COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Mr. Davis**, Seconded By:** Ms. Sellers
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements
Project 0064-037-805, P101, R201, C501
UPC# 123919

WHEREAS, on October 04, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on September 20, 1962, the State Highway Commission approved State Highway Project 0064-037-101 and provided an extension of Route 64 from 0.43 miles west of the intersection with Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County; and

WHEREAS, on October 22, 2024, the CTB approved State Highway Project 0064-037-800 and provided for a modification of limited access to relocate and upgrade the Hickory Haven Park and Ride facility in Goochland County; and

WHEREAS, improvements proposed for the interchange of I-64 and Route 623 will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management (the "Project"); and

WHEREAS, the construction of the Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached); and

WHEREAS, a combined Location and Design Public Hearing was held on July 22, 2025, at Salem Baptist Church, 465 Broad Street Road, Manakin Sabot, Virginia, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; no comments about the proposed LACC were received from the public; and

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Interchange Access Report, completed on September 26, 2024, was reviewed and approved by Federal Highway Administration (FHWA) and the Virginia Department of Transportation's (VDOT's) Richmond District Office and found to adequately address the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and FHWA and approved on October 20, 2025; and

WHEREAS, the Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated October 3, 2025; and

WHEREAS, the FHWA has provided approval for State Highway Project 0064-037-805, C501, P101, R201 (UPC 123919) and the proposed LACCs in a letter dated December 12, 2025; and

WHEREAS, VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with Va. Code § 33.2-401 and that the requirements of 24VAC30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq*., the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

####

Commonwealth Transportation Board (CTB) Decision Brief

Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements
Project 0064-037-805, P101, R201, C501
UPC# 123919

Issues: The area designated as limited access previously approved for I-64 needs to be modified to accommodate interchange improvements at Route 623. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq*.

Facts:

- On October 04, 1956, Limited Access Control was established by the CTB for I-64 in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."

- On September 20, 1962, the CTB approved State Highway Project 0064-037-101, P101, R203, C501 and provided an extension of Route 64 from 0.43 miles west intersection Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County.

- On October 22, 2024, the CTB approved State Highway Project 0064-037-800 and provided for a modification of limited access to relocate and upgrade the Hickory Haven Park and Ride facility in Goochland County; and

- The improvements proposed for the interchange of I-64 and Route 623 will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management (the "Project").

- The construction of the Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached).

- A combined Location and Design Public Hearing was held on July 22, 2025 at Salem Baptist Church, 465 Broad Street Road, Manakin Sabot, Virginia, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; no comments about the proposed LACC were received from the public.

- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.

- The Interchange Access Report was completed on September 26, 2024, that was reviewed and approved by the Federal Highway Administration (FHWA) and the Virginia Department of Transportation's (VDOT's) Richmond District Office and

found to adequately address the impacts from the Project and the proposed LACCs.

- The proposed Project is in compliance with National Environmental Policy Act requirements, and a Categorical Exclusion was prepared under an agreement between the VDOT and FHWA and approved on October 20, 2025.

- The Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated October 3, 2025.

- The FHWA has provided approval for State Highway Project 0064-037-805, C501, P101, R201 (UPC 123919) and the proposed LACCs in a letter dated December 12, 2025.

- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: VDOT recommends, pursuant to Va. Code §33.2-401 and 24VAC30-401-10 *et seq.*, that I-64 continue to be designated as limited access with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB on September 20, 1962.

Action Required by CTB: *Va. Code* § 33.2-401 and 24VAC30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Seventy-three (73) citizens participated in the Combined Location and Design hearing. No verbal comments were received at the Hearing. Fourteen (14) written comments were received during the Hearing. Seven (7) supported the Project as presented, two (2) were somewhat supportive, and five (5) did not support the Project. Six (6) comments were e-mailed to the VDOT with five (5) not supporting the Project.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

PROJECT MANAGER ANTHONY HAVERLY (804) 609-5225 (VDOT - RICHMOND DISTRICT)
SURVEYED BY, DATE WOOLPERT (MARCH 1, 2024)
DESIGN BY RUMMEL, KLEPPER & KAHL, LLP (804) 782-1903
SUBSURFACE UTILITY BY, DATE ACCUMARK, INC. (APRIL 24, 2024)

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OPENROADS DESIGNER). OPENROADS COMPUTER INDENTIFICATION NO. (120441 & 123919)

CONVENTIONAL SIGNS

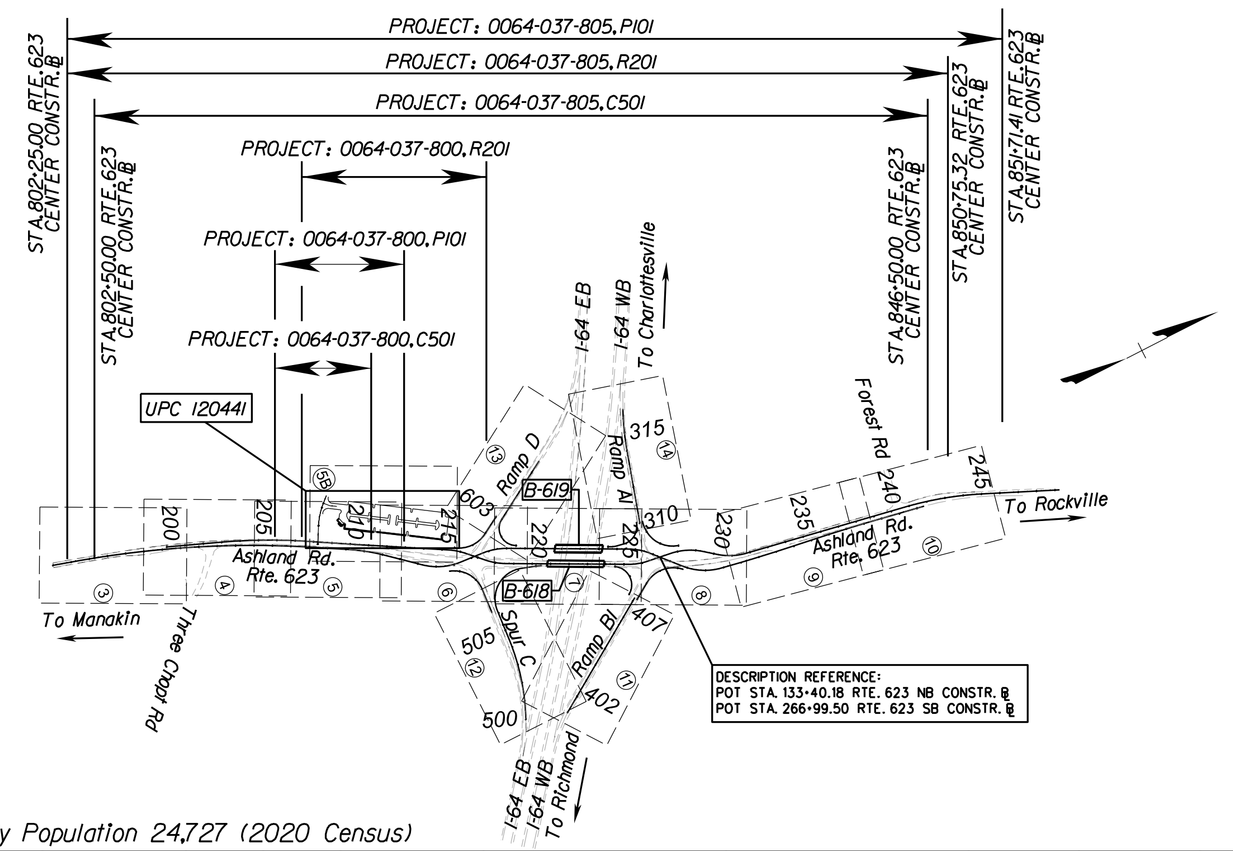
STATE LINE
COUNTY LINE
CITY,TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE

LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

GOOCHLAND COUNTY
ROUTE 623 - ASHLAND ROAD
INTERCHANGE IMPROVEMENTS RFQ PLANS
FROM: 0.120 MI. SOUTH OF THREE CHOPT ROAD
TO: 0.098 MI. NORTH OF FOREST ROAD



Goochland County Population 24,727 (2020 Census)

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-BR04(***) NHPP-BR04(***) (SEE TABULATION BELOW FOR SECTION NUMBERS)	623 64	0064-037-805 0064-037-800 (NFO)	1

FHWA 534 DATA 44021

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA

	ROUTE 623 (ASHLAND ROAD)	ACCESS ROAD	FO-94 (BENNINGTON ROAD)
FROM:	0.201 MI. SOUTH OF THREE CHOPT ROAD		
TO:	0.107 MI. NORTH OF FOREST ROAD		
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL	RURAL LOCAL	RURAL LOCAL
ADT (2021)			
ADT (2047)			
DHV			
D (%) (design hour)			
T (%) (design hour)			
V (MPH)	MIN. 30 MPH (Inside DDI) MIN. 45 MPH (Outside DDI)	MIN. 30 MPH	STATUTORY 55 MPH
TC STD.	TC-5.11ULS (Inside DDI) TC-5.11U (Outside DDI)	TC-5.11ULS	TC-5.11R
GEOMETRIC STD.	GS-6	GS-4	GS-4

NOTE: SEE SHEET IA FOR FUNCTIONAL CLASSIFICATIONS AND MINIMUM DESIGN SPEEDS FOR RAMPS.

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
0064-037-805	P101		PENG	123919		4946.41	0.937	4657.74	0.882		PRELIMINARY ENGINEERING	FR: 0.120 MI. SOUTH OF THREE CHOPT RD TO: 0.098 MI. NORTH OF FOREST ROAD
	R201		ROWA	123919		4850.32	0.919	4561.65	0.864		RIGHT OF WAY	FR: 0.115 MI. SOUTH OF THREE CHOPT RD INTERSECTION OF FOREST ROAD
	C501		1000	123919		4400	0.833	4111.33	0.779		CONSTRUCTION	FR: 0.120 MI. SOUTH OF THREE CHOPT RD TO: 0.080 MI. NORTH OF FOREST ROAD
	B618			123919		308.32	0.058				BRIDGE	SB RTE. 623 OVER I-64
	B619			123919		288.67	0.055				BRIDGE	NB RTE. 623 OVER I-64
0064-037-800	P101	HNPP-BR04(310)	PENG	120441		705.32	0.134	705.32	0.134		PRELIMINARY ENGINEERING	FR: 0.066 MI. NORTH OF THREE CHOPT RD TO: 0.162 MI. SOUTH OF I-64 EB
	R201		ROWA	120441		1006.24	0.191	1006.24	0.191		RIGHT OF WAY	FR: 0.094 MI. NORTH OF THREE CHOPT RD TO: 0.077 MI. SOUTH OF I-64 EB
	C501	STP-BR04(340)	1000	120441		524.35	0.099	524.35	0.099		CONSTRUCTION	FR: 0.066 MI. NORTH OF THREE CHOPT RD TO: 0.200 MI. SOUTH OF I-64 EB

Project Lengths are based on Rte.623 Center Construction Baseline (Bridge length based on Rte.623 SB Constr.Baseline)

RFP PLANS
For Information Only

DATE: 11/13/25

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.

TIER 2 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	CHIEF FINANCIAL OFFICER
DATE	CHIEF ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	CHIEF OF POLICY

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	STATE STRUCTURE AND BRIDGE ENGINEER
DATE	CHIEF FINANCIAL OFFICER

APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

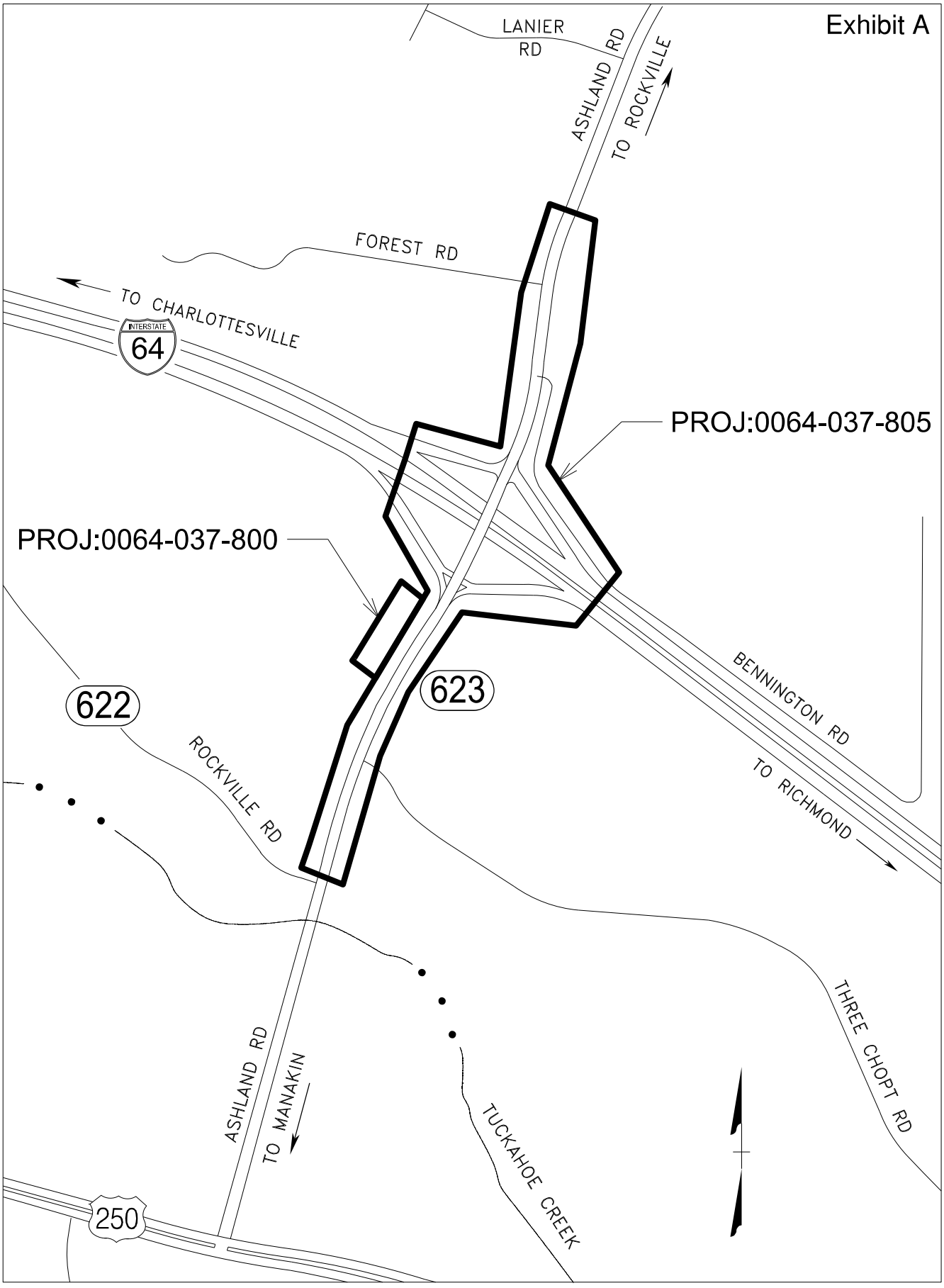
APPROVED	
DATE	DIVISION ADMINISTRATOR FEDERAL HIGHWAY ADMINISTRATION U.S. DEPARTMENT OF TRANSPORTATION

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LOCATION MAP

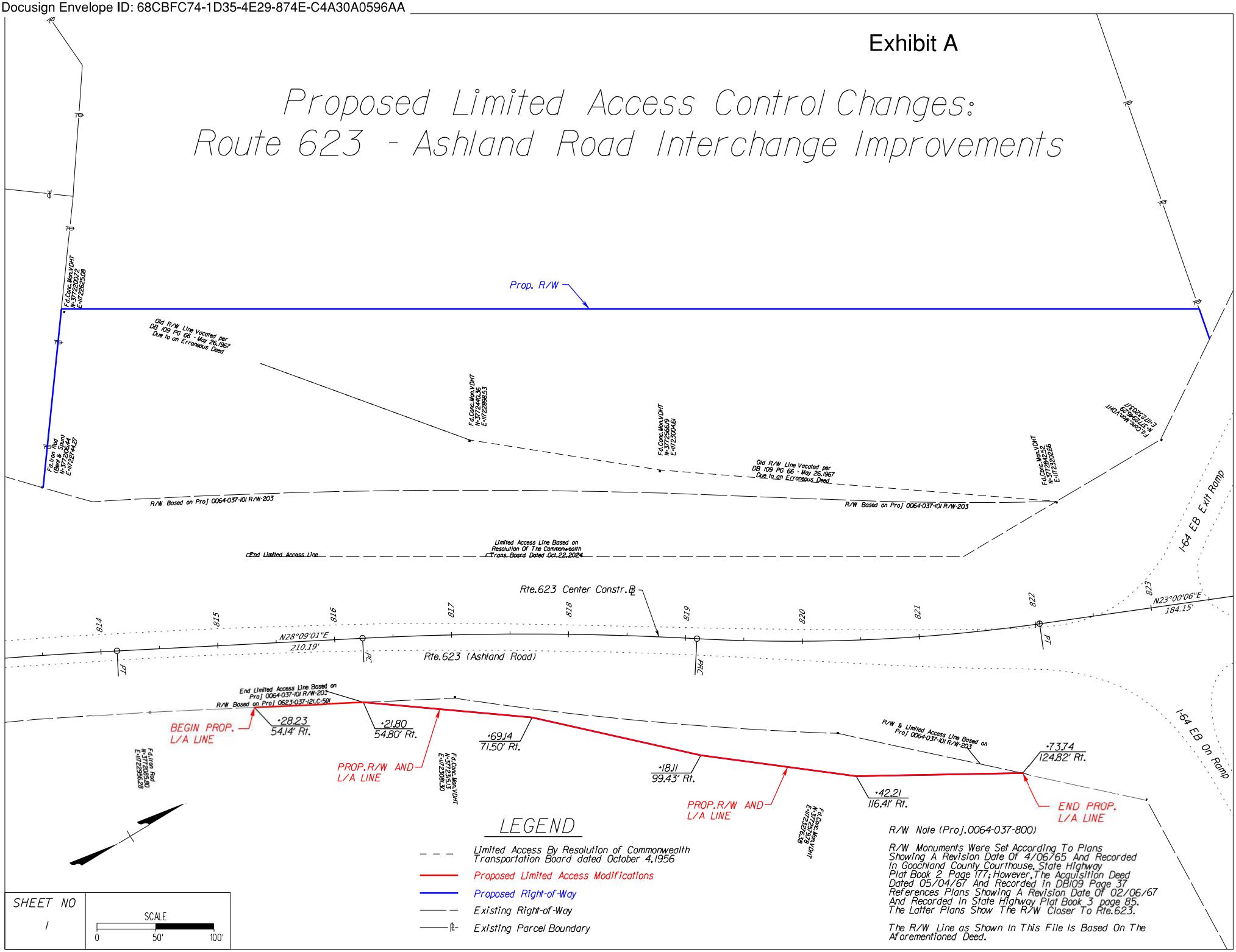
COUNTY OF GOOCHLAND



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Exhibit A

Proposed Limited Access Control Changes:
Route 623 - Ashland Road Interchange Improvements



LEGEND

- Limited Access By Resolution of Commonwealth Transportation Board dated October 4,1956
- Proposed Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way
- Existing Parcel Boundary

R/W Note (Proj.0064-037-800)

R/W Monuments Were Set According To Plans Showing A Revision Date Of 4/06/65 And Recorded In Goochland County Courthouse, State Highway Plat Book 2 Page 177; However, The Acquisition Deed Dated 05/04/67 And Recorded In DB109 Page 37 References Plans Showing A Revision Date Of 02/06/67 And Recorded In State Highway Plat Book 3 page 85. The Latter Plans Show The R/W Closer To Rte.623.

The R/W Line as Shown In This File Is Based On The Aforementioned Deed.

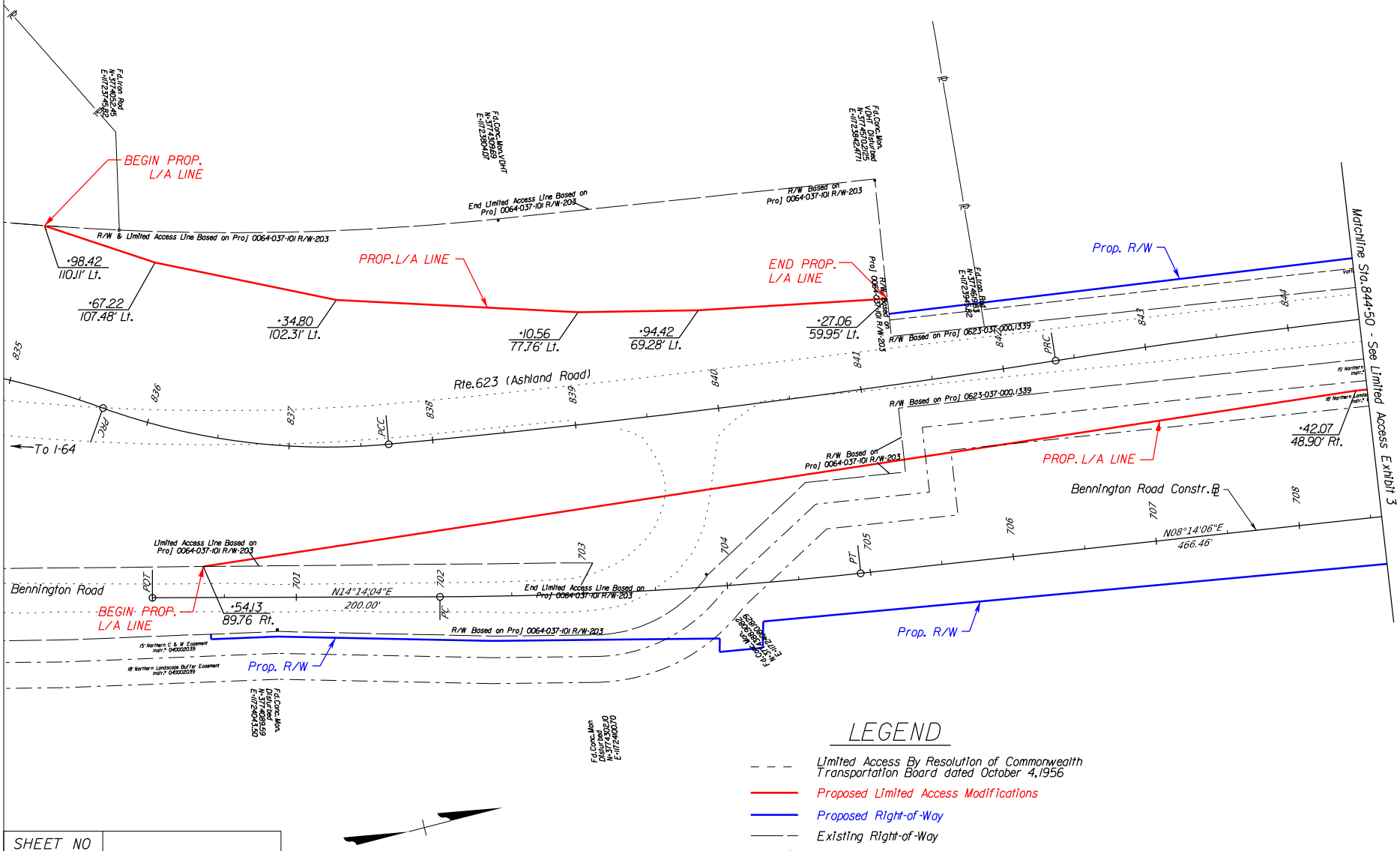
SHEET NO 1

SCALE 0 50' 100'

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Exhibit A

Proposed Limited Access Control Changes:
Route 623 - Ashland Road Interchange Improvements



LEGEND

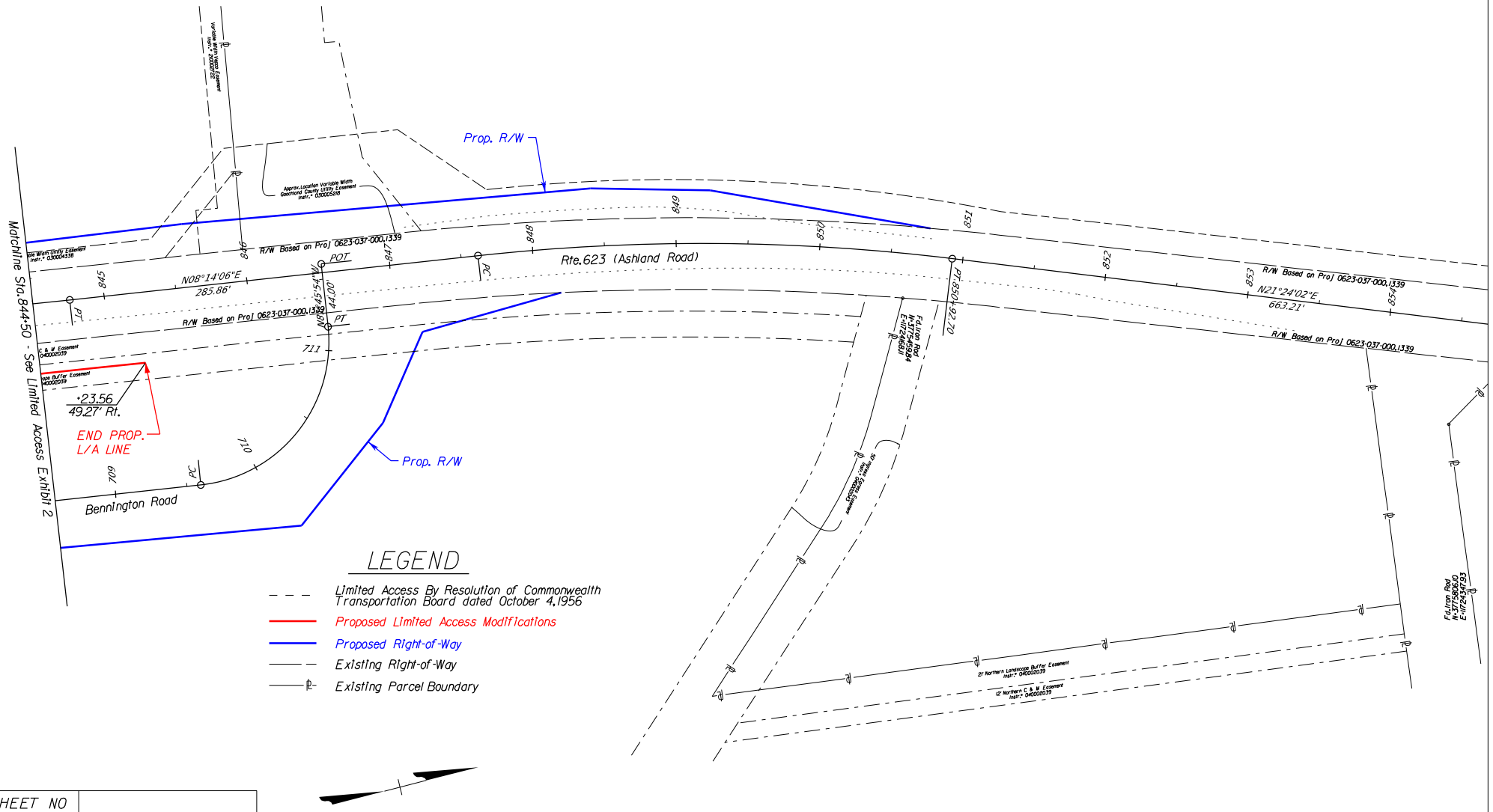
- Limited Access By Resolution of Commonwealth Transportation Board dated October 4,1956
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SHEET NO	SCALE
2	0 50' 100'

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Exhibit A

Proposed Limited Access Control Changes:
Route 623 - Ashland Road Interchange Improvements



SHEET NO	SCALE
3	0 50' 100'

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Exhibit A Station and Offset Table
UPC 123919

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
1	Prop. L/A Line and Prop R/W	Route 623 Center	815+28.23	54.14'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	816+21.80	54.80'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	817+69.14	71.50'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	819+18.11	99.43'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	820+42.21	116.41'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	821+73.74	124.82'	RT

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
2	Prop. L/A Line	Route 623 Center	834+98.42	110.11'	LT
	Prop. L/A Line	Route 623 Center	835+67.22	107.48'	LT
	Prop. L/A Line	Route 623 Center	837+34.80	102.31'	LT
	Prop. L/A Line	Route 623 Center	839+10.56	77.76'	LT
	Prop. L/A Line	Route 623 Center	839+94.42	69.28'	LT
	Prop. L/A Line	Route 623 Center	841+27.06	59.95'	LT
	Prop. L/A Line	Route 623 Center	836+54.13	89.76'	RT
	Prop. L/A Line	Route 623 Center	844+42.07	48.90'	RT

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
3	Prop. L/A Line	Route 623 Center	845+23.56	49.27'	RT

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Minutes of the Meeting of the State Highway Commission of Virginia, held in Richmond
October 4, 1956

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1956. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard C. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of $102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and $1,054.54 for work by the A. & D. Railroad, making a total of approximately $114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claybone Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of $67,455.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately $74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1551-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of $127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and $1,226.50 for work by State Forces (not included in contract), making a total of approximately $141,900.00 chargeable to this project; to be financed with $71,580.00 State and $70,320.00 Federal Funds. Motion carried.

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Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of $500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of $500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of $500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 5, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

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MINUTES
OF
Meeting of State Highway Commission of Virginia
Richmond, Virginia
September 20, 1962

The State Highway Commission of Virginia met at the Central Highway Office, Richmond, Virginia, at 10:00 A.M. on September 20, 1962. The Chairman, H. H. Harris, presided.

Present: Messrs. H. H. Harris, W. R. Chilton, S. S. Flythe, R. S. Holland, George C. Landrith, Burgess E. Nelson, W. N. Sclater, Jr., Tucker C. Watkins, Jr., and R. S. Weaver, Jr.

On motion of Mr. Sclater, seconded by Judge Weaver, the minutes of the meeting of August 23, 1962 were approved.

Motion was made by Mr. Sclater, seconded by Judge Weaver, that permits issued from August 23, 1962 to September 19, 1962, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Judge Weaver, cancellation of permits from August 23, 1962 to September 19, 1962, inclusive, as shown in records of the Department, was approved.

Mr. A. B. Eure, Fiscal Director of the Department of Highways, presented and explained the attached "Analysis of Revenue, Appropriations and Deficits and Distribution of Unappropriated Surplus at June 30, 1962", and on motion of Judge Weaver, seconded by Senator Nelson, the Commission approved the recommended distribution of balance as shown on Page 2 of the aforesaid attachment.

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Moved by Senator NelsonSeconded by Mr. Holland , that,

Whereas, in connection with the reconstruction of Route 58, at South Boston, Virginia in Halifax County, the Commonwealth did acquire certain lands for the relocation of Route 58; and

Whereas, the route was actually constructed in another location and the said parcels of land are now not needed for highway purposes; and

Whereas, certain individuals are desirous of having this land reconveyed to them or new owners are interested in the purchase of the several parcels; and

Whereas, the State Highway Commissioner has certified in writing that said parcels of land are no longer necessary for the State Highway system;

Now, therefore, be it resolved, that, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the return of the said parcels of land to private ownership and to the local tax rolls, in such a manner and for such consideration as the State Highway Commissioner may deem in the best interest of the Commonwealth, is hereby approved, and the State Highway Commissioner is hereby authorized to execute deeds without warranty for same accordingly. Motion carried.

Moved by Judge Weaver ,Seconded by Mr. Sclater , that,

Whereas, in accordance with the provisions of Section 128 of Title 23- Highways, United States Code, a Public Hearing was held in the Auditorium of the Goochland Elementary School, Goochland, Virginia at 10:00 A.M., on August 15, 1962, concerning the proposed construction of Route 64 from 0.43 miles west intersection Route 617 (near Oilville) to Henrico-Goochland County Line in Goochland County, State Project 0064-037-101, Federal Project I-64-2-(1) 33.

Whereas, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed development as planned and their statements being duly recorded, and

Whereas, the economic effects of the proposed relocation have been examined and given proper consideration, and this evidence along with all other, has been carefully reviewed, now therefore,

Be it resolved, that the construction of this project be approved in accordance with the general plan as proposed and presented by the Engineering Division of the Department of Highways along Line A.

This section of Interstate Route 64 follows to the north of, and generally parallel to existing Route 250, varying from 0.3 mile to 1.0 mile. Motion Carried

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 22, 2024

MOTION

Made By: Mr. Davis, **Seconded By:** Dr. Smoot
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the I-64 and Ashland Road Park and Ride (Hickory Haven) Upgrade and Relocation

WHEREAS, on October 04, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on September 20, 1962, the State Highway Commission approved State Highway Project 0064-037-101 and provided an extension of Route 64 from 0.43 miles west of the intersection with Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County; and

WHEREAS, the relocation and upgrade of a park and ride facility with a new commercial entrance on Route 623 (Ashland Road) (the "Project") requires the limited access line on the eastbound side of the Interstate Route 64 to be relocated at Ashland Road as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

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WHEREAS, Goochland County posted a Notice of Willingness to Hold a Design Public Hearing ("Willingness") on May 27, 2024, and June 4, 2024, in *The Richmond Times Dispatch* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; the Willingness expired on June 10, 2024, with no comments or other input from the public; and

WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Richmond District Office has reviewed and approved the traffic analysis report completed in May 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on September 06, 2024; and

WHEREAS, the Project is located in an attainment area for all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions. Date of review 4/29/24; and

WHEREAS, the Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated June 18, 2024; and

WHEREAS, The FHWA has provided approval for State Highway Project 0064-037-800, C501, P101, R201 (UPC 120441) and the proposed LACCs in a letter dated September 10, 2024

WHEREAS, VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

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WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the Code of Virginia and 24 VAC 30-401-10 *et seq*., that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

####

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

BOARD OF SUPERVISORS

Jonathan Christy, Vice-Chair, District 1
Neil Spoonhower, District 2
Tom Winfree, Chair, District 3
Charles Vaughters, District 4
Jonathan Lyle, District 5



Dr. Jeremy J. Raley
County Administrator

Sara Worley
Deputy County Administrator

Josh Gillespie, AICP
Deputy County Administrator

www.goochlandva.us

October 3, 2025

Re: UPC 123919 - I-64 at Ashland Rd. (Rte. 623) Interchange

To Whom It May Concern:

This letter serves as Goochland County's support for a revision to the Limited Access Control Changes (LACCs), as a part of the I-64 at Ashland Rd. (Rte. 623) Interchange project as shown in the attached exhibit.

Please let us know if there is anything else Goochland County needs to complete for this process.

Respectfully,

Dr. Jeremy Raley, Ed.D.
County Administrator

Att.

c: Deputy County Administrator, Sara Worley
County Engineer, Austin Goyne

1800 Sandy Hook Road
P. O. Box 10, Goochland, VA 23063
(804) 556-5800 ● (804) 556-4617 Fax ● (TDD 711 (Virginia Relay))
Email: countyadmin@goochlandva.us

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

VDOT Virginia Department of Transportation

Interstate 64 at Ashland Road
Diverging Diamond Interchange
Goochland County
Location and Design Public Hearing

Tuesday, July 22, 2025, 5 – 6:30 p.m.
Salem Baptist Church
465 Broad Street Rd, Manakin Sabot, VA 23103

Find out about proposed improvements at the Route 623 (Ashland Road) interchange with Interstate 64 in Goochland County. The project scope includes converting the existing interchange into a four-lane diverging diamond interchange, relocating the Bennington Road and Ashland Road intersection, and relocating the Hickory Haven Park and Ride lot. The project improvements include widening Ashland Road, new bridge construction, rehabilitation of the existing bridge, widening and reconstruction of four ramps, drainage, stormwater management, traffic signals and lighting. This project will also involve a change and/or break in limited access control.

Review information, project plans regarding the proposed modification, and the National Environmental Policy Act document in the form of a Categorical Exclusion at Salem Baptist Church, 465 Broad Street Rd, Manakin Sabot, VA 23103. The plans and Categorial Exclusion can also be reviewed at the VDOT Richmond District Office, 2430 Pine Forest Drive, South Chesterfield, VA 23834-9002. Please call ahead to assure project staff will be available to answer your questions.

For additional information regarding the project please visit https://bit.ly/I-64AshlandRoadDDI.

The meeting will be held in an open house format from 5 p.m. to 6:30 p.m. This format will provide the flexibility to allow participants to meet and discuss the proposed project directly with project staff members.

Give your oral or written comments at the hearing or submit them by **August 1, 2025,** to Anthony Haverly, P.E., project manager, Virginia Department of Transportation, 2430 Pine Forest Drive, South Chesterfield, VA 23834 or Anthony.Haverly@VDOT.Virginia.gov. Please reference "UPC 123919 I-64 at Route 623 Public Hearing Comments" in the subject line.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 804-524-8000 or TDD/TYY 711.

I-64 at Route 623: State Project: 0064-037-805; UPC: 123919; Federal Project: NHPP-064-2(184)
Hickory Haven Park and Ride: State Project: 0064-037-800; UPC: 120441; Federal Project: NHPP-064-2(171)

In case of inclement weather or other issues, the hearing will be held Tuesday, July 29, at the same time and location.

Virginia Department of Transportation

Environmental Division
NEPA Programs
Categorical Exclusion (CE)

Project Information

Project Name:	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE	**Federal Project#:**	NHPP-064-2(186)
Project Number:	0064-037-805, B618, B619, C501, P101, R201	**Project Type:**	Construction
UPC:	123919	**Charge Number:**	UPC 123919 Activity 6xx
Project Number(Assoc)(UPC):			
Route Number:	64	**Route Type:**	Interstate
Project Limit--From:	I-64	**To:**	ASHLAND RD (RTE 623) INTERCHANGE
Additional Project Description:	Reconstruct interchange at I-64 at Exit 173 / Ashland Rd based on approved IAR recommendation. The IAR was approved on 12/23/24. Anticipate a four-lane Diverging Diamond Interchange (DDI). This configuration will require a new two-lane bridge over I-64. Add two new traffic signals, one at each end of the bridges. Improve interchange configuration. The project scope includes extending Bennington Road to intersect with SR 623 at the existing Forest Road intersection. This project will be delivered through Design Build Procurement with project UPC 120441 (relocation of the Hickory Haven Park and Ride).		
Purpose And Need:	The purpose of the project is to improve operations and safety at the I-64 / Route 623 Interchange.		

District:	**City/County:**	**Residency:**
Richmond	Goochland	Ashland

Date CE level document approved by VA Division FHWA: 12/12/2024

FHWA Contact: Heath, Amanda

Project in STIP: Yes **In Long Range Plan?** Yes

CE Category 23 CFR 771.117: c26

Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The project is included in the STIP and TIP and therefore meets fiscal constraint requirements.

Typical Section: The typical section of Rte. 623 approaching and exiting the interchange consists of one 12' travel lane in each direction and 10-12' turn lanes. Within the area of influence of the DDI, the typical section of Rte. 623 consists of two 15' lanes in each direction at the crossover with a raised median; enclosed drainage system where curb/curb and gutter are provided; and guardrail along the inside and outside of the roadway approaching the proposed and existing bridges over I-64. The proposed bridge carrying Rte. 623 over I-64 consists of two 12' lanes; the typical section of the existing bridge over I-64 (two 12' lanes) will not be improved. The typical section of the I-64 west bound exit ramp consists of three lanes (two left turn, one right turn) approaching the DDI that will be a minimum 16'. The typical section of the I-64 east bound exit ramp consists of two lanes (one left turn, one right turn) approaching the DDI that will be a minimum 16'. For the west bound and east bound exit ramps, a raised island will separate the right and left turn movements. The typical section of the entrance ramps from Rte. 623 onto I-64 eastbound and westbound consist of two 16-18' lanes that are separated by a raised island; beyond the raised island, the two lanes will parallel each other and merge into one lane prior to the ramp gore. The typical section on Bennington Road consists of 9.5' travel lanes in each direction; near the intersection with Ashland Road, the travel lanes widen to allow adequate turning movements for tractor trailers. No improvements to the existing typical section of I-64 are anticipated beyond shoulder strengthening for maintenance of traffic during construction.

Structures: The project will rehabilitate Bridge No. 6081 (FED ID 8639) which carries Ashland Road over I-64. As part of the project, a new bridge over I-64 will also be constructed.

SOCIO-ECONOMIC

Source:

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Goochland County GIS; Google Earth; 2035 Goochland County Comprehensive Plan; 2040 Goochland County Major Thoroughfare Plan; Scoping Response from Virginia Department of Conservation and Recreation

Existing or Planned Bicycle/Pedestrian Facilities Not Present

Source: Google Earth; 2035 Goochland County Comprehensive Plan; Goochland County GIS; 2040 Goochland County Major Thoroughfare Plan

Socio-Economic Comments: There are no existing or planned public recreational facilities, community services, or existing or planned bicycle/pedestrian facilities in the project area.

The project is consistent with local land use. The 2035 Goochland County Comprehensive Plan Land Use Maps show the I-64/Ashland Road interchange as future transportation surrounded by flexible, commercial, and prime economic development land uses; industrial land use is also present in the vicinity. Goochland County GIS shows that land adjacent to the proposed improvements is primarily zoned business; areas zoned limited agricultural and industrial are also present in the vicinity. The project is identified in the 2040 Goochland County Major Thoroughfare Plan as a mid-term improvement to help implement the recommendations of the plan.

Construction of the project will be staged so that traffic is maintained throughout the duration of construction, including during rehabilitation of the existing bridge. Therefore, there will be no major traffic disruptions.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Virginia Outdoors Plan Mapper; 2035 Goochland County Comprehensive Plan; Goochland County GIS; Land and Water Conservation Fund Mapper; Virginia Department of Historic Resources; Scoping Response from Virginia Department of Conservation and Recreation; RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25

6(f) Conversion: No **Acres of Conversion:**

4(f) Comments: The project will not require right-of-way or easements from the Farm, 2105 Rockville Road, which is the only historic property identified in the project area. There are no publicly-owned parks, recreation areas, or wildlife/waterfowl refuges present in the project area. Therefore, there will be no use of Section 4(f) property.

6(f) Comments: There are no Section 6(f) resources present in the project area.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Farm, 2105 Rockville Road **DHR Concurrence date:** 04/16/2025

MOA/PA Execution Date: None

Cultural Resource Comments: On 3/19/25, VDOT proposed to the Virginia Department of Historic Resources (VDHR) that the Farm, 2105 Rockville Road (DHR ID 037-5238) is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C, and the project would have no adverse effect on historic properties.

On 4/16/25, VDHR recommended that the Farm, 2105 Rockville Road is potentially eligible for listing in the NRHP, and concurred with VDOT's recommendation that the project would have no adverse effect on historic properties.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: Less than 0

Federal Threatened or Endangered Species:
Butterfly, monarch (Danaus plexippus)-Federal:FP-No Effect
Tri-colored Bat (Perimyotis subflavus)-Federal:FP-May affect, Not Likely to adversely affect

Based upon review of federal databases including IPaC, federal T&E species have a potential to occur in the project area. ✓ 11/17/2023 B Botterill

100 Year Floodplain: None
Regulatory Floodway Zone: Not Present
Public Water Supplies: Not Present
Are any tidal waters/wetlands present? No
Wetlands: None
Tidal Acres of Impact: 0
Tidal Wetland Type: None
Are any Non-Tidal Wetlands Present? No
Non Tidal Acres of Impact: 0
Non Tidal Wetland Type: None
Total Wetland Acres of Impacts: 0

Are water quality permits required? No

Natural Resource Comments: There are no Waters of the U.S., 100-year floodplain or regulatory floodway zone, public water supplies, or wetlands present in the project area. No water quality permits are required.

The Monarch Butterfly (Proposed Threatened) and Tri-colored Bat (Proposed Endangered) are not currently listed species, but may be uplisted in the future. The project will have no effect to the Monarch Butterfly. Approximately 8.66 acres of tree removal is proposed; therefore, presence is being assumed for the Tri-colored Bat. The project "may effect not likely to adversely affect" the Tri-colored Bat. The project will adhere to a time of year restriction from May 15 to July 31 of any given year for the trimming or removal of trees. All new permanent lighting will be downward facing.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: There are no agricultural/forestal districts or open space easements present in the project area. VDOT CEDAR eMAPS - Metadata Source: Virginia Department of Forestry; Virginia Outdoors Foundation

FARMLAND

NRCS Form CPA-106 Attached? Yes

Rating: 79

Alternatives Analysis Required? No

Source: Goochland County GIS; RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25; NRCS Web Soil Survey; NRCS Resource Soil Scientist

Farmland Comments: The project corridor contains Prime Farmland and Farmland of Statewide Importance. The project is located almost entirely within existing transportation right-of-way or land that is not zoned for agriculture. A minor amount of right-of-way is required from the edge of one parcel zoned A2 (Agricultural, Limited); however, that parcel does not contain Prime Farmland or Farmland of Statewide Importance. The proposed action holds a rating of 79 and therefore does not meet the threshold for the Farmland Conversion Impact Rating.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: No comments.

AIR QUALITY

Air Quality Status and Regional Conformity

Jurisdiction Description: This project lies in an area that is currently in attainment with all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-50, Article 1, Fugitive Dust precautions.

The study area is located in the County of Goochland. At the time of preparation of this technical report, the United States Environmental Protection Agency's (EPA) Green Book shows the County of Goochland to be designated as an attainment area for all criteria pollutants.

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

✓ Per the 2020 FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide and Protocol 4.2.2.2.1 of the VDOT Resource Document", a project-specific analysis for CO is not required.

As the project is located in a region that is attainment of the CO NAAQS, EPA project-level ("hot-spot") transportation conformity requirements do not apply. As only NEPA applies, a project-specific analysis and/or assessment for carbon monoxide (CO) is not needed under the terms of the programmatic agreement between FHWA and VDOT for project-level air quality analyses for CO. As documented in that agreement, which is based on the analysis and information presented in the template Programmatic Agreement and Technical Support Document (TSD) developed in the National Cooperative Highway Research Program (NCHRP) 25-25 Task 104 study (2020), the weight-of-evidence shows that it may reasonably be concluded that the national ambient quality standard (NAAQS) for CO will be met.

Particulate Matter

This project is located in: A PM2.5 Attainment Area

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated January 18, 2023 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: A preliminary highway traffic noise study was completed which evaluated potential traffic noise impacts and abatement measures associated with the project. A total of seven noise sensitive sites representing six residences and one commercial site were modeled in the project study area. One noise sensitive site representing one residential home is predicted to be impacted by traffic noise under the future design year build condition. One noise barrier was evaluated and was determined to be feasible but not reasonable under VDOT's State Noise Abatement Policy. A more detailed review will be completed during final design.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 3.24 **Temporary Easement:** 0.493

Permanent Easement: 0 **Utility Easement:** 0

Amount of Right of Way Acreage: 3.733

Septic Systems or Wells: Not Present **Hazardous Materials:** Present with no impact

Source: RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25; Hazardous Materials Summary Report; CEDAR eMaps; Scoping Response from Virginia Department of Health Office of Drinking Water

ROW and Relocations Comments: No relocations are required. The project will require approximately 3.24 acres of non-prescriptive right of way and 0.493 acres of temporary construction easements from nine properties. No septic systems or wells are located within the project area. The Virginia Department of Health Office of Drinking Water identified three wells between 1,000 feet and one mile of the project area. No asbestos containing materials were identified on the existing bridge, soils along the roadside are not significantly contaminated, and the project will avoid impacts to a gas station property; therefore, significant impacts to hazardous materials are not anticipated.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: 2040 Goochland County Major Thoroughfare Plan; VDOT Six-Year Improvement Plan

Cumulative and Indirect Impacts Comments: Per the VDOT NEPA Manual, the reasonably foreseeable effects of the project have been considered as part of this document. The impact causing activities proposed as part of this project could result in limited reasonably foreseeable effects to the surrounding area. These impacts could be minimized and mitigated through appropriate erosion and sediment controls, stormwater management, and adhering to any time of year restrictions (TOYR).

The purpose of this project is to improve operations and safety at the interchange, and the project is consistent with local comprehensive planning and land use goals in the surrounding area. The proposed improvements will primarily occur to an existing transportation facility within existing transportation right of way; minor amounts of right of way and easements are required from the edges of adjacent properties and to relocate the Bennington Road/Ashland Road intersection so that it ties into the existing Forest Road/Ashland Road intersection. While there are past, present, and reasonably foreseeable future projects planned in the area, such as the relocation of the Hickory Haven Park and Ride (UPC 120441) which will be delivered via Design Build Procurement with this project and Rte 623 - Improve Intersection (UPC 105733), the proposed project would contribute negligible increments to the reasonably foreseeable effects of these projects.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: No issues have been raised to date that represent a controversy on environmental grounds.

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: No

Public Involvement Comments: A combined Location and Design Public Hearing was held on July 22, 2025. As described in the UPC 123919 Public Involvement Summary, one written comment was received from a property owner who requested a berm for privacy and noise barrier. In response, the project will provide landscaping to act as a visual barrier between the property, proposed stormwater basin, and relocated Park and Ride (UPC 120441). While the preliminary noise study identified one noise barrier that was determined feasible but not reasonable, a final noise study will be completed during final design to make a final decision on noise abatement measures.

COORDINATION

State Agencies:

Department of Environmental Quality
Department of Conservation and Recreation
Department of Forestry
Department of Health
Department of Historic Resources

Federal Agencies:

Natural Resources Conservation Service
U.S. Fish and Wildlife Service

Local Entity:

Goochland County Administrator
Goochland MPO

Other Coordination Entities:

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Documentation of FHWA Review

Project Name: I-64 at Ashland Road (Route 623) Interchange
State Project Number: 0064-037-805
UPC: 123919

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on October 20, 2025. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

Amanda L Heath

Approving FHWA Official

October 20, 2025

Date

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

December 11, 2025

Mr. Daniel Suarez, P.E.
Acting Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Ms. Mary Walker-Johnson

Interstate I-64
Route 623 Interchange (Exit 173)
Project: 0064-037-805
Federal Project Number NHPP-064-2(184)
UPC 123919
Goochland County
Request for Modified Limited Access Line

Dear Mr. Suarez,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the Interstate I-64 at Route 623 Interchange (Exit 173) in Goochland County, Virginia. This project will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management.

As a result of the design of the project, the Limited Access Line near the intersection of the ramps with Rte. 623 (Ashland Road) needs to be modified to encompass the required construction.

I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements, and a Categorical Exclusion (CE) was documented and approved on October 20, 2025.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines adjacent to the I-64 ramp intersections with Rte. 623 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, the Exhibit showing the area of LACC and the Limited Access Control Point Table for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and control point table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on January 6, 2026.

If additional information is needed, please contact Jason Williams, P.E. at 804.371.8707 or jason.williams@vdot.virginia.gov.

Sincerely,

Jason C Williams
2025.12.11 16:36:10-05'00'

On behalf of
Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: MARY NANCY WALKER-JOHNSON Digitally signed by MARY NANCY WALKER-JOHNSON Date: 2025.12.12 13:01:47 -05'00' Date_____

Enclosure
Exhibits

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Monday, December 8, 2025 9:01 AM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 123919 LACC Review for January 2026 Board Meeting

I approve this limited access control change from a Right of Way & Utilities perspective.

Thank you,
Lori

Lori A. Snider
State Right of Way & Utilities Director / Right of Way & Utilities Division
Virginia Department of Transportation
804-786-5841 office / 434-907-4915 cell
Lori.Snider@VDOT.Virginia.gov

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Monday, December 8, 2025 8:56 AM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 123919 LACC Review for January 2026 Board Meeting

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd.

Thank you

Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Wednesday, November 26, 2025 4:58 AM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>
Cc: Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Jack, Steven(VDOT) <Steven.Jack@vdot.virginia.gov>; Williams, Jason, P.E.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

December 16, 2025

The Honorable W. Sheppard Miller, III
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements Project in Goochland County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-037-805, P101, R201, C501 (UPC# 123919) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACCs will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

DocuSigned by:
Bart Thrasher
8C7FBDE9EE37409...

Barton A. Thrasher, P.E.
Chief Engineer