



# **BOWERS HILL ENVIRONMENTAL IMPACT STATEMENT**

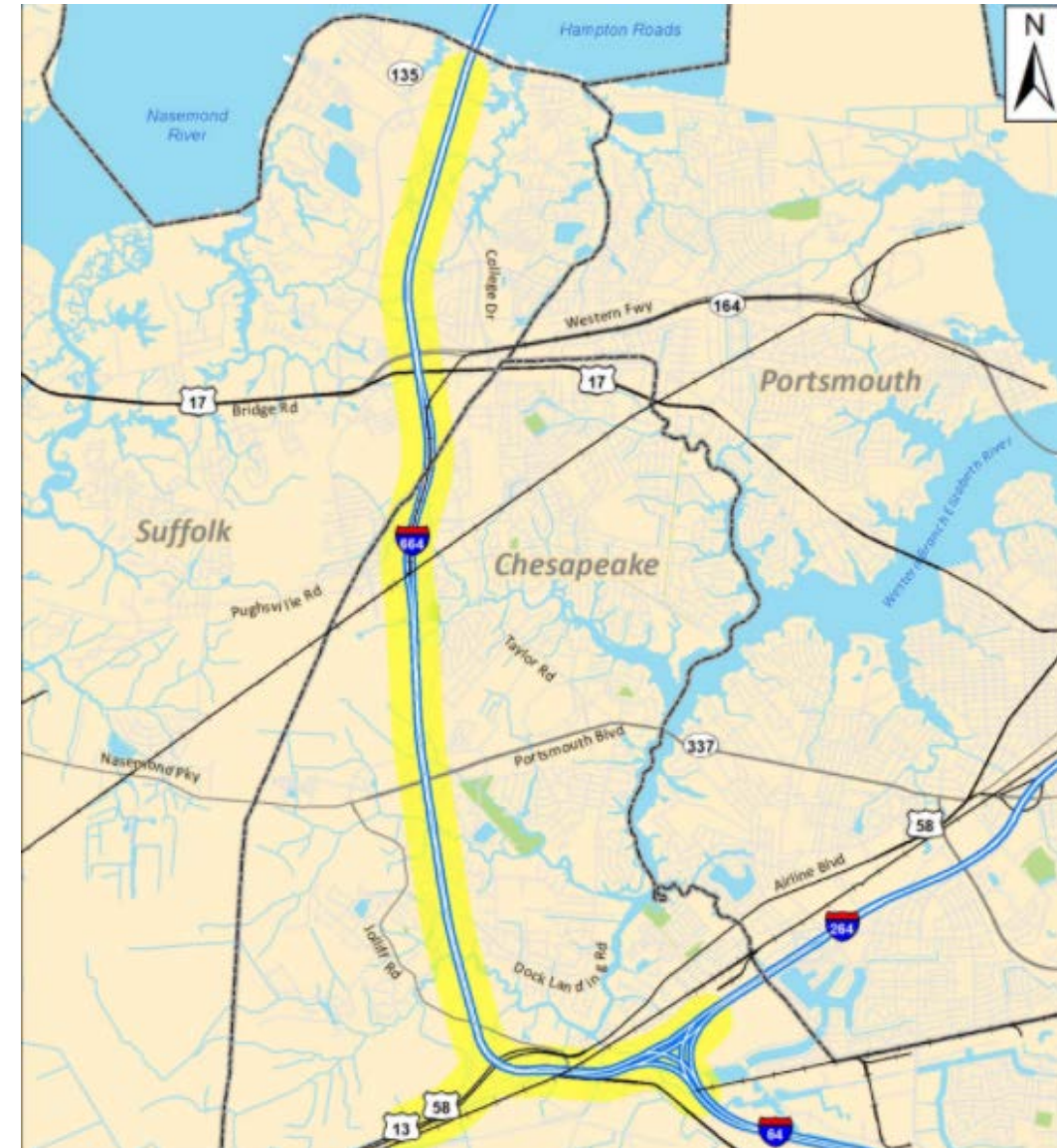
Range of Alternatives Considered

 Scott Smizik  
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June 22, 2021

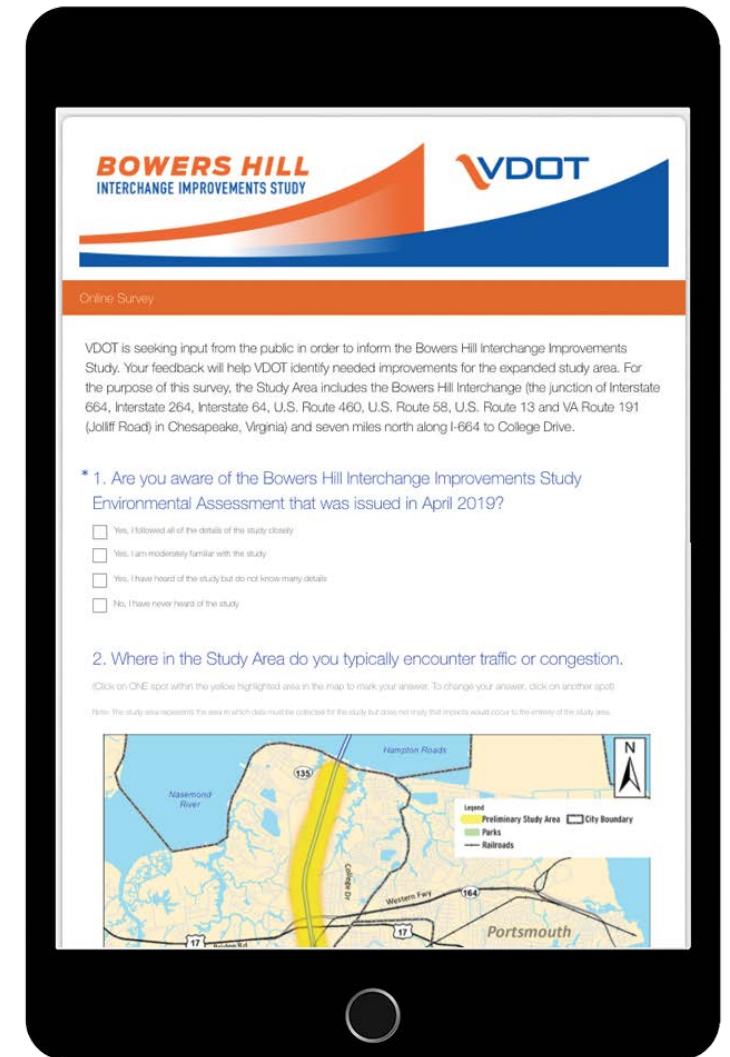
# Activity to Date

- **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

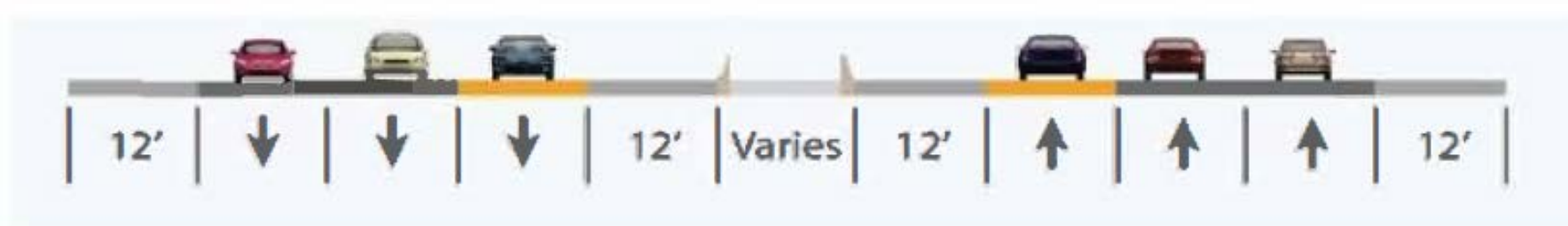
**The purpose of the Bowers Hill Interchange Improvements Study is to reduce current congestion, improve travel reliability, and provide additional travel choice on I-664 from and including the Bowers Hill Interchange to College Drive.**

**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.**

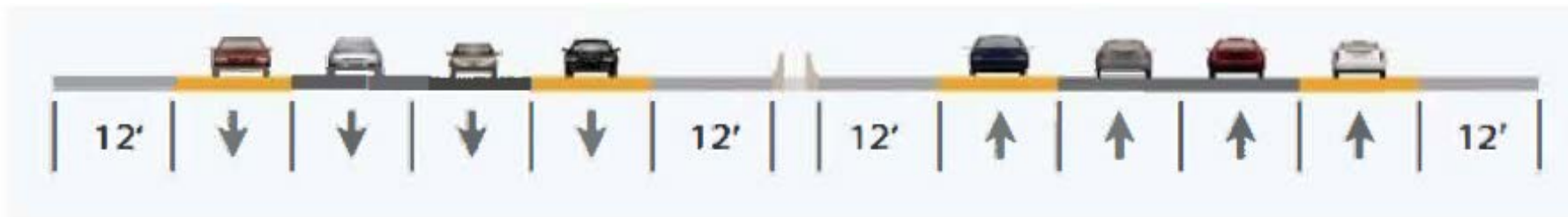
# Concepts Considered but Not Advanced as Stand Alone Alternatives

- **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)**

 I-64/664 Corridor Improvement Plan

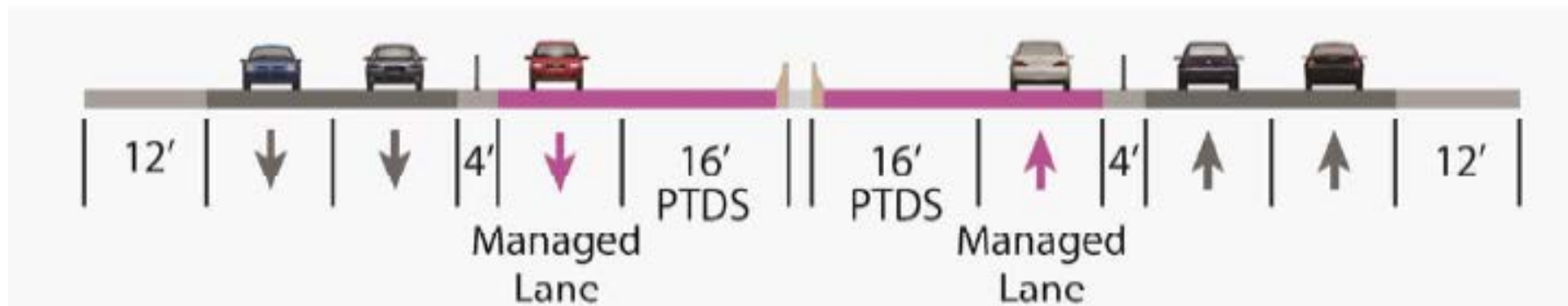


# Alternatives Retained for Detailed Study in the EIS

- **No Build Alternative**

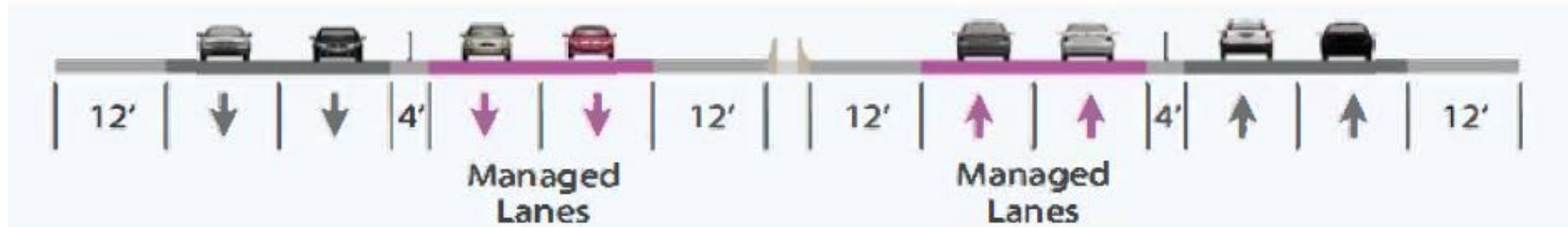
# Alternatives Retained for Detailed Study in the EIS

- 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

