

AGENDA ITEM #17: BOWERS HILL INTERCHANGE STUDY WORKING GROUP: STUDY PARAMETERS

Robert Lewis, Suffolk

At the June 5, 2019 TTAC meeting, members formed a working group to assist VDOT staff in the completion of the Bowers Hill Interchange Improvements Study by providing stakeholder review and guidance. The working group met on August 8, 2019 and September 18, 2019 to discuss the alternatives and to provide a recommendation to the HRTPO Board.

Working group members expressed concern about potential peak period congestion on I-664 impacting the Bowers Hill Interchange Improvements analysis. In addition, the HRTPO Board approved a resolution endorsing the Hampton Roads Regional Express Lanes Network at its October 17, 2019 meeting. This resolution describes “A consistent Express Lanes Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum”.

The Bowers Hill Interchange Study Working Group met on October 25, 2019. Based on the resolution and concerns regarding I-664 congestion, the working group recommended moving forward by redirecting the current study so that the study area is expanded to include I-664 to the College Drive interchange and that the study takes into account the stipulation of the HRTPO resolution on the Regional Express Lanes Network.

The Bowers Hill Interchange Study Working Group met again on February 19, 2020. The primary purpose of the meeting was for the working group to come to an agreement on a set of study parameters. The working group recommends that the updated study reflect the following parameters:

- Study location/termini
 - I-664 - Up to College Drive interchange
 - I-64 – The first interchange southeast of Bowers Hill (Military Hwy)
 - I-264 – The first interchange east of Bowers Hill (Greenwood Dr)
 - Route 13/58/460 – The Bisco St/Airport Entrance intersection
- Ability to carry Express Lanes through the interchange and up I-664
- Maintain local access/connections, where feasible
- Provide high speed access between all major movements, where feasible
- Evaluate reliability of freight movement
- Evaluate evacuation impacts
- Evaluate resiliency/sea level rise impacts
 - Bowers Hill Interchange may be prone to flooding during major storms
- Project Phasing
 - First Phase - Bowers Hill Interchange and I-664 improvements necessary for the improved Interchange to provide acceptable operating conditions
 - Second Phase - The remaining portion of I-664 up to College Drive
- Consideration of other studies, including the Regional Connectors Study (RCS) and 2045 L RTP

Mr. Robert Lewis, TTAC and Bowers Hill Interchange Study Working Group Chair, and HRTPO Staff will brief the TTAC on this item.

RECOMMENDED ACTION:

Recommend HRTPO Board approval of the study parameters recommended by the Bowers Hill Interchange Study Working Group.