COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 22, 2026

MOTION

Made By: Mr. Fowlkes, **Seconded By:** Mr. Good

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs)
for the I-64 Denbigh Boulevard Interchange Phase 2
City of Newport News

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that 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 January 20, 2016, the CTB approved LACCs for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 (UPC # 104905, the "I-64 Denbigh Boulevard Interchange Improvements – Phase 1"), in accordance with the design plans for said project, as the first of two phases of a larger project to construct a diamond interchange at Interstate 64 and Denbigh Boulevard in Newport News; and

WHEREAS, construction on the I-64 Denbigh Boulevard Interchange Improvements – Phase I is underway, and the Virginia Department of Transportation (VDOT) is prepared to begin the second phase of the project; and

WHEREAS, State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656), the I-64 Denbigh Boulevard Interchange Phase 2 Project (the "Project") consists of construction of eastbound I-64 access ramps and widening of the Denbigh Boulevard Bridge over I-64 to accommodate turn lanes, in order to improve Interstate access, reduce congestion, increase safety, and support travel demand in northern Newport News; and

WHEREAS, the modifications to the Limited Access Control Lines were determined to be necessary by VDOT during preliminary engineering to include the proposed I-64 interchange ramps along with creating access for VDOT's maintenance responsibility areas as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the VDOT held a Public Hearing (the "Hearing") for the Project, including the current and proposed locations of the limited access lines, on June 25, 2024, at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA 23608 and allowed public input to be collected concerning the request with no comments or other input from the public regarding LACCs; and

WHEREAS, proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; 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 VDOT Hampton Roads District has reviewed the Interchange Justification Report (IJR) during the design process and found that it adequately addresses the impacts from the Project and the proposed LACCs, and the IJR was approved by Federal Highway Administration (FHWA) on September 3, 2021; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and the Environmental Assessment for the Project was approved by the FHWA on October 16, 2024; and

WHEREAS, the Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the "Air Quality Standards") as established by the Environmental Protection Agency (EPA). An air quality analysis was completed as part of the Environmental Assessment, and it was found that the Project will meet all applicable air quality analysis and conformity requirements, and will not cause or contribute to a violation of the Air Quality Standards; and

WHEREAS, the Project is in the City of Newport News, the proposed project as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached); and

WHEREAS, FHWA has provided the approval for State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656) and the proposed LACCs on March 23, 2026.

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 24 VAC 30-401-20 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.,* 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 to those shown on the Limited Access Control Point Stations and Offsets Table (attached).

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.

####

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CTB Decision Brief
Proposed Limited Access Control Changes (LACC)
I-64 and Denbigh Boulevard Interchange Phase 2
Project 0064-121-454, P101, R201, C501, B664
UPC# 123656
City of Newport News

Issues: The area designated as limited access previously approved for Interstate 64 needs to be modified to accommodate the project to construct a diamond interchange at I-64 and Denbigh Boulevard in Newport News. This LACC will allow the Virginia Department of Transportation (VDOT) to access I-64 in the area of the diamond interchange for construction and maintenance purposes. This change requires the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq*.

Facts:

- Limited access control for I-64 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), which designated the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."

- On January 20, 2016, the CTB approved LACCs for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 (UPC # 104905, the "I-64 Denbigh Boulevard Interchange Improvements – Phase I"), in accordance with the design plans for said project, as the first of two phases of a larger project to construct a diamond interchange at Interstate 64 and Denbigh Boulevard in Newport News.

- Construction on the I-64 Denbigh Boulevard Interchange Improvements – Phase I is underway, and the Virginia Department of Transportation (VDOT) is prepared to begin the second phase of the project.

- State Highway Project 0064-121-454, P101, R201, C501, B664 (UPC# 123656), the I-64 Denbigh Boulevard Interchange Phase 2 Project (the "Project") consists of construction of eastbound I-64 access ramps and widening of the Denbigh Boulevard Bridge over I-64 to accommodate turn lanes, in order to improve Interstate access, reduce congestion, increase safety, and support travel demand in northern Newport News.

- These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

- VDOT held a Public Hearing (the "Hearing") on June 25, 2024, at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA 23608 for the

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proposed interchange and associated LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input on the Project.

- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.

- 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.

- The Interchange Justification Report (IJR) was reviewed during the design process by the VDOT Hampton Roads District and was approved by the Federal Highway Administration (FHWA) on September 3, 2021. The VDOT Hampton Roads District found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and completed an Environmental Assessment (the "Environmental Assessment") for the interchange. FHWA issued a Finding of No Significant Impact for the Project on October 16, 2024.

- The Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the "Air Quality Standards") as established by the Environmental Protection Agency (EPA). The air quality analysis was completed as part of the Environmental Assessment that was approved by the FHWA on October 16, 2024, and concluded that the Project will meet all applicable air quality analysis and conformity requirements, and will not cause or contribute to a violation of the Air Quality Standards.

- The Project is in the City of Newport News, the proposed project as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached).

- FHWA has provided the approval for State Highway Projects 0064-121-454, P101, R201, C501, B664 (UPC# 123656) and the proposed LACCs on March 23, 2026.

- 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: It is recommended, pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*, that I-64 continue to be designated as a Limited Access Highway with the LACCs

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modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way originally approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956, and as subsequently modified to allow for construction of the I-64 Denbigh Boulevard Interchange Improvements – Phase I.

Action Required by CTB: The Va. Code § 33.2-401 and 24 VAC 30-401-10 *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 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 implement the LACCs, and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Approximately sixty-nine (69) citizens attended the Hearing. Ten (10) written comments and no oral comments were provided at the hearing. Three (3) email comments were received. Two emails were received during the comment period, and no letters were received. There were no comments or other input from the public regarding LACCs.

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Plotted By: MABAUER

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4,1956

PROJECT MANAGER ADAM.KRAKOW.P.E.(757).222-1528.(HDR ENGINEERING,INC.)
SURVEYED BY, DATE WILLIAM LIPPY JR.L.S.(757).306-4260.(RICE ASSOCIATES) 07/19/2023; UPDATED 10/18/2023
DESIGN BY MATTHEW BAUER,P.E.(303).764-1520.(HDR ENGINEERING,INC.)
SUBSURFACE UTILITY BY, DATE WILLIAM LIPPY JR.L.S.(757).306-4260.(RICE ASSOCIATES) 07/19/2023; UPDATED 10/18/2023

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer).
GEOPAK Computer Identification No. 123656

MAY 24, 2024

PUBLIC HEARING PLANS

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

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

CITY OF NEWPORT NEWS

EB I-64 Denbigh Interchange - Phase 2

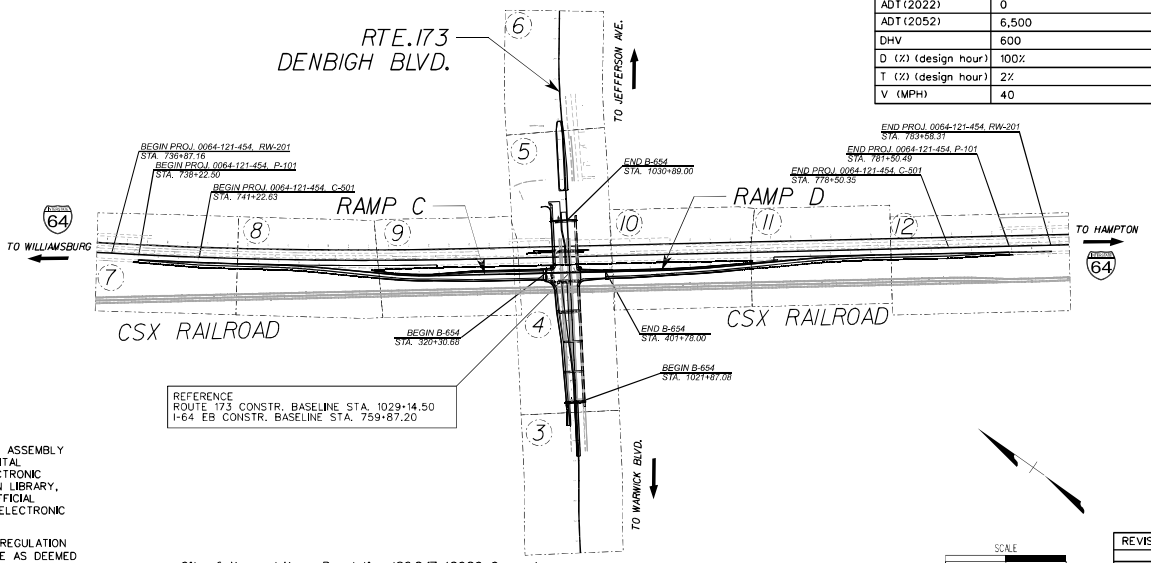
FROM: 0.450 MILES NORTH DENBIGH BLVD.
TO: 0.410 MILES SOUTH DENBIGH BLVD.

FHWA - 534 DATA 4I103

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-5B03(578) (SEE TABULATION BELOW FOR SECTION NUMBERS)	64	0064-121-454 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA		
	INTERSTATE (GS-INT)- 70 MPH MIN. DESIGN SPEED	URBAN MINOR ARTERIAL (GS-6)- 40 MPH MIN. DESIGN SPEED
	I-64 EB	ROUTE 173 (DENBIGH BLVD.)
	Fr: 0.450 MILES NORTH DENBIGH BLVD. To: 0.410 MILES SOUTH DENBIGH BLVD.	Fr: WARWICK BOULEVARD To: JEFFERSON AVENUE
ADT (2022)	52,100	22,100
ADT (2052)	71,000	33,000
DHV	6,500	3,040
D (%) (design hour)	100%	55%
T (%) (design hour)	5%	2%
V (MPH)	70	40

	INTERCHANGE RAMPS (GS-R)- 40 MPH MIN. DESIGN SPEED	INTERCHANGE RAMPS (GS-R)- 40 MPH MIN. DESIGN SPEED
	I-64 RAMP C	I-64 RAMP D
	Fr: 0.450 MILES NORTH DENBIGH BLVD. To: 0.000 MILES NORTH DENBIGH BLVD.	Fr: 0.000 MILES SOUTH DENBIGH BLVD. To: 0.410 MILES SOUTH DENBIGH BLVD.
ADT(2022)	0	0
ADT(2052)	6,500	11,900
DHV	600	1,100
D (%) (design hour)	100%	100%
T (%) (design hour)	2%	2%
V (MPH)	40	40



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

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS REVISION 1, 2009 MUTCD REVISIONS 1 & 2, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2.1 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

City of Newport News Population 186,247 (2020 Census)

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			
0064-121-454	P-101	STP-5B03(578)		123656		4540.23	0.860	4540.23	0.860		Prel. Engr.	FROM: 0.450 MI. N. DENBIGH BLVD.
												TO: 0.410 MI. S. DENBIGH BLVD.
	RW-201			123656		4671.15	0.885	4671.15	0.885		R/W	FROM: 0.431 MI. N. DENBIGH BLVD.
												TO: 0.454 MI. S. DENBIGH BLVD.
	C-501		1000	123656		3727.72	0.706	3727.72	0.706		Constr.	FROM: 0.348 MI. N. DENBIGH BLVD.
												TO: 0.358 MI. S. DENBIGH BLVD.
	B-654			123656		901.92	0.171				Bridge	

REVISED

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

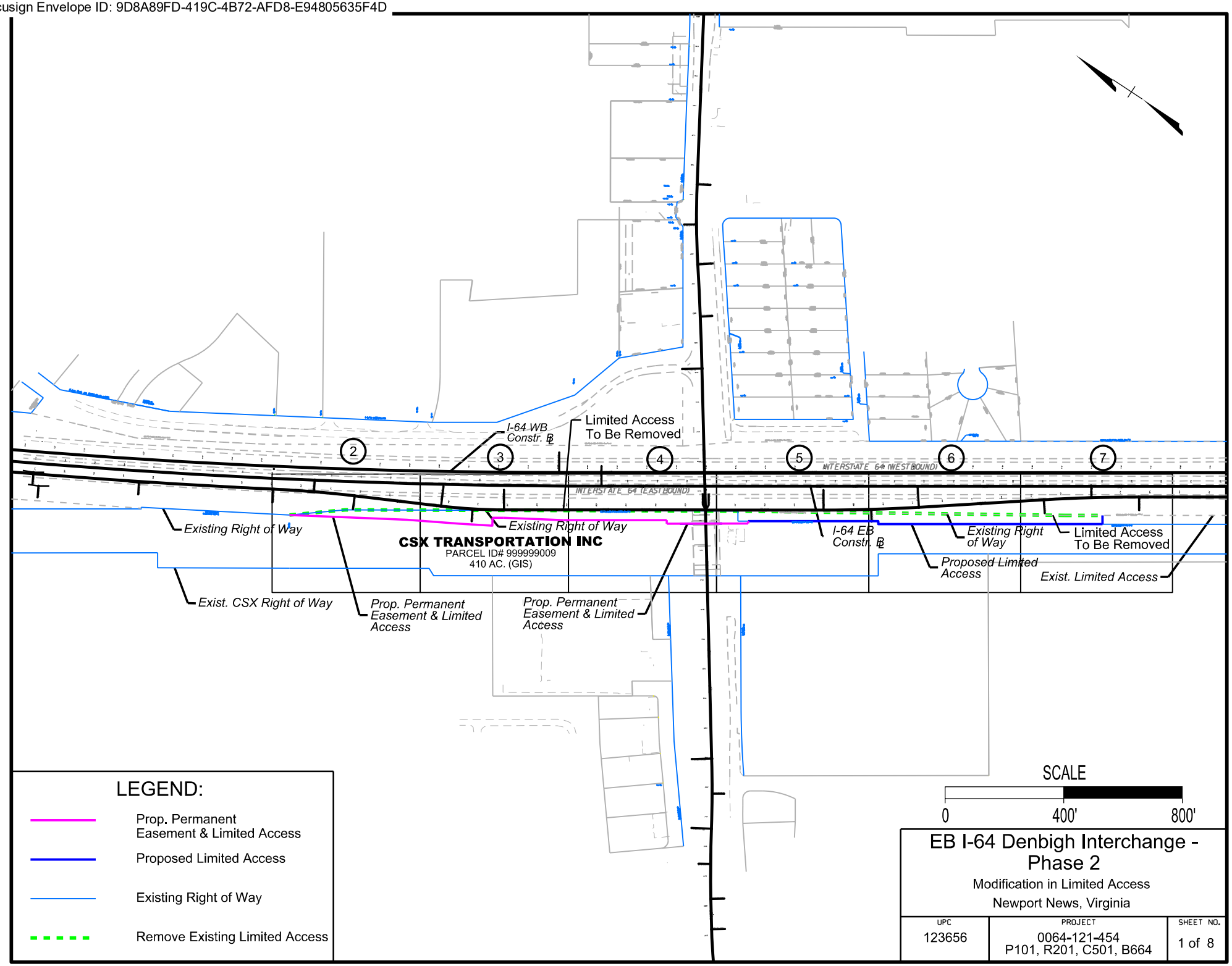
APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

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

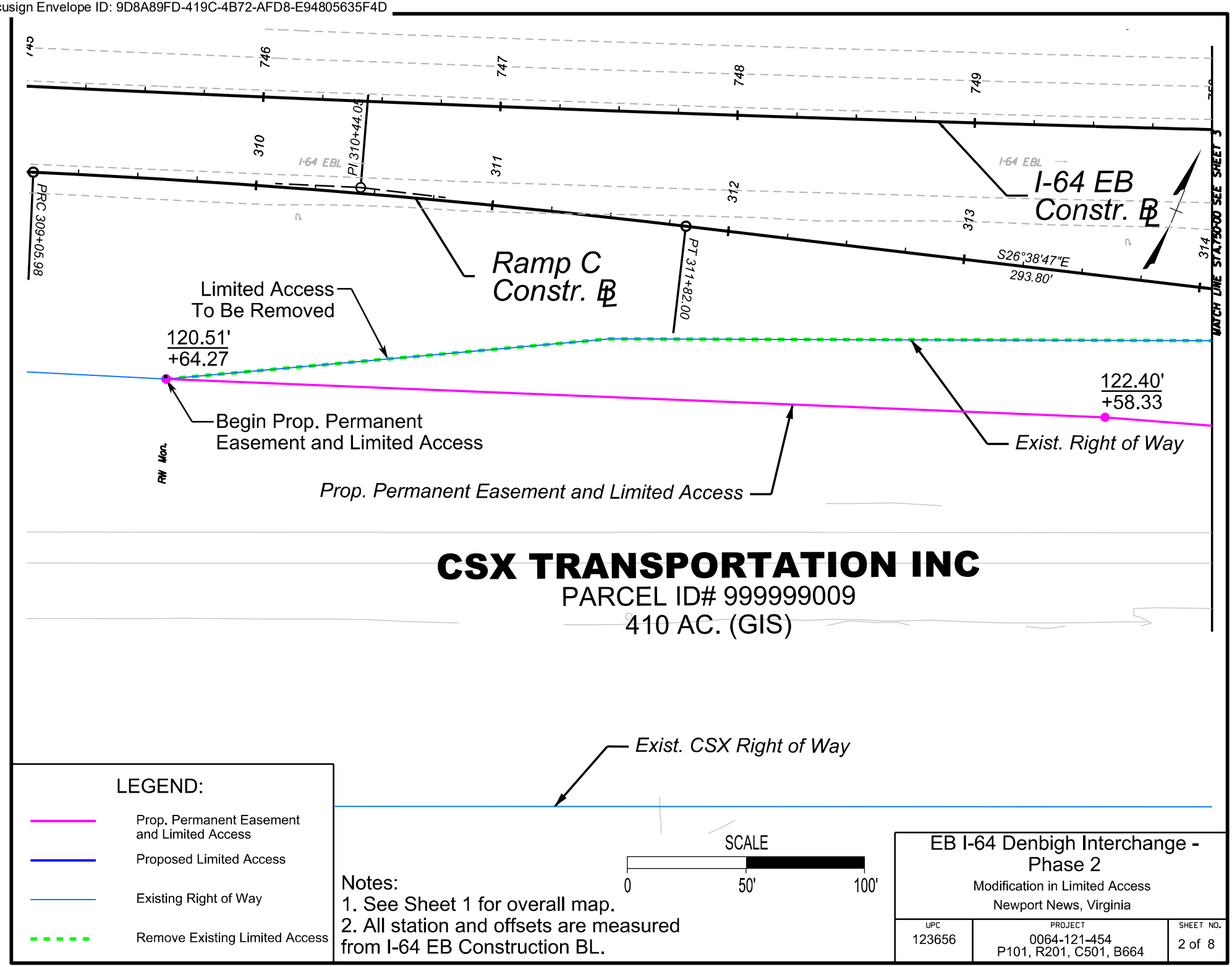
Copyright 2024, Commonwealth of Virginia

PROJECT	SHEET NO.
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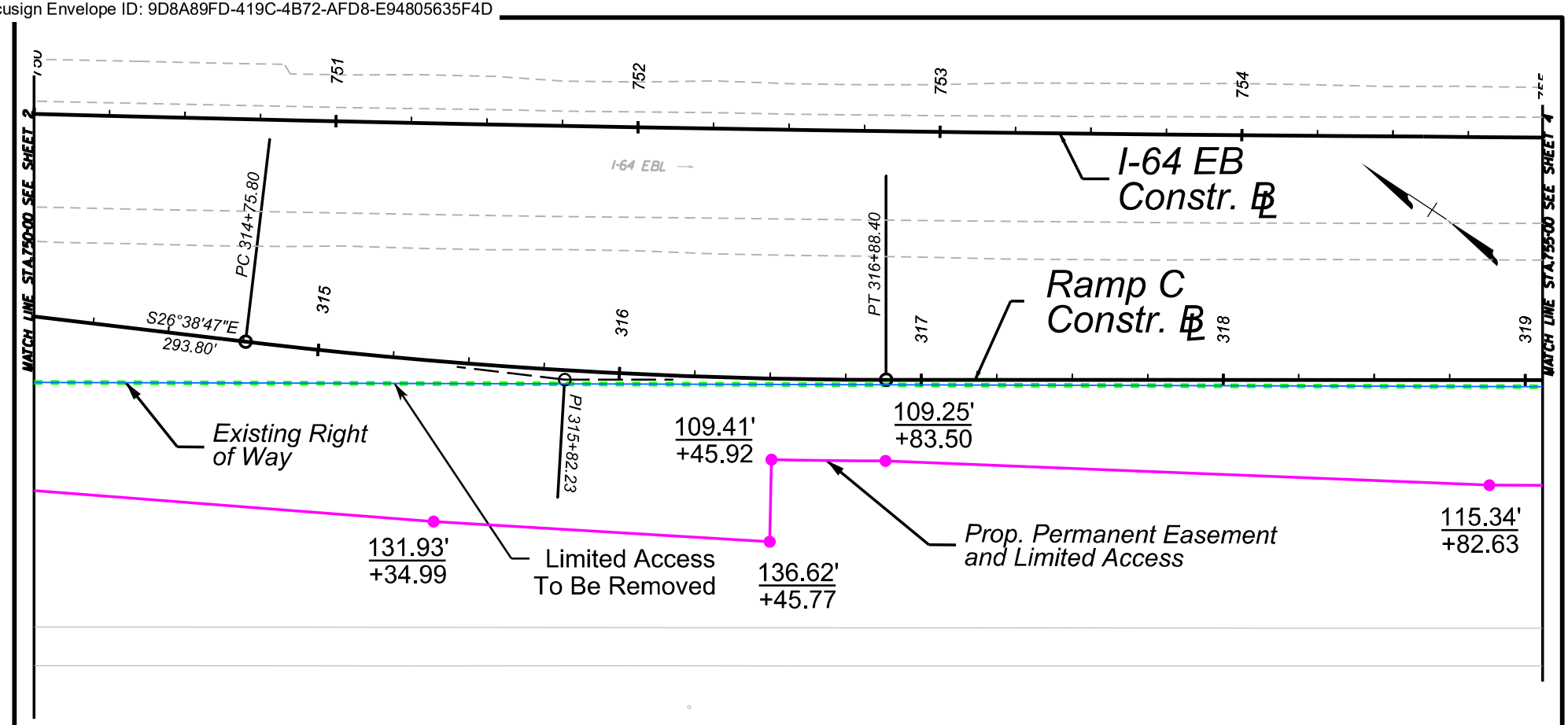


Notes:
1. See Sheet 1 for overall map.
2. All station and offsets are measured from I-64 EB Construction BL.

EB I-64 Denbigh Interchange - Phase 2
Modification in Limited Access
Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	2 of 8

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D



CSX TRANSPORTATION INC

PARCEL ID# 999999009

410 AC. (GIS)

LEGEND:

- Prop. Permanent Easement and Limited Access
- Proposed Limited Access
- Existing Right of Way
- Remove Existing Limited Access

Exist. CSX Right of Way

SCALE

0 50' 100'

Notes:

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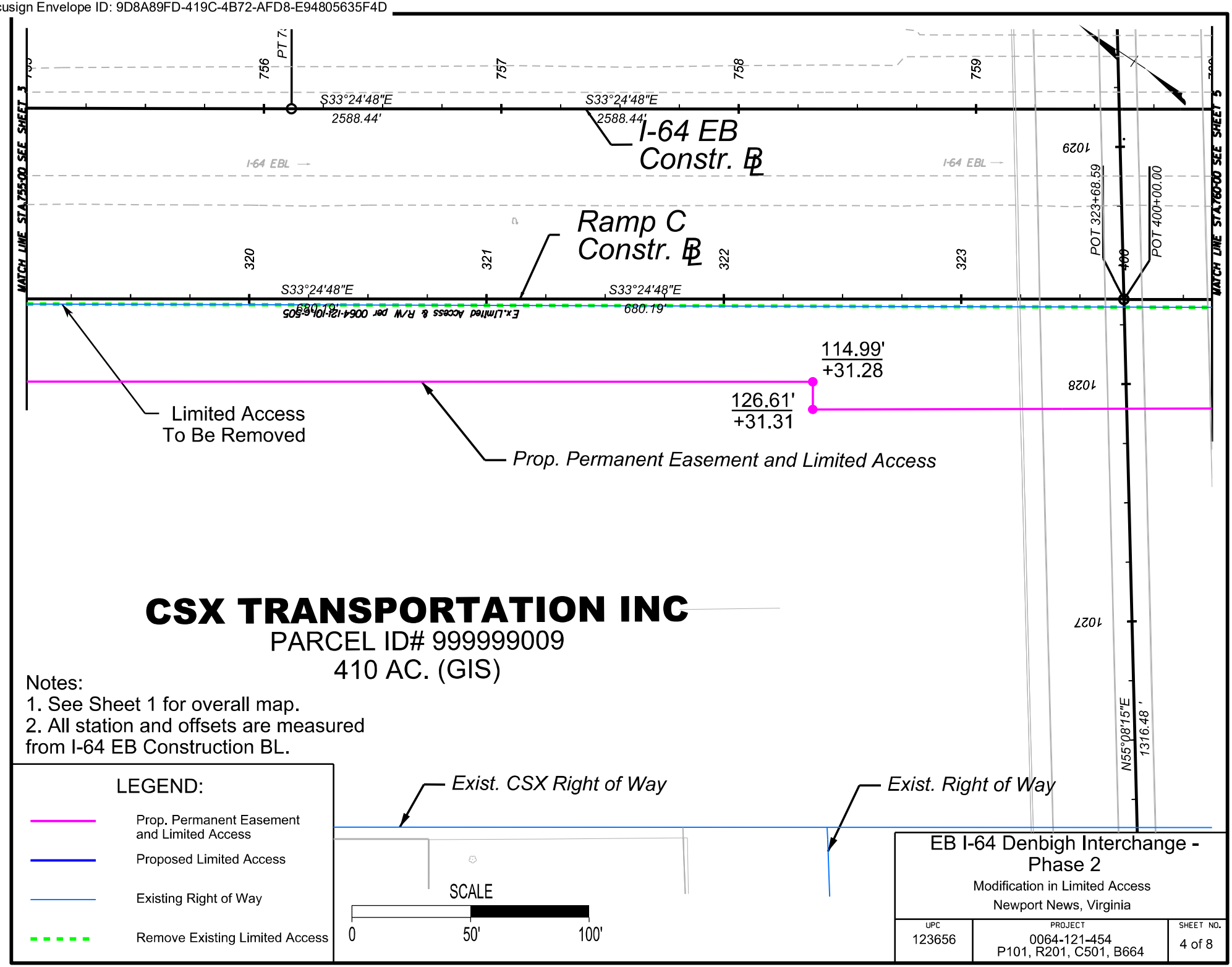
EB I-64 Denbigh Interchange - Phase 2

Modification in Limited Access

Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	3 of 8

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D



CSX TRANSPORTATION INC

PARCEL ID# 999999009

410 AC. (GIS)

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- Prop. Permanent Easement and Limited Access
- Proposed Limited Access
- Existing Right of Way
- Remove Existing Limited Access

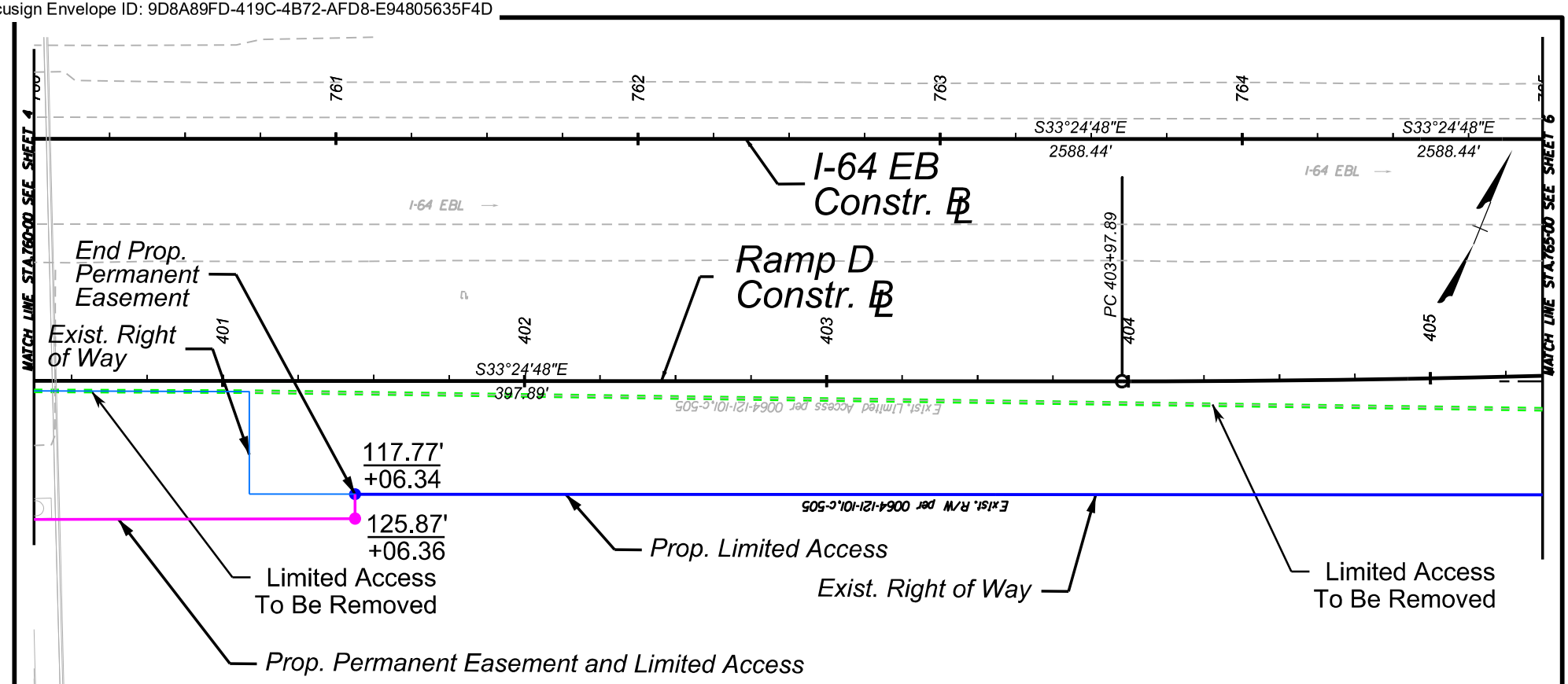
EB I-64 Denbigh Interchange - Phase 2

Modification in Limited Access

Newport News, Virginia

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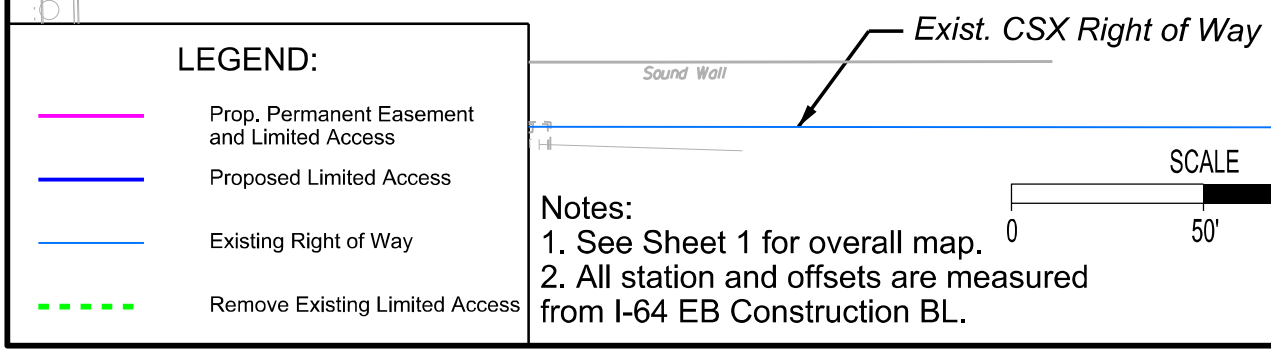
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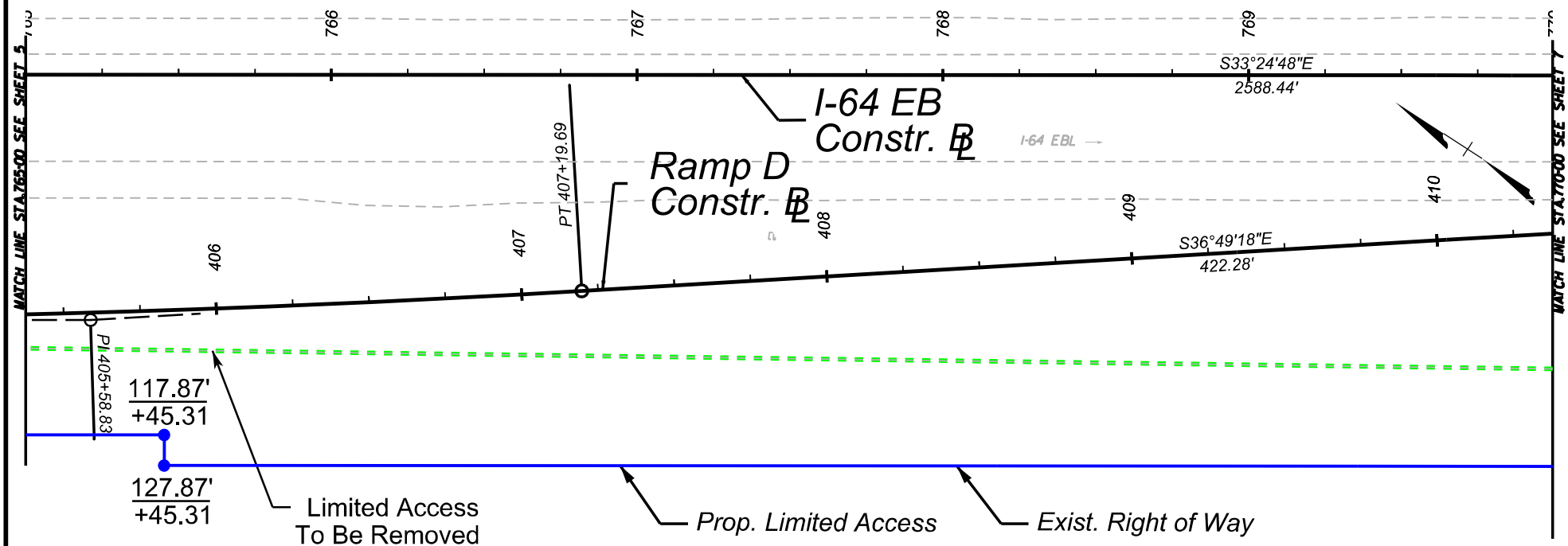
EB I-64 Denbigh Interchange - Phase 2

Modification in Limited Access

Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	5 of 8

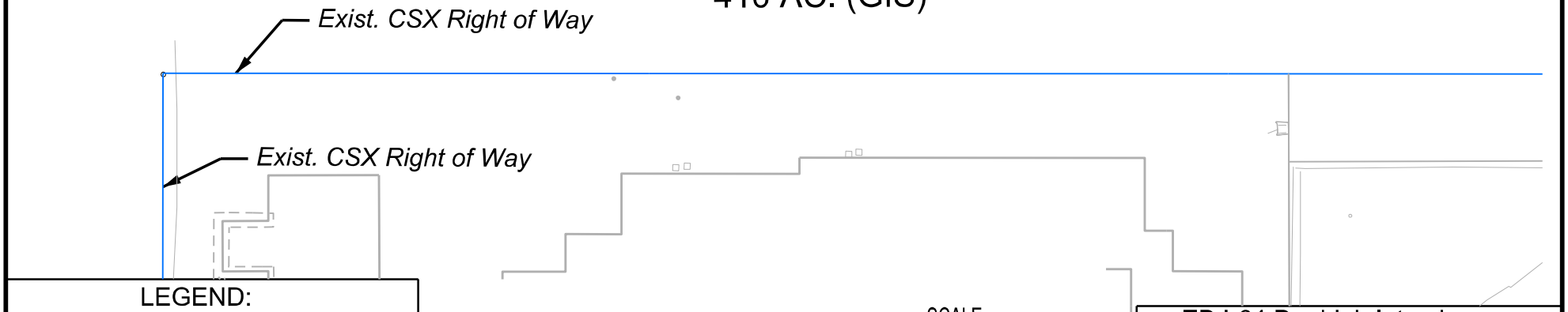
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CSX TRANSPORTATION INC

PARCEL ID# 999999009

410 AC. (GIS)



LEGEND:

- Proposed Limited Access
- Existing Right of Way
- Remove Existing Limited Access

SCALE

0 50' 100'

Notes:
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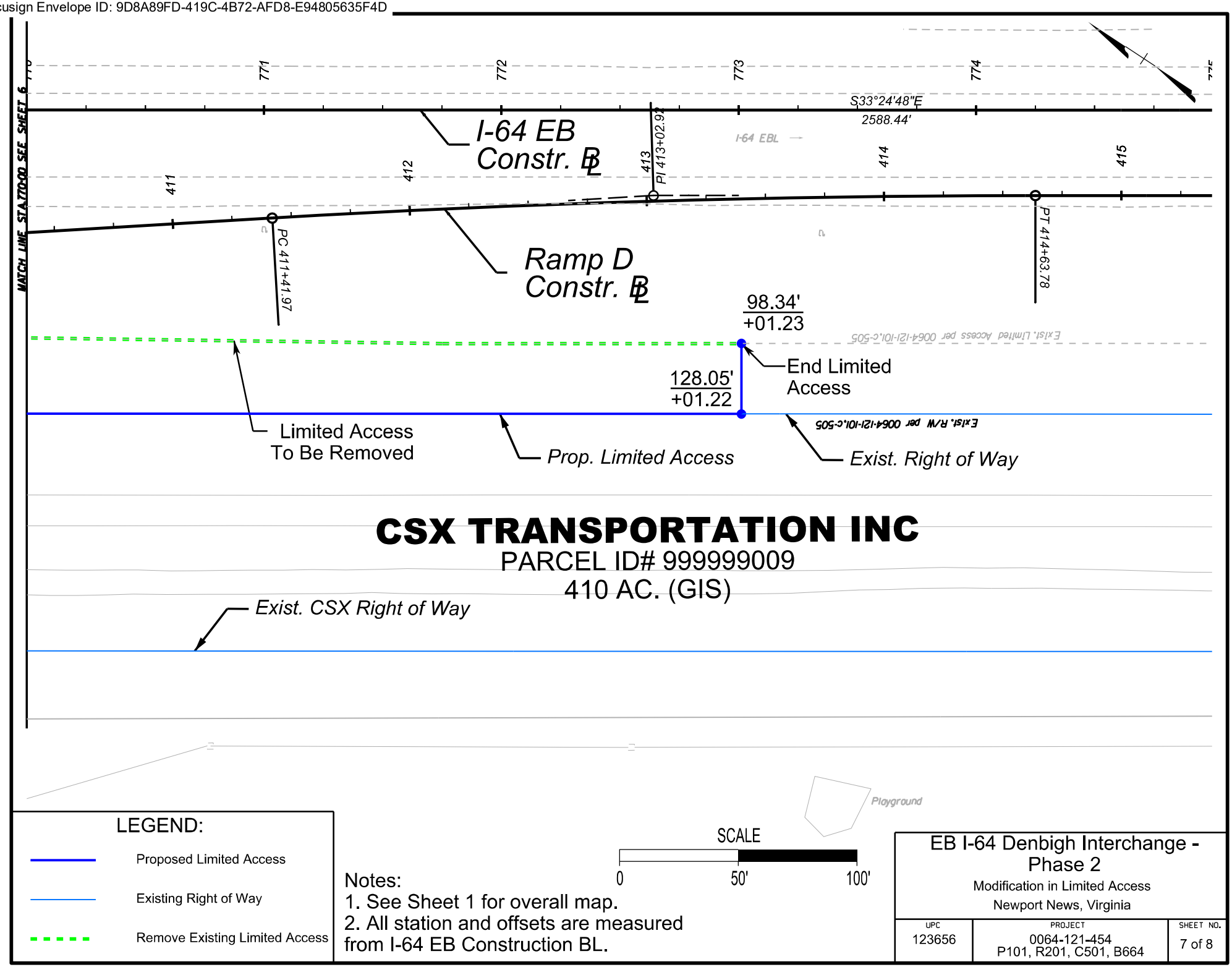
EB I-64 Denbigh Interchange - Phase 2

Modification in Limited Access

Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	6 of 8

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LEGEND:

- Proposed Limited Access
- Existing Right of Way
- Remove Existing Limited Access

SCALE

0 50' 100'

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EB I-64 Denbigh Interchange - Phase 2
Modification in Limited Access
Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	7 of 8

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I-64 EB CONSTR. BL
STATIONS AND OFFSETS POINT TABLE

Sheet	Station	Offset	Direction from B.L.
2	745+64.27	120.51'	Right
2	749+58.33	122.40'	Right
3	751+34.99	131.93'	Right
3	752+45.77	136.62'	Right
3	752+45.92	109.41'	Right
3	752+83.50	109.25'	Right
3	754+82.63	115.34'	Right
4	758+31.28	114.99'	Right
4	758+31.31	126.61'	Right
5	761+06.36	125.87'	Right
5	761+06.34	117.77'	Right
6	765+45.31	117.87'	Right
6	765+45.31	127.87'	Right
7	773+01.22	128.05'	Right
7	773+01.23	98.34'	Right

EB I-64 Denbigh Interchange - Phase 2

Modification in Limited Access

Newport News, Virginia

UPC	PROJECT	SHEET NO.
123656	0064-121-454 P101, R201, C501, B664	8 of 8

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VICINITY MAP

I-64 Denbigh Boulevard Interchange Phase 2
UPC 123656



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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 20, 2016

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

Title: Approval of Proposed Limited Access Control Changes (LACCs) for Interstate 64 Capacity Improvements - Segment 1 City of Newport News

WHEREAS, a Design Public Hearing was held at Woodside High School in Newport News, Virginia on April 30, 2014, between 4:00 pm and 7:00 pm for the purpose of considering the proposed State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 ("64 Peninsula Widening – Segment 1 Project" or "Project"); and

WHEREAS, the proposed Project involves design and construction of one additional lane and full shoulder in each direction, with the widening occurring in the median of the existing Interstate 64 from 0.50 mile east of Route 238 (Yorktown Road) to 1.55 miles west of Route 143 (Jefferson Avenue); and

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-64; and

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WHEREAS, the proposed Project includes the addition of one lane and full shoulder in each direction, with widening occurring in the median of the existing Interstate and widening of existing bridges within the corridor to the inside, resulting in a need to modify the Limited Access Control Line along I-64, (Limited Access Control Change or LACC); and

WHEREAS, proper notice of the Design Public Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, plans presented at the Design Public Hearing indicated that the proposed changes in limited access control lines were not final, and could be adjusted at a later date; and

WHEREAS, subsequently, VDOT's Design-Build Team analyzed the proposed Project, and proposed LACCs that impose lesser impacts on the Project area than those LACCs presented at the Design Public Hearing; and

WHEREAS, 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, approved by the Federal Highway Administration (FHWA) has been carefully reviewed; and

WHEREAS, the traffic analysis for the project was completed by VDOT and included in the Interstate 64 Peninsula Study, Environmental Impact Statement, approved November 26, 2013 and the Traffic Technical Memorandum, dated December 2013; and

WHEREAS, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Impact Statement has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines and the Record of Decision provided by FHWA on April 21, 2014; and

WHEREAS, the City of Newport News City Manager has, by letter dated November 23, 2015, endorsed the project and the proposed LACCs as presented by the Design-Build Team; and

WHEREAS, the Hampton Roads Transportation Planning Organization has endorsed this Project by resolution dated June 20, 2013; and

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602 UPC 104905 and the proposed Design-Build Team LACCs; and

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WHEREAS, VDOT recommends approval of the modification of the Limited Access Control along I-64 and the additional right of way needed for drainage and storm water management facilities as shown on the Design-Build Team plans, Limited Access Line Adjustment Exhibit and the Limited Access Control Point table.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-64 corridor continue to be designated as a Limited Access Highway with the limited access control being modified and/or established as proposed by the Design Build Team shown on the attached exhibits and the limited access control point table.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

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Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 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 33-115.2 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 33-115.2 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 8, 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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Department of Engineering
City of Newport News
2400 Washington Avenue, 7th Floor
Newport News, VA 23607

August 27, 2024

Mr. Christopher G. Hall
Hampton Roads District Engineer
Virginia Department of Transportation
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: Letter of Support (Both Phases)
Design-Build Contract Delivery Letter of Support (Phase I)
UPC 119217 (Denbigh Interchange, Phase I)
UPC 123656 (Denbigh Interchange, Phase II)

Dear Mr. Hall:

The City of Newport News supports the I-64 Denbigh Blvd Interchange Phase I and Phase II projects as shown at the Public Hearing. Furthermore, the City supports Phase I of this project being delivered with a design-build contract.

Your assistance in this matter is appreciated. If you have any questions, please feel free to contact Angela Rico at (757) 926-8113.

Sincerely,

DocuSigned by:
Craig Galant
C8AEAADA7012437...
Craig M. Galant, PE
Director of Engineering

CMG/ACR

pc: City of Newport News Assistant Director of Engineering, B. Stilley
City of Newport News Chief of Transportation, L. Simpson
City of Newport News Supervising Engineer - Transportation, A. Rico

DocuSign

Certificate Of Completion

Envelope Id: F89E27659EF248EF92166999778CCA72
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Subject: Complete with Docusign: 2024-08-27_Letter of Support_UPC 119217 123656.docx
Source Envelope:
Document Pages: 1
Signatures: 1
Envelope Originator:
Certificate Pages: 4
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2400 Washington Ave
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City Hall, 5th fl IT Dept
Time Zone: (UTC-05:00) Eastern Time (US & Canada)
Newport News, VA 23607
emerymm@nnva.gov
IP Address: 216.54.23.130

Record Tracking

Status: Original
8/27/2024 4:32:30 PM
Holder: Marcelina Emery
emerymm@nnva.gov
Location: DocuSign
Security Appliance Status: Connected
Pool: StateLocal
Storage Appliance Status: Connected
Pool: City of Newport News - Enterprise
Location: DocuSign

Signer Events	Signature	Timestamp
Craig Galant galantcm@nnva.gov DIR-ENGINEERING ENG Security Level: Email, Account Authentication (None)	DocuSigned by: Craig Galant C8AEAADA7012437...	Sent: 8/27/2024 4:35:32 PM Viewed: 8/27/2024 4:48:35 PM Signed: 8/27/2024 4:48:59 PM
	Signature Adoption: Pre-selected Style Using IP Address: 216.54.23.130	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
angela rico ricoac@nnva.gov Security Level: Email, Account Authentication (None)	COPIED	Sent: 8/27/2024 4:49:00 PM Viewed: 8/28/2024 12:42:22 PM
Lisa Simpson simpsonlm@nnva.gov Chief of Transportation Security Level: Email, Account Authentication (None)	COPIED	Sent: 8/27/2024 4:49:01 PM

Electronic Record and Signature Disclosure:
Accepted: 8/28/2024 8:26:53 AM
ID: 583abb83-903f-4459-b00f-32323cbc402c

Carbon Copy Events	Status	Timestamp
Bryan Stilley stilleykb@nnva.gov Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 8/21/2024 2:08:30 PM ID: 26b68462-1c22-4972-ba3e-a4e18846cc4d	COPIED	Sent: 8/27/2024 4:49:02 PM Viewed: 8/27/2024 4:53:30 PM

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/27/2024 4:35:32 PM
Certified Delivered	Security Checked	8/27/2024 4:48:35 PM
Signing Complete	Security Checked	8/27/2024 4:48:59 PM
Completed	Security Checked	8/27/2024 4:49:02 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

CITY OF NEWPORT NEWS, VIRGINIA ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

1. By selecting the check-box next to "I agree to use electronic records and signatures", you agree to sign the applicable document electronically and that the information you provide is true and accurate.

2. You may withdraw your consent to electronic signatures at any time by emailing DSAdmins@nnva.gov. You can print on paper or save or send this Agreement to a location where you can print it for future reference. To withdraw your consent to sign electronically with regard to a Contract/Agreement initiated by the Office of Purchasing, please use the contact information below in Paragraph B.3.

3. Consequences of changing your mind

If you elect to withdraw your consent to electronic signatures and proceed with documents and contracts/agreements being circulated and signed in paper format, it may slow the speed at which these documents can be completed.

B. Additional Disclosure related to Contracts/Agreements

1. The City of Newport News, Virginia (City) accepts electronic signatures and utilizes software (DocuSign) to facilitate obtaining signatures for contract related documents and agreements initiated by the Office of Purchasing. Electronic signatures are authorized in Title 59.1, Chapter 42.1 Uniform Electronic Transactions Act of the Code of Virginia which is available for viewing at the Virginia Legislative Information System website.

2. Agree to Electronic Signatures

By selecting the check-box next to "I agree to use electronic records and signatures" you confirm:

- **You have read this Agreement;**
- **You agree to sign contract related documents and agreements with the City by an electronic means, including the DocuSign system:**
- **You affirm that you are authorized to provide consent for electronic signatures on behalf of your company:**
- **You can print on paper or save or send this Agreement to a location where you can print it for future reference; and**
- **You consent to receive contract related documents and agreements by electronic means, including the DocuSign system, during the course of your contractual relationship with the City and your consent will continue until you advise otherwise.**

3. Withdrawing your Consent

You may withdraw your consent to electronic signatures by contacting the Office of Purchasing at:

City of Newport News, Virginia Office of Purchasing
2400 Washington Avenue
City Hall, 4th Floor
Newport News, Virginia 23607
Phone: 757-926-8721
Email: purchase@nnva.gov

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Get Involved

The public comment period will close ten (10) days after this public hearing, on **July 5, 2024.** VDOT will review and evaluate any information received as a result of the public hearing.

Comments can also be submitted in writing to Adam.Krakow@VDOT.Virginia.gov or mailed to the address provided on the comment form.

Information must be postmarked, emailed or delivered to VDOT within 10 calendar days of today's meeting (held on June 25, 2024) in order to be included in the public hearing meeting record.

This project information, including the hearing summary, will be available for review at the VDOT Hampton Roads District Office located at 7511 Burbage Drive, Suffolk, VA 23435, 956-3107, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

After all comments have been addressed, the information received as a result of the hearing will be presented to VDOT's Chief Engineer or designee for consideration. If approval of the major design features is received for this project, it will move forward to the final design phase.

Questions concerning the right-of-way relocation or acquisition process should be directed to Mr. Ryan Crisp, Southeast Regional Special Projects Manager, at the contact information given in the table below.

All other questions or comments should be directed to Project Manager Adam Krakow at the contact information given below.

Please visit the VDOT website for additional project information: www.vdot.virginia.gov/i64denbighph2

Contact Information

Primary Contact: Adam Krakow, P.E.	VDOT Project Manager	7511 Burbage Dr. Suffolk, VA 23435	757-956-3107	Adam.Krakow@ VDOT.Virginia.gov
Ryan Crisp	Southeast Regional Special Projects Manager	7511 Burbage Dr. Suffolk, VA 23435	757-506-8667	Ryan.Crisp@ VDOT.Virginia.gov
Queen Crittendon	Hampton Roads District Office of Civil Rights	7511 Burbage Dr. Suffolk, VA 23435	757-956-3000 (TTY/TDD users call 711)	Queen.Crittendon@ VDOT.Virginia.gov
Megan Shearin	Hampton Roads District Communications	7511 Burbage Dr. Suffolk, VA 23435	757-956-3028	HamptonRoadsPublicInfo@ VDOT.Virginia.gov
Sandra Kochersperger, PMP	Hampton Roads District Assistant Environmental Manager	7511 Burbage Dr. Suffolk, VA 23435	757-218-4746	Sandra.Kochersperger@ VDOT.Virginia.gov

VDOT Virginia Department of Transportation

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Design Public Hearing

Interstate 64 East/Denbigh Boulevard Interchange Phase 2 Project City of Newport News

Tuesday, June 25, 2024, 5 - 7 p.m.
Denbigh Community Center
15198 Warwick Boulevard
Newport News, VA 23608

Public Meeting

Welcome to the Virginia Department of Transportation's (VDOT) design public hearing on the proposed improvements for a new diamond interchange at Interstate 64 (I-64) at Denbigh Boulevard (Route 174) in the city of Newport News between Fort Eustis Boulevard (Route 105) and Jefferson Avenue (Route 143). Being constructed in two separate projects, the "Phase 2" project will construct the I-64 east on- and off-ramps along with the widening of the Denbigh Boulevard bridge over I-64 and CSX railroad tracks to accommodate new ramp turn lanes.

This design public hearing is being held to provide an opportunity for citizens or organizations to give VDOT comments and/or suggestions on the proposed project.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them. At this public hearing, you will have the opportunity to review the project exhibits on display and to ask questions of the project team. VDOT representatives are present to discuss the project and answer your questions. A court reporter is available to record your verbal comments.

A comment sheet is included in the handouts for this meeting, and your input is encouraged. All oral and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

Written questions or comments should be placed in the comment box or mailed to the address provided on the comment form.

PROJECT OVERVIEW



An existing section of Interstate 64 at Denbigh Boulevard where new eastbound on- and off-ramps will be constructed and the Denbigh Boulevard bridge will be widened as part of the Phase 2 project.

Estimated Cost – $179.9 million

Purpose – To improve safety and reduce congestion by providing new interstate access on I-64 east and Denbigh Boulevard and widening the Denbigh Boulevard bridge.

From – On I-64 east 0.41 miles north of Denbigh Boulevard

To – On I-64 east 0.41 miles south of Denbigh Boulevard

Total length – 0.82 miles

Improvements – Construct new I-64 east on- and off-ramps at Denbigh Boulevard and the widen Denbigh Boulevard bridge over I-64 and CSX railroad tracks to accommodate new ramp turn lanes.

State Project: 0064-121-454, Federal Project: STP-5B03(378), UPC: 123656

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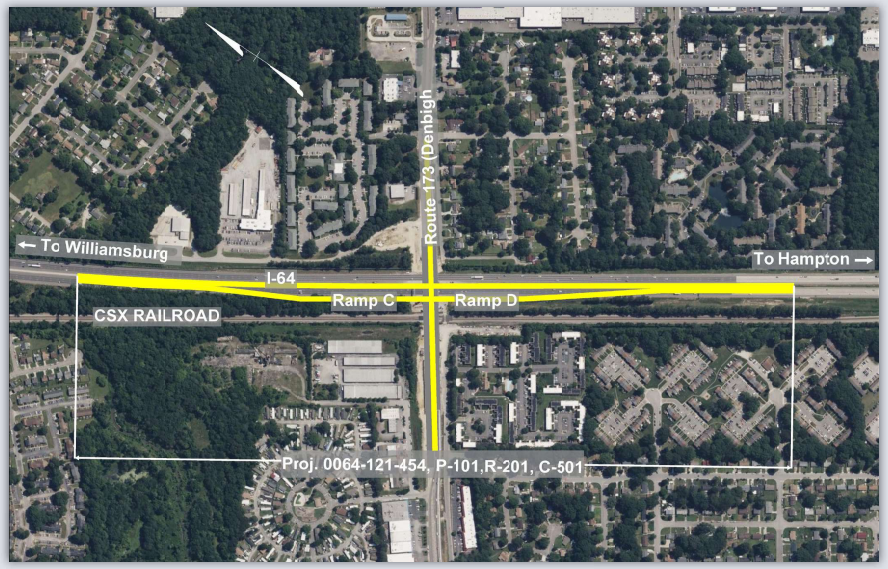
PROJECT DESCRIPTION

The project includes construction of I-64 east on- and off-ramps as well as widening the Denbigh Boulevard bridge over I-64 and the CSX railroad tracks to accommodate new ramp turn lanes. Additionally, new turn lanes will also be installed on Denbigh Boulevard at the westbound on- and off-ramps. The project also includes construction of retaining walls and noise walls along the new ramps.

At the interchange ramp intersections, Denbigh Boulevard will be equipped with two dedicated left turn-lanes, two through lanes, and a new right-turn lane. Pedestrian accommodations at these intersections will also be provided in accordance with Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements.

The design of this project is in compliance with the Stormwater Management Act, stormwater regulations, and the annual stormwater management standards and specifications approved by the Virginia Department of Environmental Quality (VDEQ).

Project Map



Estimated Project Cost

Total Cost:
$179.9 million

Engineering of Plans:
$17.7 million

Right of Way Acquisition:
$8.8 million

Construction:
$153.4 million

The project is in the early design stages and cost is subject to change.
The project will be financed using HRTAC funds.

Environmental Review

An Environmental Assessment (EA) is being developed to evaluate the potential impacts on the human and natural environments that could result from the proposed project improvements. The draft document is available for public review here tonight. The EA will inform VDOT and the Federal Highway Administration (FHWA) whether a federal action has the potential to cause significant environmental impacts. This National Environmental Policy Act (NEPA) approval is required to advance the project to the next phase of development.

All applicable permits required for impacts to existing wetlands will be acquired prior to project construction. All impacts will be mitigated as required by the permits.

During construction, all reasonable efforts will be made to protect the environment with respect to dust, silt and erosion. Construction of this project will conform to nationwide best management practices, VDOT's Road and Bridge Specification and the guidelines of the American Association of State Highway and Transportation Officials (AASHTO), as well as regulations set forth by the Virginia Department of Conservation and Recreation regarding erosion and sedimentation and storm water management.

Compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966 is currently underway. Once completed, additional public notice and review will be conducted. Coordination and results of the Section 106 and Section 4(f) evaluations will be documented in the revised EA.

Anticipated Schedule

The following schedule has been proposed:

Design Public Hearing: June 25, 2024

Approval of Design: Late 2025

Advertise for Construction Bids: Early 2030

Start Construction: Mid 2030

Complete Construction: Mid 2034

Civil Rights

Representatives from VDOT are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them.

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

If you need more information in regards to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the District Civil Rights Office listed on the back of the brochure.

Right of Way

Displays at this meeting show the extent of right of way that may be needed as the project is currently proposed. As the design is further developed, additional easements and right of way may be required beyond what is shown in the preliminary plans. Property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way acquisition is discussed in VDOT's brochure entitled "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this booklet are available from a VDOT right of way agent at the Design Public Hearing and will be provided to all affected landowners. After this meeting, information regarding right of way may be obtained from the contact listed on this brochure.

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FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

PROJECT: I-64/Denbigh Boulevard Interchange

LOCATION: City of Newport News, Virginia

STATE PROJECT: 0064-121-416, B654, P101 (UPC: 119217); 0064-121-454, P101 (UPC 123656)

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter requesting a Finding of No Significant Impact. Those documents have been independently evaluated by FHWA and determined to adequately and accurately discuss the purpose and need, alternatives, and environmental impacts of the proposed project. They provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, content, and scope of the Environmental Assessment, the Revised Environmental Assessment, and the letter requesting a Finding of No Significant Impact.

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC 139(1), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

10-16-2024
Date

Edward Ofori
Digitally signed by Edward Ofori
Date: 2024.10.16 15:23:45 -04'00'

Division Administrator
Federal Highway Administration

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The Federal Highway Administration (FHWA) has reviewed the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter requesting a Finding of No Significant Impact, comments received on the Environmental Assessment, and other supporting documentation.[1] In accordance with 40 CFR 1508.1(l), this Finding of No Significant Impact briefly presents the reasons why the project will not have a significant effect on the human environment.

Background

FHWA approved the Environmental Assessment (EA) for public availability on May 20th, 2024. The EA and supporting technical reports were posted on VDOT's project website. In December 2023, VDOT opened an online public survey to inform the public about the project and seek input on transportation needs and concerns in the area. A majority of public comments indicated a new interchange at Denbigh Boulevard would be valuable to the area. In June 2024, VDOT held a public hearing, with 30-day public comment period, to present the preliminary design and findings of the EA and obtain input and comments from the community. The Revised EA documents and responds to comments received during this public comment period.

In September 2024, VDOT published notices in local and regional newspapers and posted the Revised EA on the Projects' webpages to allow for 15 days of public review and comment on the Revised EA, which documents compliance with Section 106 and provides public review for Section 106 and Section 4(f). VDOT received no comments during this 15-day period (September 11 to September 26, 2024).

Environmental Impacts and Evaluation of Significance

The Virginia Department of Transportation analyzed the project's environmental impacts and concluded that the project would not have a significant impact on the environment.[2] FHWA has independently evaluated the environmental impacts and the following sections summarize the analysis of impact significance.

The Build Alternative does not impact any Section 4(f)-protected parks, recreation areas, or wildlife or waterfowl refuges. Additionally, there are no adverse impacts to the following resources: agricultural and forestal districts, farmland, hazardous materials sites, historic properties, and Section 6(f) properties. Socioeconomic impacts include four residential relocations. The right-of-way impacts are based on preliminary conceptual design and may be refined as the projects progresses. The Build Alternative has been designed to minimize impacts related to permanent acquisitions.

[1] The September 27, 2024 letter, the Revised Environmental Assessment, and the Environmental Assessment are hereby incorporated by reference into this Finding of No Significant Impact.
[2] The project is described in detail in section 2.3.2 of the Environmental Assessment.

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Land Use and Socioeconomics

Section 4(f): The Build Alternative does not impact any Section 4(f)-protected parks, recreation areas, or wildlife or waterfowl refuges. Based on DHR's concurrence with a No Adverse Effect determination for the National Register of Historic Places-eligible CSX Railroad, FHWA hereby makes a Section 4(f) finding of de minimis impact the CSX Railroad.

Cultural Resources: Effects on historic properties have been taken into account during development of the project pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) and its implementing regulations at 36 CFR 800. Technical studies were conducted to identify historic properties within the Area of Potential Effects (APE). The Virginia State Historic Preservation Officer (SHPO) concurred there are two non-archaeological property (Battle of Yorktown (DHR ID #099-5283) and the CSX Railroad (No. 121-5134) present in the APE that may be eligible for listing in the National Register of Historic Places (NHRP); the SHPO also concurred that all other surveyed architectural resources are not eligible for listing in the NHRP. On September 4, 2024, the SHPO concurred with VDOT's recommendation that the Build Alternative will have No Adverse Effect on historic properties. The SHPO also concurred that no further archaeological survey or evaluation is warranted for the APE.

Right of Way: Potential right-of-way impacts include four residential relocations. The impacts are based on preliminary conceptual design and may be refined as the projects progress. The Build Alternative has been designed to minimize impacts related to permanent acquisitions. There are up to 14.8 acres of property that fall within the limits of disturbance (LOD) and may be acquired to accommodate the Build Alternative. As the project progresses through final design, additional refinement of the Build Alternative would further seek to minimize and mitigate unavoidable impacts.

Communities & Neighborhoods: The project would not divide or segment any existing communities or interfere with community cohesion. Improved local connectivity could increase the desirability of living within the nearby residential areas, which would have a positive indirect impact on local businesses and residents. The improved connectivity to the I-64 corridor from the Build Alternative would benefit commuters traveling to work or appointments, especially during peak traffic hours when congestion on the interstate is high. The new interchange would enhance access to the employment centers and commercial areas located along Denbigh Boulevard, Warwick Boulevard, and Jefferson Avenue and the surrounding area.

Environmental Justice: Environmental Justice (EJ) populations are present throughout the entire study area and dispersed equally throughout the area. The Build Alternative would not require the acquisition of any community or recreation facilities. Community cohesion in the residential area would not be disrupted. Disruption to emergency services would not occur but would improve with improved connectivity and reduced congestion throughout the local network.
Geometric designs and constraints of the project would impact residential properties, particularly in the southeast quadrant of the proposed interchange. Additional ramps and a service road connector for Pagewood Road are proposed and would require the acquisition and relocation of four residential properties adjacent to I-64, primarily within Census Tract 321.13, Block Group (BG) 2. This BG consists of a 75 percent minority population and 39 percent low-income population. The CSX Railroad borders the western side of I-64 and prevents the Build Alternative

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from shifting to the west in order to avoid impacts to residential properties on the west side of the highway. The EJ communities in the study area would benefit from the improved local network access and direct access to I-64. As discussed in Chapter 1 of the EA, the population of Newport News is expected to increase over the next several years, and thus traffic is also expected to increase. The project is expected to alleviate congestion at the adjacent interchanges and at Warwick Boulevard and Jefferson Avenue. Additionally, safety analyses conducted for the Build Alternative indicate a decrease in crash rates at the adjacent interchanges along I-64. These benefits would be felt by all residents, including minority and low-income populations. The project would not have disproportionately high and adverse effects on EJ populations.

FHWA finds that the land use and socioeconomic impacts are not significant.

Air Quality

The Build Alternative was assessed for potential air quality impacts and compliance with applicable air quality regulations and requirements. The assessment indicates that the Build Alternative would meet applicable air quality requirements of NEPA and federal and state transportation conformity regulations. As such, the Build Alternative would not cause or contribute to a new violation of the National Ambient Air Quality Standards established by U.S. Environmental Protection Agency.

FHWA finds that the air quality impacts are not significant.

Noise

A preliminary noise study was conducted for the EA and found that the Build Alternative is predicted to impact three residential noise receptors. The preliminary noise study also found that the Build Alternative would physically impact two existing barriers. These barriers would each require a section to be relocated due to the construction of the proposed on and off-ramps between Denbigh Boulevard and I-64. As such, these sections of the existing barriers are proposed to be replaced. The preliminary noise study did not identify new barriers as feasible and reasonable. The final noise study will determine whether sections of the existing barriers will be replaced and whether additional barriers are feasible and reasonable.

FHWA finds that the noise impacts are not significant.

Historic Properties

Effects on historic properties have been taken into account during development of the project pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) and its implementing regulations at 36 CFR 800. Technical studies were conducted to identify historic properties within the Area of Potential Effects (APE). The Virginia State Historic Preservation Officer (SHPO) concurred there are two non-archaeological property (Battle of Yorktown (DHR ID #099-5283) and the CSX Railroad (No. 121-5134) present in the APE that may be eligible for listing in the National Register of Historic Places (NHRP); the SHPO also concurred that all other surveyed architectural resources are not eligible for listing in the NHRP. On September 4,

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

2024, the SHPO concurred with VDOT's recommendation that the Build Alternative will have No Adverse Effect on historic properties. The SHPO also concurred that no further archaeological survey or evaluation is warranted for the APE.

FHWA finds that the impacts to historic properties are not significant.

Waters of the United States

Potential impacts to Waters of the United States would not be significant. Approximately 1.8 acres of wetlands and 0.45 acres of jurisdictional ditches may be impacted by the Build Alternative. These impacts would likely require nationwide permits from the U.S. Army Corps of Engineers and would not be significant. Compensatory mitigation for permanent impacts would be developed, as required, during the Section 404/401 permitting process in coordination with the appropriate state and federal agencies.

FHWA finds that the waters of the United States impacts are not significant.

Threatened and Endangered Species

Based on the lack of habitat and/or distance to known occurrences of listed species, the Build Alternative would not impact threatened, endangered, or special status species. Further coordination and final Section 7 effect determinations would be conducted with resource agencies during the Section 404/401 permitting process.

FHWA finds that the threatened and endangered species impacts are not significant.

Construction Impacts

Air Quality. Emissions may be produced in the construction of the Projects from heavy equipment and vehicle travel to and from the site, as well as from fugitive sources. Construction emissions are short term or temporary in nature. To mitigate these emissions, all construction activities are to be performed in accordance with VDOT *Road and Bridge Specifications*.

Community Resources and Environmental Justice: Construction activities associated with the project would temporarily impact the surrounding neighborhoods, communities, and community resources. Access to Denbigh Boulevard would be temporarily impacted by construction, but travel lanes would remain open across I-64 during these times. Temporary construction impacts may include noise, vibration, dust, temporary utility disruptions, detours, altered access to some sites, visual and aesthetic changes from construction, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic within the study area. Construction would take place only within the limits of disturbance. Temporary detours or road closures may occur in the study area but would not impact access to Stoney Run Athletic Complex and Park or Chatham Trail.

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Noise: The project would create temporary noise impacts during construction. The construction noise provisions contained in Section 107.16(b)3 of the 2020 VDOT Road and Bridge Specifications would be followed by the contractor during construction.

Water Resources: The Build Alternative has the potential to temporarily impact water quality and waters of the United States during roadway construction through increased sedimentation from land disturbing activities and occurrences of fuel or hydraulic spills from construction equipment. These risks will be minimized during construction through strict adherence to Virginia's Erosion sand Sediment Control Act (VESCA) and the Virginia Erosion and Stormwater Control Act. Temporary stormwater best management practices would be designed and implemented as the project progresses to minimize the negative impacts of various pollutants that can be carried by runoff into the groundwater and receiving waters in accordance with VESCA design criteria and minimum standards for effectiveness.

FHWA finds that the construction impacts are not significant.

Indirect Effects

Since the socioeconomic indirect and cumulative effects study area is located on land that has been developed around I-64 as a major barrier, the Build Alternative would not divide or segment any existing communities or interfere with community cohesion. Improved local connectivity could increase the desirability of living within the nearby residential areas, which would have a positive indirect impact on local businesses and residents. The improved connectivity to the I-64 corridor from the Build Alternative would benefit commuters traveling to work or appointments, especially during peak traffic hours when congestion on the interstate is high. The new interchange would enhance access to the employment centers and commercial areas located along Denbigh Boulevard, Warwick Boulevard, and Jefferson Avenue and the surrounding area. The Build Alternative would have beneficial indirect effects to the socioeconomic resources within the Induced Growth Study Area by improving regional mobility and safety for motorists, increasing local network access, and supporting the local area plans.

FHWA finds that the indirect effects are not significant.

Cumulative Effects

Since the area is already highly developed, cumulative effects are expected to be minimal. Currently regulatory requirements and planning practices will help to avoid or minimize the contribution of present and future actions that would result in adverse cumulative effects.

FHWA finds that the cumulative effects are not significant.

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FHWA Finding

Based on the foregoing information, the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter, FHWA finds that the project will not have a significant effect on the human environment. Therefore, an Environmental Impact Statement is not warranted, and this Finding of No Significant Impact is being issued accordingly. The Finding of No Significant Impact will be reevaluated pursuant to 23 CFR 771.129(c) prior to FHWA granting any major approvals, and the reevaluation will take into account the conditions and information at that time.

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

From: Jones, Kevin (FHWA)
To: Pike, Andrew (VDOT)
Cc: Simkins, John (FHWA); Steven.Clausen@dot.gov; Smizik, Scott (VDOT); Swanson, Chris (VDOT)
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA
Date: Monday, October 28, 2024 8:42:20 AM
Attachments: image001.png

Morning Andrew,

FHWA confirms that the FONSI for the subject project recognizes the following:

- NEPA has analyzed a single federal action, approval of the interchange;
- That the Revised EA and Request for FONSI have documented as two separate projects, Phase 1 (UPC 119217) and Phase 2 (UPC 123656), and will be delivered as such.

Please let me know if you need anything further.

Best,
Kevin

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Thursday, October 24, 2024 11:26 AM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Clausen, Steven (FHWA) <steven.clausen@dot.gov>; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Kevin,

VDOT would appreciate FHWA confirming that the FONSI recognizes NEPA has analyzed a single federal action, approval of the interchange, that the Revised EA and Request for FONSI have documented as two separate projects, Phase 1 (UPC 119217) and Phase 2 (UPC 123656), that will be delivered as such.

Please let me know if you have any questions.

Thanks,
Andrew

Andrew Pike

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Thursday, October 17, 2024 1:23 PM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Steven.Clausen@dot.gov; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

Hi Kevin,

Thank you for providing the FONSI. In reviewing it, we would like to request a correction to identify the project as "projects" to be consistent with the Revised EA, Request for FONSI, and state and regional planning documents, which show two separate projects (Phase 1, UPC 119217; and Phase 2, UPC 123656).

Please let me know if you have any questions and thank you again for your support.

Best,
Andrew

Andrew Pike
NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov

From: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Sent: Thursday, October 17, 2024 12:13 PM
To: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Steven.Clausen@dot.gov; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: RE: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

Good Morning Andrew,

Please see attached, the signed FONSI.

Please let me know if you have any questions.

Best,
Kevin

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

From: Pike, Andrew (VDOT) <Andrew.Pike@vdot.virginia.gov>
Sent: Friday, September 27, 2024 9:25 AM
To: Jones, Kevin (FHWA) <kevin.jones@dot.gov>
Cc: Simkins, John (FHWA) <John.Simkins@dot.gov>; Smizik, Scott (VDOT) <Scott.Smizik@vdot.virginia.gov>; Swanson, Chris (VDOT) <Chris.Swanson@vdot.virginia.gov>
Subject: Request for FONSI: I-64/Denbigh Boulevard Interchange Projects EA

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Kevin,

Please find attached VDOT's Request for FONSI for the I-64/Denbigh Boulevard Interchange Projects Environmental Assessment. Included in this Request for FONSI is a request that FHWA make a Section 4(f) *de minimis* determination in its FONSI. Please let me know if there are any questions.

In addition to the Request for FONSI, we are also attaching Section 106 consultation documentation. Separately, due to large file size, I will send the Revised EA, which FHWA reviewed and approved on September 9, 2024, following FHWA's approval for public availability of the EA on May 20, 2024.

The Revised EA and all appendices are also available on the projects' webpages: I-64 at Denbigh Boulevard Interchange Project - Phase 1 | Virginia Department of Transportation and I-64 at Denbigh Boulevard Interchange Project - Phase 2 | Virginia Department of Transportation.

Sincerely,
Andrew



Andrew Pike
NEPA Project Manager / Environmental Division
Virginia Department of Transportation
804-786-2360
Andrew.Pike@VDOT.Virginia.gov

U.S. Department of Transportation
Federal Highway Administration

Virginia Division

400 North 8th Street, Suite 750
Richmond, VA 23219
Phone: (804) 775-3320
Fax: (804) 775-3356
http://www.fhwa.dot.gov/vadiv

September 3, 2021

Bart Thrasher, P.E.
Chief Engineer
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219-1939

Attn: Susan Keen P.E.

Re: Request for Modified Access to Interstate 64
I-64/Denbigh Blvd. Interchange in the City of Newport News

Dear Mr. Thrasher,

The Federal Highway Administration has reviewed the Interchange Justification Report (IJR) with transmittal letter dated July 23, 2021, requesting a new access to I-64 at Denbigh Boulevard in the City of Newport News Virginia. Based on our review, we find engineering and operations of the access request acceptable. A NEPA document needs to be completed for this project. Final approval will be granted provided the scope and design of this project is consistent with the design included in the IMR and the approved environmental document. The approval will be subject to reevaluation if significant changes occur in the final design or if the construction is delayed (as specified in 23 CFR 771.129).

Should you have any questions, please contact Jose Granado, Area Engineer, at 804-775-3349.

Sincerely,

THOMAS L NELSON JR
Digitally signed by THOMAS L NELSON JR
Date: 2021.09.03 08:19:23 -04'00'

Thomas L. Nelson Jr., P.E.
Division Administrator

Outlook

Re: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

From Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Date Tue 3/10/2026 1:19 PM
To Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Cc Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>

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

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Tuesday, March 10, 2026 12:23:04 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>
Subject: FW: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

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 and Federico, whom are cc'd.

Thanks,

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: Gontaruk, Federico (VDOT) <Federico.Gontaruk@vdot.virginia.gov>
Sent: Monday, March 9, 2026 4:40 PM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: Limited Access Control Change - I-64/Denbigh Blvd. Interchange Phase 2 UPC 123656 - ROW

Kimberly,

We received another LACC request for the April CTB meeting. The files are attached, but if you prefer to access the ProjectWise folder, it is located here: Central Office\L&D Engineering PPQS internal\Limited Access Control Changes (LACC)\Hampton Roads District\LACC UPC 123656 I-64 Denbigh Blvd. Interchange Phase 2

Let me know if you have any questions or if you need any additional information. Thanks!

Federico Gontaruk, PE, PTOE
State Traffic Design Program Manager / Location & Design Division
Virginia Department of Transportation
804-343-9046
federico.gontaruk@VDOT.Virginia.gov

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

March 13, 2026

Mr. Daniel Suarez P.E.
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
I-64/Denbigh Boulevard Interchange, Phase 2
Project: 0064-121-454, P101, R201, C501, B664
Federal Project Number STP-5B03(378)
UPC 123656
City of Newport News
Request for Modified Limited Access Line

Dear Mr. Suarez,

The Virginia Department of Transportation (VDOT) is developing plans for two projects for the creation of a new interchange on Interstate I-64 at Denbigh Boulevard in the City of Newport news. Phase 1 is a Design Build project that will be constructing the westbound ramps and Phase 2 is a Design Bid Build project that will be constructing the eastbound ramps. The Phase 2 project will be constructing the acceleration and deceleration lanes, the ramps and widening the Denbigh Boulevard bridge over I-64 with a length of approximately 1 mile. 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 FHWA approved the Interchange Justification Report for the new interchange on September 3, 2021. The Federal Highway Administration (FHWA) provided the Finding of No Significant Impact (FONSI), concluding the National Environmental Policy Act process, for this project on November 11, 2024.

As a result of the design of the new ramps and bridge, the Limited Access Line along I-64 needs to be modified to encompass the required construction. The limits of the changes in the Limited

Access Line are shown in the exhibits.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access line along I-64 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing the changes in the Limited Access Line, the Limited Access Point Table, and letters of support from the City of Newport News.

VDOT approves of the Limited Access Control Changes as shown on the exhibits and point control table. We are requesting a quick review and approval of these limited access changes before the end of the month, so that the Commonwealth Transportation Board can approve the changes at their meeting on April 22, 2026.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501 or by email at richard.worssam@vdot.virginia.gov.

Sincerely,

Richard C Worssam
2026.03.12 09:58:48-04'00'

For: Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: MARY NANCY WALKER-JOHNSON Digitally signed by MARY NANCY WALKER-JOHNSON Date: 2026.03.23 10:14:21 -04'00' Date_____

Enclosure
Exhibits

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCATION AND DESIGN
LIMITED ACCESS CONTROL CHANGES REVIEW SIGNATURE FORM

Project Information			
UPC	123656	State Project Number	0064-121-454
District	Hampton Roads	City/County	City of Newport News
Federal Project Number	STP-5B03(578)		
Project Name	I-64 and Denbigh Boulevard Interchange Phase 2		

The following reviewed the Limited Access Control Change package for the above subject project for Chief Approval

Title	Signature	Name	Date
State Geometric Engineer	Signed by: Federico Gontaruk A7B2850FA151490...	Federico Gontaruk	3/30/2026
Assistant State L&D Engineer	Signed by: Richard Worssam 19CA71E9950E4AE...	Richard Worssam	3/30/2026
State L&D Engineer	Signed by: Emmett Heltzel D2CE29BCC68B455...	Emmett Heltzel	3/30/2026
Deputy Chief Engineer	Signed by: R. Shane Mann AFDC49E581644BF...	R. Shane Mann	3/31/2026

Docusign Envelope ID: 9D8A89FD-419C-4B72-AFD8-E94805635F4D

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

April 1, 2026

The Honorable Nicolas Donohue
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 Mariia Zimmerman

Subject: Approval of Limited Access Control Changes (LACCs) for the I-64 and Denbigh Boulevard Interchange Phase 2 Project in the City of Newport News

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-121-454, P101, R201, C501, B664, (UPC# 123656) 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

Certificate Of Completion

Envelope Id: 9D8A89FD-419C-4B72-AFD8-E94805635F4D
Status: Completed
Subject: LACC for UPC 123656 I-64 Denbigh Boulevard Interchange Phase 2 Hampton Roads District
Division: Location & Design
District: Central Office
Use Case Name:
Contract No.:
Contract Number:
RFP Number:
Firm Name(1):
Source Envelope:
Document Pages: 44
Signatures: 5
Certificate Pages: 6
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Envelope Originator:
GONTARUK FEDERICO
1221 East Broad Street
Richmond, VA 23219
federico.gontaruk@vdot.virginia.gov
IP Address: 131.229.218.14

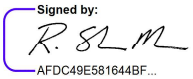
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3/30/2026 3:34:05 PM
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federico.gontaruk@vdot.virginia.gov
Pool: StateLocal

Location: DocuSign

Signer Events	Signature	Timestamp
Federico Gontaruk federico.gontaruk@vdot.virginia.gov Eng Prog Mgr LD VDOT Security Level: Email, Account Authentication (None)	Signed by: Federico Gontaruk A7B2856FA151496... Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.14	Sent: 3/30/2026 3:59:04 PM Viewed: 3/30/2026 4:00:18 PM Signed: 3/30/2026 4:00:30 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		
Richard Worssam Richard.Worssam@VDOT.Virginia.gov Virginia Department of Transportation Security Level: Email, Account Authentication (None)	Signed by: Richard Worssam 19CA71E9950E4AE... Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.10	Sent: 3/30/2026 4:00:36 PM Viewed: 3/30/2026 4:01:09 PM Signed: 3/30/2026 4:02:22 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		
Emmett Heltzel Emmett.Heltzel@VDOT.Virginia.gov State Location and Design Engineer Security Level: Email, Account Authentication (None)	Signed by: Emmett Heltzel D2CE29BCC58B455... Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.14	Sent: 3/30/2026 4:02:28 PM Viewed: 3/30/2026 4:24:00 PM Signed: 3/30/2026 4:25:50 PM
Electronic Record and Signature Disclosure: Accepted: 1/7/2026 5:06:37 PM ID: 44208031-5a0c-4246-92e8-020d028412a0		

Signer Events	Signature	Timestamp
R. Shane Mann Shane.Mann@vdot.virginia.gov Deputy Chief Engineer Virginia Department of Transportation Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	Signed by:  AFDC49E581644BF... Signature Adoption: Uploaded Signature Image Using IP Address: 131.229.218.10	Sent: 3/30/2026 4:25:56 PM Viewed: 3/30/2026 4:27:04 PM Signed: 3/31/2026 8:33:53 AM
Bart Thrasher BA.Thrasher@VDOT.Virginia.gov Architect/Engineering Mgr IV Virginia Department of Transportation Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	DocuSigned by:  8C7FBDE9EE37409... Signature Adoption: Pre-selected Style Using IP Address: 131.229.218.14	Sent: 3/31/2026 8:33:58 AM Viewed: 3/31/2026 8:55:55 AM Signed: 3/31/2026 12:20:46 PM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
Carol Mathis Carol.Mathis@VDOT.Virginia.gov Executive Assistant Virginia Department of Transportation Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	COPIED	Sent: 3/31/2026 12:20:51 PM Viewed: 3/31/2026 12:37:30 PM
Federico Gontaruk federico.gontaruk@vdot.virginia.gov Eng Prog Mgr LD VDOT Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	COPIED	Sent: 3/31/2026 12:20:52 PM Resent: 3/31/2026 12:20:55 PM Viewed: 3/31/2026 12:21:39 PM

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	3/30/2026 3:59:04 PM
Certified Delivered	Security Checked	3/31/2026 8:55:55 AM
Signing Complete	Security Checked	3/31/2026 12:20:46 PM
Completed	Security Checked	3/31/2026 12:20:53 PM

Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Virginia Department of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: matt.segreto@vita.virginia.gov

To advise Virginia Department of Transportation of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at matt.segreto@vita.virginia.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from Virginia Department of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to matt.segreto@vita.virginia.gov and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Virginia Department of Transportation

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an email to matt.segreto@vita.virginia.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: https://support.docusign.com/guides/signer-guide-signing-system-requirements.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Virginia Department of Transportation as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Virginia Department of Transportation during the course of your relationship with Virginia Department of Transportation.