



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 17, 2014

MOTION

**Made By: Mr. Malbon, Seconded By: Ms. DeTuncq
Action: Motion Carried, Unanimously**

**Title: Proposed Limited Access Control Changes (LACC),
Interstate 95
Meherrin River Bridge Replacement Project
City of Emporia**

WHEREAS, a Willingness to hold a Public Hearing was posted on March 27, 2014 and expired on April 11, 2014 for the purpose of considering proposed State Highway Project 0095-109-S02, P101, R201, C501, B601 and B602, with no requests received; and

WHEREAS, the proposed Project involves road improvements to I-95 in the City of Emporia to meet current design standards and improve safety by correcting the functionally obsolete shoulder widths, beginning 0.84 miles south of the Route 58 Interchange and ending 0.18 miles south of Route 58 Interchange along Route 262; and

WHEREAS, the said Project improvements consist of replacing the bridges on NB and SB of Interstate I-95 over the Meherrin River with two 540 foot long two-lane bridges, modification of the SB alignment west of the existing roadway to accommodate construction sequencing to maintain traffic throughout construction of the new bridges, and shifting and/or extending the existing limited access control as part of the design feature of the project; and

WHEREAS, this project is in compliance with National Environmental Policy Act requirements based on the findings set forth in the Categorical Exclusion; and

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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, has been carefully reviewed; and

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0095-109-S02, P101, R201, C501, B601 and B602 and the proposed LACC; and

WHEREAS, the City of Emporia has endorsed the project by a letter from the Assistant City Manager, dated August 26, 2014; and

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board, designated the Interstate Highway System to be Limited Access Highways and in accordance with § 33.1-58 of the *Code of Virginia*, (1950), as amended, 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-95; and

WHEREAS, I-95, formerly Route 401 (Route 301), Emporia Distribution Road was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board on October 15, 1953.

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 I-95 continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Beginning along the northwest side of I-95 from a point 52.59 feet left of station 108+00.00 (I-95 SB construction baseline) and continuing northerly to a point 65.35 feet left of station 109+02.48 (I-95 SB construction baseline), to a point 55.26 feet left of station 120+29.37 (I-95 SB construction baseline), to a point 90.13 feet left of station 120+29.37 (I-95 SB construction baseline), to a point 90.05 feet left of station 120+99.51 (I-95 SB construction baseline), to a point 55.76 feet left of station 122+00.00 (I-95 SB construction baseline), to a point 73.01 feet left of station 123+00.00 (I-95 SB construction baseline), to a point 75.64 feet left of station 125+06.15 (I-95 SB construction baseline), tying to the existing northwest limited access line at a point 48.12 feet left of station 125+63.46 (I-95 SB construction baseline).

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Beginning along the northwest side of I-95 from a point 51.91 feet left of station 126+50.67 (I-95 SB construction baseline), and continuing northerly to a point 76.63 feet left of station 126+93.74 (I-95 SB construction baseline), to a point 106.79 feet opposite station 129+24.85 (I-95 SB construction baseline), to a point 112.32 feet left station 133+10.14 (I-95 SB construction baseline), tying into the existing northwest limited access line at a point 100.35 feet left of station 133+10.25 (I-95 SB construction baseline).

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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