

Virtual Design Public Hearing Presentation

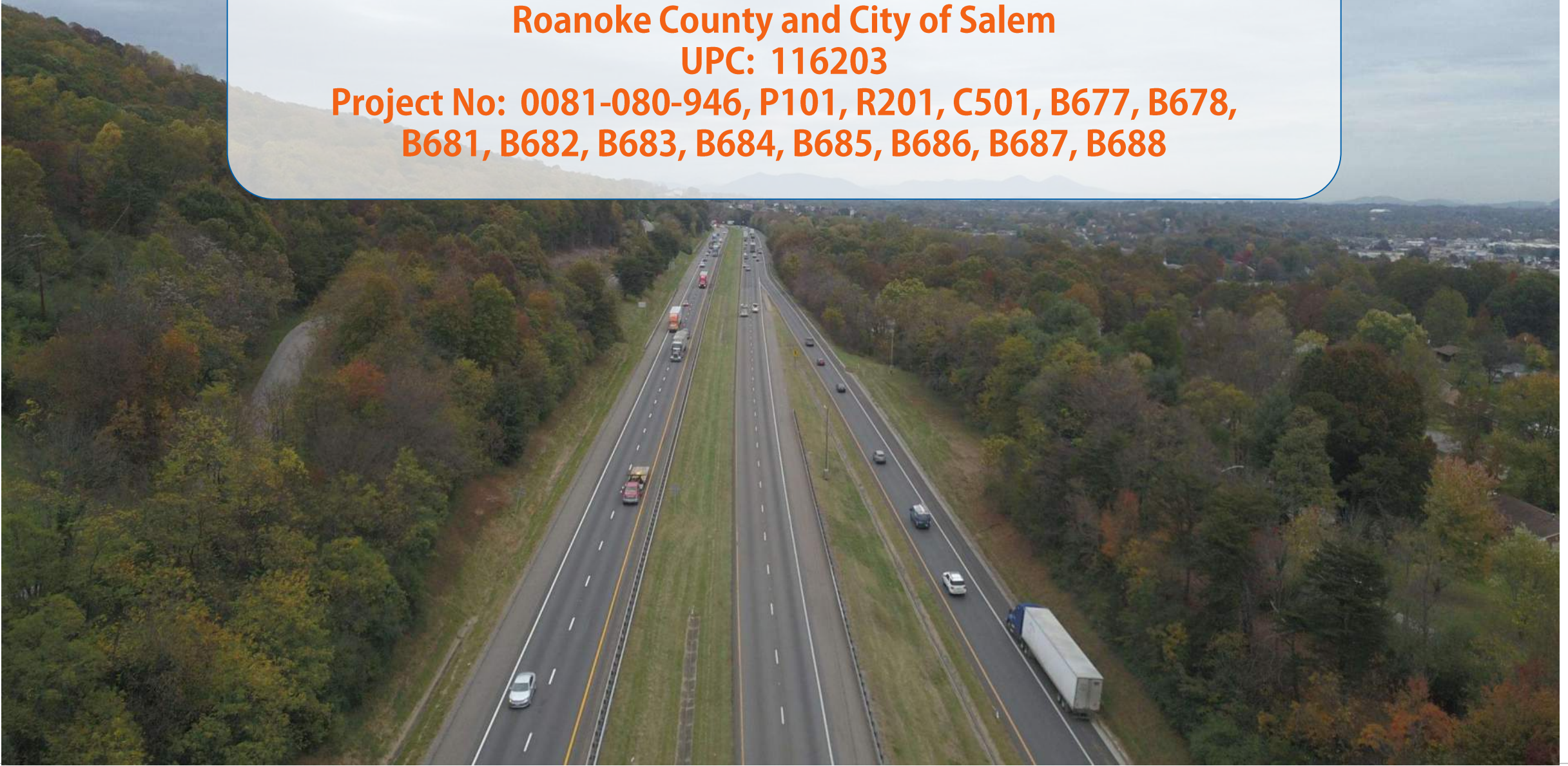


Interstate 81 Widening Exit 137 to Exit 141

Roanoke County and City of Salem

UPC: 116203

Project No: 0081-080-946, P101, R201, C501, B677, B678,
B681, B682, B683, B684, B685, B686, B687, B688



Virtual Design Public Hearing in Response to Public Health

The virtual public hearing and VDOT website provides the same information as an in-person hearing:

- ✓ Project Information
- ✓ Estimated timeline
- ✓ Process for submitting comments
- ✓ Key contacts

COVID 19
CORONAVIRUS DISEASE

Share Facts About COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.
People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

FACT 2 Some people are at increased risk of getting COVID-19.
People who have been in close contact with a person known to have COVID-19 or people who live in or have recently been in an area with ongoing spread are at an increased risk of exposure.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.
For up-to-date information, visit CDC's coronavirus disease 2019 web page.

FACT 4 You can help stop COVID-19 by knowing the signs and symptoms:
• Fever
• Cough
• Shortness of breath
Seek medical advice if you
• Develop symptoms
AND
• Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

FACT 5 There are simple things you can do to help keep yourself and others healthy.
• Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
• Avoid touching your eyes, nose, and mouth with unwashed hands.
• Stay home when you are sick.
• Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

For more information: www.cdc.gov/COVID19

Virtual Design Public Hearing WebEx Process

- Attendees will be muted throughout the duration of the hearing.
- WebEx participants will have an opportunity to ask questions using “Chat” at the end of the presentation.
- The moderator will read the questions aloud, and they will be answered in the order received.
- Any individual who does not abide by our ground rules, or who submits anything inappropriate, will be removed from the meeting.

Virtual Design Public Hearing Purpose

- 1. Inform the public of project status and present the current design.**
- 2. Describe the project so the public can determine how they may be affected.**
- 3. Provide the public the opportunity to provide input.**
- 4. Develop a record of public participation.**

PROJECT MANAGER

I-81 PROGRAM DELIVERY DIRECTOR

MEETING MODERATOR



Craig Moore
VDOT
Project Manager



Dave Covington
VDOT
I-81 Program
Delivery Director



Alex Price
VDOT
Meeting Moderator

Virtual Design Public Hearing Agenda

1

- Welcome

2

- Public Comment Process

3

- Preliminary Design Overview

4

- Environmental Overview

5

- Project Information

6

- Questions and Adjournment

How to submit your comments for the Public Hearing Record

Please submit your comments regarding the design presented in this Virtual Design Public Hearing by using the methods below by our deadline of February 19, 2021.



Email

I81-MM136-141@VDOT.Virginia.gov
(no spaces)



Mail

Virginia Department of Transportation
ATTN: Craig Moore
731 Harrison Ave
Salem, VA 24153



Online Form

<http://www.virginiadot.org/I81exit137to141>

I-81 Corridor Improvement Program (CIP)

This is one of 56 capital improvement projects that make up the I-81 Corridor Improvement Program, which aims to enhance safety, reduce congestion, and increase economic development along the corridor.



Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



Reduced Congestion

The program improvements will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improving speed of incident clearance to help limit travel delays.



Economic Development

I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

For more information on the I-81 CIP, visit improve81.org.

I-81 Corridor Improvement Program (CIP)

In 2019, the General Assembly adopted legislation creating the Interstate 81 Corridor Improvement Fund. Revenues supporting the fund and improvements were identified from the following sources:



Truck Fees



Regional Fuels Tax



**Statewide Road
& Diesel Tax**

Project Development Process (Capital Projects)



Capital Improvement Projects

There are currently 56 Capital Improvement Projects within the Program. Some of these projects include:

+1

Widening

The addition of a third lane for added capacity and safety. Some projects include the addition of a third lane in both the northbound and southbound directions while some projects include the addition of a third lane in only one direction.



Acceleration/Deceleration Lane Extension

Allows drivers additional time to make appropriate speed adjustments on the entrance and exit ramps before merging into interstate traffic or encountering sharper curves and stop conditions on exit ramps.



Curve Improvement

Installation of static and/or flashing chevron signs along specific curves to notify drivers of upcoming sharp or challenging curves where crashes are prevalent.

Capital Improvement Projects

There are currently 56 Capital Improvement Projects within the Program. Some of these projects include:



Truck Climbing Lane

An additional lane added to enable trucks to ascend a steep grade at a lower speed while maintaining regular traffic speeds for passenger vehicles.



Auxiliary Lanes

Allows drivers additional time to speed up or slow down when merging on or off I-81. Typically constructed between two interchanges, these lanes help enhance safety by reducing traffic “weaving” between I-81 travel lanes and ramps.



Shoulder widening

Wider shoulder lanes increase safety for the travelling public during emergencies such as flat tire or breakdown, provide recovery area for errant vehicles, and enhance safety for emergency responders.

Operational Improvement Projects

The Program also includes a host of Operational Improvements which enhance safety as well as mobility, particularly during emergency events. Examples of operational Improvements are:



Changeable Message Signs

Changeable, or Digital, message boards help to alert drivers in real time of incidents along the interstate and assist with directing them to alternate routes.



Additional Traffic Cameras (CCTV)

The additional traffic cameras assist the Traffic Operations Center during emergency events as well as provide information to travelers via the VA 511 system.



Enhancements to Safety Service Patrol

Additional hours of operations and additional routes help to protect the travelling public during vehicle emergencies, speed up recovery time, and protect incident zones.

Operational Improvement Projects

The Program also includes a host of Operational Improvements which enhance safety as well as mobility, particularly during emergency events. Examples of operational Improvements are:



Detour Route Improvements

One of the biggest challenges of the I-81 Corridor is the lack of reliable alternative routes. Low cost, high return investments in signal systems and minor geometric improvements help to efficiently move traffic around incidents on the interstate.



Enhancements to Clearance Times

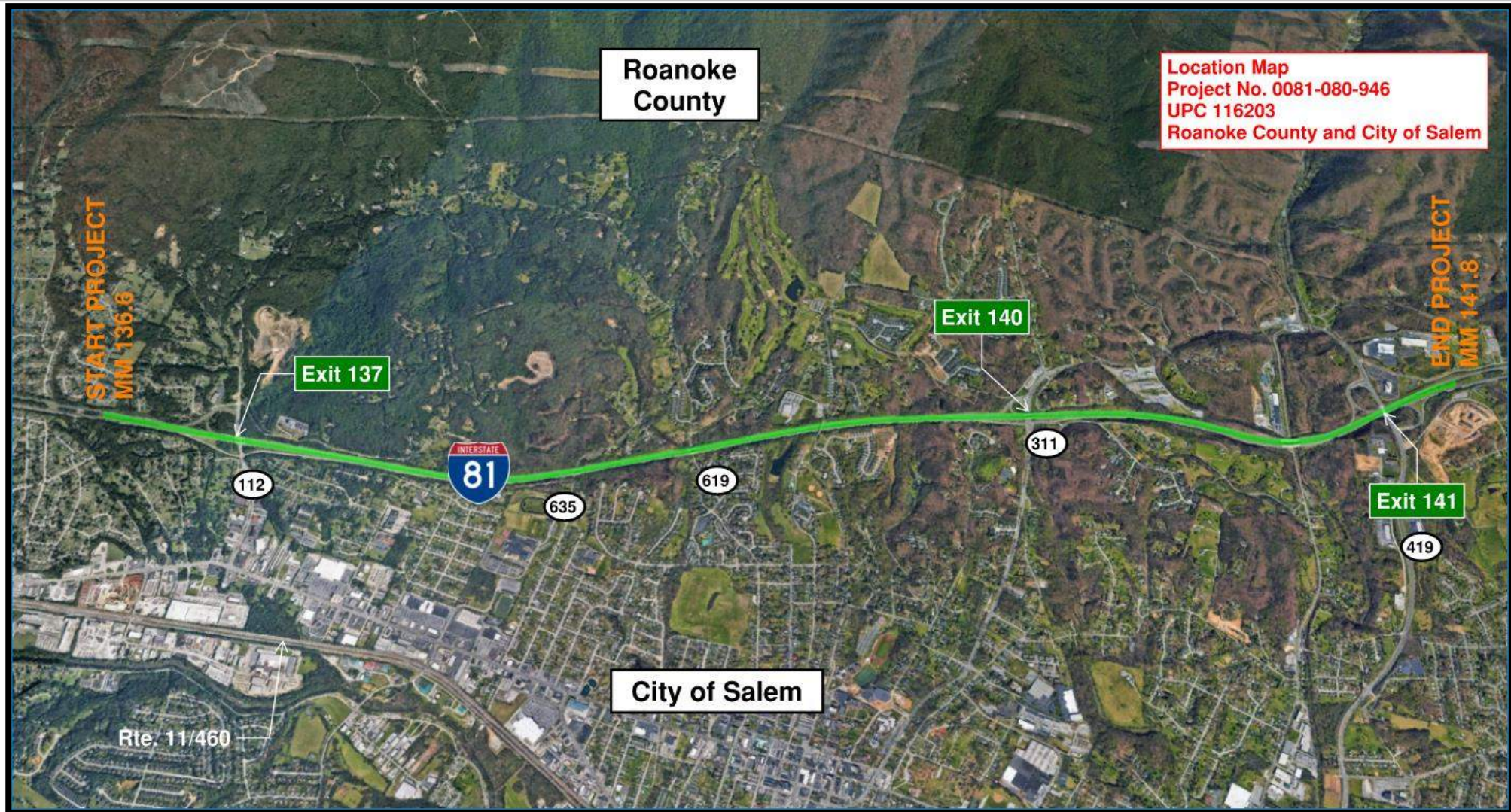
Reducing incident clearance time saves time, money, and enhances reliability along the interstate system. The implementation of a Towing and Recovery Incentive Program (TRIP) and lift-and-tow devices help to clear incidents more quickly to keep traffic moving.

Advisory Committee

An I-81 Advisory Committee was established to provide advice and recommendations to the Commonwealth Transportation Board (CTB) regarding the development of the I-81 Corridor Improvement Plan.

The committee is scheduled to meet four times each year at rotating planning district locations along the corridor and report to the Governor and General Assembly each December. The committee has 15 voting members: seven Virginia lawmakers, three CTB members representing the Bristol, Salem, and Staunton districts, and the five chairs of the planning district commissions. VDOT's Commissioner and DRPT's Direct will serve on the committee in non-voting ex-officio capacity.

Location Map



I-81 Corridor Improvement Plan (CIP)

This section of I-81 has:

- High crash frequency and severity
- Heavy congestion due to number of vehicles
- Heavy delays due to vehicle crashes
- 64,000 to 68,000 vehicles per day
- 21 to 22 percent heavy trucks



Project Purpose

The purpose is to provide additional capacity and improve safety.

The main improvement involves constructing a third lane in each direction to reduce:

- **Crash frequency**
- **Routine delays**
- **Crash delays**
- **Congestion**



Project Details

Adding the third lane also involves:

Replacing three pairs of bridges over

- **Route 112 (Wildwood Road)**
- **Route 635 (Goodwin Avenue)**
- **Route 619 (Wildwood Road)**

Widening one pair of bridges over

- **Route 311 (Thompson Memorial Drive)**



Route 112 (Wildwood Road)



Route 311 (Thompson Memorial Drive)

Project Details

Improving the intersection of southbound exit 137 off ramp and Wildwood Road



Adding interchange lighting at exits 137, 140 and 141



Project Details

Improving acceleration and deceleration lanes where needed

- Exit 137 NB exit onto Route 112
- Exit 137 NB entrance onto Interstate 81
- Exit 137 SB exit onto Route 112
- Exit 141 NB exit onto Route 419



Merge Conflict



Exit 137 SB Deceleration Lane

Project Details

Installing concrete barrier wall along narrow median sections

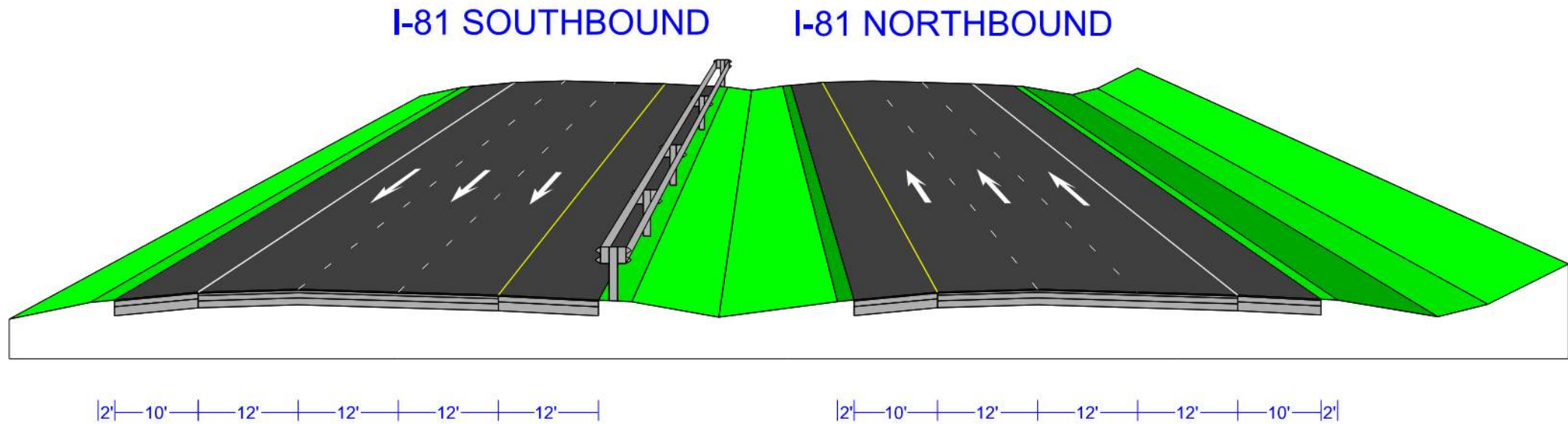


Constructing approximately 2.6 miles of sound barrier wall along the northbound lanes

- **Approximate location from exit 137 to exit 140**
- **Final length to be determined with final design**

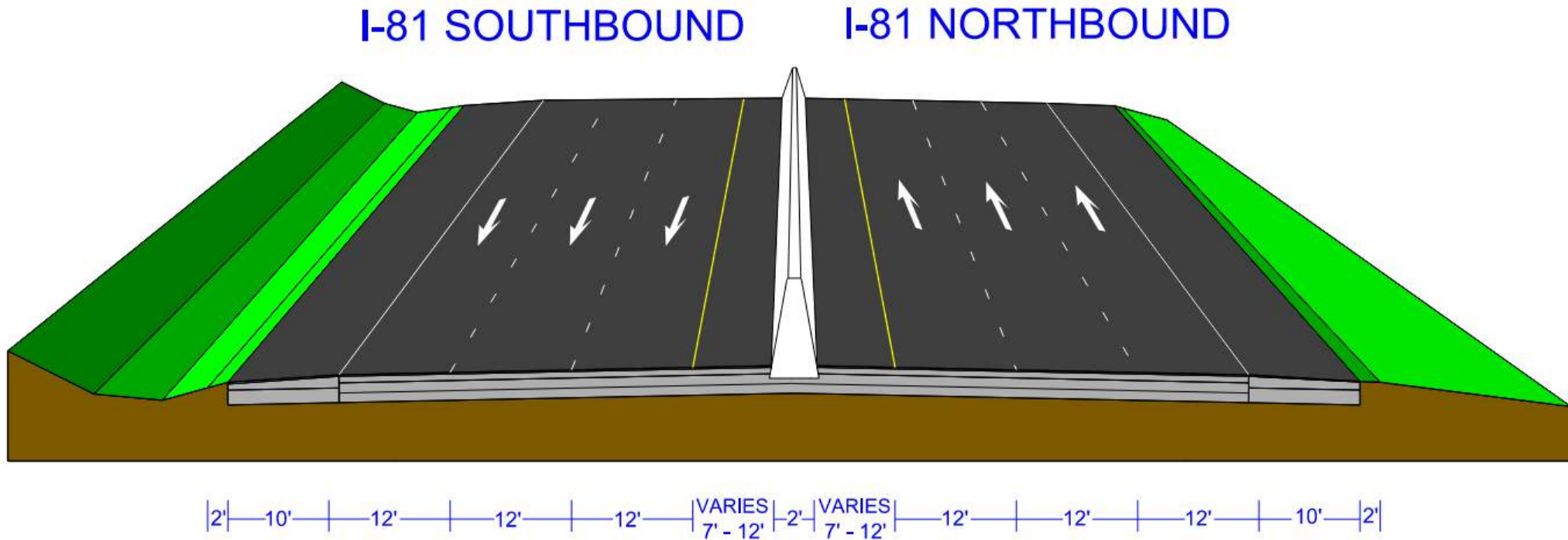


Design Concept - Typical Section

















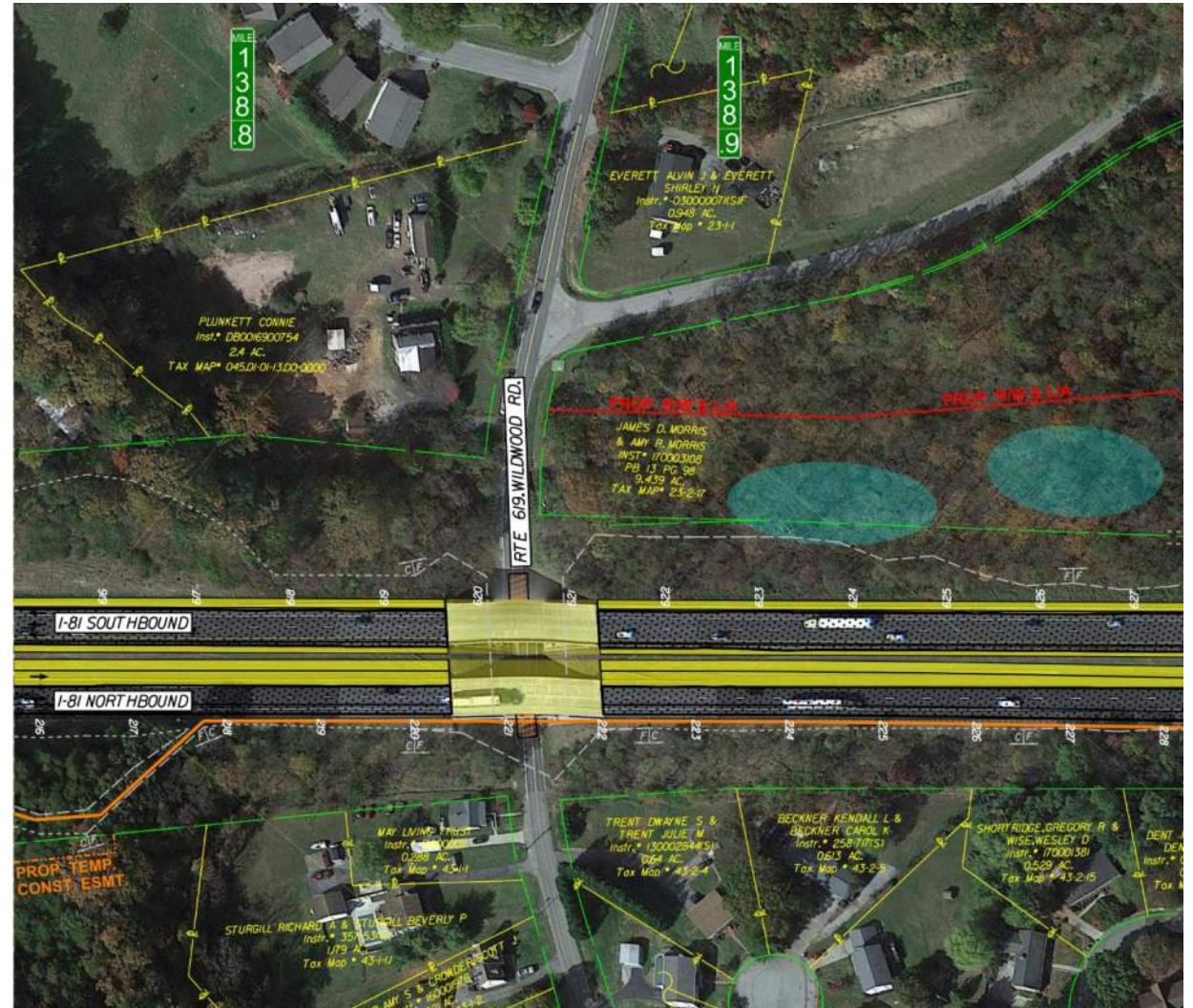
Design Concept - Typical Section

Concrete Median Barrier









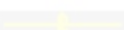







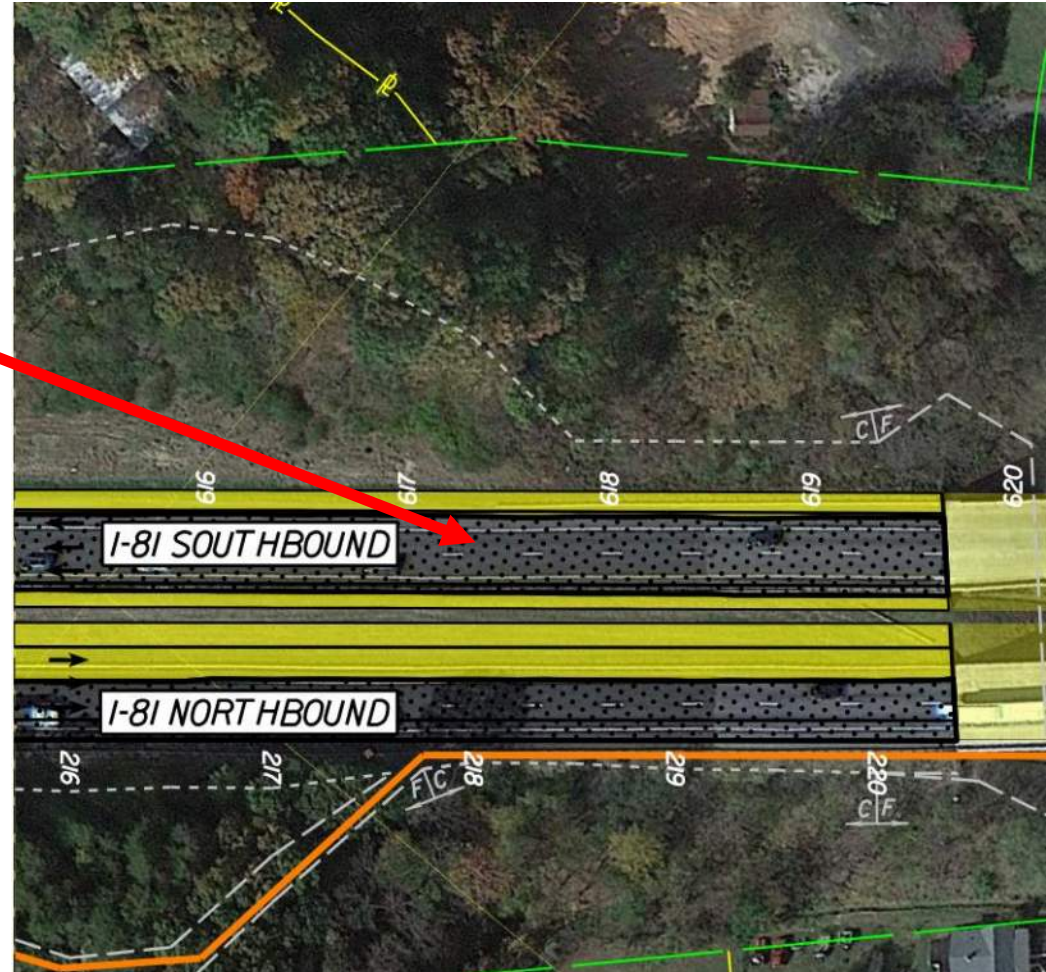
Design Concept - 13 Display Boards

Legend	
	Existing Roadway to be Repaved
	Road Widening
	Stormwater Management Basin
	Roadway Work Crossing Routes
	Parcel Number
	Proposed Right of Way & Limited Access
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	Limited Access Only
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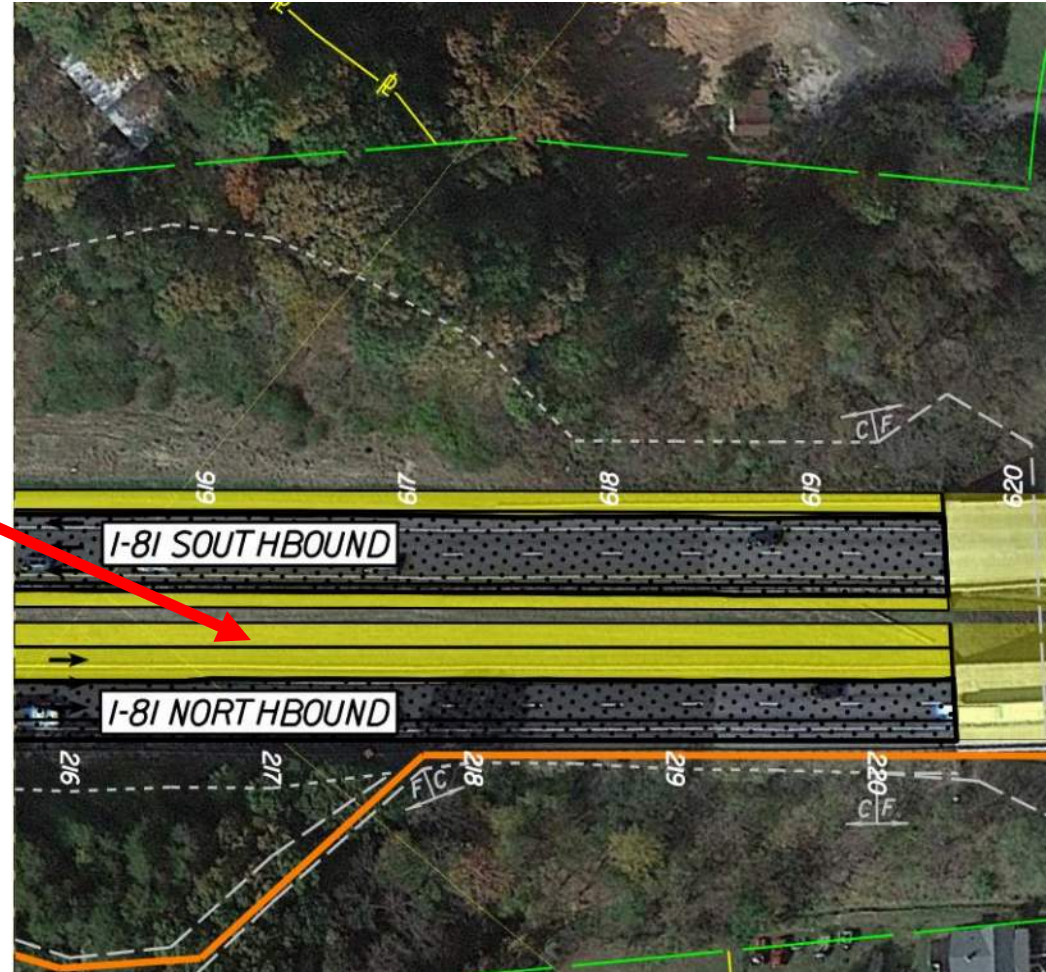
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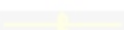







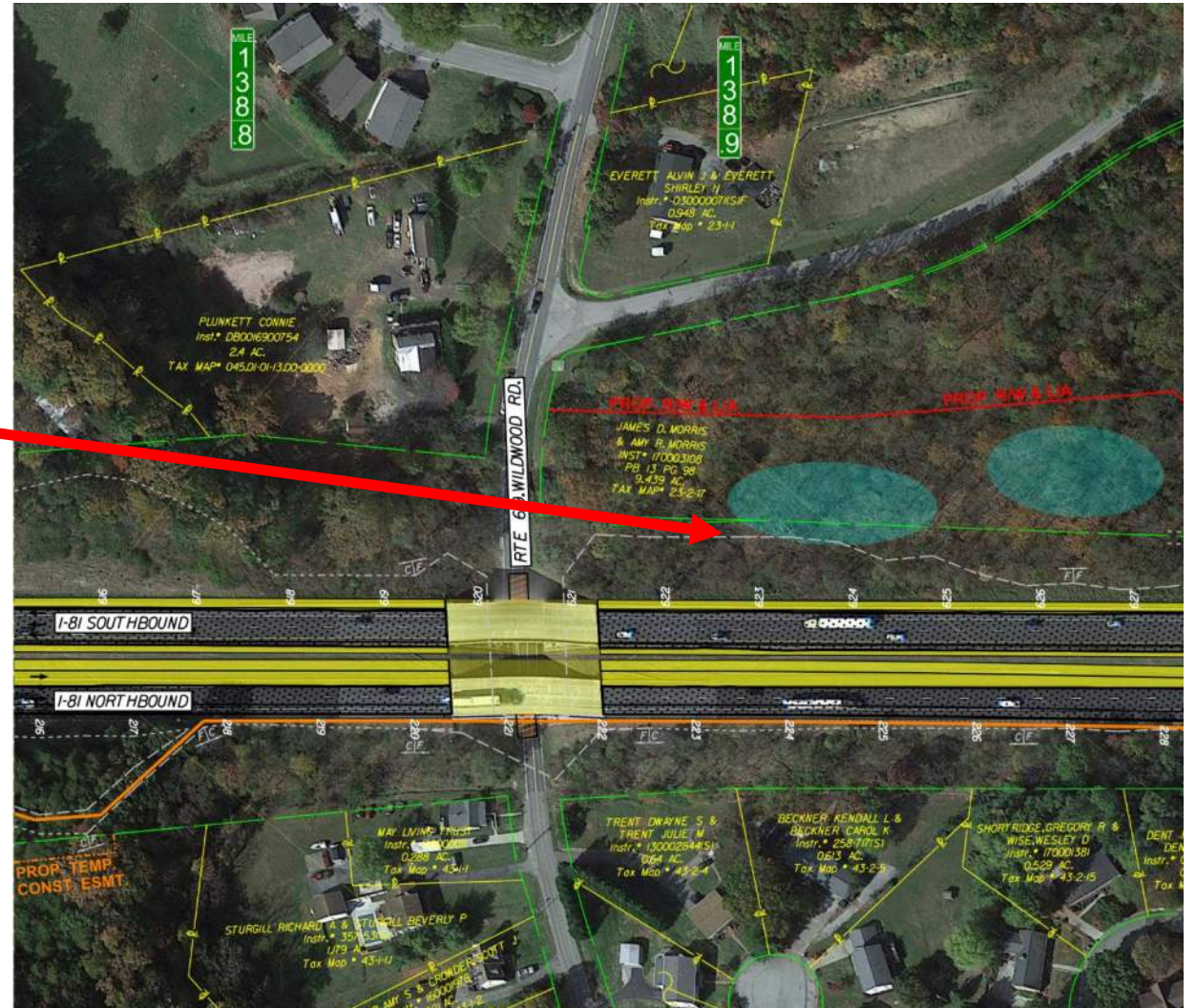
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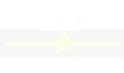







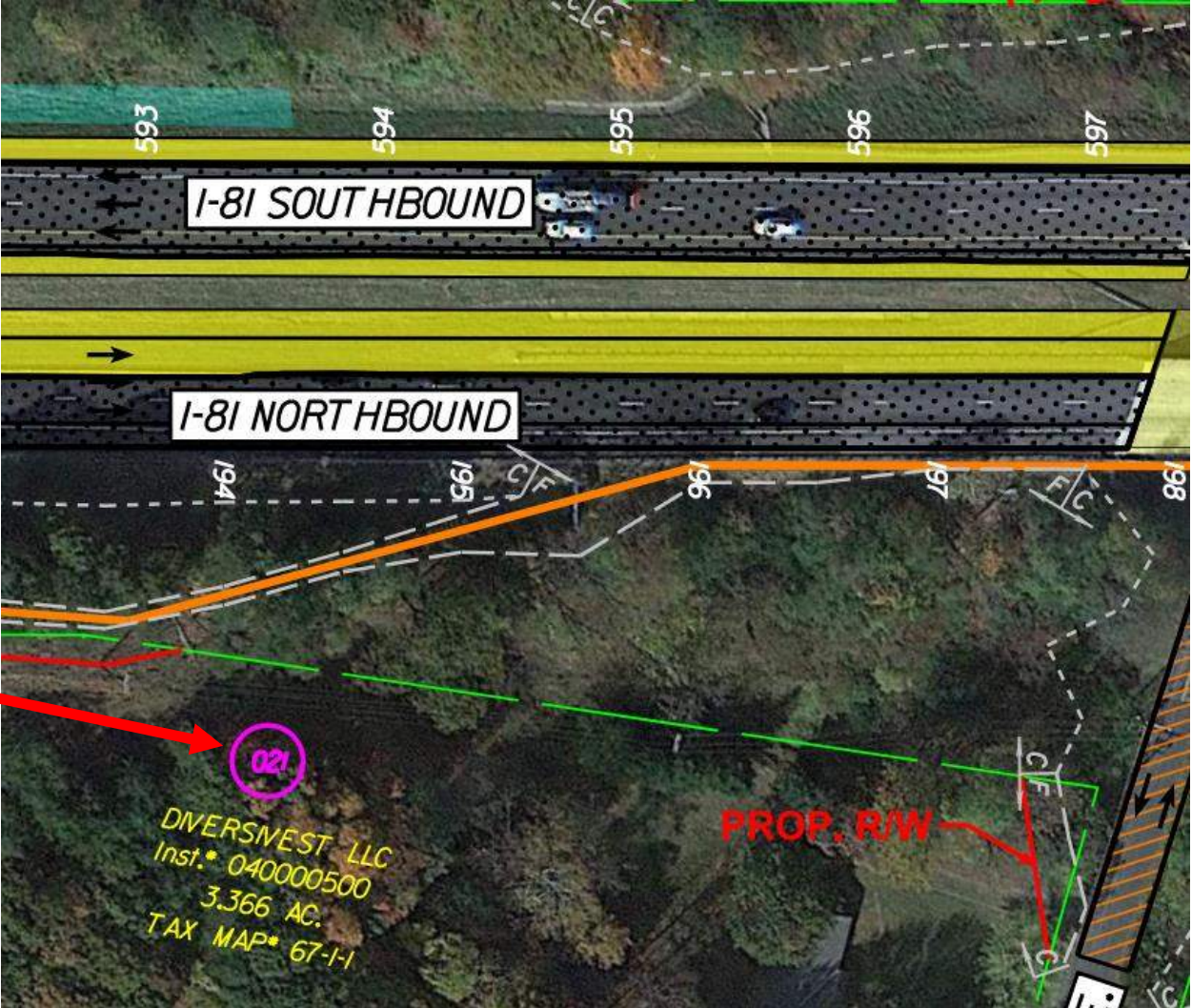
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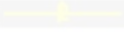





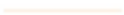


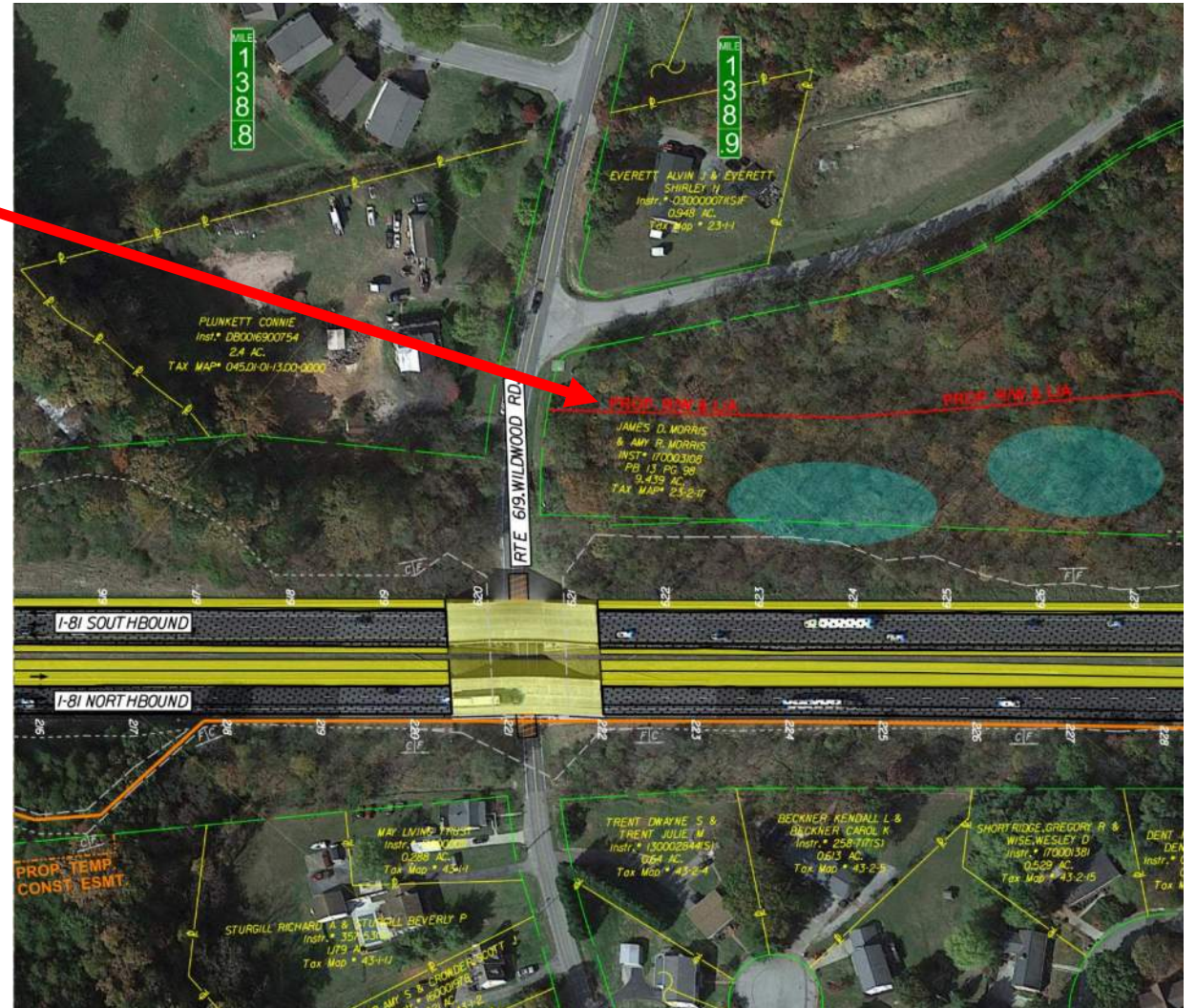
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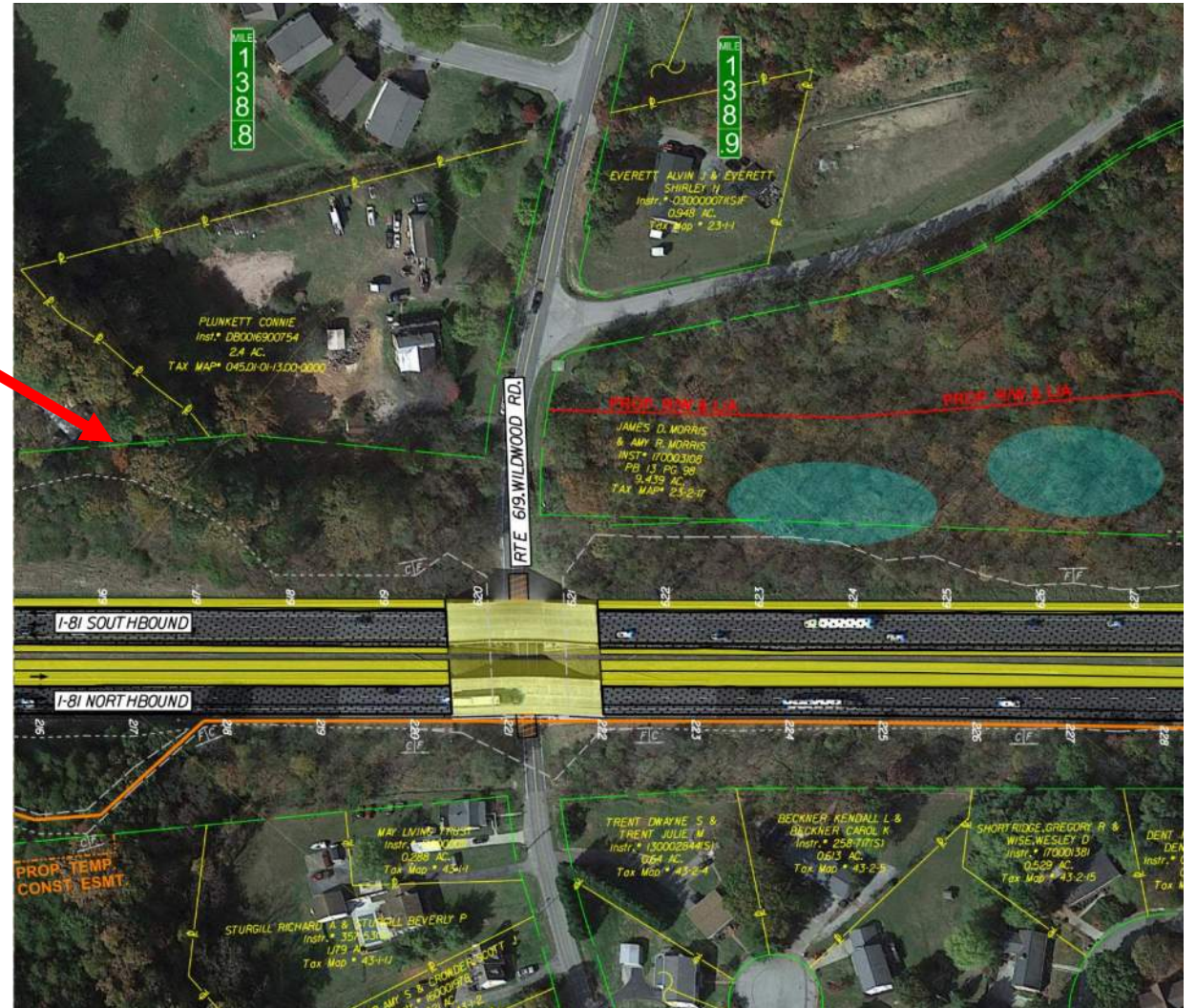
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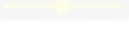








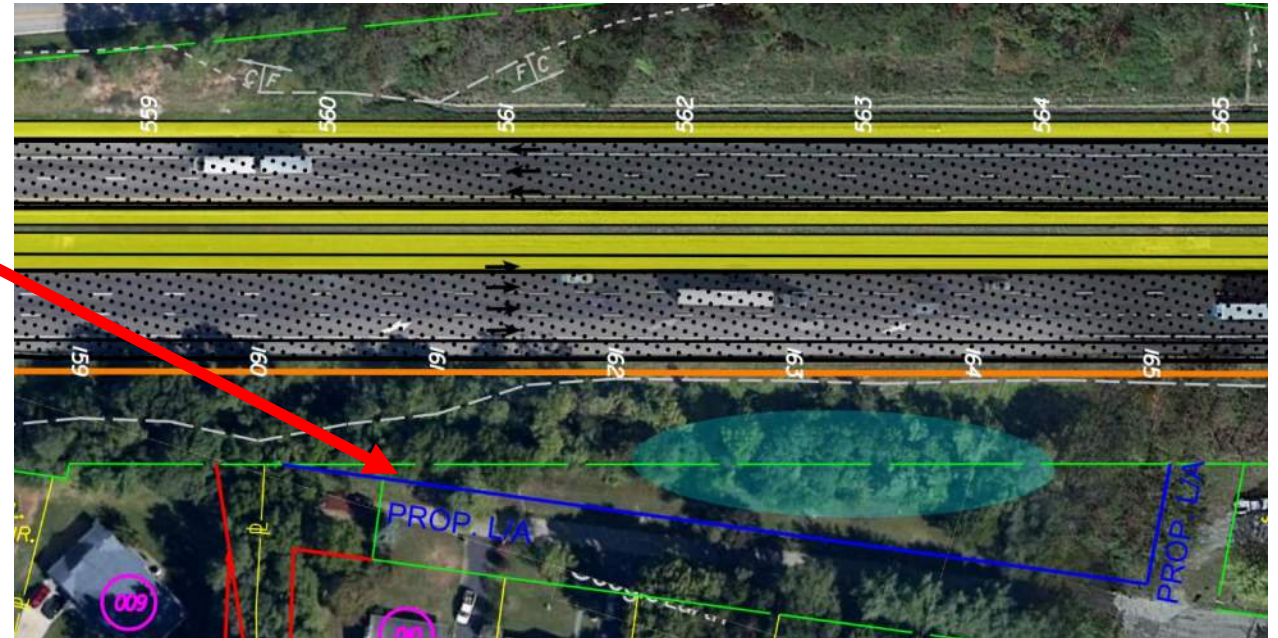
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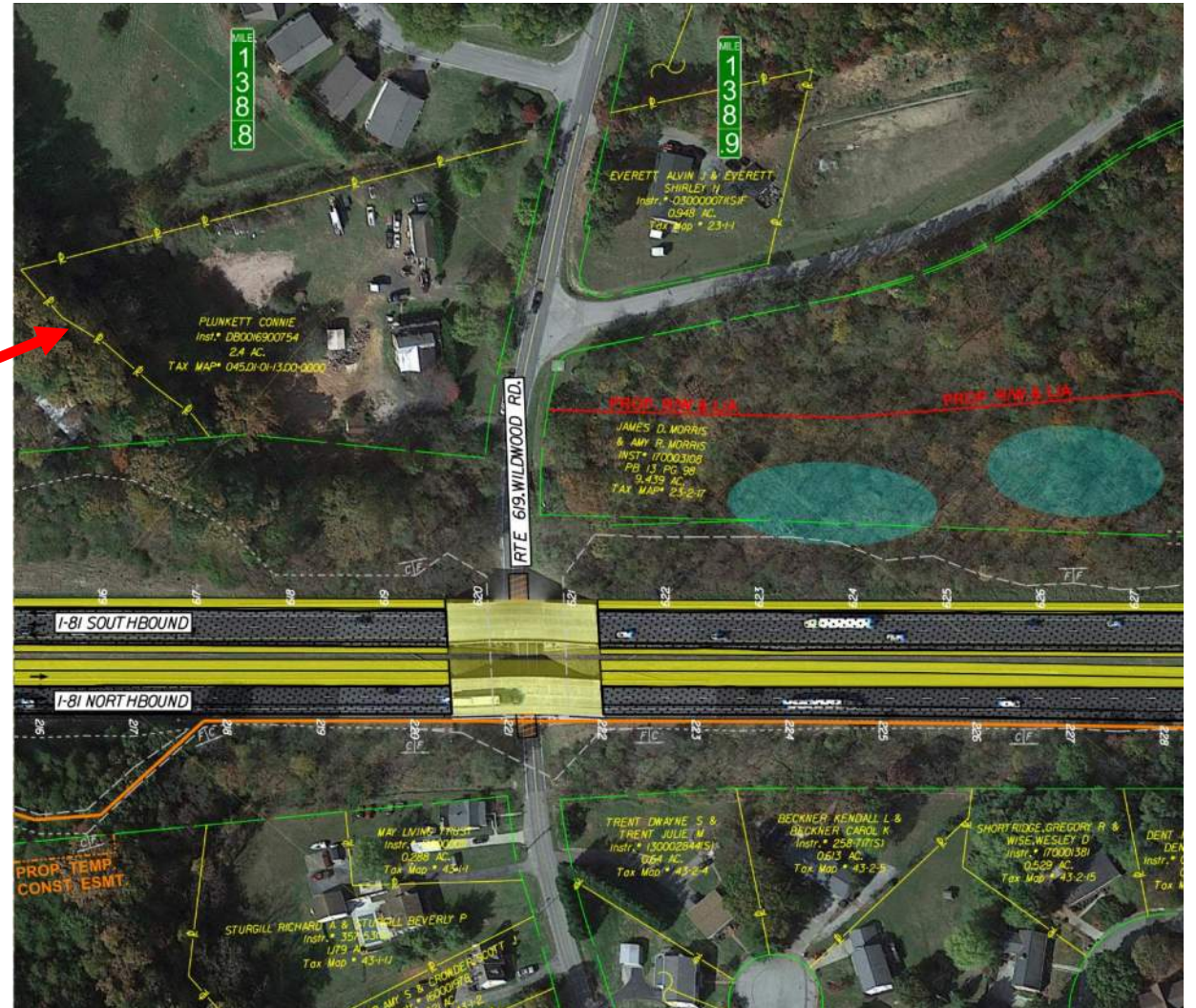
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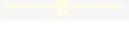








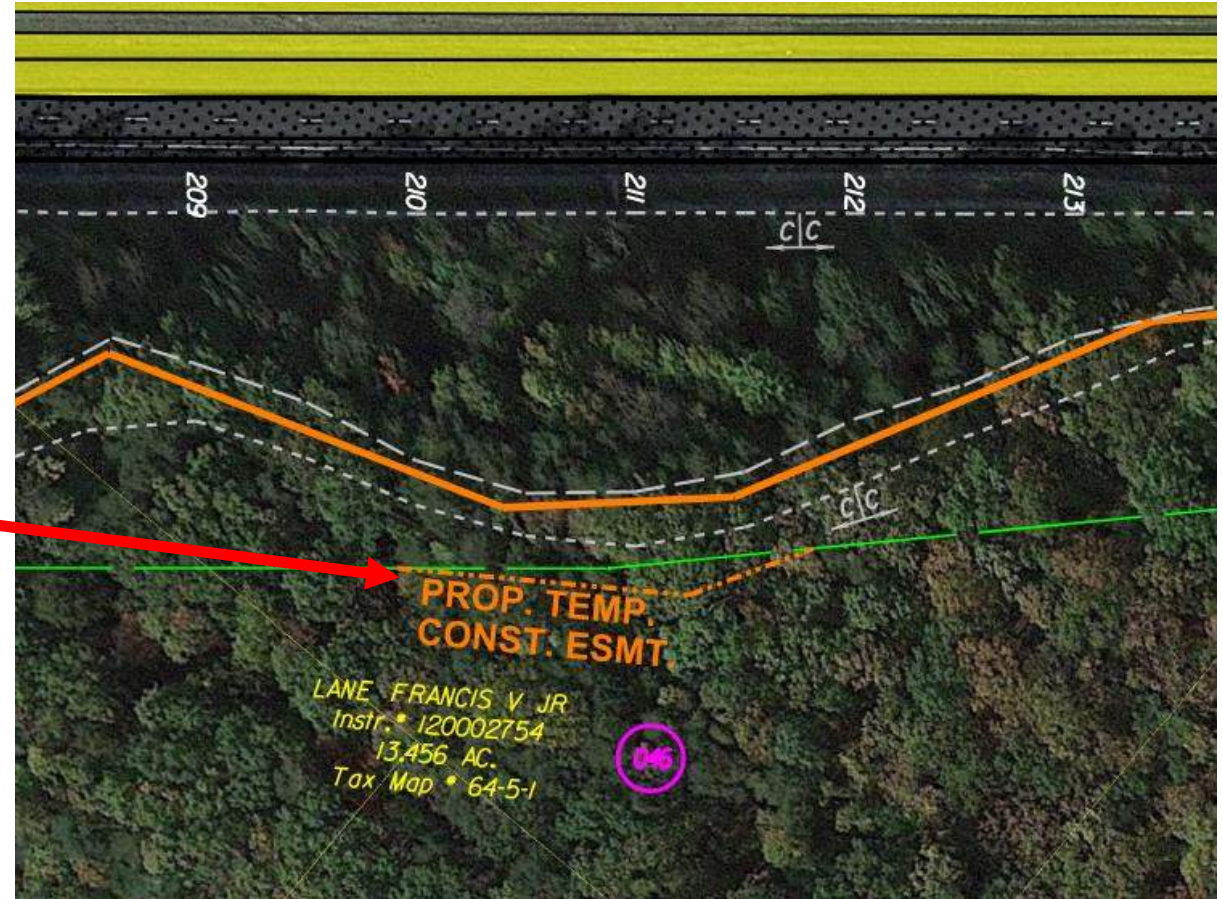
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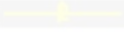








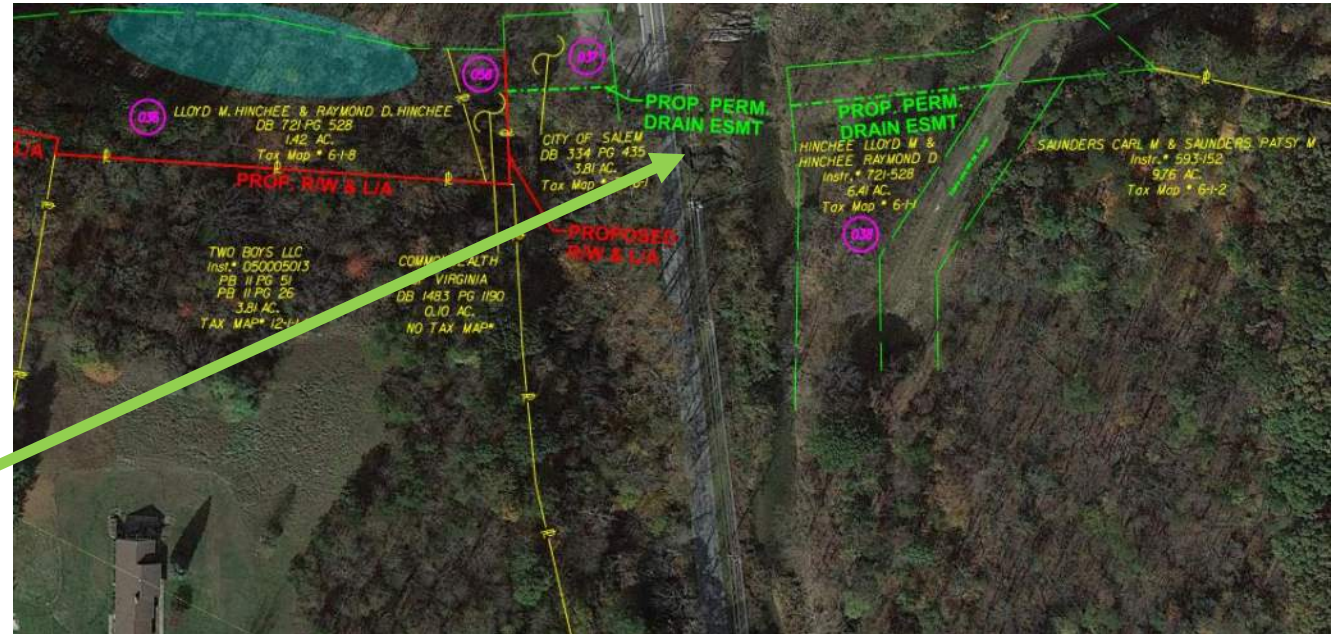
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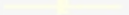








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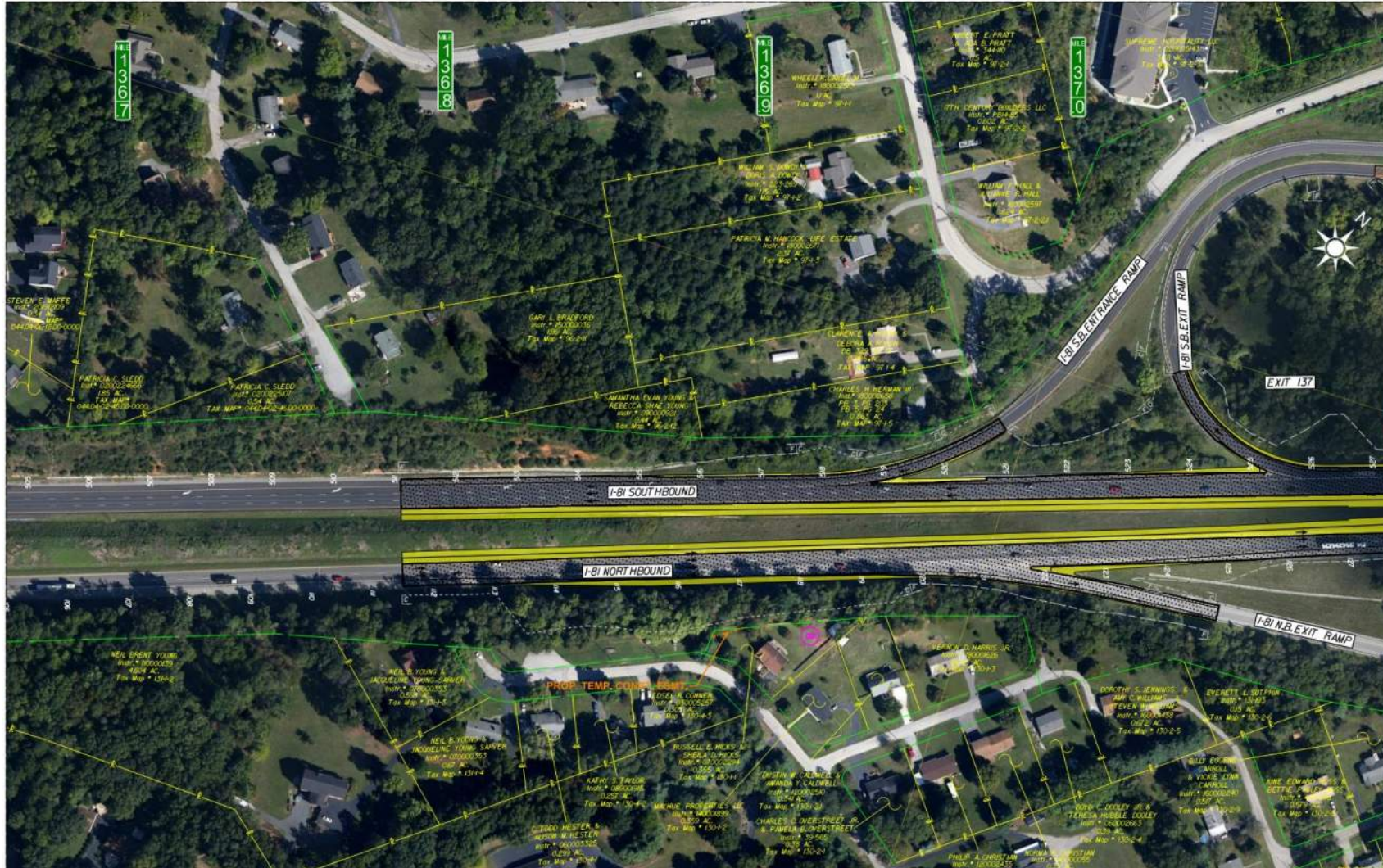
Design Concept - Begin (Exit 137)



Design Concept - End (Exit 141)



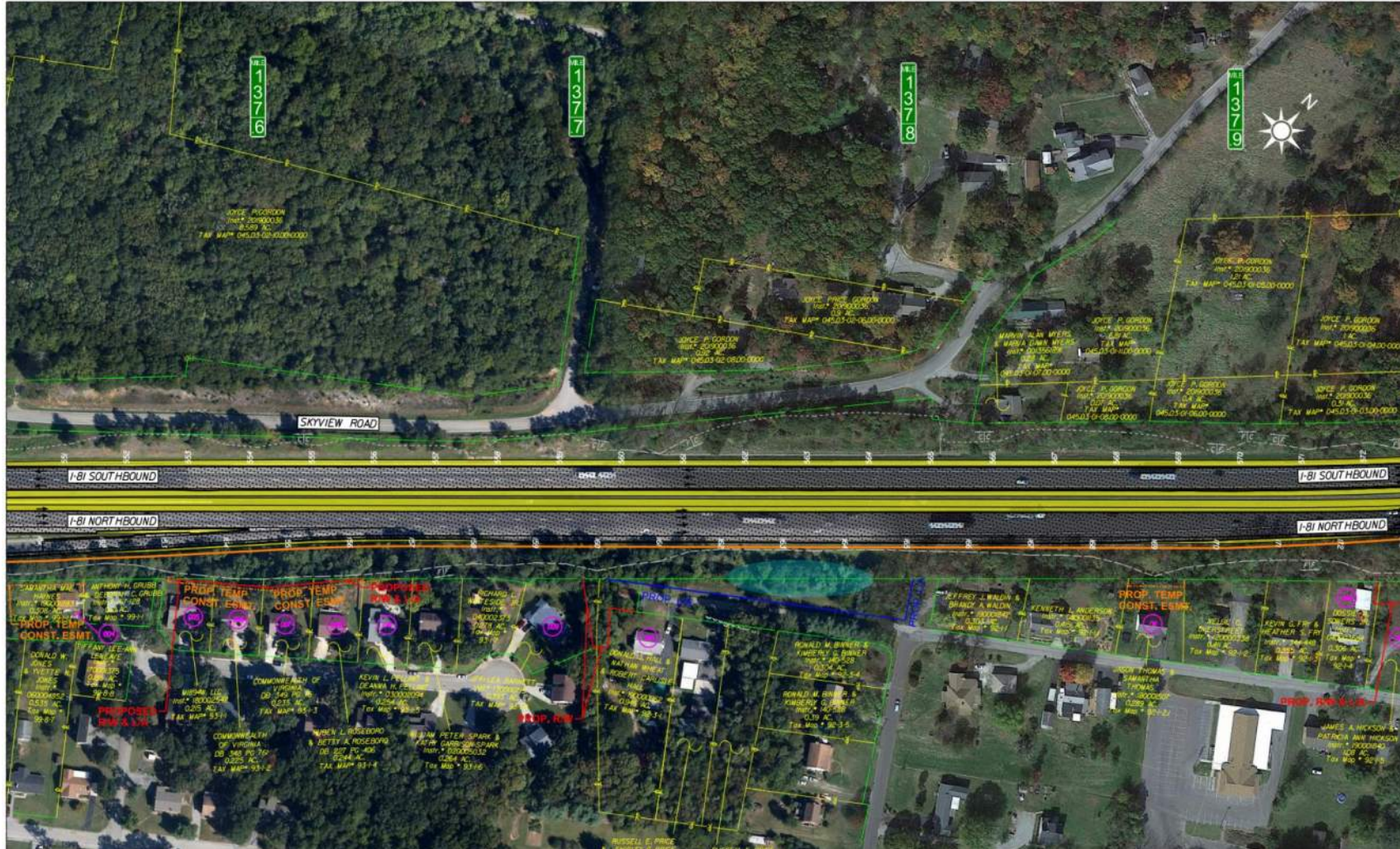
Design Concept - Display Board 01



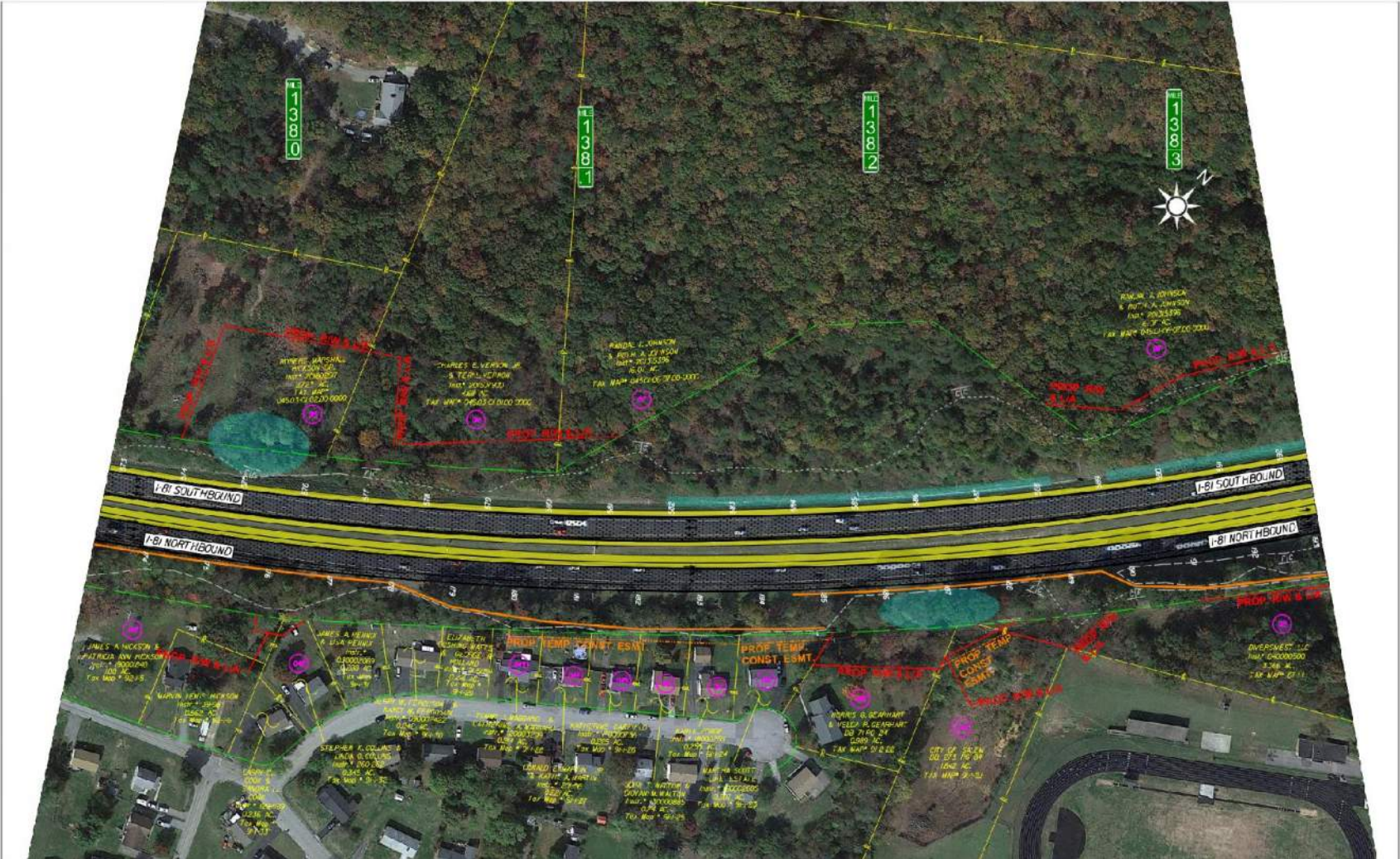
Design Concept - Display Board 02



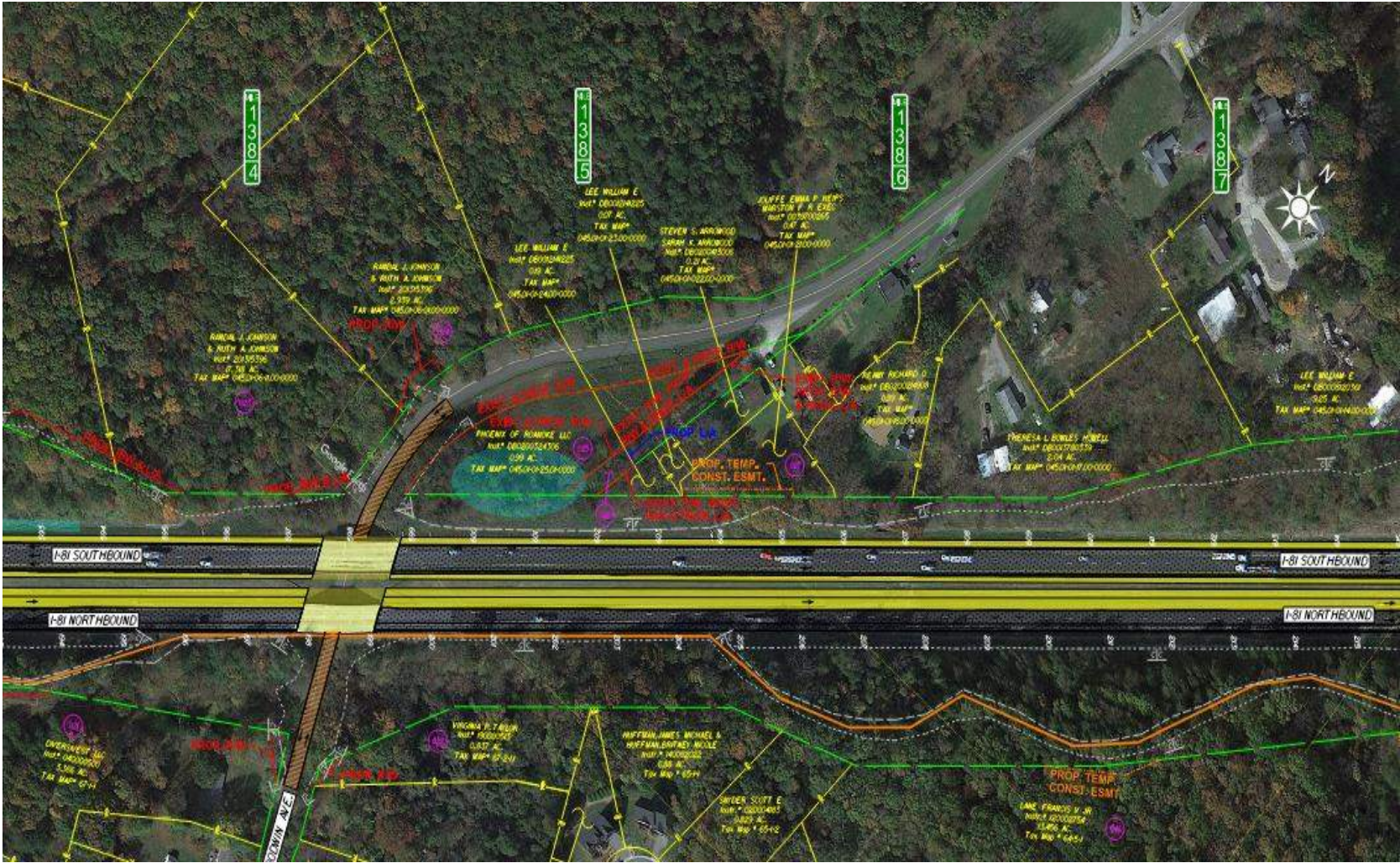
Design Concept - Display Board 03



Design Concept - Display Board 04



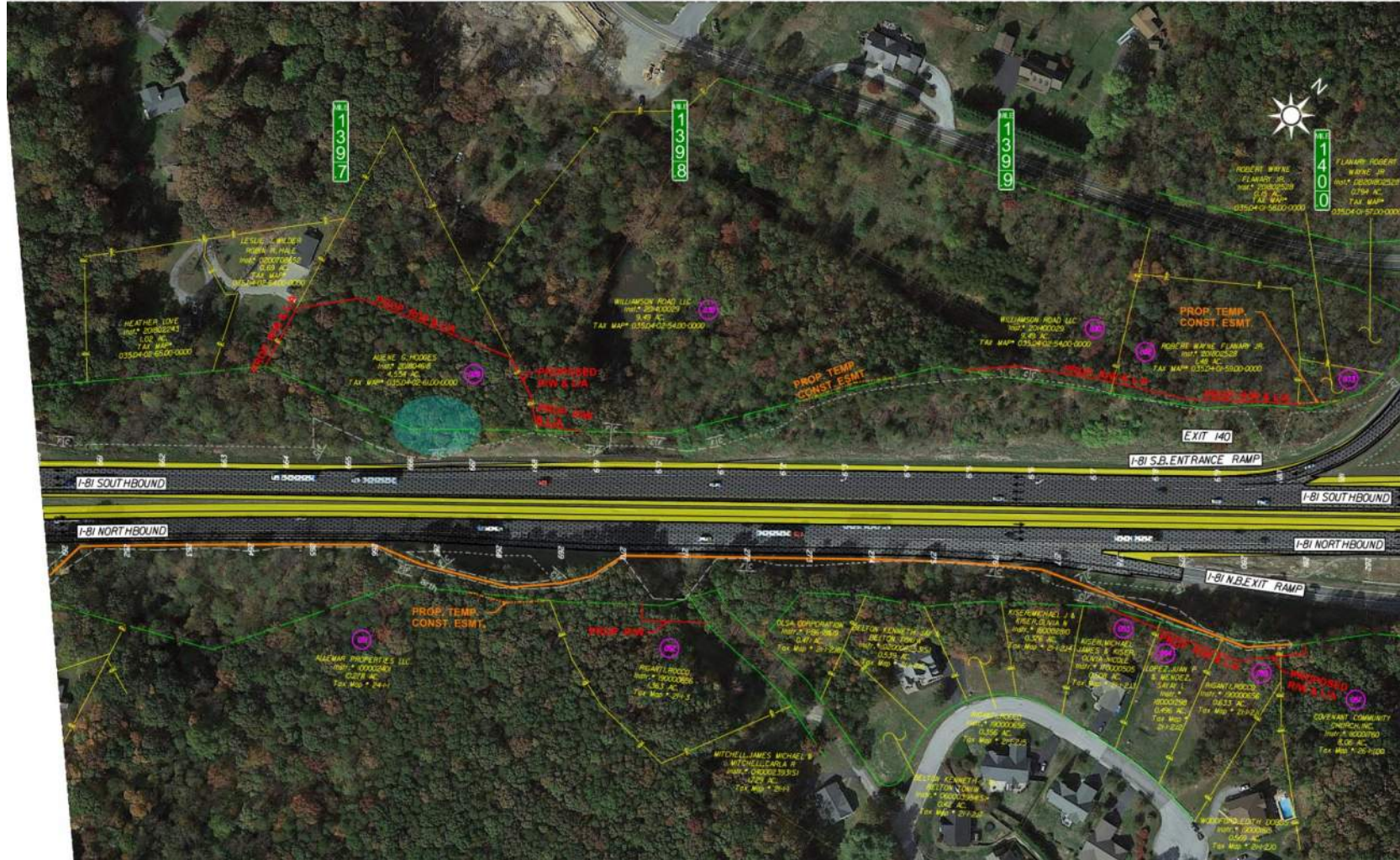
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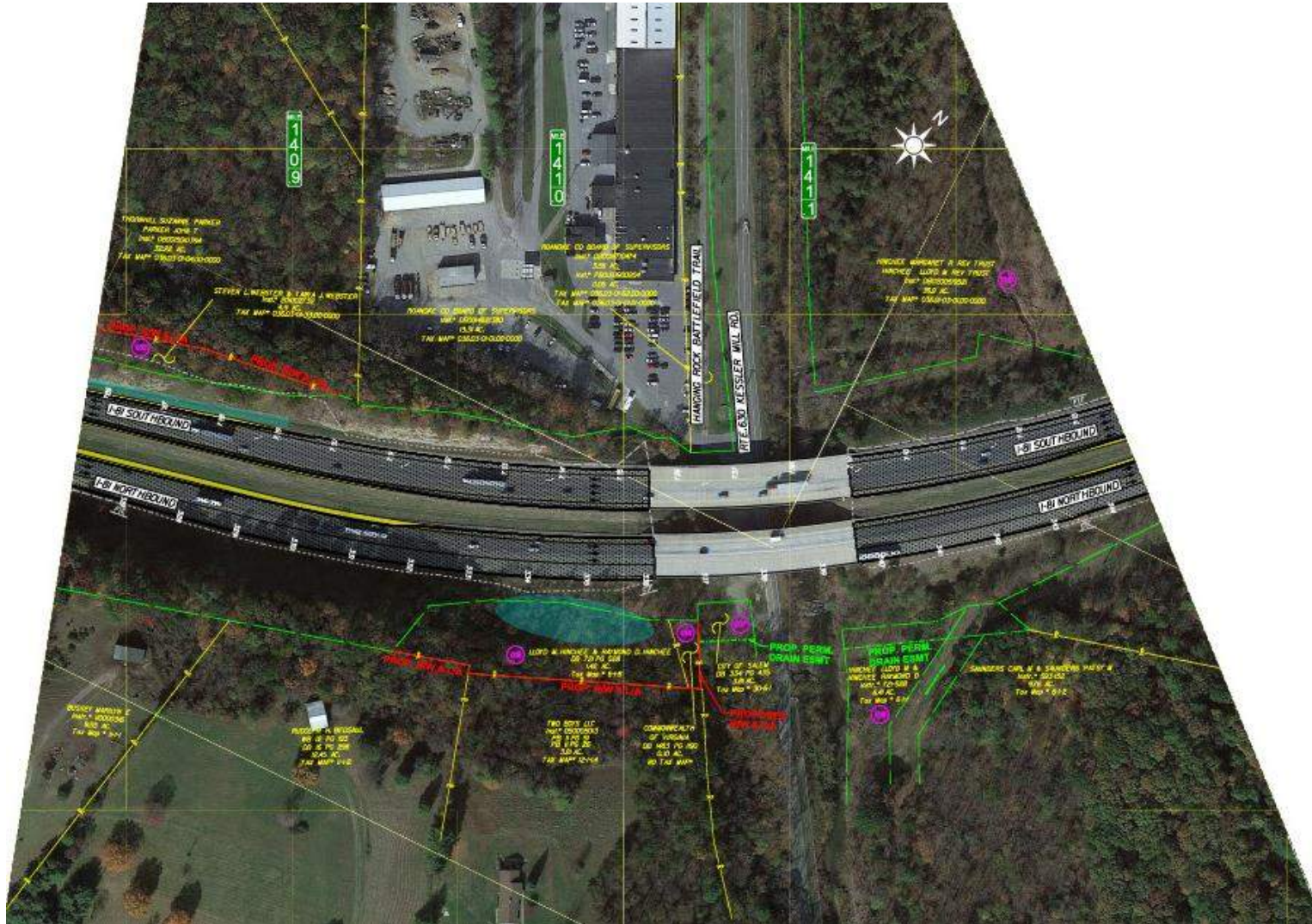
Design Concept - Display Board 06



Design Concept - Display Board 08



Design Concept - Display Board 11



Design Concept - Display Board 12



Design Concept - Display Board 13



National Environmental Policy Act (NEPA) of 1969

Project will not individually or cumulatively have significant environmental impacts to require an Environmental Assessment or Environmental Impact Statement.

Project qualifies for a Categorical Exclusion (CE) level of NEPA documentation under 23 CFR 771.117.

CE was prepared and approved by the Federal Highway Administration on September 10, 2020 and is available on the project website.



Proposed Right of Way (ROW)

- No businesses, residents or non-profit organizations will be displaced.
- Approximately 11.1 acres of additional right of way will be required, plus permanent and temporary easements for construction, stormwater and utilities.
- Display boards showing potential impacts are available on the project website <http://www.virginiadot.org/I81exit137to141>.

Preliminary Right of Way Data Sheet

PARCEL NO.	PH DISPLAY BOARD	LANDOWNER	SHEET NO.	TAX MAP #	TOTAL	FEE TAKING	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS		
									PERMANENT SQ. FEET	UTILITY SQ. FEET	TEMPORARY SQ. FEET
001	1	RUSSELL E. HICKS & SHEILA D. HICKS	4	130-1-1	15,464 SF						256.54
002	2	GEORGE LEE JONES	5	99-8-5	21,388 SF	190 SF		21,198 SF			
003	2	GEORGE LEE JONES	5	99-8-6	23,740 SF	197 SF		23,543 SF			
004	2,3	SAMANTHA MAE HAYNES	5	99-1-1.1	13,416 SF	622 SF		12,795 SF			1316.83
005	3	MI1894W LLC	5	93-1-1	9,365 SF	242 SF		9,123 SF			371.88
006	3	COMMONWEALTH OF VIRGINIA	5	93-1-2	9,801 SF	801 SF		9,000 SF			400.08
007	3	COMMONWEALTH OF VIRGINIA	5	93-1-3	10,237 SF	904 SF		9,333 SF			411.38
008	3	RUBEN L. ROSEBORO & BETTY A. ROSEBORO	5	93-1-4	10,629 SF	304 SF		10,325 SF			429.55
009	3	JERI LEA BARNETT	5	93-1-8	17,119 SF	1,733 SF		15,386 SF			
010	3	DONALD L. HALL & NATHAN WHEAT & ROBERT CARLISLE HALL	5	92-3-1	41,208 SF	4,216 SF		36,992 SF			
011	3	JASON THOMAS & SAMANTHA THOMAS	6	92-1-2.1	12,589 SF						1086.15
012	3,4	JAMES A. HICKSON & PATRICIA ANN HICKSON	6	92-1-5	1.080 AC	2,881 SF		1.014 AC			
013	4	JOHN T. WALTON & DIOVANI M. WALTON	6	91-1-25	10,454 SF						891.08
014	4	KARI K. POAGE	6, 7	91-1-24	11,108 SF						1083.22

Preliminary Right of Way Data Sheet

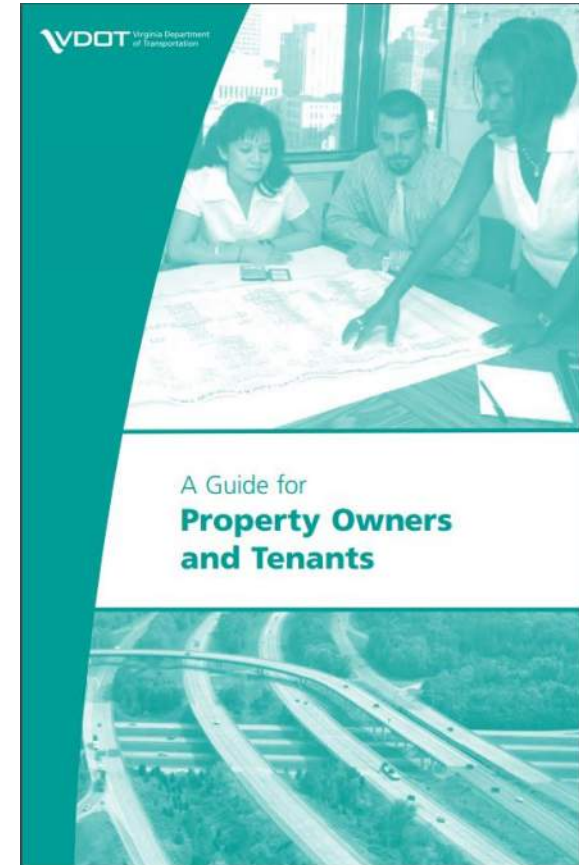
Display Board 5 (MM138.4 to MM138.7)



PARCEL NO.	PH DISPLAY BOARD	LANDOWNER	SHEET NO.
025	5	PHOENIX OF ROANOKE LLC	7
026	5	UNKNOWN	7
027	5	EMMA P JOLIFFE HEIRS F R MARSTON EXEC	7, 8
028	6	JAMES D MORRIS & AMY R MORRIS	8, 9
029	8	ALIENE G HODGES	10
030	8	WILLIAMSON ROAD LLC	10, 11
031	9	EDITH FREEMAN MILLER-ESTATE	11

Right of Way (ROW) Acquisition Information

- The property owners will be informed of the property impacts and easements during the right of way acquisition process prior to construction.
- All ROW acquisitions will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987.
- 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." The brochure is available on VDOT's website.



Project Funding & Estimate

Anticipated Project Costs

Phase	Cost
Preliminary Engineering (PE)	\$6.8M
Right of Way (RW)	\$6.3M
Construction (CN)	\$279.3M
Total	\$292.5M

This project is financed with the Interstate 81 Corridor Improvement Fund and is being developed with state funds using the design-build contracting method.

Design-Build Contracting Method

- Expediting design and construction to complete the project sooner
- Opportunity for more innovation in design and construction techniques
- Preliminary plans (approximately 30%) provided to potential design-builders



Project Schedule

Delivery Method is Design-Build

Milestones	Dates
Preliminary Engineering (PE)	Underway
Request for Proposals (RFP) Release	October 28, 2020
Virtual Design Public Hearing	February 9, 2021
Award of Contract	Spring 2021
Construction Begin	Late 2021
Construction Completed	Early 2026

Project Traffic Impacts

Two lanes will be maintained throughout the duration of the project with the following exceptions and impacts:

- **Barrier wall will be installed along the edges of the roadway**
- **Nighttime lane closures**
- **Potential for narrowed travel lanes**
- **Lane shifts**
- **Shoulder closures**
- **Temporary ramp closures**
- **Slow rolls on the interstate with Virginia State Police support**
- **Temporary lane and road closures on crossing routes**
- **Detour for Goodwin Avenue (approximately 3 months)**

How to submit your comments for the Public Hearing Record

Please submit your comments regarding the design presented in this Virtual Design Public Hearing by using the methods below by our deadline of February 19, 2021.



Email

I81-MM136-141@VDOT.Virginia.gov
(no spaces)



Mail

Virginia Department of Transportation
ATTN: Craig Moore
731 Harrison Ave
Salem, VA 24153



Online Form

<http://www.virginiadot.org/I81exit137to141>

Questions

Due to the virtual format of tonight's public hearing, we will now take your questions through the WebEx Chat and answer as many as time allows.

As a reminder, questions submitted through the Chat function will not be included in the Public Hearing Record.

In order for your comment to be part of the public hearing record, please submit it using one of the three methods listed on the previous slide.

Tips for using WebEx to submit questions:

- 1. Click both "Participants" and "Chat" in the lower right-hand corner.**
- 2. To ask a question, write your question in the space marked "Enter chat message here." Make sure the message is addressed "to" Everyone.**
- 3. If you get disconnected, please attempt to rejoin the meeting.**

Quick Contacts

Project Specific Website

<http://www.virginiadot.org/I81exit137to141>

Click on the blue button to go to the public hearing page and documents.

LINK TO FEBRUARY 9, 2021
VIRTUAL DESIGN PUBLIC HEARING

VDOT Project Manager

Craig Moore

540-387-5353

Email: I81-MM136-141@VDOT.Virginia.gov (no spaces)

Thank you for Your Participation!



Virtual Design Public Hearing