

## **ITEM #10: BOWERS HILL INTERCHANGE IMPROVEMENTS STUDY PARAMETERS**

***[Action Requested]***

***Michael S. Kimbrel, HRTPO***

Following initial presentations on the findings of the Bowers Hill Interchange Improvements Study to the Transportation Technical Advisory Committee (TTAC) and HRTPO Board in early 2019, the TTAC formed a Bowers Hill Interchange Study Working Group to assist VDOT staff in the completion of the study by providing stakeholder review and guidance. Among the concerns of the TTAC was that the initial study assumed capacity improvements on I-664 that are not included in the current HRTPO Long-Range Transportation Plan (LRTP). In addition, in October 2019, the HRTPO Board approved a resolution endorsing the Hampton Roads Regional Express Lanes Network along I-64 as “a consistent Express Lanes Network that begins 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 initial Bowers Hill Interchange Improvements Study did not account for express lanes at the interchange.

As VDOT staff prepares to restart the study, they have requested that VDOT and the HRTPO come to an agreement on a set of study parameters. The TTAC has recommended HRTPO Board approval of the study parameters recommended by the Bowers Hill Interchange Study Working Group, which are as follows:

- 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 LRTP

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, will brief the HRTPO Board on this item.

### **RECOMMENDED ACTION:**

Approve the above parameters for the Bowers Hill Interchange Improvements Study.