 feet from limits of disturbance and future travel demand within the interchange. The following needs have been identified for the study.

1. Denotes the number of receptors that approach or exceed the FHWA Noise Abatement Criteria.
Purpose and Need

The purpose of the Bowers Hill interchange improvements study is to address current operational deficiencies, such as insufficient access configurations, while improving safety within weaving and transition areas, at the junction of Interstate 664, Interstate 264, U.S. Route 460, U.S. Route 58, U.S. Route 13, and VA Route 191. The study will also address current and future travel demand within the interchange. The following needs have been identified for the study:

Operational Deficiencies
- Current access configurations within the interchange create insufficient weaving conditions and traffic operations affecting route continuity and transitions between intersected roads.

Safety
- Current conditions contribute to increased side-lane crashes within the weaving area between the access connections and departures on I-664, U.S. Route 460, and those of I-264, as well as rear-end crashes along the entire study-area corridor of I-264 and I-664.

Capacity and Congestion
- Current and predicted future travel demand exceeds interchange capacity which causes congestion and negatively affects travel times.

Summary of Potential Impacts

Impacts have been estimated based on the planning-level limits of disturbance (PLD, within 10 feet from limits of construction). This level is sufficient to accommodate required right-of-way and utility construction activities. It is anticipated that this planning-level PLD would be refined during detailed design following a FHWA NEPA decision. Detailed information on potential impacts is located in Chapter 3 of the EA and associated technical reports.

Environmental Review

In compliance with NEPA and 40 CFR Part 715, VDOT has prepared an Environmental Assessment to analyze the potential environmental impacts of the proposed improvements, as proposed in the scope of the study. The Environmental Assessment is not a legally binding document; it is developed in compliance with the National Environmental Policy Act (NEPA), Section 106 and 36 CFR 800. Following the public review of the EA, a decision will be made by the Commonwealth Transportation Board to either identify a Preferred Alternative or develop additional alternatives. If the Preferred Alternative is identified, combined with the FHWA and VDOT’s response to substantive public comments, will be documented in an Environmental Impact Statement (EIS) and an anticipated FHWA NEPA decision.

Civil Rights

Representatives from VDOT present to discuss the study and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation projects and programs that may affect them. VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For more information on special assistance for persons with disabilities or limited English proficiency, contact VDOT’s Civil Rights Office at 757-362-1977 (TTY/TTD users call 711)

Right-of-Way


Study Schedule

The Bowers Hill Interchange Improvements Study Area includes 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 in Chesapeake, Virginia.

Get Involved

Comments can be submitted in writing to the VDOT representatives listed below. Information must be postmarked, received or delivered to VDOT by May 16, 2019 to view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

Contact Information
- Jennifer Salvez, Project Manager, 1601 E. Broad Street, Richmond, VA 23220 (804) 371-4706
- Holly Christopher, Communications Manager, 7511 Backbone Drive Suffolk, VA 23434 (757) 956-8024

For the purpose of this EA, a study area has been developed as the area in which potential impacts from the project could occur. The study area is large enough to encompass potential interchange improvement alternatives; this does not imply that impacts would occur to the entirety of the study area.

Bowers Hill Interchange Improvements Study

Welcome to the Virginia Department of Transportation (VDOT) Location Public Hearing (LPH) for the Bowers Hill Interchange Improvements Study. VDOT, in coordination with the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). This LPH is being held to provide an opportunity for citizens to view the EA and comment on the study. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

Purpose of Today’s Meeting:
- Answer questions and discuss the study.
- Share the findings of the EA that has been prepared to analyze the potential impacts from the project.
- Review information from FHWA NEPA decision.
- Answer questions and discuss the study.
- Share the findings of the EA that has been prepared to analyze the potential impacts from the project.
- Review information from FHWA NEPA decision.

Study Area

BOWERS HILL INTERCHANGE STUDY AREA
CITY OF CHESAPEAKE

The existing interchange generally accommodates two through lanes for each direction of I-664, I-64, I-264, and U.S. Route 58. The southbound I-64 and eastbound U.S. Route 58 lanes and the northbound I-64 and westbound I-56 lanes merge into 4-lane sections in the middle of the interchange to allow for weaving movements between the facilities. Other movements between the route lanes and the local access points are accommodated by loop or direct connector ramps.

**Alternative 1: Eastbound and Westbound U.S. Route 58 Braided Ramps**

This alternative would separate various movements by developing barrier-separated lanes and braided ramps for traffic. A third lane would be added along northbound I-64 to the U.S. Route 58 westbound interchange ramp. An auxiliary lane would be added from the Dock Landing Rd. extension ramp on southbound I-64 to the westbound U.S. Route 58 eastbound exit ramp.

**Alternative 2: Full Interchange Reconstruction**

This alternative would reconstruct a majority of the interchange to separate main lane traffic between U.S. Route 184 (Future Full Build Out*) and I-64/56 through the proposed interchange to eliminate the weaving movements between the facilities and improve ramp geometry and operations. A barrier would separate traffic and movements between the facilities would be accommodated with new braided and direct connector ramps.
No-Build Alternative: Existing Conditions

The existing interchange generally accommodates two through lanes for each direction of I-664 (I-10 and I-11) and U.S. Route 58. The southbound I-664 and eastbound U.S. Route 58 (1-south 1-north and westbound 1-south) 2-lane lanes merge into 3-lane westbound and 4-lane eastbound in the middle of the interchange to allow for weaving movements between the facilities. Other movements between the through lanes and the local access points are accommodated by loop or direct connector ramps.

Alternative 1: Eastbound and Westbound U.S. Route 58 Braided Ramps

This alternative would separate various movements by developing barrier-separated lanes and braided ramps for traffic. A third lane would be added along northbound I-664 from the U.S. Route 58 westbound interchange north to the proposed improvements at the U.S. Route 58 eastbound interchange. An auxiliary lane would be added from the crash landing/detour ramp on southbound I-664 to the westbound U.S. Route 58 main ramp.

Alternative 2: Full Interchange Reconstruction

This alternative would reconstruct a majority of the interchange to separate main lane traffic between U.S. Route 58 (I-10 and I-11) through the proposed interchange to eliminate the weaving movements between the facilities and improve ramp geometry and operations. A barrier would separate traffic and movements between the facilities would be accommodated with new braided and direct connector ramps.

EXISTING CONDITIONS

*Approved by the Long-Range Transportation Plan

**Not to scale**

Paved shoulder widths shown
Alternative 1: Eastbound and Westbound U.S. Route 58 Braided Ramps

This alternative would separate various movements by developing barrier-separated lanes and braided ramps for traffic. A third lane would be added along northbound I-664 from the U.S. Route 58 westbound interchange. An auxiliary lane would be added from the southbound exit ramp on southbound I-664 to the westbound U.S. Route 58 interchange. Proposed improvements:

- 3 x 12' Ramp Lanes
- 2 x 12' Lanes
- 4' Shoulder
- 2' Barrier

Alternative 2: Full Interchange Reconstruction

This alternative would reconstruct a majority of the interchange to separate main-lane traffic between U.S. Route 18 and I-64 and I-664 through the proposed interchange to eliminate the weaving movements between the facilities and improve ramp geometry and operation. A barrier would separate traffic and movements between the facilities would be accommodated with new braided and direct connector ramps.

Proposed improvements:

- 3 x 12' Ramp Lanes
- 2 x 12' Lanes
- 4' Shoulder
- 2' Barrier

No-Build Alternative: Existing Conditions

The existing interchange generally accommodates two through lanes for each direction of I-664, I-264 and U.S. Route 58. The southbound I-664 and eastbound U.S. Route 58 lanes and the northbound I-264 and westbound I-64 lanes merge into 4-lane sections in the middle of the interchange to allow for weaving movements between the facilities. The movements between the lane and the local access points are accommodated by loop or direct connector ramps.
The purpose of the Bowers Hill interchange improvements study is to address current operational deficiencies, such as inefficient access configurations, while improving safety with weaving and transition areas, at the junction of Interstate 664, Interstate 264, U.S. Route 460, U.S. Route 58, U.S. Route 13 and VA Route 19. The study will also address current and future travel demands within the interchange area. The following needs have been identified for the study:

**Environmental Review**

In compliance with NEM and 36 CFR Part 700, VA has been prepared, informing potential the consequences of the proposed improvements on properties listed in the 2003-2004 National Register of Historic Places. As a result of the study being conducted in compliance with the National Historic Preservation Act, Section 106 and 36 CFR 800. Following the public review of the EA, it is anticipated that the Commonwealth Transportation Board will, in a Federal Alternative. The Nonfederal Alternatives, along with the VDOT and FHWA’s response to substantive public comments, will be documented in a final EA and an anticipated FHWA NHPA decision.

**Civil Rights**

Representatives from VDOT are present to discuss the study and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation projects and programs that may affect them. VDOT ensures nondiscrimination in all programs and activities on the basis of race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964. It is the intent of VDOT to ensure that all members of the community have an equal opportunity to participate in public transportation planning and decision-making processes. The Virginia Department of Transportation (VDOT) ensures that the rights of Federal Highway Administration (FHWA) has prepared an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA).

**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 with weaving and transition areas, at the junction of Interstate 664, Interstate 264, U.S. Route 460, U.S. Route 58, U.S. Route 13 and VA Route 19. This study will also address current and future travel demands within the interchange area. The following needs have been identified for the study:

**Operational Deficiencies**

Current access configurations within the interchange create inefficient weaving conditions and traffic operations affecting route continuity and transitions between intersected routes.

**Safety**

Current conditions contribute to increased side-shore crashes within the weaving area between the access and departure ramps of I-264, I-664 and US 460, as well as rear-end crashes along the entire Study Area corridor of I-664 and I-264.

**Conception and Capacity**

Current and predicted future travel demand needed increased interchange capacity which causes congestion and negatively affects travel transitions.

**Summary of Potential Impacts**

Impacts have been estimated based on the planning level lots of disturbance (GSD), within 15 feet from limits of construction. This is sufficient to accommodate required right-of-way and utility construction activities. It is anticipated that this planning level GSD would be refined during detailed design following a Final EIR/NHPA decision. Detailed information on potential impacts is located in Chapter 3 of the EA and associated technical reports. The impacts to be analyzed in the Bowers Hill Interchange Improvements Study. VDOT, in coordination with the FHWA and VDOT’s response to substantive public comments, will be documented in a final EA and an anticipated FHWA NHPA decision.

**Right-of-Way**

Information about right-of-way purchase is discussed in VDOT’s EIR/Right-of-Way and Utilities. A Guide for Property Owners and Tenants is available for citizens to view the EA and comment on the study. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

**Study Schedule**

Comments can be submitted in writing to the VDOT representatives listed below. Information must be postmarked or delivered to VDOT by May 19, 2019. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

**Get Involved**

Comments can be submitted in writing to the VDOT representatives listed below. Information must be postmarked or delivered to VDOT by May 19, 2019. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

**Contact Information**

Jenifer Salters
Project Manager
1901 G. Broad Street
Richmond, Virginia 23219
(804) 371-4706
Jenifer.C.Salters@virginia.gov

Wally Cishek
Communications Manager
7511 Backbay Drive
 Suffolk, VA 23434
(757) 565-3024
Wally.Cishek@virginia.gov

This UPH is being held to provide an opportunity for citizens to view the EA and comment on the study. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

**Overview**

Welcome to the Virginia Department of Transportation (VDOT) Location Public Hearing (LPH) for the Bowers Hill Interchange Improvements Study. VDOT, in coordination with the Federal Highway Administration (FHWA), has prepared an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA), has prepared an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA).

The Bowers Hill Interchange Improvements Study Area includes the junction of Interstate 664, Interstate 264, Interstate 464, U.S. Route 460, U.S. Route 58, U.S. Route 13 and VA Route 19 in Chesapeake, Virginia.

This UPH is being held to provide an opportunity for citizens to view the EA and comment on the study. To view the meeting materials, comment online, or to sign up for future updates, please visit the study website at www.BowersHillInterchange.com.

**Location Public Hearing**

Bowers Hill Interchange Improvements Study

Thursday, May 9, 2019

JBFHS Middle School

1010 Chapel Road

Hampton, Virginia

12:00 PM – 2:00 PM

Welcome

Overview

Purpose and Need

Environmental Review

Civil Rights

Right-of-Way

Study Schedule

Get Involved

Contact Information

1. Denotes the number of receptors that approach or exceed the FHWA Noise Abatement Criteria.