



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

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*Agenda item # 6*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**February 15, 2022**

#### **MOTION**

**Made By: Dr. Smoot Seconded By: Mr. Dodson**

**Action: Motion carried, unanimously**

**Title: Limited Access Control Changes (LACCs) for Interstate 81 Widening  
(Northbound and Southbound) from Mile Marker 136.6 to Mile Marker 141.8  
Roanoke County and the City of Salem**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, on January 14, 2015, the CTB approved LACCs for the expansion of a Park and Ride Facility at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange for State Highway Project 0081-080-S04, P101, M501; and

**WHEREAS**, on September 21, 2016, the CTB further approved LACCs at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange to add a break for pedestrian access in conjunction with State Highway Project 0081-080-S04, P101, M501; and

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**WHEREAS**, State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 provides for the widening of I-81 in both directions (northbound and southbound) from four (4) to six (6) lanes from Route 641

overpass (mile marker 136.6) to 0.3 miles north of Route 419 Overpass (mile marker 141.8) to include replacement of six (6) bridge structures, widening of two (2) bridge structures, shoulder improvements, interchange lighting, concrete barrier in the median, extensions of acceleration and deceleration lanes and sound walls to increase capacity and improve safety (the “Project”); and

**WHEREAS**, the expansion of I-81 requires multiple shifts of the limited access line, as well as multiple breaks to facilitate access to stormwater management facilities for maintenance purposes as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on February 9, 2021, from 5:00 pm - 7:00 pm via Webex, and allowed public input to be collected concerning the request; and

**WHEREAS**, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens 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**, VDOT’s Salem District Office has reviewed and approved the traffic analysis report completed on January 7, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on August 26, 2020; and

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**WHEREAS**, the Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply; and

**WHEREAS**, the Project is in Roanoke County and the City of Salem and the proposed design features and LACCs are supported by resolutions from the Roanoke County Board of Supervisors dated December 14, 2021, and the Salem City Council dated January 10, 2022; and

**WHEREAS**, FHWA provided approval for State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 (UPC# 116203) and the proposed LACCs on January 12, 2022; and

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

**WHEREAS**, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* 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 § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-81 corridor continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and 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 such changes.

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**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Interstate 81 Widening from Mile Marker 136.6 to Mile Marker 141.8**  
**Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685,**  
**B686, B687, B688**  
**UPC# 116203**  
**Roanoke County and the City of Salem**

**Issues:** The area designated as limited access previously approved for I-81 from mile marker 136.6 to mile marker 141.8 needs to be modified to accommodate the construction of stormwater management facilities that will be placed within the limited access area and accessed for maintenance. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

**Facts:**

- Limited access control for I-81 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- On January 14, 2015, the CTB approved LACCs for the expansion of a Park and Ride Facility at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange for State Highway Project 0081-080-S04, P101, M501.
- On September 21, 2016, the CTB further approved LACCs at I-81 and Route 311 (Thompson Memorial Drive) Exit 140 Interchange to add a break for pedestrian access in conjunction with State Highway Project 0081-080-S04, P101, M501.
- State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 provides for the widening of I-81 from four (4) to six (6) lanes from the Route 641 overpass (mile marker 136.6) to 0.3 miles north of the Route 419 Overpass (mile marker 141.8) to include replacement of six (6) bridge structures, widening of two (2) bridge structures, shoulder improvements, interchange lighting, concrete barrier in the median, extensions of acceleration and deceleration lanes and sound walls to increase capacity and improve safety. 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).
- The Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on February 9, 2021, from 5:00 pm – 7:00 pm via Webex, and allowed public input to be collected concerning the request.

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- Proper notice of the Hearing was given in advance, and posted on the Project website, and all citizens 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.
- VDOT's Salem District Office has reviewed and approved the traffic analysis report on January 7, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on August 26, 2020.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply.
- The Project is in Roanoke County and the City of Salem and the proposed design features and LACCs are supported by resolutions from the Roanoke County Board of Supervisors dated December 14, 2021, and the Salem City Council dated January 10, 2022.
- FHWA provided the approval for State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 (UPC# 116203), and the proposed LACCs on January 12, 2022.
- 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 § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-20 *et seq.*

**Recommendations:** It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-81 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on September 21, 2016.

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**Action Required by CTB:** The *Code of Virginia* § 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 the I-81 Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** A Virtual Design Public Hearing was held on February 9, 2021. There were one hundred forty (140) attendees of the virtual design public hearing. There were one (1) written, forty-six (46) emailed, and forty-five (45) online comments received for the record. Sixty-one (61) generally favored the project as proposed with some suggested modifications which are being considered and incorporated if possible, twenty-five (25) had no preference, five (5) opposed the project, and one (1) was directed to the incorrect public hearing.



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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*Agenda item # 11*

### **RESOLUTION** **OF THE** **COMMONWEALTH TRANSPORTATION BOARD**

**September 21, 2016**

### **MOTION**

**Made By: Mr. Fralin,    Seconded By: Mr. Rosen**  
**Action: Motion Carried, Unanimously**

**Title: Limited Access Break and Control Changes**  
**(LACC) Interstate 81 and Route 311 (Exit 140)**  
**Interchange County of Roanoke**

**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 in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, the 1983 interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201, changed the final location of Interstate 81 and its interchange, thus establishing new limited access control and right of way lines in accordance with the resolution of October 4, 1956; and

**WHEREAS**, the Board approved Limited Access Control Changes (LACC) in conjunction with State Highway Project 0081-080-S04, P101, M501, the expansion of a Park and Ride Facility adjacent to Route 311 (Thompson Memorial Drive) at the Exit 140 interchange along Interstate 81 (I-81) (Park and Ride Extension Project), by resolution dated January 14, 2015 following a Public Hearing on October 16, 2014 and due consideration of the comments received and in accord with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*; and

**WHEREAS**, following approval of the LACC for the Park and Ride Extension Project, it was realized that a break in the limited access line had not been requested for the pedestrian access shown along south bound Route 311 to provide commuters access to and from the bus stop and bus shelters to be constructed as part of the Park and Ride improvements; and

**WHEREAS**, construction of the sidewalk connecting the bus shelters to the sidewalk along Route 311 will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311; and

**WHEREAS**, State Highway Project 0311-080-874, P101, N501 (a Highway Safety Improvement Project) provides for the construction of new sidewalk and curb and gutter, along with the installation of marked crosswalks and additional signing and lighting to enhance pedestrian accommodations (HSIP Sidewalk Project), inside the limited access control area along Route 311 under I-81 from the North Corporate Limits of the City of Salem to the Exit 140 Park and Ride Improvement Project to complete interconnections between the Park and Ride lot and sidewalks in the City of Salem; and

**WHEREAS**, this expansion of pedestrian access and facilities is inconsistent with the designation of a limited access control area and requires the CTB to authorize the construction and maintenance of the sidewalks, crosswalks and other improvements inside the limited access control area and to authorize pedestrian access through the limited access control area on the sidewalks and other pedestrian improvements; and

**WHEREAS**, the Salem District posted a Notice of Willingness to Hold a Design Public Hearing regarding the location of the sidewalk as proposed and presented in the plans for 0311-080-874, P101, N501, the HSIP Sidewalk Project, as required and no request for a public hearing was received; and

**WHEREAS**, the HSIP Sidewalk Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines; and

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

**WHEREAS**, Roanoke County endorsed the HSIP Sidewalk Project in a letter dated August 24, 2016; and



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**WHEREAS**, by its resolution dated January 14, 2015, the CTB changed the limited access control and right of way lines in accordance with the design plans for State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, to accommodate changes made to the Park and Ride, but not the construction of the sidewalk needed for pedestrian access to the bus stop and bus shelters nor the sidewalk improvements contemplated by State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project; and

**WHEREAS**, the proposed LACC is needed to accommodate the sidewalk improvements that will allow pedestrian access between the bus stops and bus shelters and the sidewalk along Route 311 and interconnectedness through the limited access area with other City of Salem sidewalks; and

**WHEREAS**, the portions of the projects and the proposed LACC contemplated hereunder will have no impact on vehicular traffic, therefore no traffic study was required; and

**WHEREAS**, the projects and proposed LACC will not adversely affect the safety or operation of the highway and are recommended by the Virginia Department of Transportation (VDOT); and

**WHEREAS** the proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the *Virginia Administrative Code*.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the I-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with an amendment to the previously approved line to add a break in the Limited Access Control in conjunction with State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, as follows:

Beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.

**BE IT FURTHER RESOLVED**, that the location of the sidewalk within the limited access area be approved as proposed and presented in the plans for State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project.

**BE IT FURTHER RESOLVED**, that pedestrians are authorized to use the proposed sidewalk from the North Corporate Limits of the City of Salem for a length of 490 feet, more or less, within the limited access area.

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

####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes**  
**Interstate 81 and Route 311 (Exit 140) Interchange**  
**Project 0081-080-S04, P101, M501**  
**And**  
**Project 0311-080-874, P101, N501**  
**County of Roanoke**

**Issue:** The limited access control area previously approved for the Interstate 81 and Route 311 (Exit 140) interchange (Interchange) needs to be modified to provide pedestrian access through the area and other accommodations for pedestrians within the area as a result of new sidewalks that will be placed in the limited access area and through the existing limited access control line.

The Board previously approved Limited Access Control Changes (LACC) at this location in conjunction with State Highway Project 0081-080-S04, P101, M501, the expansion of a Park and Ride Facility adjacent to Route 311 (Thompson Memorial Drive) at the Exit 140 interchange along Interstate 81 (I-81) (Park and Ride Extension Project), by resolution dated January 14, 2015. Since approval of the LACC, it has been realized that approval of a break in the limited access line had not been requested for the pedestrian access shown along south bound Route 311 to provide commuters access to and from the bus stop and bus shelters to be constructed as part of the Park and Ride improvements. Construction of the sidewalk connecting the bus shelters to the sidewalk along Route 311 will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.

State Highway Project 0311-080-874, P101, N501 (a Highway Safety Improvement Project) provides for the construction of new sidewalk and curb and gutter along Route 311 under I-81 from the North Corporate Limits of the City of Salem to the Exit 140 Park and Ride Improvement Project to complete interconnections between the Park and Ride lot and sidewalks in the City of Salem (HSIP Sidewalk Project). The Project will also include the installation of marked crosswalks and additional signing and lighting to enhance pedestrian accommodations. This expansion of pedestrian access and facilities is inconsistent with the designation of a limited access control area and requires the CTB to authorize the construction and maintenance of the sidewalks, crosswalks and other improvements inside the limited access control area and to authorize pedestrian access through the limited access control area on the sidewalks and other pedestrian improvements.

The proposed resolution will authorize the proposed break in the limited access control line to accommodate pedestrian access to the sidewalk along Route 311. It will also authorize building and maintaining new sidewalk within the limited access control area under and adjacent to I-81 from the North Corporate Limit of the City of Salem as proposed and will authorize pedestrian access across the sidewalk in the limited access control area. The Virginia Department of Transportation seeks approval from the Commonwealth Transportation Board for the proposed LACC and location and access of pedestrian facilities within the limited access control area.

**Facts:**

- Limited Access Control Changes (LACC) at the I-81 (Exit 140) Interchange were

- previously approved by the CTB on January 14, 2015 in conjunction with State Highway Project 0081-080-S04, P101, M501 (Park and Ride Extension Project) following a Public Hearing on October 16, 2014, after due consideration of the comments received, and in accord with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.
- Construction of sidewalk facilities connecting the bus shelters to the sidewalk along Route 311 as part of the Park and Ride Extension Project (Park and Ride Sidewalks) will require a break in Limited Access beginning along the west side at Station 77+45.55 and 68.95' off the baseline for Route 311 and continuing north ending at Station 78+18.19 and 55.64' right of the baseline for Route 311.
  - Since the CTB's approval of the LACC for the Park and Ride Extension Project, it was realized that approval of a break in the limited access line that is needed for the Park and Ride Sidewalks had not been requested.
  - A Notice of Willingness to Hold a Design Public Hearing regarding the location of the additional sidewalks, as proposed and presented in the plans for State Highway Project 0311-080-874, the HSIP Sidewalk Project, to be located in and through the limited access control was posted as required by Salem District and no request for a public hearing was received.
  - The economic, social, and environmental effects of the HSIP Sidewalk Project have been duly examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.
  - These projects are in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines.
  - Roanoke County endorsed the New HSIP Sidewalk Project by letter dated August 24, 2016.
  - The projects contemplated hereunder will have no impact on vehicular traffic and, therefore, no traffic study was required.
  - These projects and the proposed LACC will not adversely affect the safety or operation of the highway.
  - The proposed LACC is in compliance with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, the CTB find and concur in the determinations and recommendations of VDOT made herein, and direct that the I-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with an amendment to the previously approved line to add a break in the Limited Access Control to accommodate the Park and Ride Sidewalks and to permit access to pedestrian facilities in the HSIP Sidewalk Project as proposed herein.

This action will modify the limited access line and right of way previously approved by the State Highway Commission, the CTB's predecessor, on October 4, 1956, as modified by the 1983

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interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201, and by resolution of the CTB on January 14, 2015, which changed the limited access control and right of way lines in accordance with the design plans for State Highway Project 0081-080-S04, P101, M501, the Park and Ride Extension Project, to accommodate changes made to the Park and Ride, but not the construction of the sidewalk needed for bus shelter access nor the sidewalk improvements needed to provide commuter access to and from buses traveling on Route 311 contemplated by State Highway Project 0311-080-874, P101, N501, the HSIP Sidewalk Project.

**Action Required by CTB:** The *Code of Virginia* requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the break in the limited access line that is needed for the Park and Ride Sidewalks,, to approve location and access to the New HSIP Sidewalk Project facilities within the limited access control area of the Interchange, and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACC.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Park and Ride improvements in State Highway Project 0081-080-S04, P101, M501 and the sidewalk improvements in State Highway Project 0311-080-874, P101, N501 will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None.



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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*Agenda item # 9*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**January 14, 2015**

#### **MOTION**

**Made By: Mr. Fralin, Seconded By: Mr. Rosen**

**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACC)  
Interstate 81 and Route 311 (Exit 140) Interchange  
Park and Ride Expansion Project  
Roanoke County**

**WHEREAS**, a Design Public Hearing was held at the Virginia Department of Transportation's Salem District Office located in the City of Salem, Virginia on Thursday, October 16, 2014, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0081-080-S04, P101, M501; and

**WHEREAS**, the proposed project involves the expansion of a Park and Ride Facility at the Route 311 (Exit 140) interchange along Interstate 81 (I-81); and

**WHEREAS**, the said Project improvements consist of adding an additional 124 parking spaces (115 car/truck plus 9 motorcycle spaces), adding sidewalk, lighting, bus shelters, bike racks, informational kiosks, handicap accommodations, and modifying the existing limited access control as part of the design features of the project; and

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

**WHEREAS**, this project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; 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, has been carefully reviewed; and

**WHEREAS**, the Roanoke County Board of Supervisors endorsed the project as presented at that public hearing by resolution (092314-4.f) adopted September 23, 2014 and in its Regional Surface Transportation Program (RSTP) application dated April 19, 2013; and

**WHEREAS**, the FHWA has provided the requisite approval for State Highway Project 0081-080-S04, P101, M501 and the proposed LACC; 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-81; and

**WHEREAS**, the 1983 interchange modification for I-81, State Highway Project 0081-080-105, C-501, PE-101, RW-201 changed the limited access control and right of way lines in accordance with the design plans for the Route 311 Project.

**NOW, BE IT FURTHER 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-81 and Route 311 (Exit 140) interchange continue to be designated as a Limited Access Highway, with the Limited Access Control being modified from the current locations as described below:

Beginning along the west side of the I-81 Southbound On Ramp, from a point on the existing limited access line, 40.35 feet left of Station 58+90.96 (RTE. 1150 baseline), then continuing northeast to a point 110.91 feet left of Station 76+10.49 (RTE. 311 baseline), then continuing north to a point 48.47 feet opposite station

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78+87.49 (RTE. 311 baseline), then continuing north along a curve to the right having a radius of 1008.33 feet, arc length of 305.08 feet, chord length of 303.92 feet and a chord bearing N16°17'49" to a point 44.47 feet left of Station 81+78.65 (RTE 311 baseline).

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

####



**Minutes of the Meeting of the State Highway  
Commission of Virginia, held in  
Richmond  
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. 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 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 10.612 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.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

February 1, 2022

The Honorable W. Sheppard Miller, III  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Tom Fowlkes  
The Honorable Mary Hughes Hynes  
The Honorable Alison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable Mark H. Merrill  
The Honorable E. Scott Kasproicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable Frederick T. Stant, III  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Interstate 81 Widening (Northbound and Southbound) from Mile Marker 136.6 to Mile Marker 141.8 in Roanoke County and the City of Salem.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0081-080-946, P101, R201, C501, B677, B678, B681, B682, B683, B684, B685, B686, B687, B688 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 LACC's 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,

Barton A. Thrasher, P.E.  
Chief Engineer

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION CENTER, ON TUESDAY, DECEMBER 14, 2021

**RESOLUTION 121421-2 SUPPORTING THE DESIGN AND LIMITED ACCESS CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING PROJECT FROM EXIT 137 TO EXIT 141, CATAWBA MAGISTERIAL DISTRICT**

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-946, P101, RW201, C501 (UPC 116203) in the City of Salem and Roanoke County, is classified as a “limited access highway” by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from Exit 137 to Exit 141 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled “I-81 Widening MM 136.6 to MM 141.8, VDOT Project Number 0081-080-946, UPC 116203, Proposed Limited Access Adjustment Exhibit”; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate, which includes breaks in limited access for entrances to stormwater management facilities (SWM); and

WHEREAS, a Virtual Design Public Hearing was held on February 9, 2021, and the comment period expired on February 19, 2021; and

WHEREAS, the design concept made available for the Virtual Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Roanoke County Board of Supervisors express its support of the major design features and the limited access control changes made available at the Virtual Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Roanoke County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the widening of Interstate 81 between Exit 137 and Exit 141 to include the major design features and proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.
2. That the Clerk to the Board forthwith send a certified copy of this Resolution to Commonwealth Transportation Board member Dr. Ray Smoot.
3. That this resolution is effective immediately.

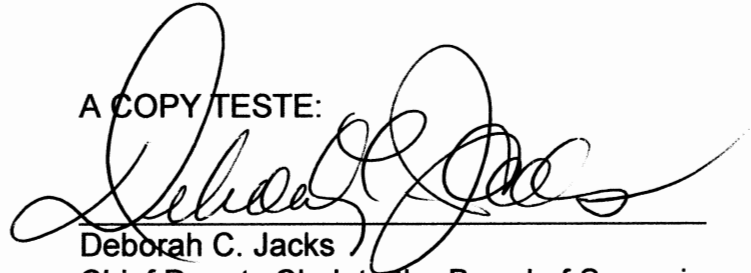
On motion of Supervisor Hooker to adopt the resolution, seconded by Supervisor Mahoney and carried by the following recorded vote:

AYES: Supervisors Mahoney, Hooker, North, Radford

NAYS: None

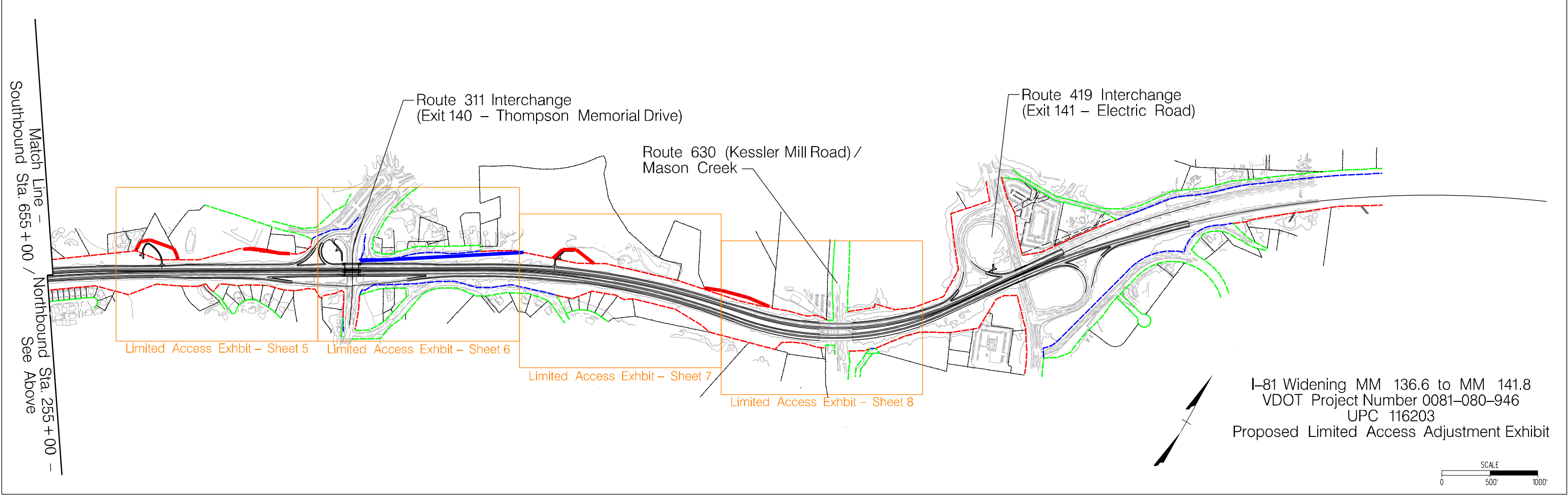
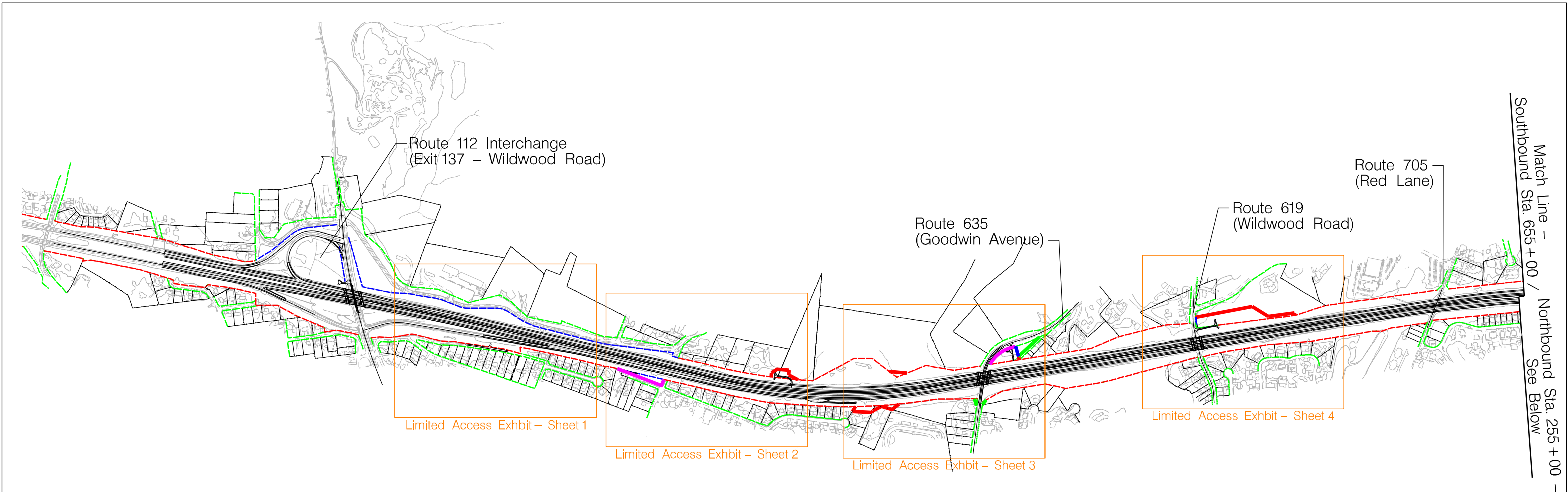
ABSENT: Supervisor Peters

A COPY TESTE:

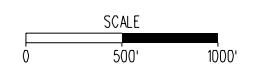
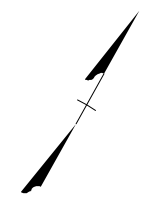


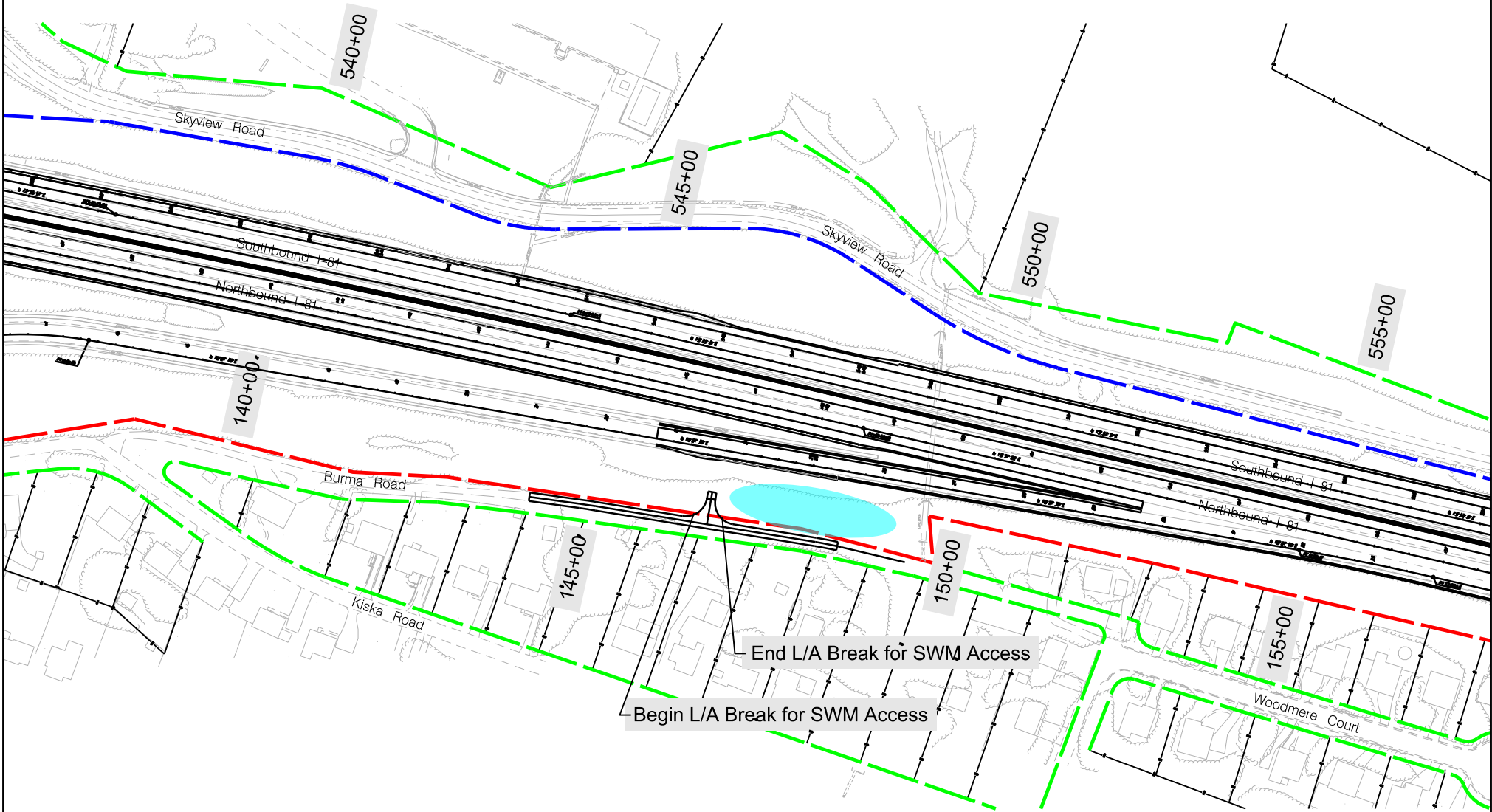
Deborah C. Jacks  
Chief Deputy Clerk to the Board of Supervisors

cc: Megan Cronise, Transportation Planning Administrator

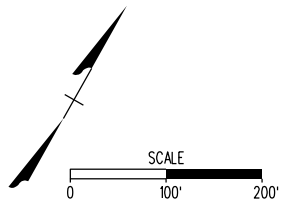


I-81 Widening MM 136.6 to MM 141.8  
 VDOT Project Number 0081-080-946  
 UPC 116203  
 Proposed Limited Access Adjustment Exhibit





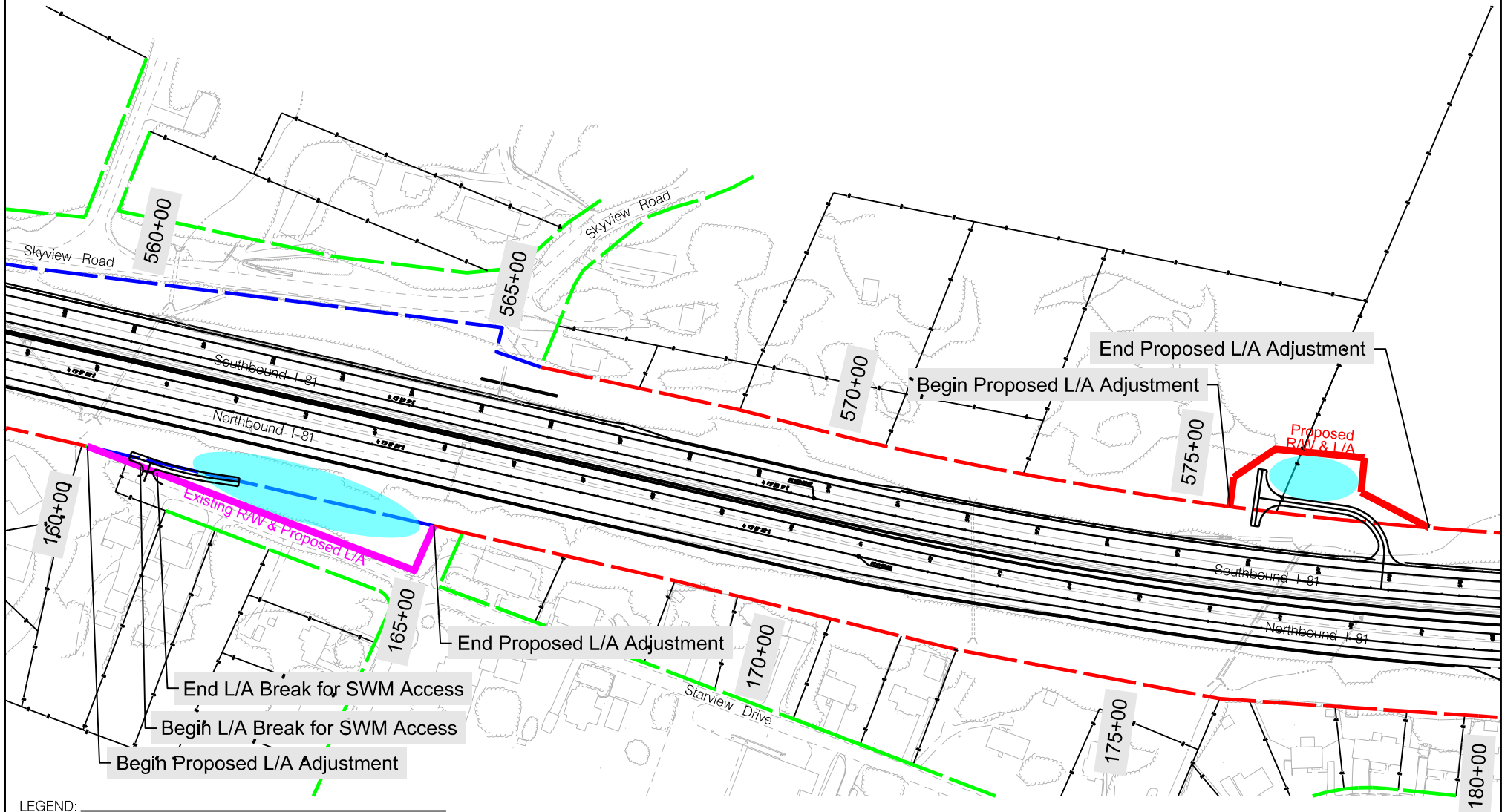
- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



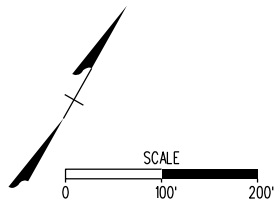
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	146+52.96	170.17 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	End Limited Access Break for Stormwater Management Facility Access



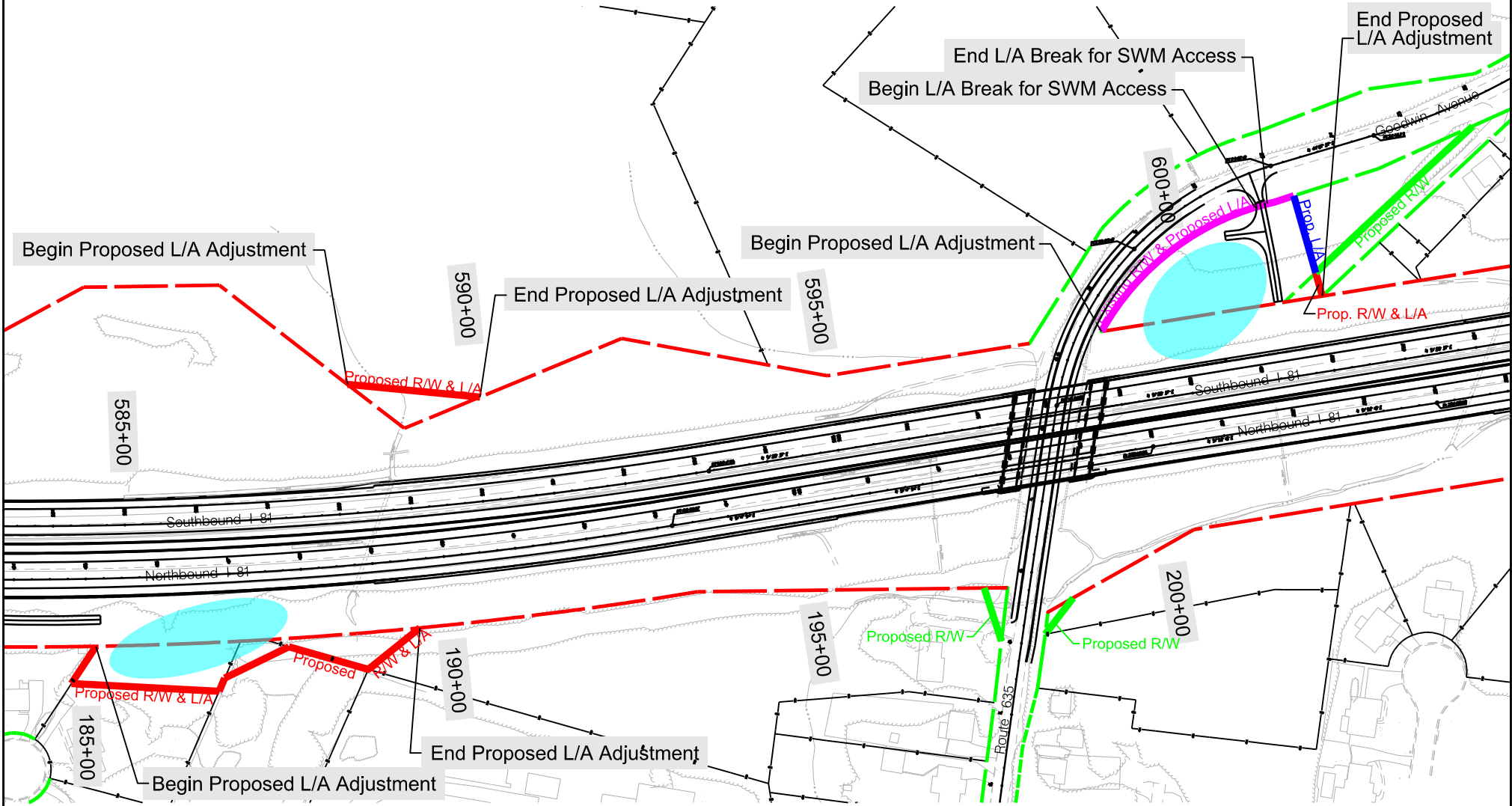


- LEGEND:**
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

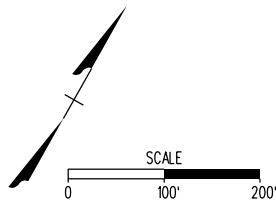


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	160+11.32	92.89 (Right)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	Tie to Existing Limited Access / End Limited Access Adjustment

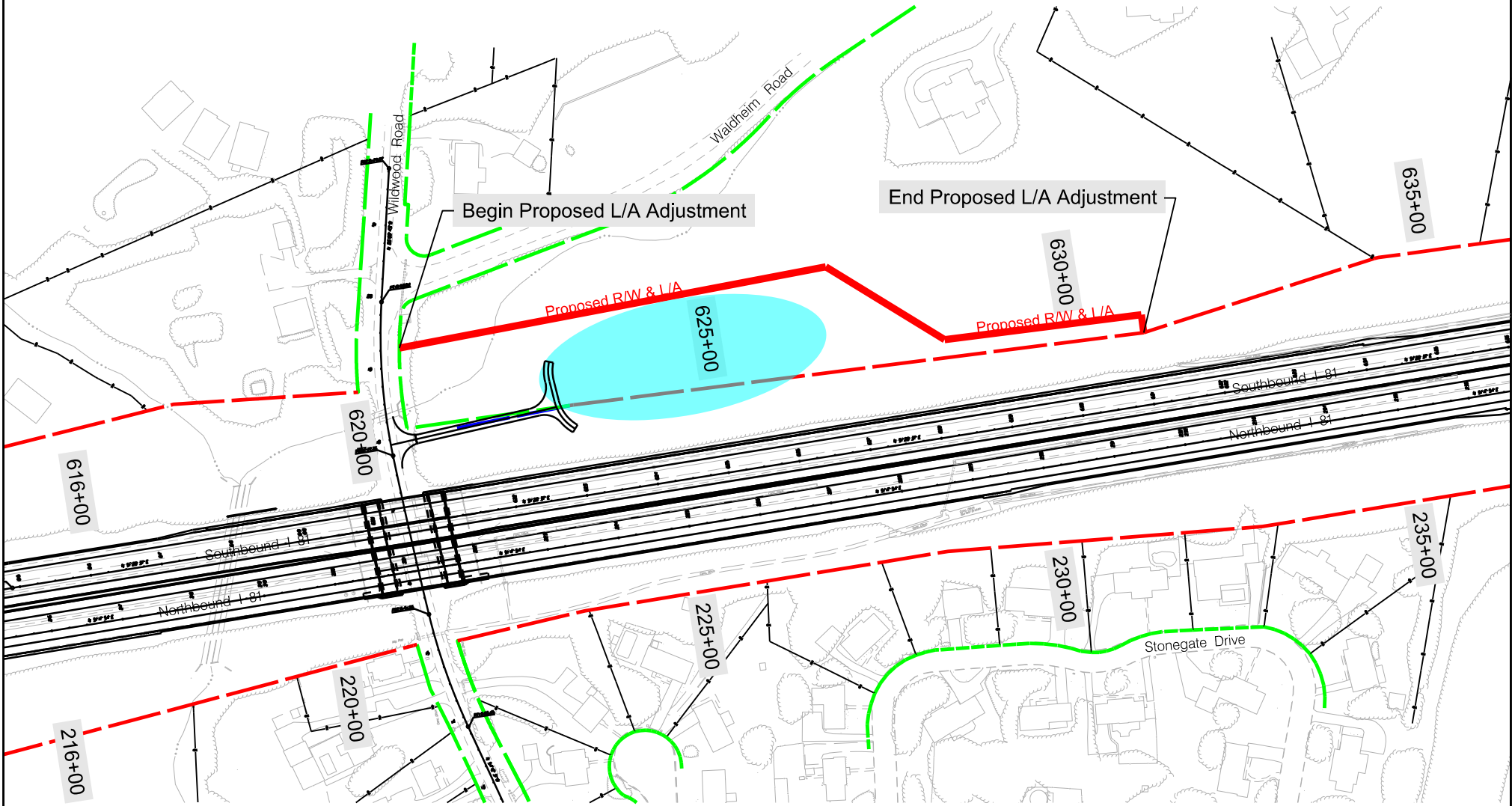


- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

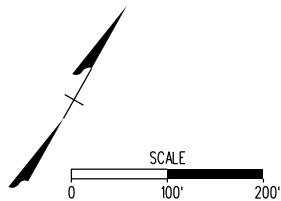


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	185+12.31	94.04 (Right)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

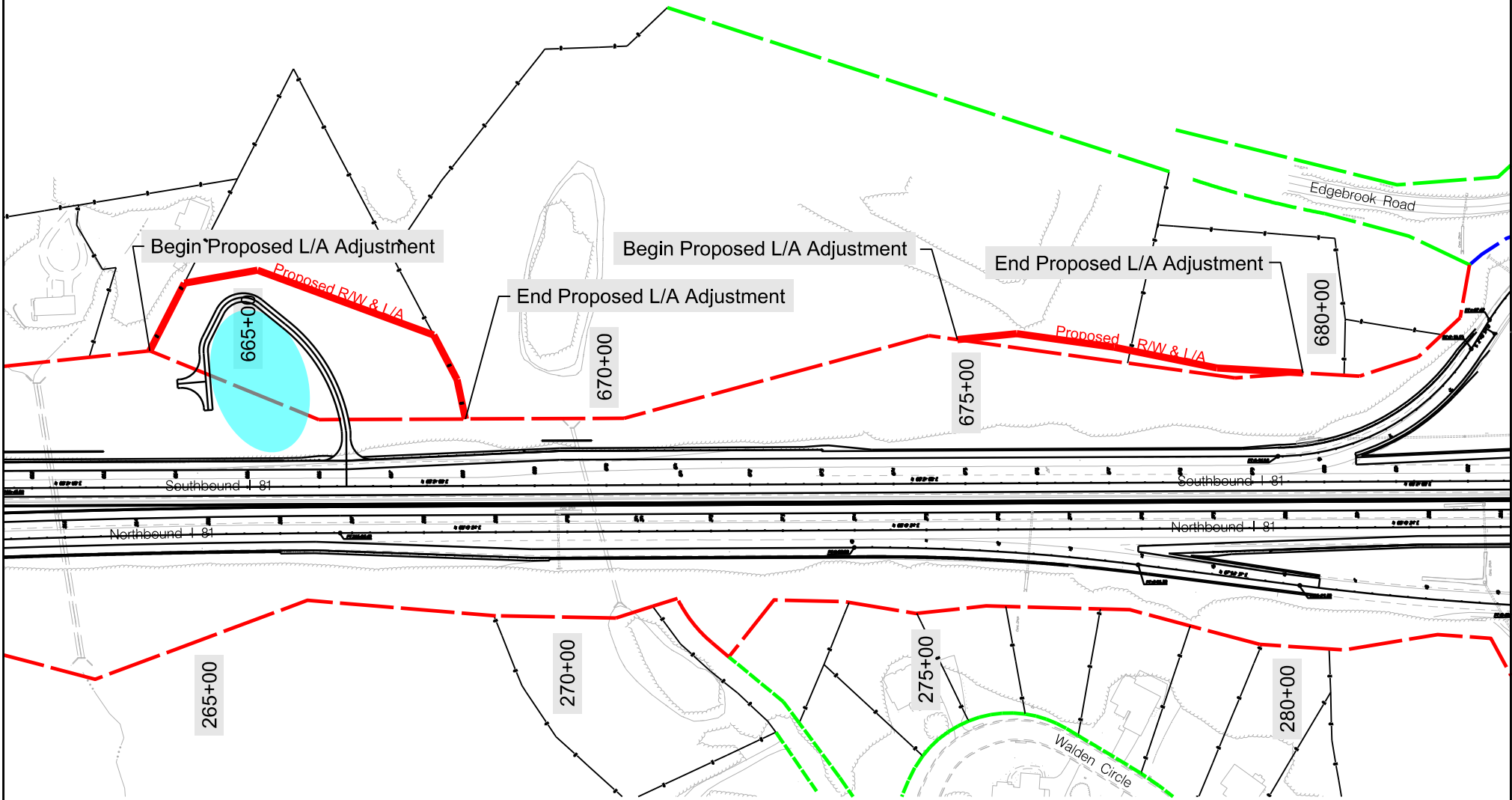


- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

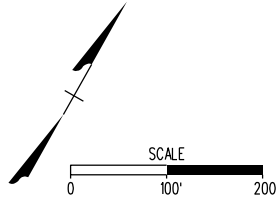


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	620+74.49	244.10 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

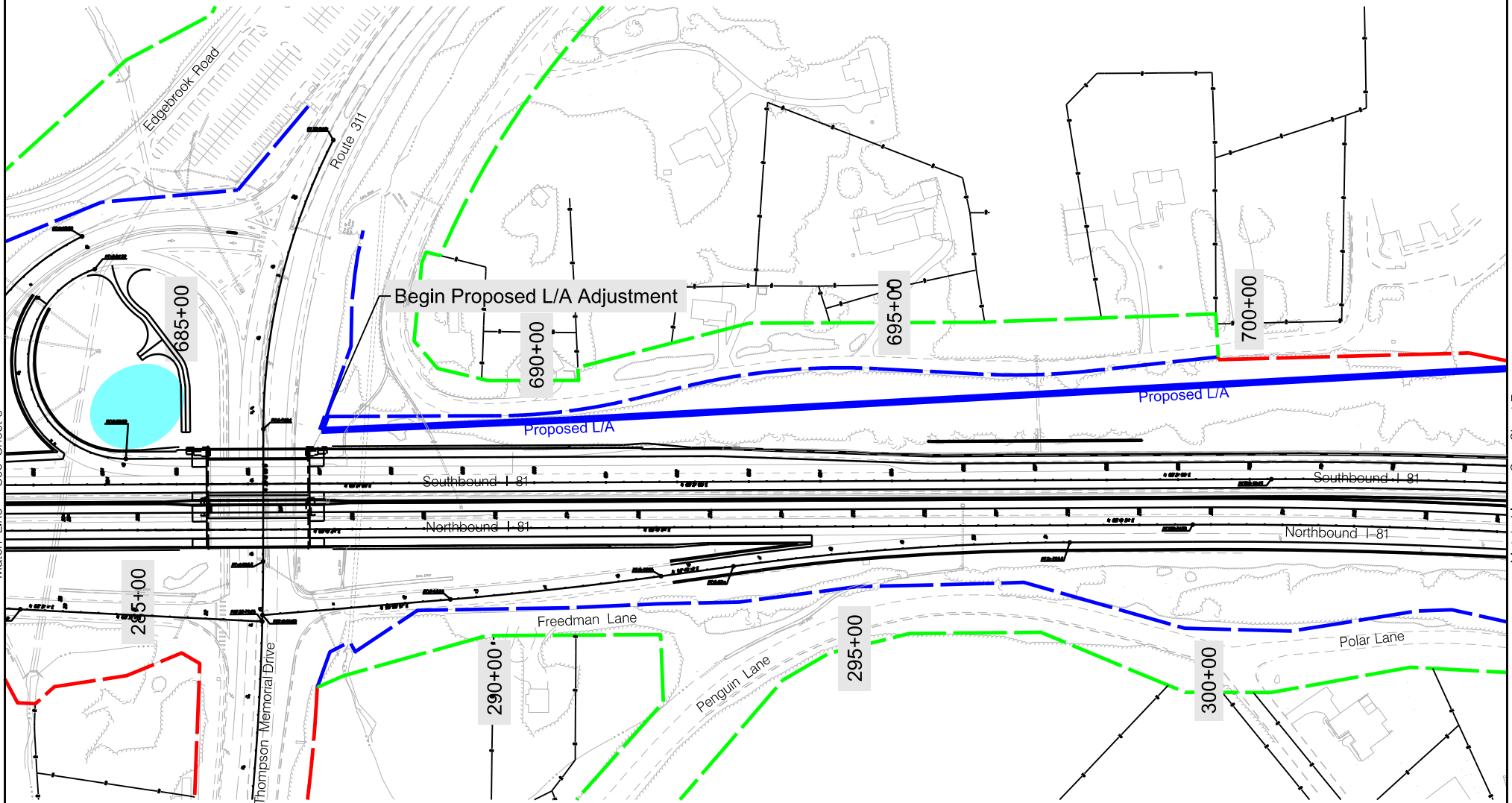


- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations			
Alignment	Station	Offset (Feet)	Description
Southbound I-81	663+64.85	190.30 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

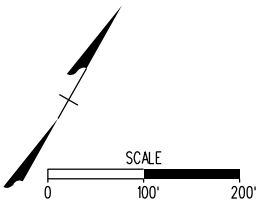
Match Line - See Sheet 6



Match Line - See Sheet 5

Match Line - See Sheet 7

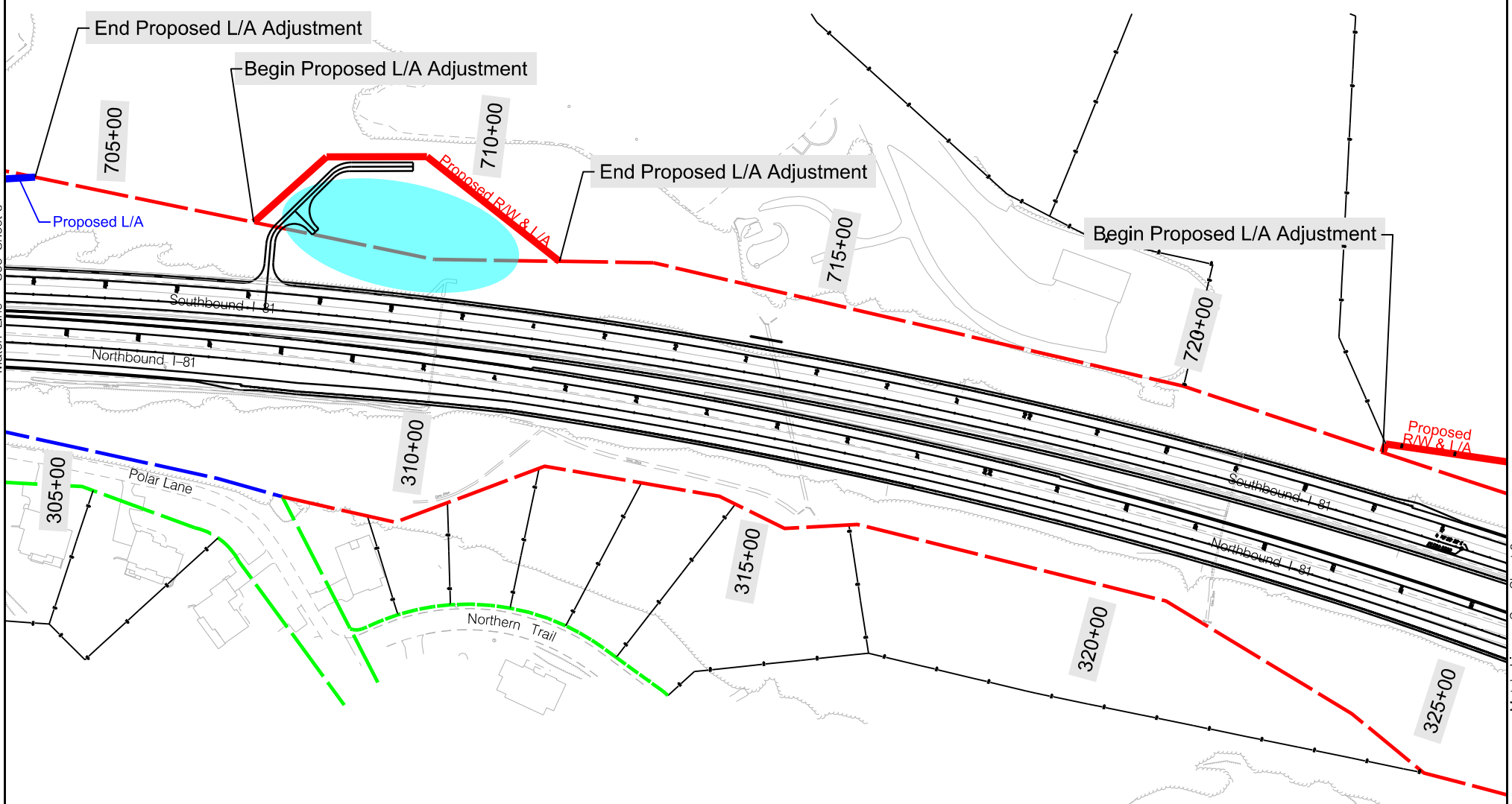
- LEGEND:
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  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



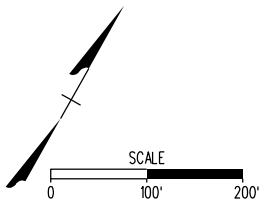
Proposed Limited Access Adjustment Locations			
Alignment	Station	Offset (Feet)	Description
Southbound I-81	687+09.74	93.79 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment

Match Line - See Sheet 6

Match Line - See Sheet 8



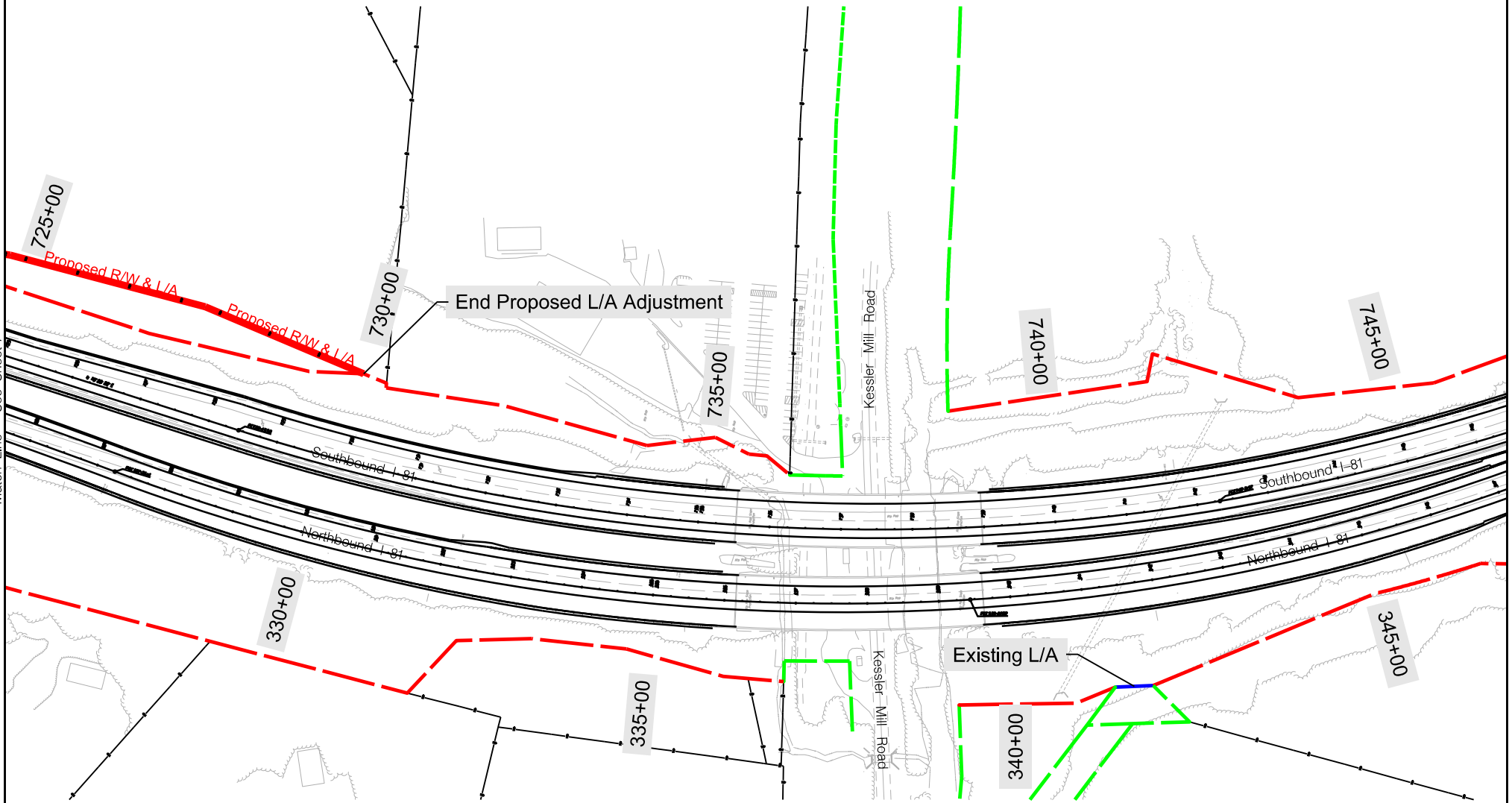
- LEGEND:**
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

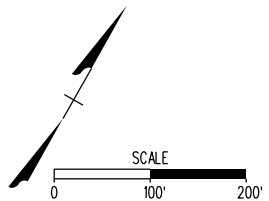
Alignment	Station	Offset (Feet)	Description
Southbound I-81	703+95.31	163.74 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment

Match Line - See Sheet 7



LEGEND:

- Existing Property Line
- Existing Right-of-Way
- Proposed Right-of-Way
- Existing Limited Access
- Proposed Limited Access
- Existing Right-of-Way & Existing Limited Access
- Existing Right-of-Way & Proposed Limited Access
- Proposed Right-of-Way & Proposed Limited Access
- Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	729+92.63	124.73 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

Proposed Limited Access Adjustment Locations				
Alignment	Station	Offset (feet)	Sheet Displayed	Description
Northbound I-81	146+52.96	170.17 (Right)	1	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	1	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	160+11.32	92.89 (Right)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	2	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	2	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Northbound I-81	185+12.31	94.04 (Right)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	3	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	3	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	620+74.49	244.10 (Left)	4	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	4	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	663+64.85	190.30 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	687+09.74	93.79 (Left)	6	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	703+95.31	163.74 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	729+92.63	124.73 (Left)	8	Tie to Existing Limited Access / End Limited Access Adjustment



IN THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, JANUARY 10, 2022:  
RESOLUTION # 1417

A RESOLUTION FOR THE COUNCIL OF THE CITY OF SALEM, VIRGINIA  
AS A RESOLUTION TO SUPPORT DESIGN APPROVAL AND LIMITED ACCESS  
CONTROL CHANGES FOR THE INTERSTATE 81 (I-81) WIDENING PROJECT FROM  
EXIT 137 TO EXIT 141

WHEREAS, I-81 Widening project, as depicted on the plans for project 0081-080-946, P101, RW201, C501 (UPC 116203) in the City of Salem and Roanoke County is classified as a “limited access highway” by the Virginia Department of Transportation; and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 northbound and southbound from exit 137 to exit 141 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table ([Attached](#)); and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate, which includes breaks in limited access for entrances to stormwater management facilities (SWM); and

WHEREAS, the design concept made available for the virtual Public Hearing represents the major design features along with of the limited access control changes; and

WHEREAS, a virtual Design Public Hearing was held on February 9, 2021, and the comment period expired on February 19, 2021; and

WHEREAS, VDOT has requested the CITY OF SALEM express its support of the major design features and the limited access control changes made available at the virtual Public Hearing and refined in the exhibits (attached).

NOW, THEREFORE, BE IT RESOLVED: THE CITY OF SALEM expresses its support for the major design features and the limited access control changes.

Upon a call for an aye and a nay vote, the same stood as follows:

John E. Saunders – Aye  
William D. Jones – Aye  
Byron Randolph Foley – Aye  
James W. Wallace, III – Aye  
Renée F. Turk – Aye

Adopted: January 10, 2022



\_\_\_\_\_  
Mayor

ATTEST:



\_\_\_\_\_  
H. Robert Light  
Clerk of Council  
City of Salem, Virginia

Attest:



\_\_\_\_\_  
Clerk



\_\_\_\_\_  
Mayor

In my capacity as the duly appointed Clerk of the City of Salem, I hereby certify that Resolution #1417 which is hereto attached, was adopted at a duly called and constituted meeting of the City of Salem held at Salem Civic Center on January 10, 2022. Said meeting was called to order by Mayor Renée Ferris Turk at 6:30 p.m. with the following members present who remained in attendance throughout and constituted a quorum:

\_\_\_\_\_  
John E. Saunders  
\_\_\_\_\_  
William D. Jones  
\_\_\_\_\_  
Byron Randolph Foley

\_\_\_\_\_  
James W. Wallace, III, Vice-Mayor  
\_\_\_\_\_  
Renée Ferris Turk  
\_\_\_\_\_

The Council of the City of Salem, voted unanimously to adopt attached Resolution #1417.

Given under my hand this 10<sup>th</sup> day of January 2022.



\_\_\_\_\_  
Clerk

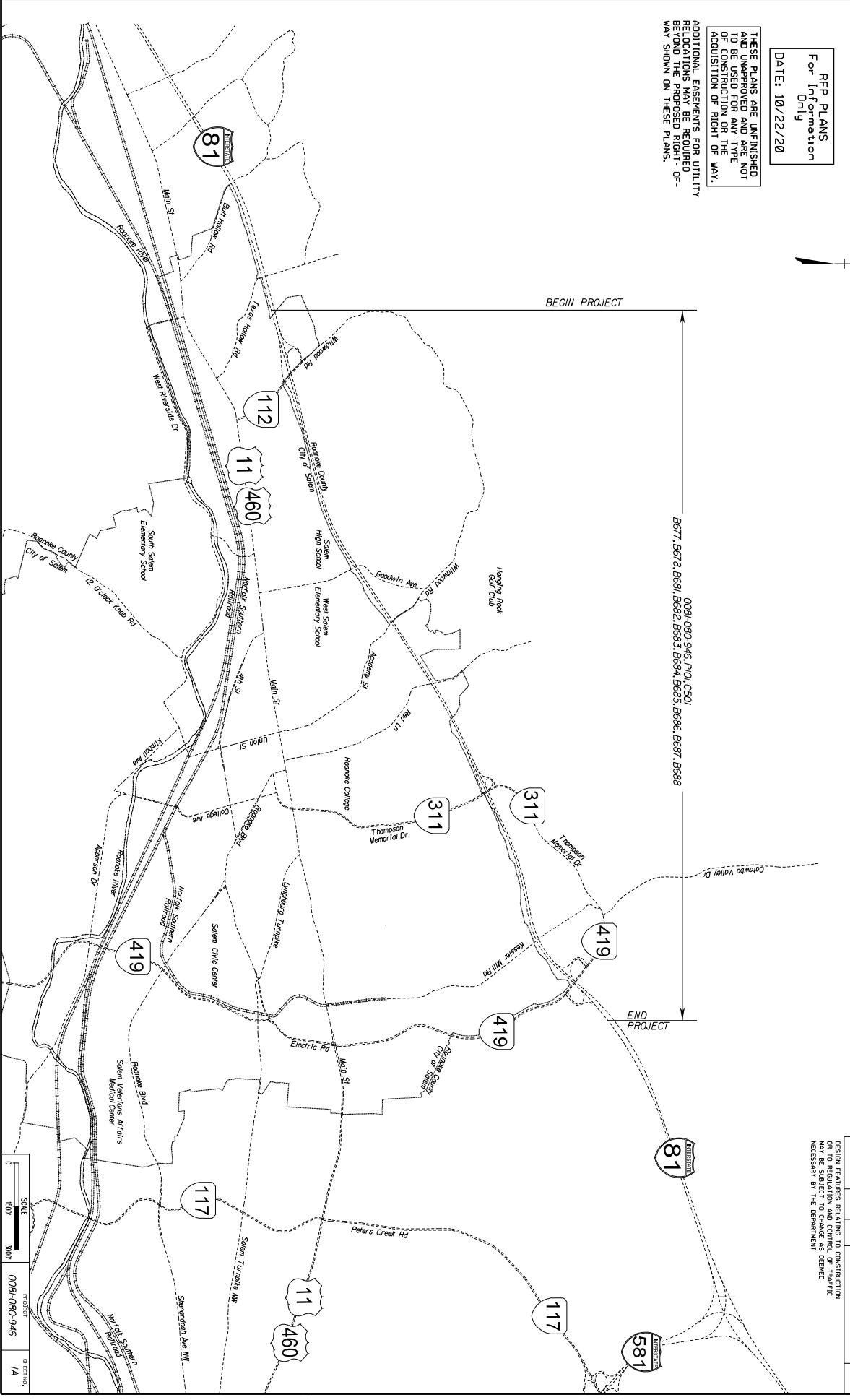
01/17/2020  
 85659.M  
 PROJECT NAME: 081-080-946, Main St, Salem 2018/01/15/01 02:28:40  
 STATE: VA  
 COUNTY: SPENCER CO  
 DESIGN BY: 6684, 081-080-946, 081-080-946, 081-080-946, 081-080-946  
 SURFACE UTILITY BY: DATE: JMT/12/17/2019, 85659, 081-080-946, 081-080-946, 081-080-946, 081-080-946

**RFP PLANS  
 For Information  
 Only**

DATE: 10/22/20

THESE PLANS ARE UNFINISHED  
 AND ARE NOT TO BE USED FOR ANY TYPE  
 OF CONSTRUCTION OR THE  
 ACQUISITION OF RIGHT OF WAY.  
 ADDITIONAL EASEMENTS FOR UTILITY  
 ARE SHOWN BEYOND THE PROPOSED RIGHT-OF-  
 WAY SHOWN ON THESE PLANS.

# LOCATION MAP

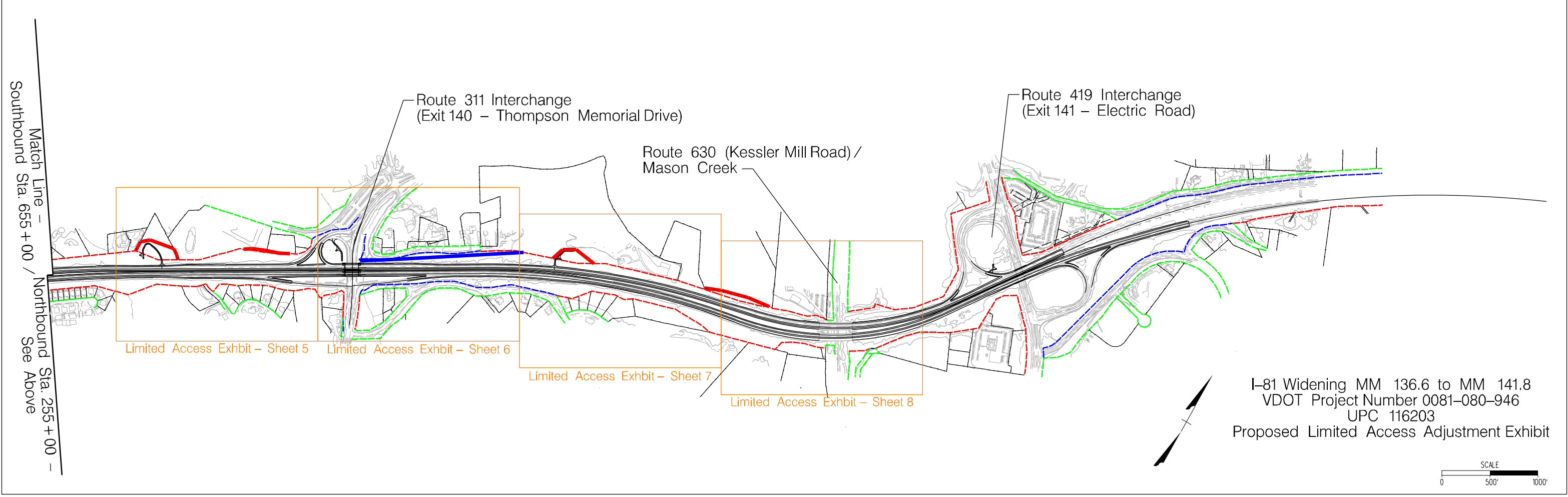
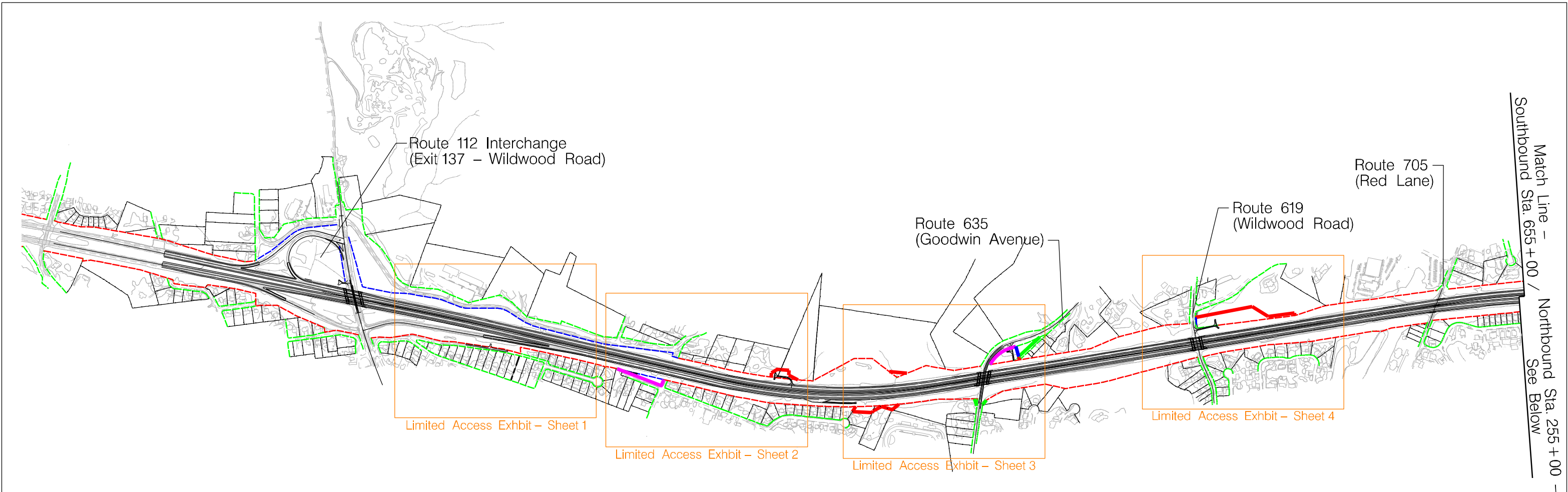


DESIGN FEATURES RELATING TO CONSTRUCTION  
 OR TO REGULATION AND CONTROL OF TRAFFIC  
 MAY BE SUBJECT TO CHANGE AS DEEMED  
 NECESSARY BY THE DEPARTMENT

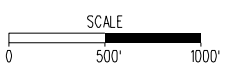
PROJECT	STATE	ROUTE	PROJECT	SHEET NO.
081-080-946	VA	81	081-080-946-C-501	1/A

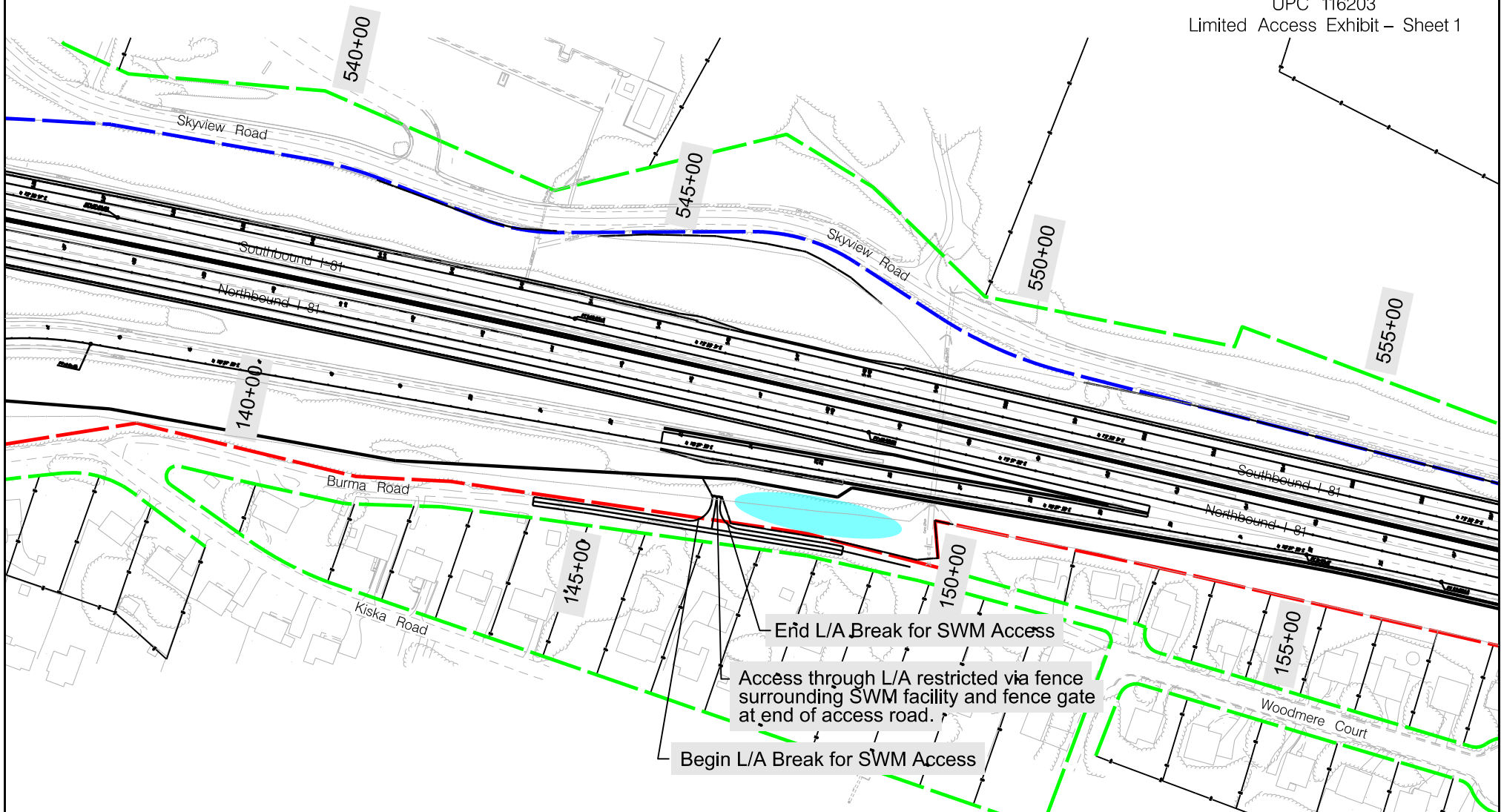
LIMITED ACCESS HIGHWAY  
 Project Approval By Resolution of Highway Commission dated Oct. 4, 1995

SCALE  
 0 500' 1000'  
 PROJECT: 081-080-946  
 SHEET NO.: 1/A



I-81 Widening MM 136.6 to MM 141.8  
 VDOT Project Number 0081-080-946  
 UPC 116203  
 Proposed Limited Access Adjustment Exhibit

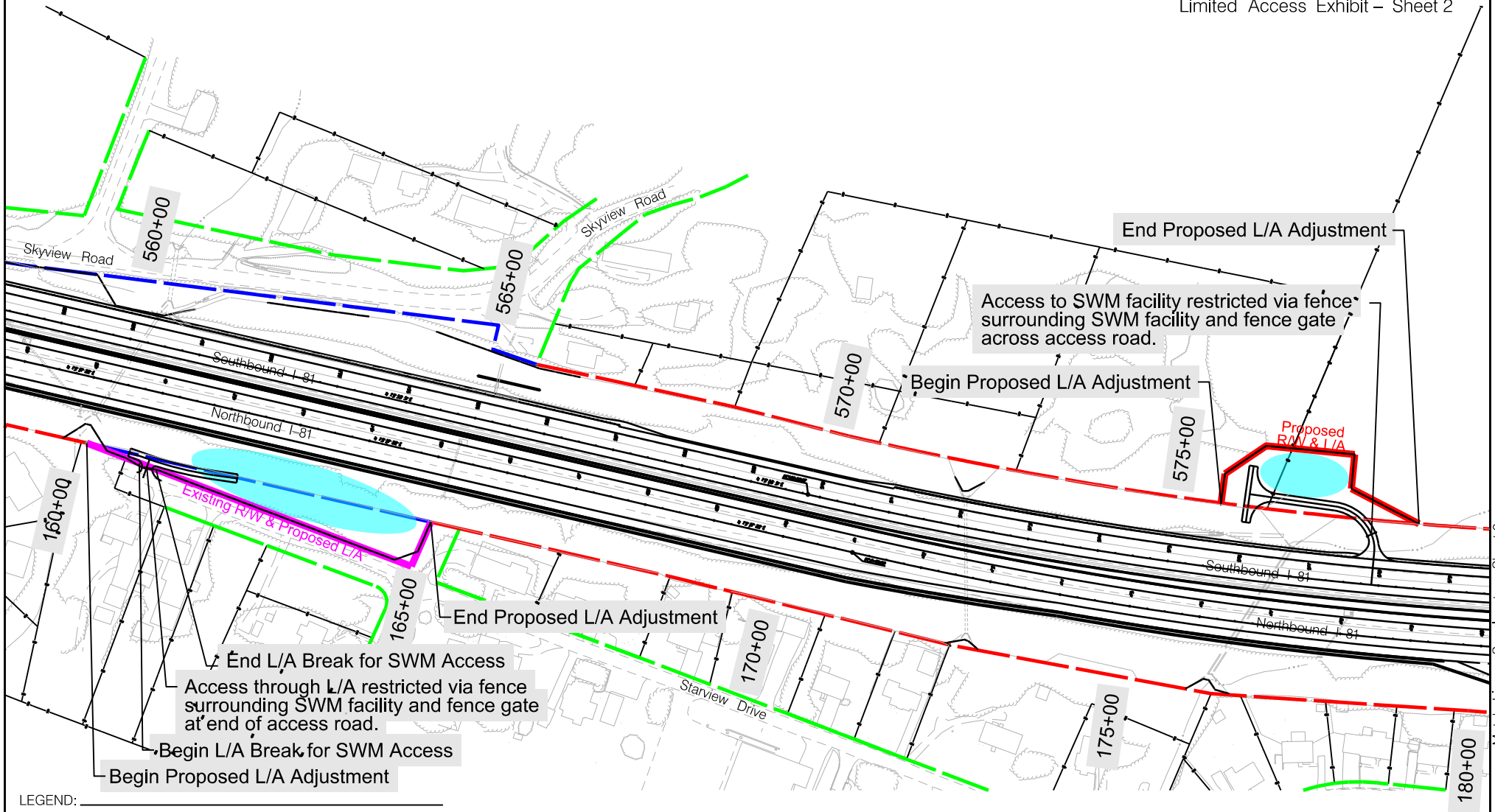




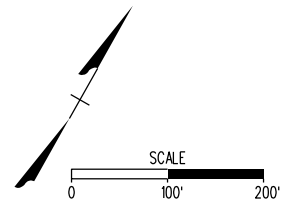
- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	146+52.96	170.17 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	End Limited Access Break for Stormwater Management Facility Access



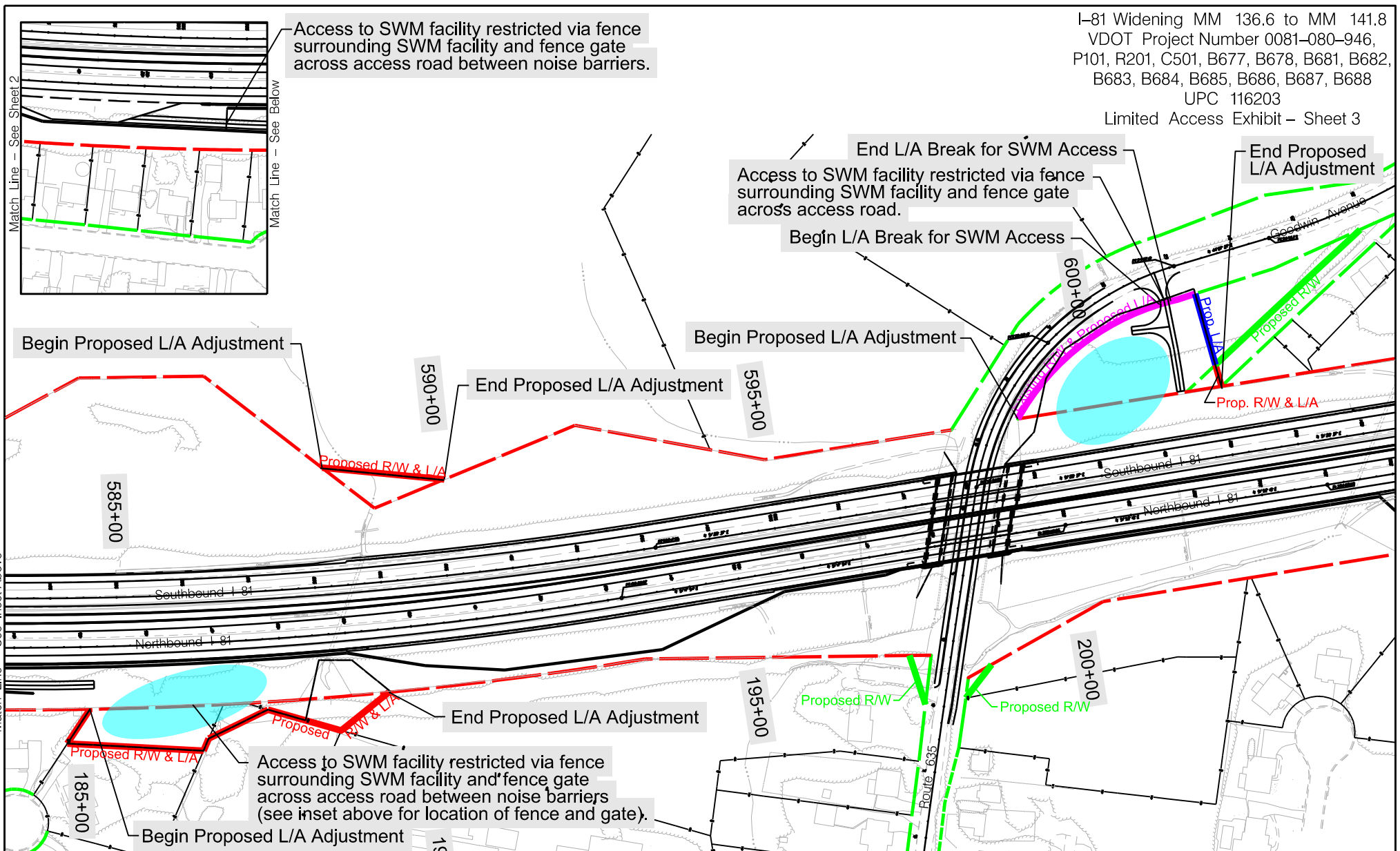
- LEGEND:**
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  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



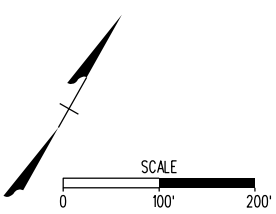
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	160+11.32	92.89 (Right)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	Tie to Existing Limited Access / End Limited Access Adjustment

Match Line - See Inset on Sheet 3

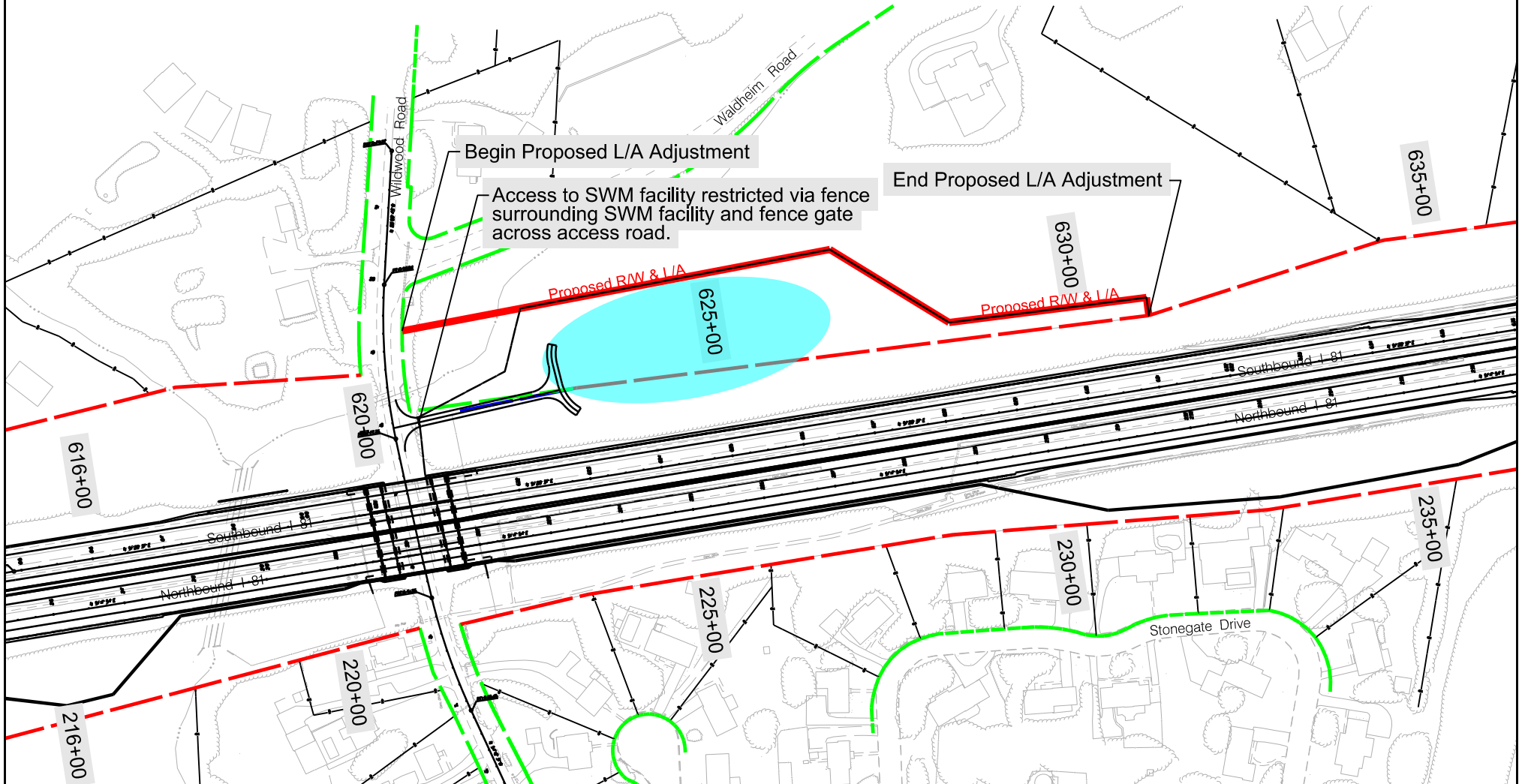


- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

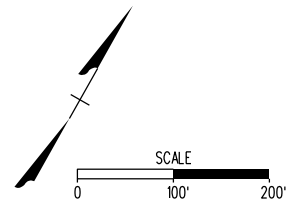


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Northbound I-81	185+12.31	94.04 (Right)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment



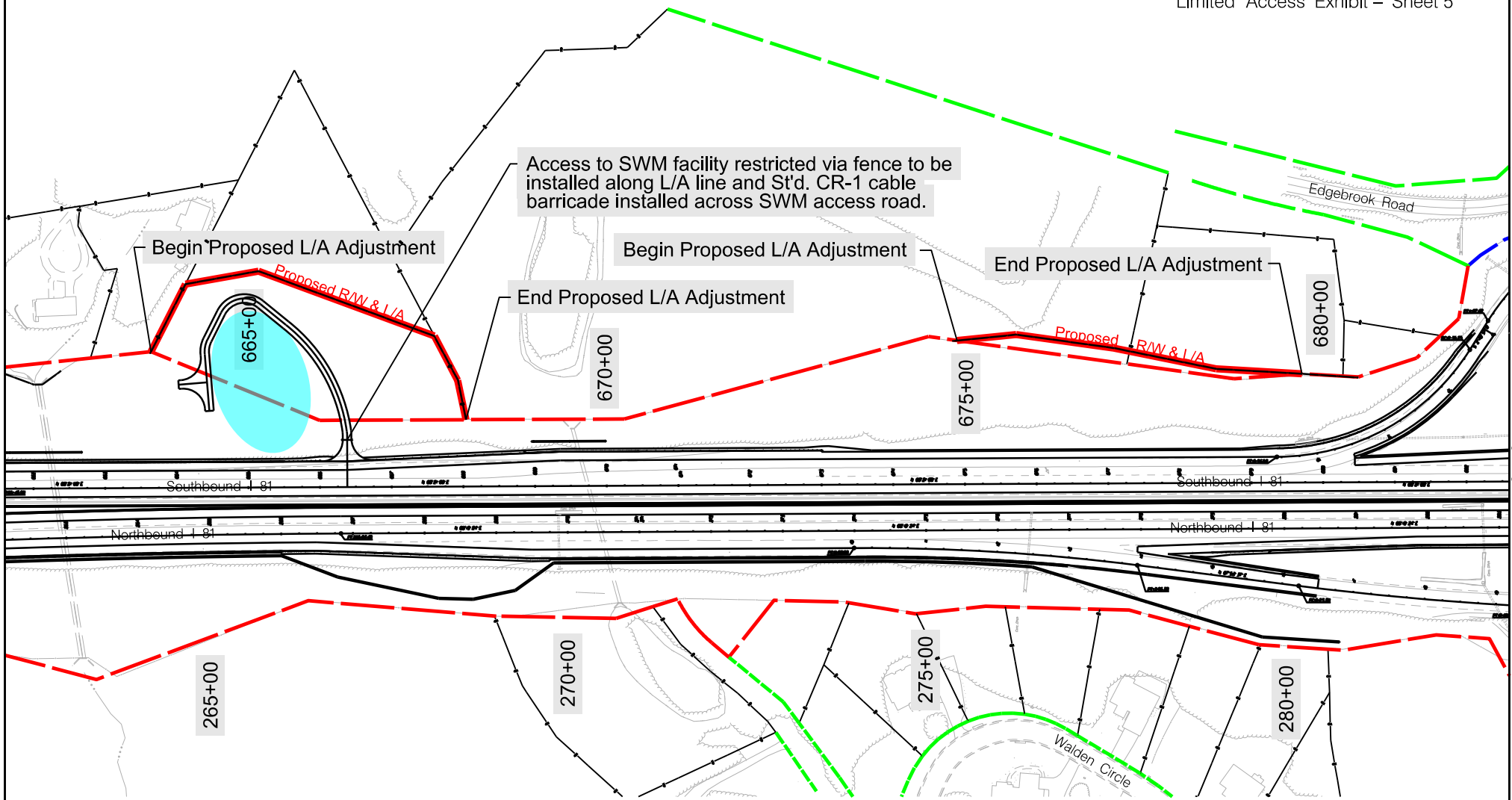
- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations

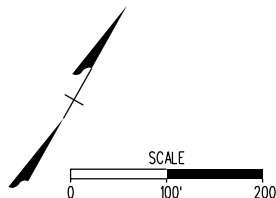
Alignment	Station	Offset (Feet)	Description
Southbound I-81	620+74.49	244.10 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment





LEGEND:

- Existing Property Line
- Existing Right-of-Way
- Proposed Right-of-Way
- Existing Limited Access
- Proposed Limited Access
- Existing Right-of-Way & Existing Limited Access
- Existing Right-of-Way & Proposed Limited Access
- Proposed Right-of-Way & Proposed Limited Access
- Proposed Stormwater Management (SWM) Facility



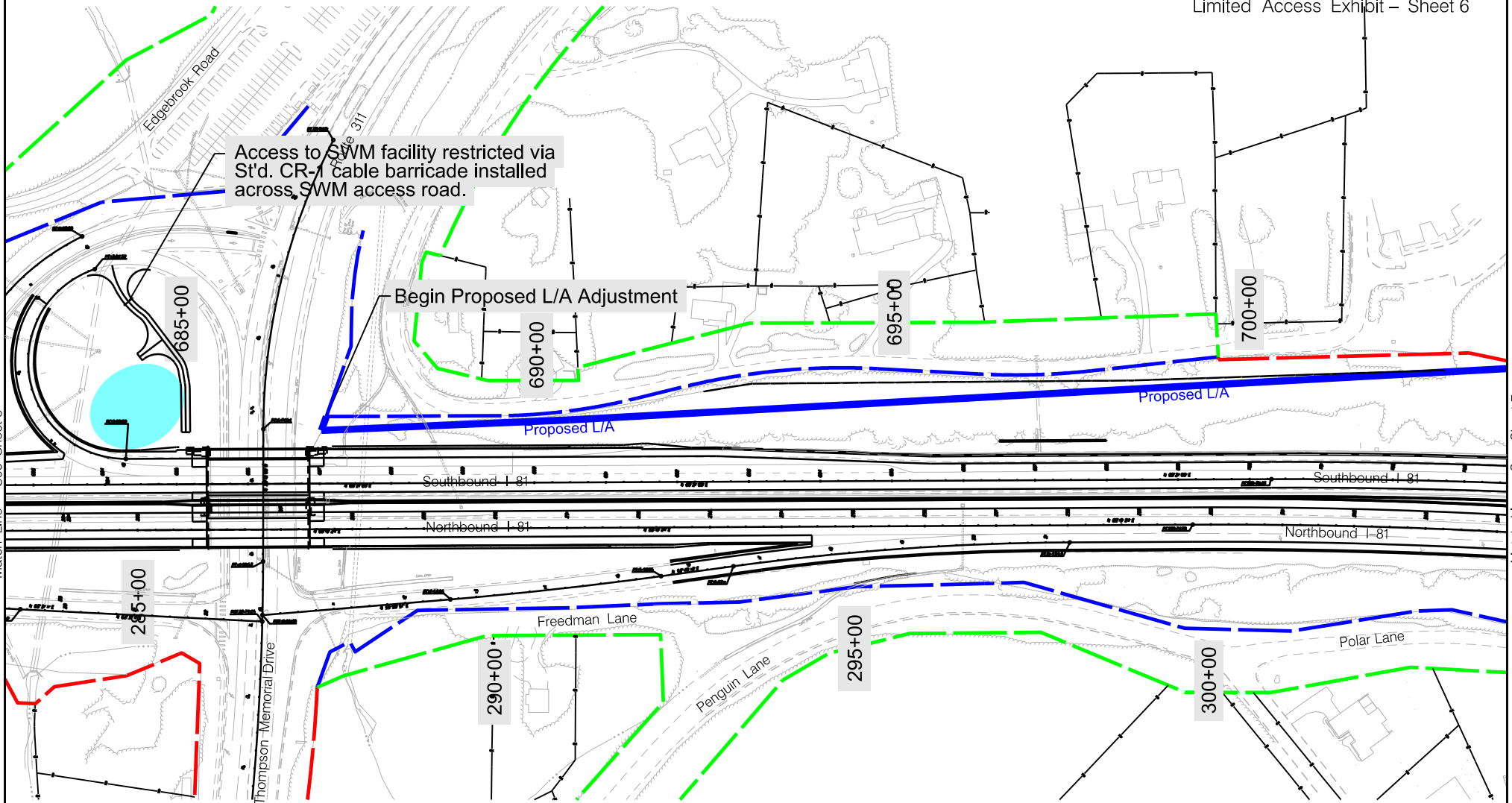
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	663+64.85	190.30 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

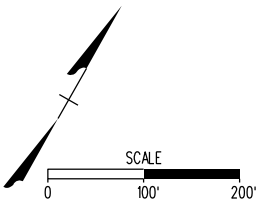
Match Line - See Sheet 6

Match Line - See Sheet 5

Match Line - See Sheet 7



- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility

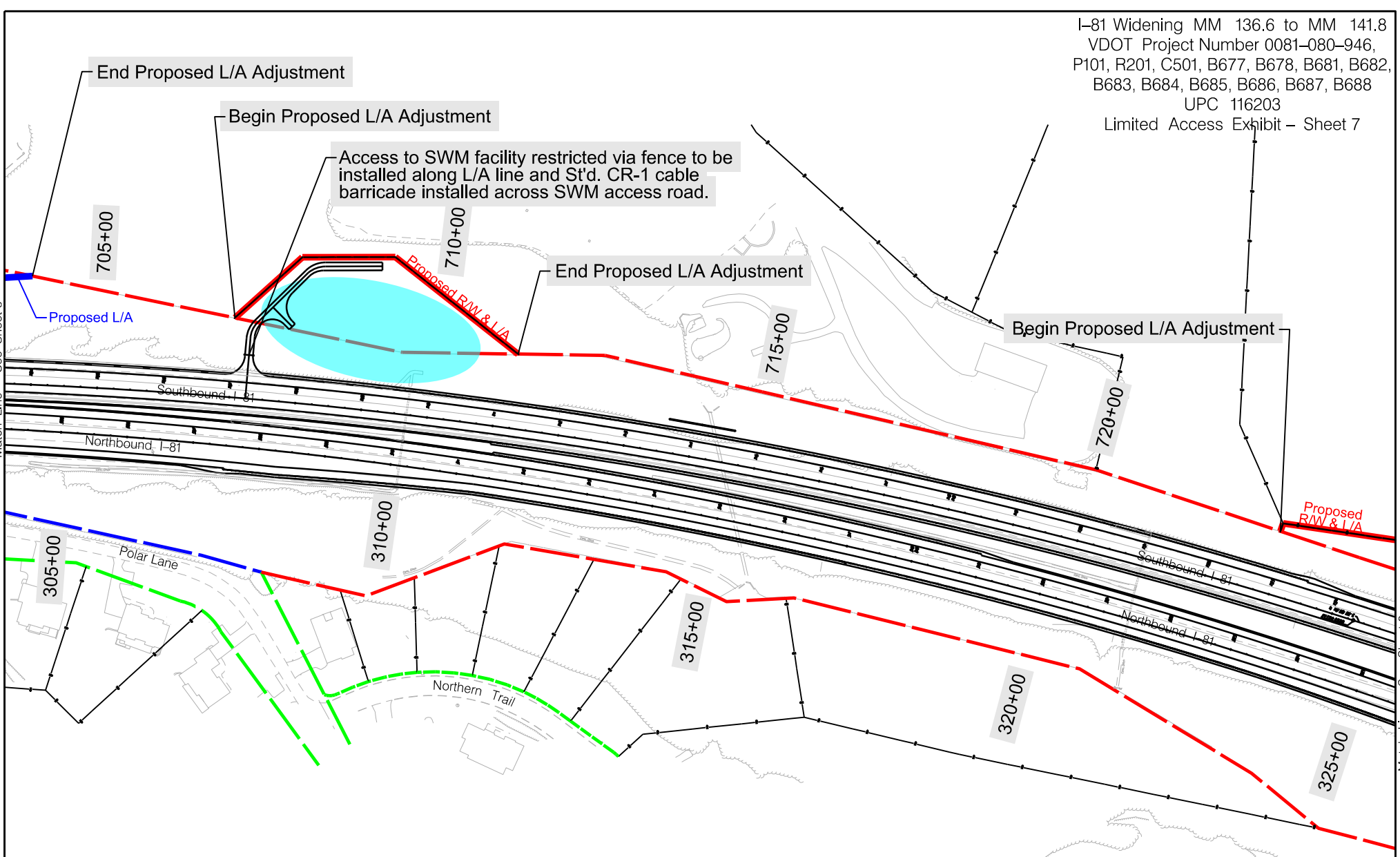


Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	687+09.74	93.79 (Left)	Tie to Existing Limited Access / Begin Limited Access Adjustment

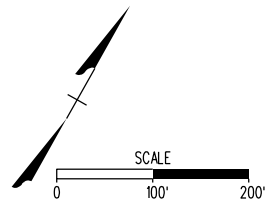
Match Line - See Sheet 6

Match Line - See Sheet 8



Access to SWM facility restricted via fence to be installed along L/A line and St'd. CR-1 cable barricade installed across SWM access road.

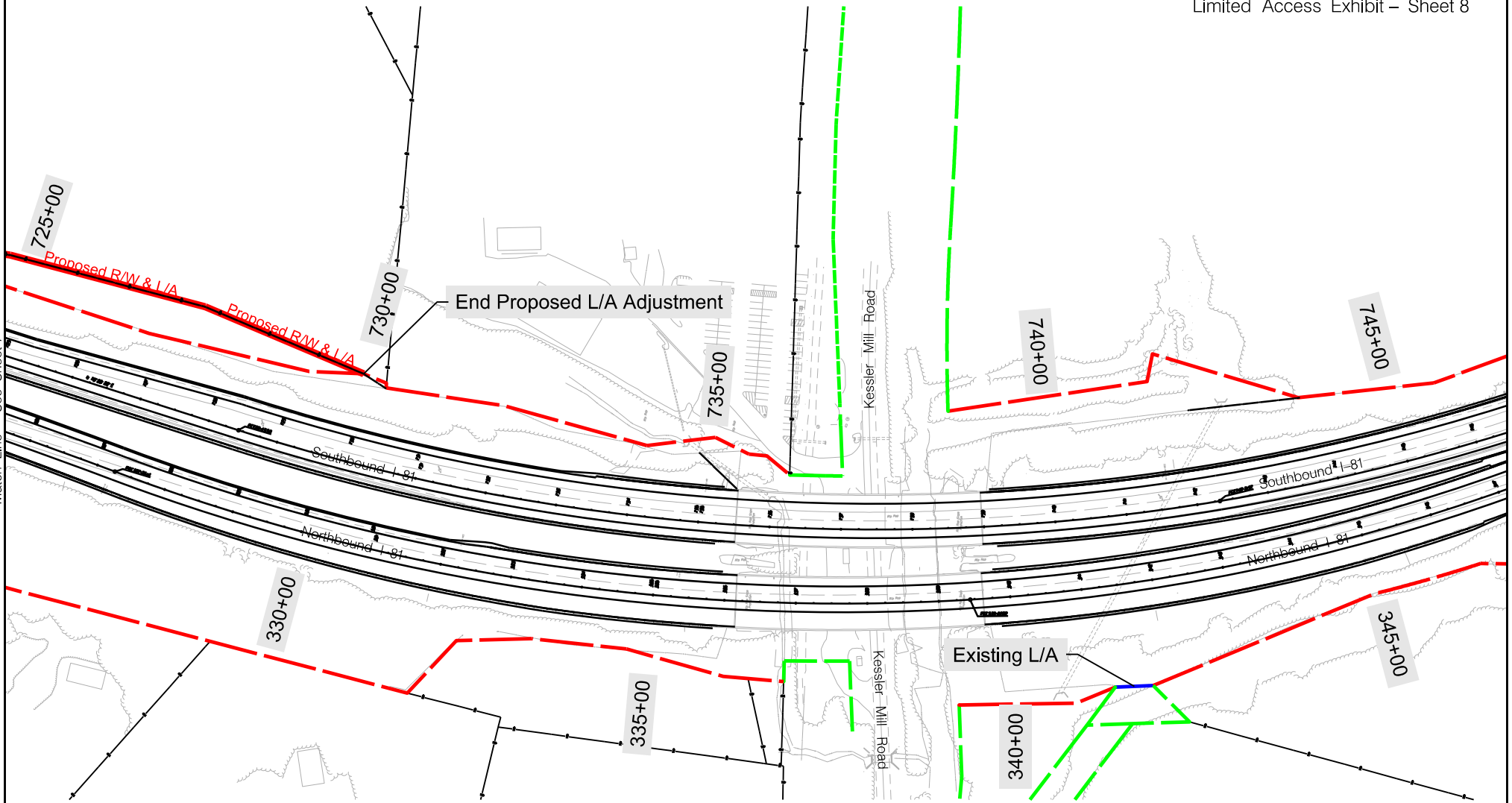
- LEGEND:
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  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



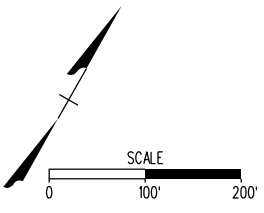
Proposed Limited Access Adjustment Locations

Alignment	Station	Offset (Feet)	Description
Southbound I-81	703+95.31	163.74 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	Tie to Existing Limited Access /Begin Limited Access Adjustment

Match Line - See Sheet 7



- LEGEND:
- Existing Property Line
  - Existing Right-of-Way
  - Proposed Right-of-Way
  - Existing Limited Access
  - Proposed Limited Access
  - Existing Right-of-Way & Existing Limited Access
  - Existing Right-of-Way & Proposed Limited Access
  - Proposed Right-of-Way & Proposed Limited Access
  - Proposed Stormwater Management (SWM) Facility



Proposed Limited Access Adjustment Locations			
Alignment	Station	Offset (Feet)	Description
Southbound I-81	729+92.63	124.73 (Left)	Tie to Existing Limited Access /End Limited Access Adjustment

I-81 Widening MM 136.6 to MM 141.8  
VDOT Project Number 0081-080-946,  
P101, R201, C501, B677, B678, B681, B682  
B683, B684, B685, B686, B687, B688  
UPC 116203

Proposed Limited Access Adjustment Locations				
Alignment	Station	Offset (feet)	Sheet Displayed	Description
Northbound I-81	146+52.96	170.17 (Right)	1	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	146+93.02	167.09 (Right)	1	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	160+11.32	92.89 (Right)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	160+90.00	103.63 (Right)	2	Begin Limited Access Break for Stormwater Management Facility Access
Northbound I-81	161+15.00	107.07 (Right)	2	End Limited Access Break for Stormwater Management Facility Access
Northbound I-81	165+10.32	92.13 (Right)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	575+64.17	91.52 (Left)	2	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	578+50.00	91.73 (Left)	2	Tie to Existing Limited Access / End Limited Access Adjustment
Northbound I-81	185+12.31	94.04 (Right)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Northbound I-81	189+57.02	95.43 (Right)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	588+24.56	179.69 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	590+11.57	144.77 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	598+88.35	104.88 (Left)	3	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	601+26.89	241.67 (Left)	3	Begin Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+44.63	243.72 (Left)	3	End Limited Access Break for Stormwater Management Facility Access
Southbound I-81	601+99.74	104.60 (Left)	3	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	620+74.49	244.10 (Left)	4	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	631+01.56	100.55 (Left)	4	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	663+64.85	190.30 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	668+03.99	93.30 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	674+89.82	200.47 (Left)	5	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	679+70.94	151.83 (Left)	5	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	687+09.74	93.79 (Left)	6	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	703+95.31	163.74 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	706+98.73	119.99 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	711+23.25	112.72 (Left)	7	Tie to Existing Limited Access / End Limited Access Adjustment
Southbound I-81	722+89.82	95.93 (Left)	7	Tie to Existing Limited Access / Begin Limited Access Adjustment
Southbound I-81	729+92.63	124.73 (Left)	8	Tie to Existing Limited Access / End Limited Access Adjustment