
VDOT
Virginia Department of Transportation

POWHITE PARKWAY PROJECT

Environmental Impact Statement (EIS) - Preferred Alternative Briefing

Scott Smizik
Assistant Environmental Division Director

December 9, 2025

Presentations to CTB on the Powhite Parkway EIS

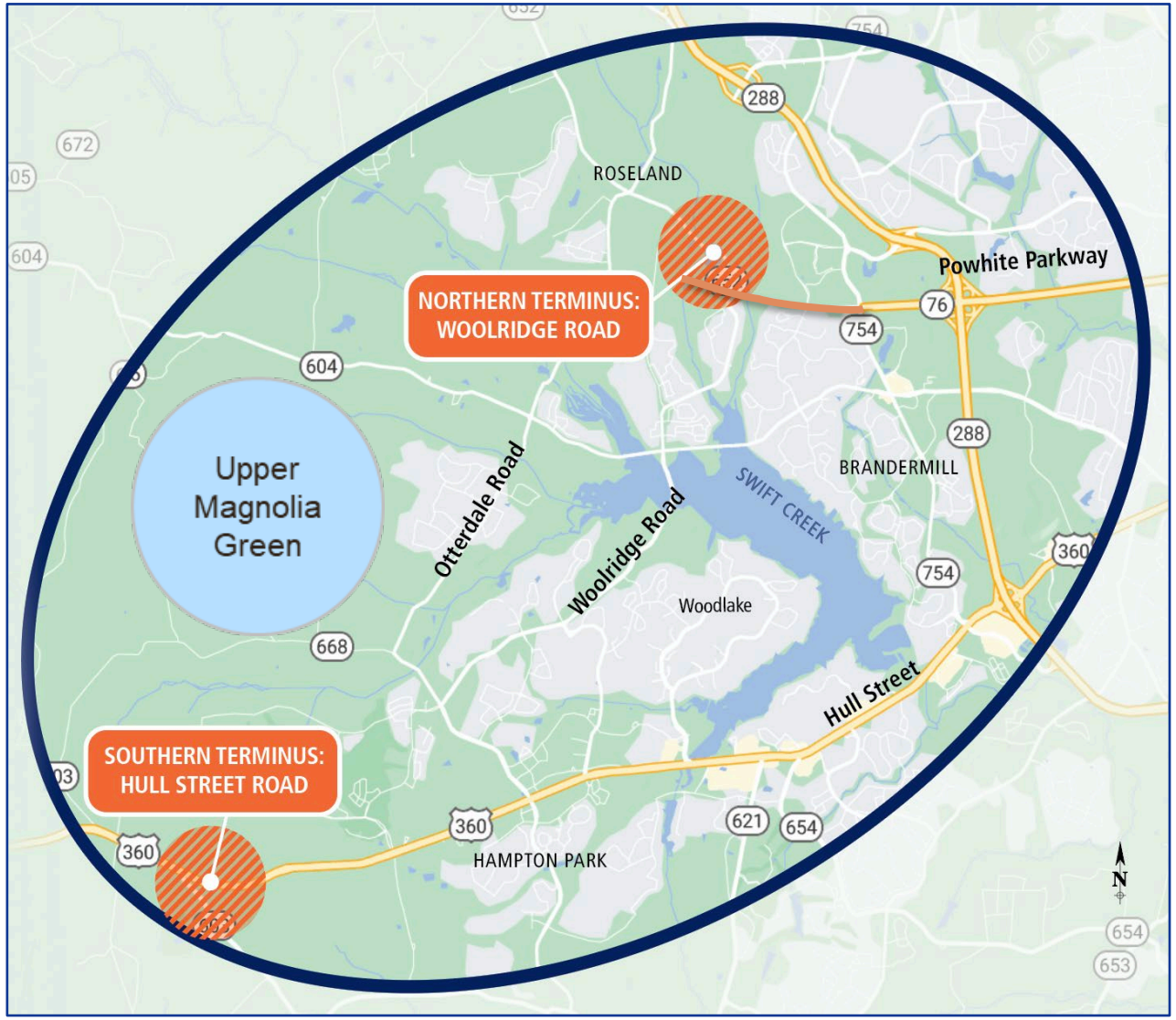


Per § 33.2-208 Location of Routes

Study Area

Legend:

- Termini of EIS Study
- EIS Study Area
- Widening and Extension of Powhite Parkway from Charter Colony Parkway to Woolridge Road (separate project)
- Upper Magnolia Green Development (separate project)



Public Involvement to Date

Virtual Study Introduction (December 2023/January 2024)

- Study introduction, seeking input on transportation needs within the study area
- Social media campaign, public survey, and pre-recorded presentation on website, 30-day public comment period

Public Information Meeting (PIM) (October/November 2024)

- Study status update, initial presentation of preliminary alternative concepts
- One in-person meeting, two community office hours, 30-day public comment period

Notice of Intent (NOI) (July/August 2025)

- 30-day public comment period following Federal Highway Administration's issuance of the NOI
- Social media campaign, public comment form, and pre-recorded presentation on website, 30-day public comment period

Public Hearing and Comment Period (November/December 2025)

- Being held to support CTB's future location decision (Per § 33.2-208 Location of Routes)
- One in-person meeting, comment period that spans from November 25, 2025, to December 19, 2025

Agency Involvement to Date

In October 2023, environmental review agencies were invited to share data and participate in the development of the EIS, including:

U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Virginia Department of Environmental Quality, and Chesterfield County

Monthly Environmental Agency Meetings hosted by VDOT

- Ongoing since October 2023

Primary themes of agency input

- Level of NEPA document, range of alternatives, influence of surrounding projects

Purpose and Need Statement

The purpose of the Powhite Parkway Project is to enhance transportation conditions from Hull Street Road to Woolridge Road in western Chesterfield County, Virginia. In order to meet the purpose, the Project must address the following needs:



Relieve congestion on existing roadways and at intersections within the project study area

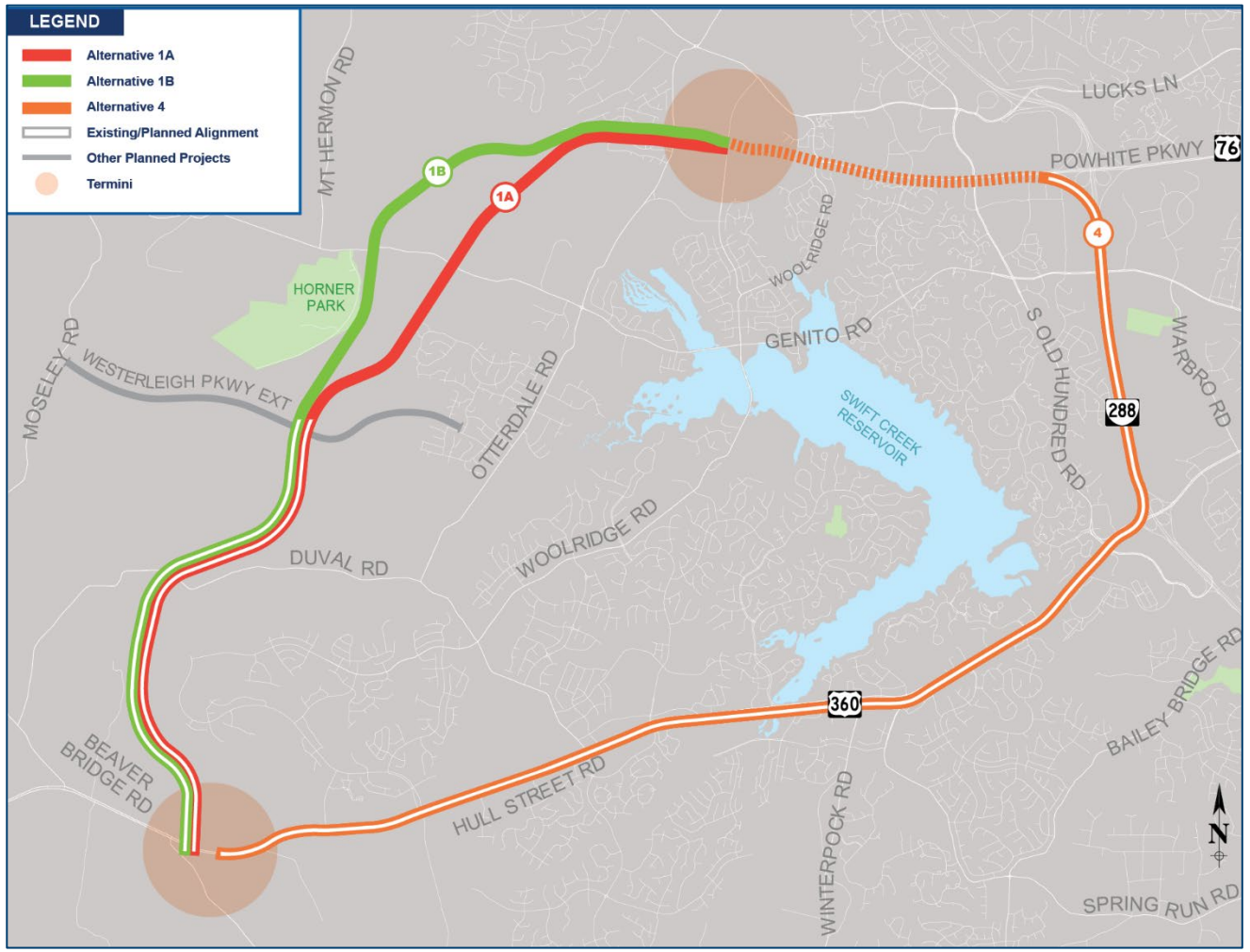


Improve regional connectivity and accessibility between Hull Street Road and Woolridge Road

Standalone Alternatives Retained for Full Analysis in the EIS

Alternative 1A

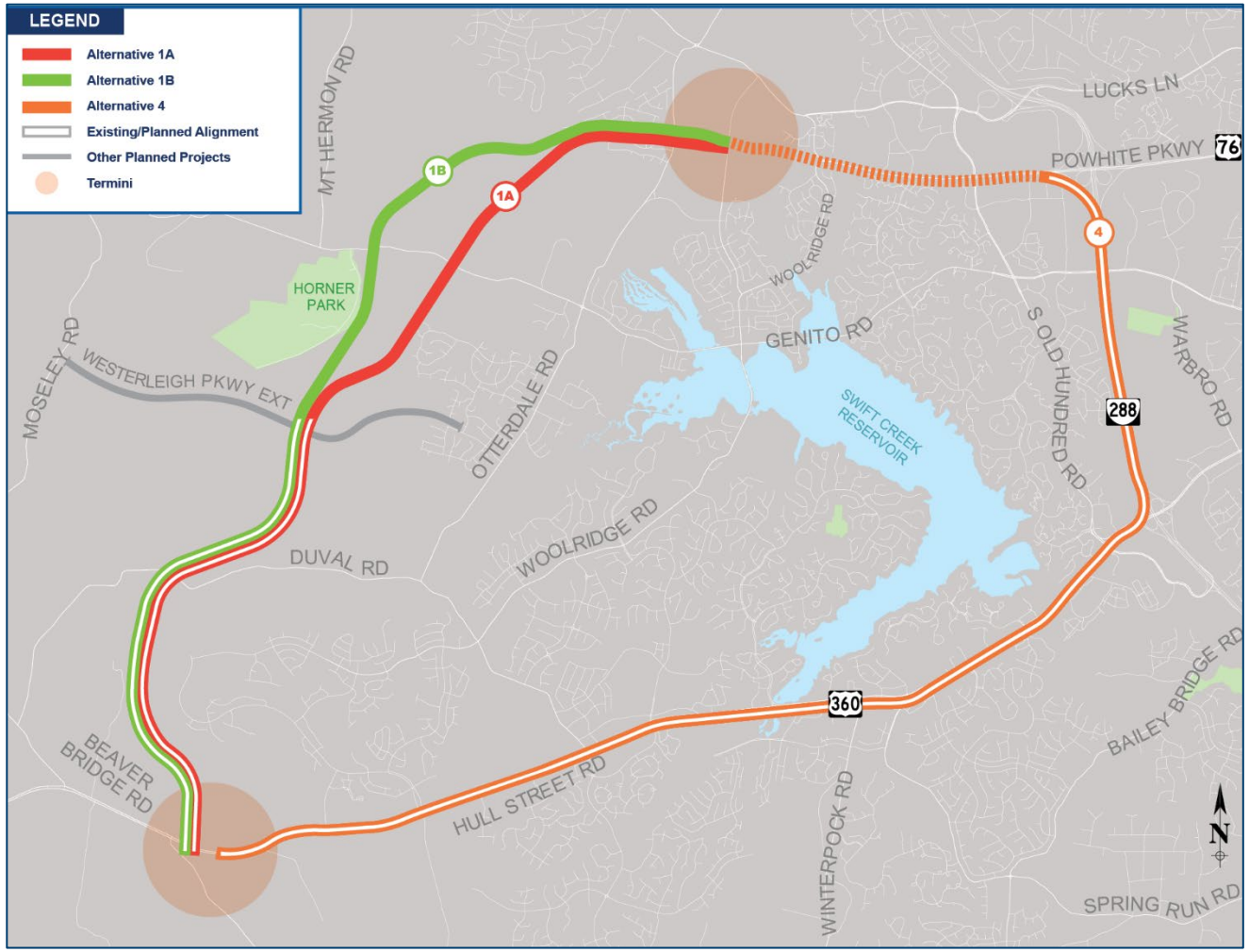
- Endorsed by Chesterfield County's Board of Supervisors on November 19, 2025 & follows existing County Right of Way
- New four-lane roadway from Hull Street Road to Woolridge Road
  - Reconstruction/expansion of a planned two-lane road from Hull Street Road to the Westerleigh Parkway Extension
  - New location from Westerleigh Parkway Extension to Woolridge Road
- Assumed access provided at key intersections
- Anticipated overpass at Otterdale Road



Standalone Alternatives Retained for Full Analysis in the EIS

Alternative 1B

- New four-lane roadway from Hull Street Road to Woolridge Road
  - Reconstruction/expansion of a planned two-lane road from Hull Street Road to the Westerleigh Parkway Extension
  - New location from Westerleigh Parkway Extension to Woolridge Road
- Assumed access provided at key intersections
- Anticipated overpass at Otterdale Road



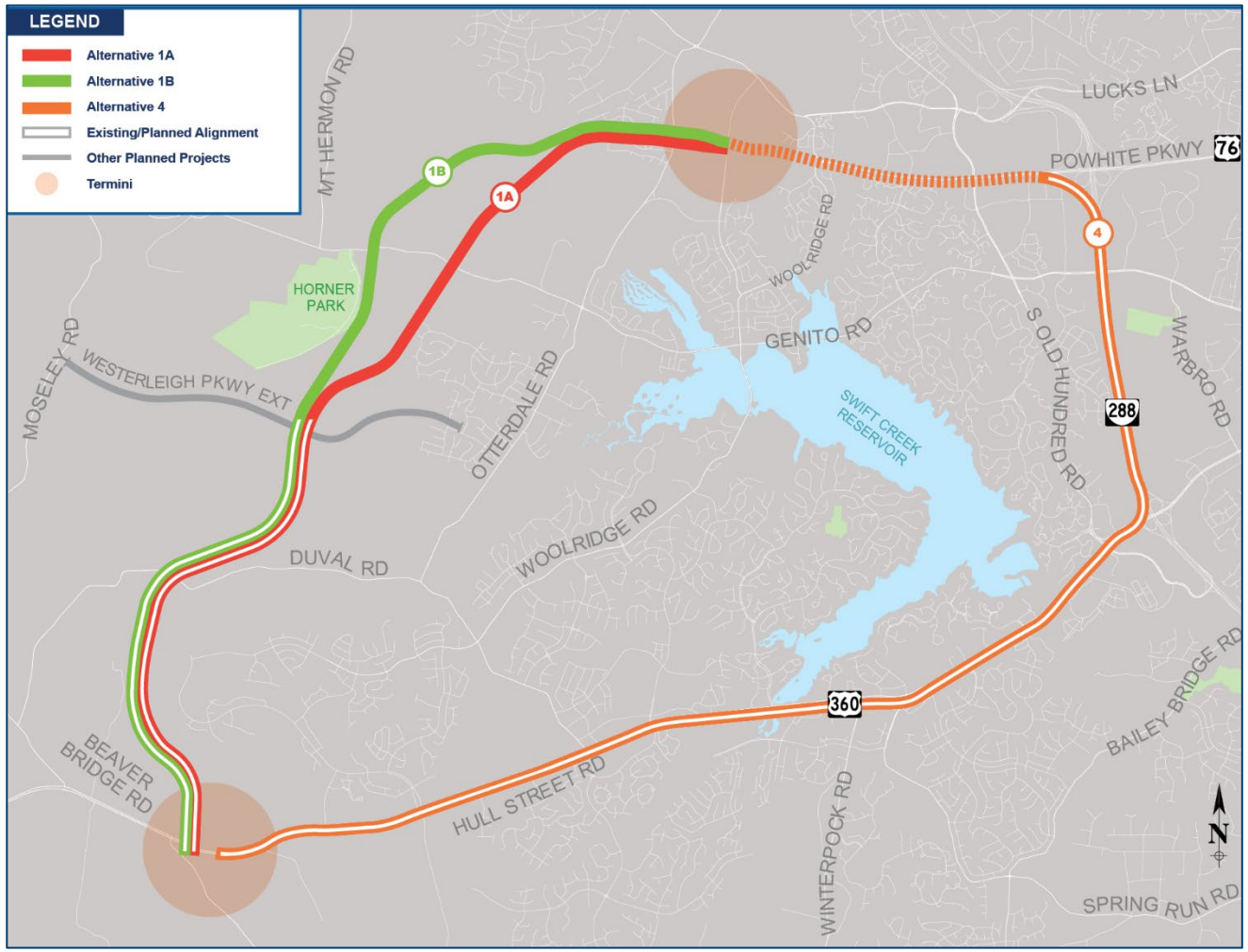
Standalone Alternatives Retained for Full Analysis in the EIS

Alternative 4

- Add an additional travel lane in each direction to Route 288 and Hull Street Road
- Anticipated interchange improvements along Route 288
- Anticipated intersection enhancements along Hull Street Road

No Build Alternative

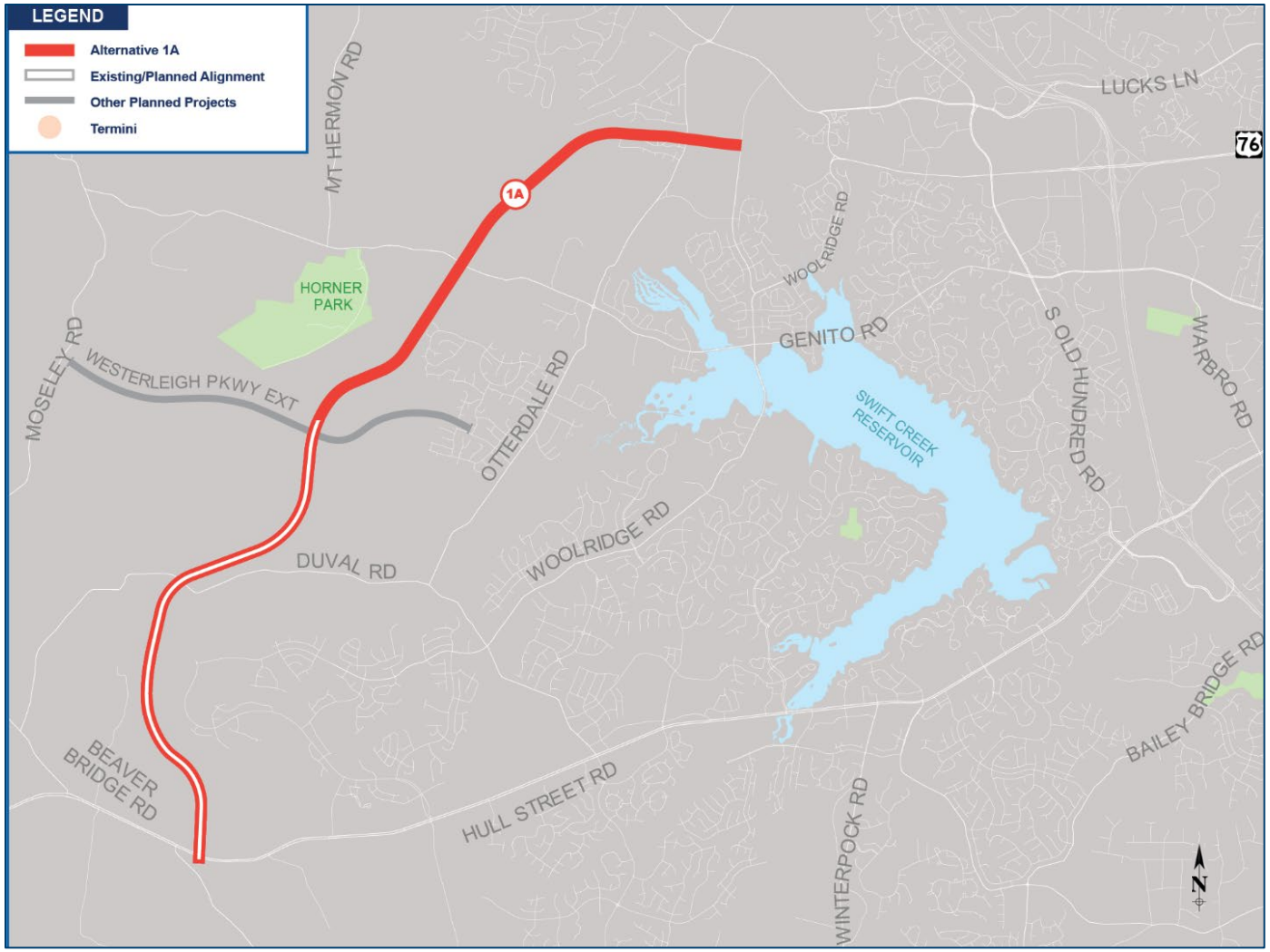
- Required as a baseline/comparison to other alternatives



Recommended Preferred Alternative

Alternative 1A

- Endorsed by Chesterfield County's Board of Supervisors on November 19, 2025
- Follows existing Chesterfield County-owned right of-way, minimizing potential property impacts
- Chesterfield County would be committed to developing and designing this alternative to:
  - Stay within the existing easement corridor footprint through the Weatherbury Mitigation Bank
  - Avoid adverse effects or use to the historic Otterdale School



Summary of Key Environmental Impact Analyses

EVALUATION MEASURE/ RESOURCE CATEGORY	VDOT'S RECOMMENDED PREFERRED ALTERNATIVE ALTERNATIVE 1A Adds Additional Lanes + New Four Lane Roadway	ALTERNATIVE 1B Adds Additional Lanes + New Four Lane Roadway	ALTERNATIVE 4 Adds Additional Lanes + Intersection/Interchange Improvements
Alternative Length (miles)	8	9	11
Alternative Area (acres)	424	438	629
PRELIMINARY PLANNING-LEVEL RESOURCE IMPACTS			
Properties Potentially Impacted (#)	61	65	345
Potential Relocations (#)	3	4	14
Estimated Stream Impacts (linear feet)	7,713 – 11,319	7,077 – 10,683	6,680
Estimated Wetland Impacts (acres)	14 – 19	11 – 16	13
Potential Park Property Impacts (acres)	0	8.2	1.3
Historic Properties (#)	1	0	0
Land Use Conversion (acres)	257 – 424	271 – 438	629
PRELIMINARY PLANNING-LEVEL COST ESTIMATE			
Order of Magnitude Cost (in 2032 dollars)	$730 – $830 million	$810 – $920 million	$1,000 – $1,130 million

Anticipated NEPA Schedule

Activity	Timeframe
Location Public Hearing on Recommended Preferred Alternative	December 9, 2025
CTB Location Decision on Preferred Alternative	January 2026
EIS Issued for Public Review/Public Hearing	Fall 2026
FHWA NEPA Decision	Mid 2027*

* The preferred alternative will be documented in PlanRVA's long-range transportation plan and transportation improvement program (TIP) in September 2026, as well as in the statewide transportation improvement program (STIP) prior to an FHWA NEPA decision

-Schedule based on FHWA's two-year time limit for EISs (23 CFR § 771.138(a)(1))
-Schedule subject to change as NEPA process advances