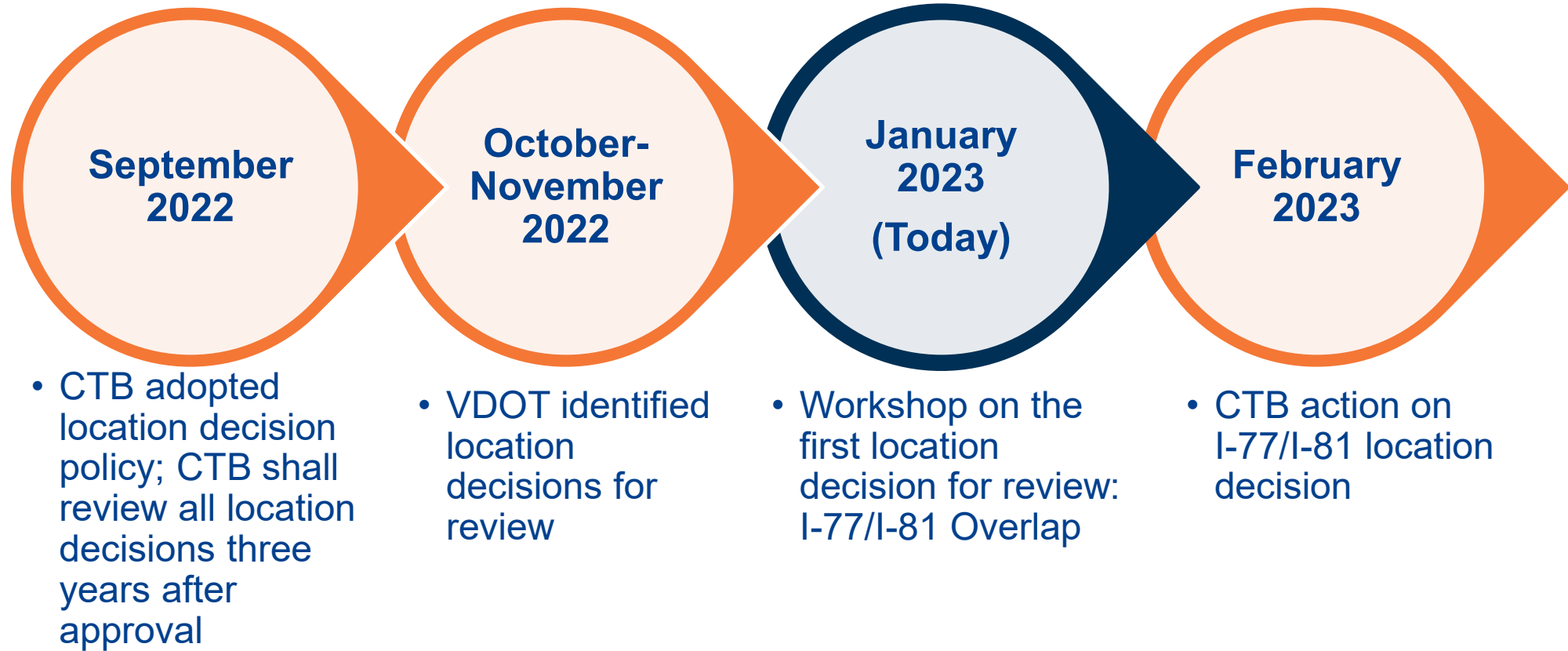


# I-77/I-81 OVERLAP LOCATION DECISION REVIEW

Chris Swanson, P.E., Environmental Division Director

January 17, 2023

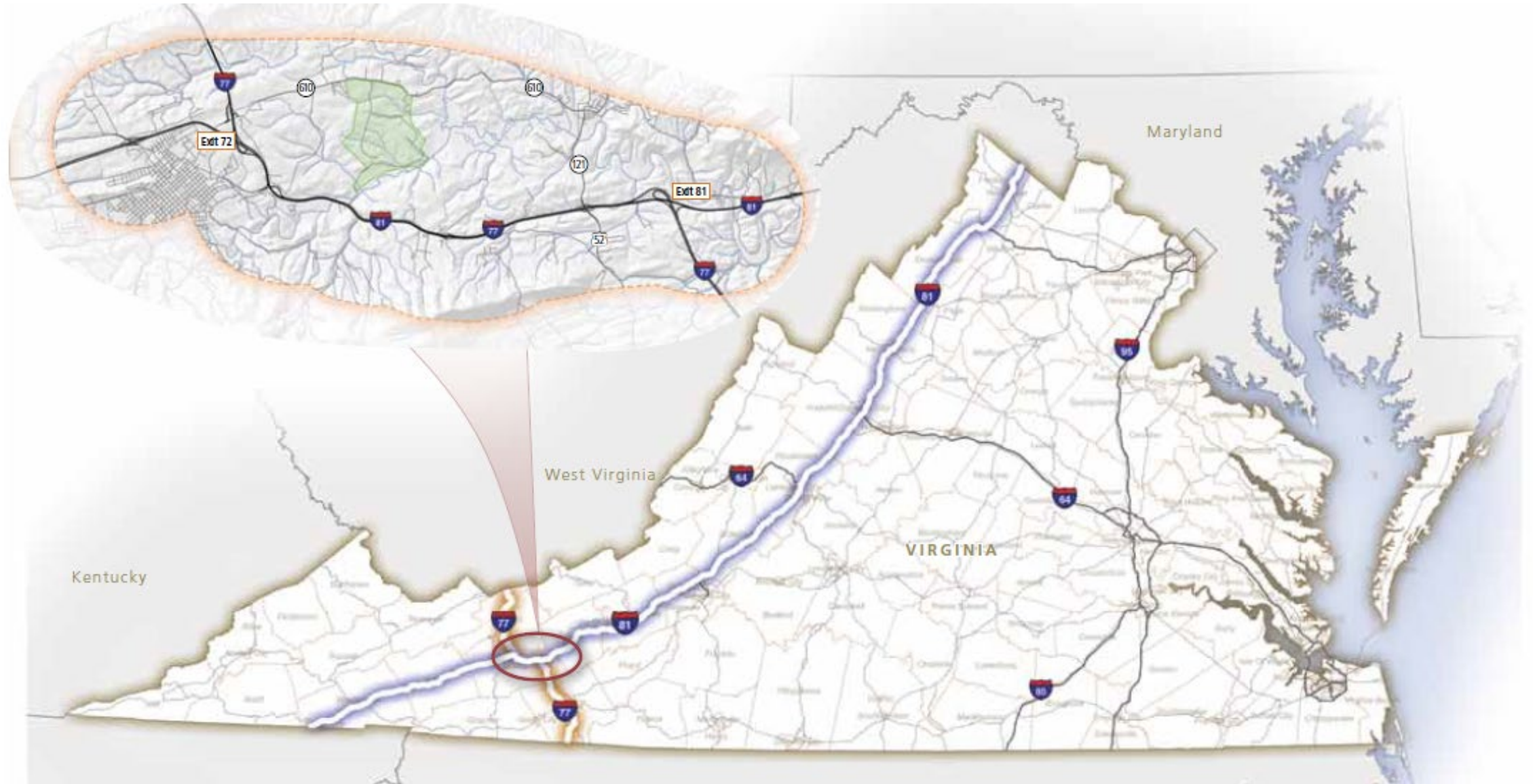
# LOCATION DECISION POLICY CONTEXT



## BACKGROUND OF NEPA REVIEW FOR THE I-81 CORRIDOR

- Tier 1 Environmental Impact Statement (EIS) in 2007 to identify appropriate improvement concepts for the 325-mile corridor.
- Tier 1 EIS study included consideration of highway and rail improvement concepts
- Tier 1 EIS decision advanced a highway widening concept (one or two additional lanes) along existing alignment
- EIS identified 8 segments along the I-81 corridor, two of which advanced for detail study
  - From Exit 72 (I-77) to Exit 81 (I-77) near Ft. Chiswell (the Overlap Area)
  - From Exit 118 (Route 460) near Christiansburg to Exit 143 (I-581) in Roanoke County

# STUDY AREA FOR TIER 2 NEPA REVIEW OF I-77/81 OVERLAP AREA



## PURPOSE AND NEED FROM TIER 2 NEPA DOCUMENT – I-77/81 OVERLAP

***“To increase roadway system capacity to address existing traffic volume and projected 2035 travel demand in order to improve the general operating conditions along this section of I-81 in Virginia”***

- Both the Town of Wytheville and Wythe County had improvements to the overlap in their respective Comprehensive Plans at the time affirming the Purpose and Need



# I-77/I-81: 2 CANDIDATE BUILD ALTERNATIVES ANALYZED



- Alternative A, would construct I-81 on a new four-lane location immediately north of the I-77/81 overlap section. The existing overlap would then be designated as I-77.
- Alternative B, would add one travel lane (and additional left/right shoulder width) in each direction thereby creating an eight-lane typical roadway section.

# ESTIMATED IMPACTS OF CANDIDATE BUILD ALTERNATIVES

- Location Decision Identified Alternative B as the Preferred Alternative

Potential Resource Impacts	Alternative A	Alternative B
Potential Residential Structure Acquisitions	33	27
Potential Commercial Structure Acquisitions	19	23
Estimated Stream Impacts (linear feet)	10,630	16,850
Estimated Wetland Impacts (acres)	5.82	4.27
Floodplains (acres)	39	47
Estimated Construction Cost (YOE 2019)	\$585M	\$457M

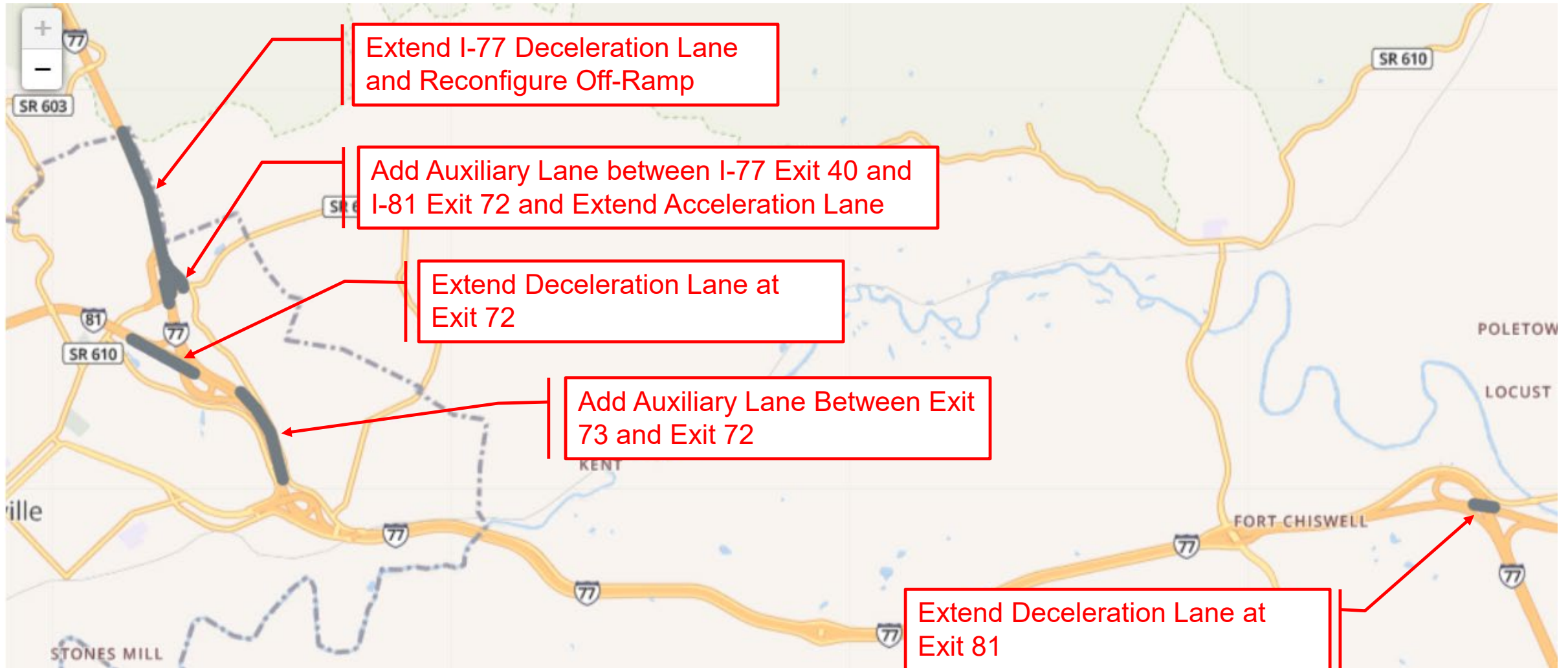
*As documented in the NEPA documentation, these numbers are based on high level estimates from public reports/mapping. Current practice is to field delineate potential impacts to better inform decision making in NEPA.*

# CTB I-77/I-81 OVERLAP LOCATION DECISION AND CURRENT STATUS

- Environmental Assessment was approved for public availability on July 26, 2011
- CTB issued location decision May 16, 2012
- The approved location (Alternative B) has sat idle, not advanced to further design or development since the CTB action
- The project is unfunded, and is no longer in the Constrained Long Range Transportation Plan (CLRP) or Six-Year Improvement Program (SYIP)
- Projects in the study area are advancing as part of the I-81 Corridor Improvement Program



# I-81 CORRIDOR IMPROVEMENT PROGRAM – TARGETED IMPROVEMENTS IN I-77/I-81 OVERLAP AREA



## PROPOSED CTB ACTION

In accordance with the CTB's Location Decision Policy the Board can:

- Affirm, modify or rescind location decisions three years after their respective approval date

Staff Recommendation - Rescind 2012 CTB Location Decision

- No funding identified to implement the approved location
- Encumbrance of property along the 9 miles of new location identified potentially impacting 27 residences and 23 commercial facilities
- NEPA re-evaluation and fiscal constraint would be required to advance the approved location, which would include CTB briefing(s) and the opportunity to issue a new location decision
- CTB has advanced targeted solutions in this area to address current needs