
VDOT
Virginia Department of Transportation

BOWERS HILL ENVIRONMENTAL IMPACT STATEMENT

Range of Alternatives Considered

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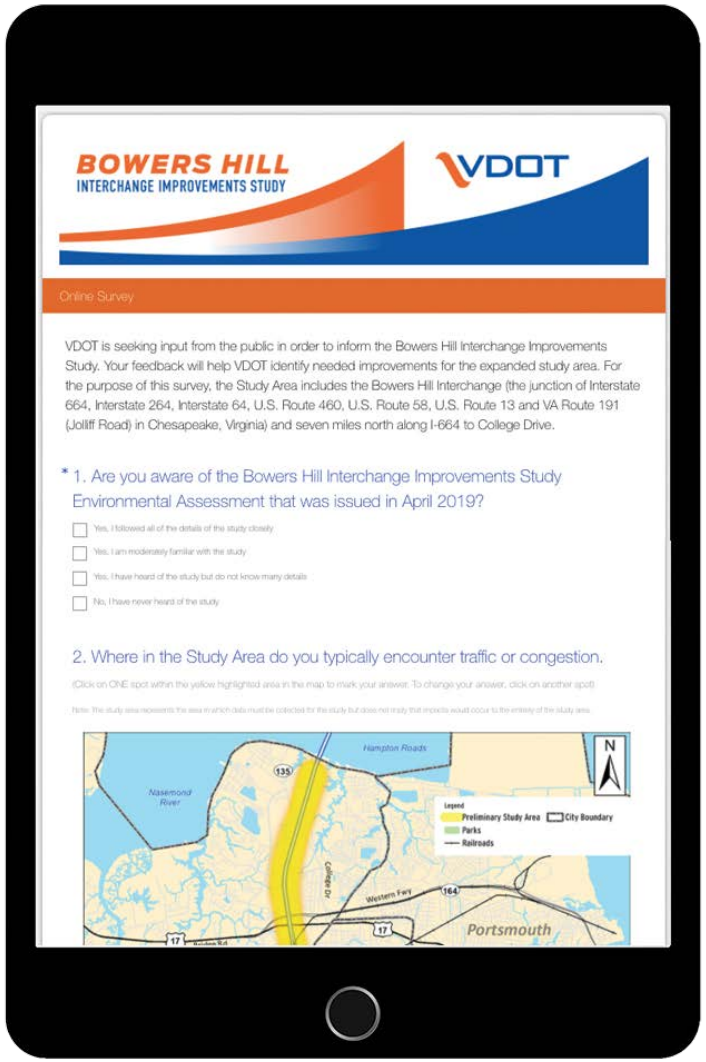
Activity to Date

- August 2020 – VDOT initiates coordination with agencies and field work to inform the EIS
- December 2020 – Agencies concur on Purpose and Need
- January 2021 – Introduced revised study to CTB
- May 2021 – Agencies concur on range of alternatives

Public Outreach to Date

- August 2020 – VDOT updates study web site to inform the public of the EIS level study and offers opportunity to sign up for monthly mailing list
- October 2020 – VDOT conducts online survey to inform the purpose and need (1,291 survey responses)
- February 2021 – VDOT hosts Citizen Comment Opportunity to inform the range of alternatives (244 comments)



Purpose and Need for the Bowers Hill EIS

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 following needs have been identified for the study:

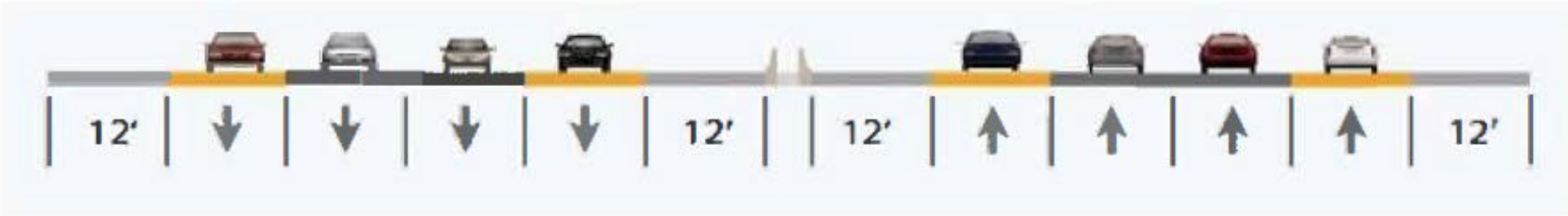
- **Reduce Congestion – current and future travel demand exceed capacity that causes congestion and gridlock on I-664 in the Study Area;**
- **Improve Travel Reliability – current and future congestion will increase travel time and decrease travel speed while reducing the reliability of trips on I-664 in the Study Area; and**
- **Provide Additional Travel Choice – current and future lack of roadway travel choices exacerbates congestion and reduces travel reliability.**

Concepts Considered but Not Advanced as Stand Alone Alternatives

- **1 General Purpose Lane in Each Direction**

Concepts Considered but Not Advanced as Stand Alone Alternatives

- 1 General Purpose Lane in Each Direction
- **2 General Purpose Lanes in Each Direction**



Concepts Considered but Not Advanced as Stand Alone Alternatives

- 1 General Purpose Lane in Each Direction
- 2 General Purpose Lanes in Each Direction
- **Collector Distributor Lanes at Interchanges**

Concepts Considered but Not Advanced as Stand Alone Alternatives

- 1 General Purpose Lane in Each Direction
- 2 General Purpose Lanes in Each Direction
- Collector Distributor Lanes at Interchanges
- **Transit Only Improvements**

Concepts Considered but Not Advanced as Stand Alone 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)**

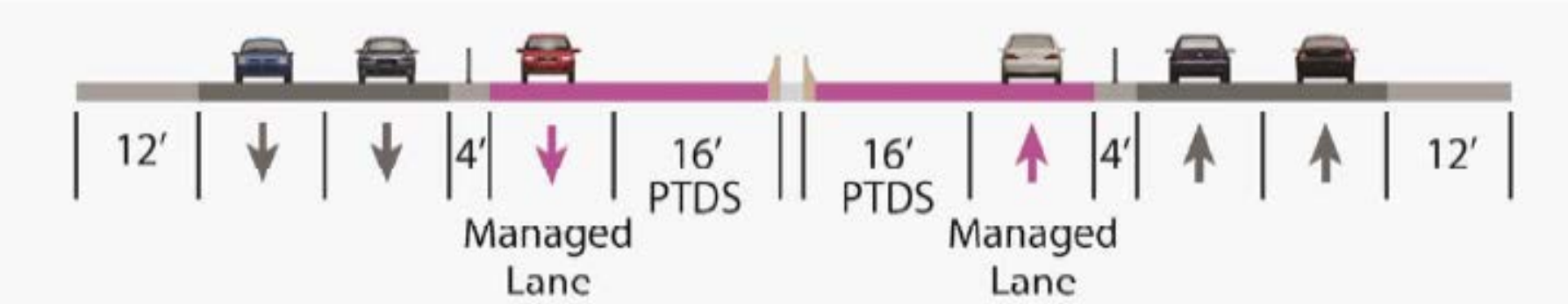
VDOT I-64/664 Corridor Improvement Plan

Alternatives Retained for Detailed Study in the EIS

- **No Build Alternative**

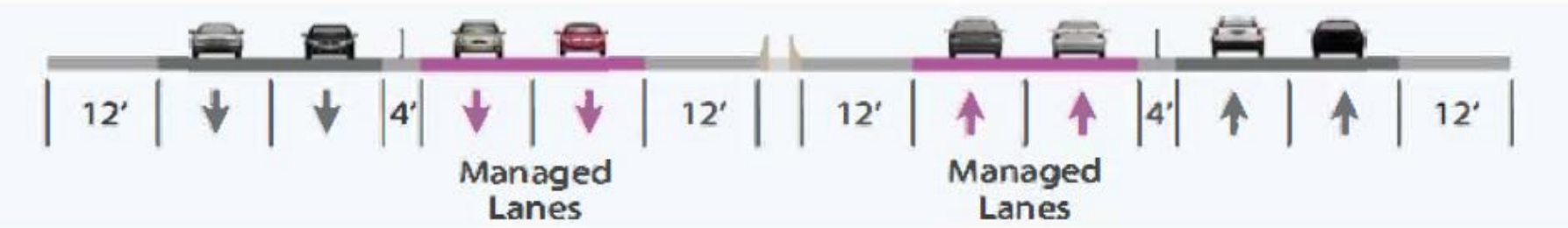
Alternatives Retained for Detailed Study in the EIS

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



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**



Next Steps

Activity	Timeframe
FHWA Issuance of Notice of Intent	Summer 2021
CTB – Briefing on results of the study	Early 2022
VDOT Public Hearing on Recommended Preferred Alternative; Action by HRTAC, HRTPO and/or localities	Early 2022
CTB - Action on the Preferred Alternative	Spring 2022
FHWA Publication of Draft EIS with comment period	Spring/Summer 2022
FHWA issues combined Final EIS and Record of Decision (ROD)	Spring/Summer 2023

Questions or Comments