

From: [Cindy Weekly](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81
Date: Friday, November 30, 2018 10:39:27 PM

As a consistent I-81 traveler, I'm thankful that there has been much consideration in improving this interstate. I traveled from Florida this past Thanksgiving weekend and crawled along with the rest of my fellow travelers at slow speeds. My travel on Florida's I-95 was not so congested due to the three travel lanes. However, as we traveled we passed multiple accidents in the northbound lanes of I-81.

I see plans to add a travel lane through some cities in Virginia's corridor. I'm hoping that a third lane can just be added for all of I-81 as traffic has continued to increase over the years.

In addition, Blue Ridge Community College in Weyers Cave needs it's own exit. Thousands drive to this establishment each week. Traffic is diverted to signal lights and a ½ mile on Route 11 which interferes when I-81 traffic is diverted to Route 11 due to an accident.

Payment for these improvements should in whole or in part should come from federal funds.

Thank you for your help in this community problem. I've been up and down Virginia's I-81 corridor for over forty years and have witnessed first-hand the need for improvement especially in these years since the turn of the millennia.

Cindy Weekly

Mt. Sidney, Virginia

From: [Shenandoah Alliance](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81 Comments Phase three
Date: Friday, November 30, 2018 5:56:43 PM
Attachments: [Phase 3 I81 Comments.pdf](#)

Attached please find comments on the I-81 Corridor Improvement Plan phase three from Alliance for the Shenandoah Valley.

Kim Sandum

Alliance for the Shenandoah Valley

(o) 540-740-4500

(c) 540-209-2552

www.ShenandoahAlliance.org

*Please note my new email address is ksandum@shenandoahalliance.org



Date: November 29, 2018

Address: VA81CorridorPlan@OIP.Virginia.gov

To: Mr. Ben Mannell
Study Manager
1401 East Broad Street
Richmond, VA 23219

BY EMAIL

Thank you for the opportunity to comment on the Interstate 81 Corridor Improvement Plan (I-81 CIP). Alliance for the Shenandoah Valley is a regional nonprofit, working to conserve the natural resources, cultural heritage and rural character of the Shenandoah Valley. We were formed in 2018 from a merger of four long-standing conservation groups: Rockingham's Community Alliance for Preservation, Shenandoah Forum, Shenandoah Valley Network and Augusta County Alliance.

As noted in our comments for phase two of the I-81 CIP, we are pleased with the emphasis on operational improvements, such as faster accident clearance, speed enforcement, targeted improvements, and changeable message signs as a more thoughtful approach than the previous focus on widening only.

Unknowns

While much work has gone into this study on an especially short time table there are several significant outstanding questions, the answers to which will greatly impact community support in the corridor.

- ***How will capital projects be selected? And what will be the public input process?*** Adequate consideration and protection of natural and historic resources should be included in the project ranking process. SMART SCALE, which is used as a model for this I-81 CIP, includes environmental factors when projects are ranked. And looking back to the previous I-81 STAR Solutions and 2007 EIS proposals, the biggest objections from the public had to do with the destructive and oversized nature of the proposals. Context sensitive design principles should be applied early in the design process for any capital projects.
- ***What are the impacts on local roads? If tolls are selected as a funding mechanism, how will diversion onto local roads be prevented and enforced?*** Potential diversion resulting from tolls must be studied and the results made public before tolling advances.
- ***What are the plans for minimizing impacts of detours on local roads during accidents?*** Minimal information has been publically released on the plans for and impacts of detours when an incident occurs on the interstate. Local officials and the public need this information to determine if the impacts will be satisfactorily mitigated.
- ***What is the mechanism for setting (or raising) future taxes or tolls?*** We believe it is necessary to have a policy that requires a public process before any increase occurs.

- **What will be the membership and authority of a Truck Parking Solution Task Force?** There must be a transparent process for deciding where truck parking expansion may take place. Siting of expanded truck parking should consider community impacts such as compatible scale, local traffic impacts, and historic and environmental resources in addition to benefits to the trucking industry.

Missing from consideration

As we noted in our comments for phase two and above, in addition to congestion, safety, and accessibility, we urge you to **include adequate protection of the corridor's important natural and community resources** as part of the prioritization process. The analysis of safety data in phase one and proposed solutions of phase two will give important information for improving the function of the I-81 corridor, but they will not give the full picture. **Context sensitive** projects that include protection of resources valued by citizens in the corridor will be an important part of successful solutions. At a minimum the final report should make it clear that environmental impacts from proposed projects have not been vetted.

We are disappointed that this study has not included specific improvements or funding for **multimodal options**. Moving long-haul freight onto the parallel rail line is the best long-term solution for safety and capacity needs on I-81. Setting up a long-term funding stream that focuses almost exclusively on pavement options precludes future multimodal solutions, regardless of the cost or effectiveness of those solutions.

In many communities I-81 is used for short local trips. **Improvements to local road networks** particularly in urban areas could remove traffic from some of the most congested segments of the interstate. Unfortunately these options are not considered in the I-81 CIP though they may have significant impacts on high-congestion areas, potentially reducing the need for or scale of proposed improvements to I-81.

Funding and trucks

Long-haul freight traffic has a central role in creating many of the safety and traffic issues on I-81. Truck crashes take significantly longer to clear off the interstate causing long traffic backups. One truck causes approximately the same impacts to the road as 9000 cars.¹ Truck traffic is estimated, based on historical trends, to grow at more than twice the rate of car traffic (1.7% vs. 0.7%). In addition, more than half of the expected benefit of reduced delays is estimated to be for trucks. (3.6 million hours annually out of 6 million) resulting in a significant cost savings for trucking industries. Therefore the long-haul trucking industry should play a prominent role in solutions to the problems on I-81.

We think that truck (only) tolls are the best funding option of those being considered for these reasons:

- More than 60% of trucks on I-81 are heading all the way through the state, and could avoid a gas tax by filling up out of state. Meanwhile, Virginia residents, including those who never drive the interstate, would be left paying the gas tax. There is a similar problem with a sales tax.
- The CIP proposes to use variable toll pricing to give incentive for trucks to drive at night to increase the capacity of the road by spreading traffic throughout more hours of the day. Neither tax option could be used in this way.
- Currently, public funds subsidize freight trucks through the interstate system, but not freight rail. A truck toll would provide more balance.

¹ VDOT Commissioner Stephen Brich at the Commonwealth Transportation Board meeting on September 17, 2018, in response to a question by Dixon Whitworth (CTB member).

Tolling rates must be low enough to avoid causing traffic diversion onto local roads and low enough to avoid impacts to agriculture and other local businesses.

Thank you for considering our comments as you finalize recommendations for the General Assembly to consider.

A handwritten signature in cursive script that reads "Kim Sandum".

Kim Sandum
Rockingham Coordinator and Transportation Lead
Alliance for the Shenandoah Valley

From: [Toll Free Interstates](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan Comments
Date: Friday, November 30, 2018 3:37:48 PM
Attachments: [ATFI-Logo-MARK-Transparent.png](#)
[Testimony for VA Commonwealth Transportation Board I-81 Truck Tolls 11.30.18 FINAL.pdf](#)

Hello,

On behalf of the Alliance for Toll-Free Interstates, please see the attached and below written testimony opposing tolling recommendations in the I-81 Corridor Improvement Plan.

Regards,
The Alliance for Toll-Free Interstates
www.tollfreeinterstates.com



TESTIMONY FOR THE VIRGINIA COMMONWELATH TRANSPORTATION BOARD REGARDING 2018 ACTS OF ASSEMBLY CHAPTER 743'S TOLLING PROVISIONS

November 30, 2018

The Alliance for Toll-Free Interstates (ATFI) is a grassroots group formed to educate the public about the negative impacts of tolling and advocate against public policy that would toll existing interstates. As an organization that monitors tolling efforts around the country, we believe the Virginia General Assembly has failed to consider its own history in studying this issue when it incorporated pro-tolling language in Senate Bill 971 (now 2018 Acts of Assembly Chapter 743). While we are glad to see the Commonwealth Transportation Board looking for serious solutions to western Virginia's transportation problems, we urge the Board to exclude recommendations of tolls from their report to the Virginia General Assembly in December. Tolls on existing interstates can inflict numerous harmful impacts on drivers, families, communities and businesses, and ATFI and its many Virginia members continue to oppose tolls in Virginia, just as we have in years past.

Virginia has a long history of rejecting tolls on existing interstates. It was one of three states that held a slot in the federal Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). Between 1998 and 2016, the period when Virginia held the ISRRPP slot, the commonwealth never instituted a toll. In fact, state legislators ultimately acted to pass legislation that discouraged tolling pilot programs. Proposals that floated tolling on Interstate 81 in 2005 and Interstate 95 in 2012 triggered a resoundingly negative public response, with residents decrying tolling as the short-sighted and counterproductive funding mechanism that it is. Nevertheless, Virginia lost millions of taxpayer dollars studying tolling as a possibility during that period.

Now, Virginia's legislators are again steering toward old ideas in hopes of arriving at a

different conclusion than in years past. This is wasteful spending motivated by wishful thinking. Imposing tolls on existing lanes on I-81 will increase shipping costs for goods, suppress consumer activity, waste revenues on bureaucratic administration, double-tax businesses, divert traffic onto local roads, and negatively impact residents and communities located around toll facilities. Efforts to make tolling easier are simply efforts designed to hurt Virginia's economic future and reroute prosperity around the western half of the commonwealth.

Tolling I-81 will raise business costs for moving goods through the supply chain, hurting the competitiveness of local companies. Restaurants, convenience stores, travel plazas and gas stations operating near the interstate will face higher costs from manufacturers and shippers, who will be forced to charge more to transport goods by truck. Everyday consumers will be shouldering the burden by paying more for goods, demonstrating the fact that the toll is nothing more than an underhanded tax on the general public. Inevitably, tolls will have a chilling effect on consumer activity.

In addition, tolling is fiscally irresponsible and financially inefficient. Toll gantries cost millions of dollars to build and maintain. Even with the latest technology, collection costs are at least 8 to 11 percent of revenue collected, according to the Congressional Budget Office. On the other hand, increasing fuel taxes, which have a less than 1% administration fee, and registration fees does not increase collection costs, so nearly 100% of revenue can go toward infrastructure improvements. America's interstates were built using tax revenue, and fuel taxes have paid to maintain them since. ATFI applauds the 2018 gas tax increase for I-81 as part of I-81's Corridor Improvement Plan.

To toll drivers on top of these fuel taxes is double taxation. Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in his vehicle, he is upholding his end of the deal for interstate maintenance. A new toll on an existing interstate forces drivers to pay two taxes for that same road: a gas tax and a toll tax.

Furthermore, tolls will force drivers to use secondary roads to avoid these new taxes. This diversion causes congestion and delays response times for emergency personnel who rely on these secondary routes to quickly get to and from accidents and emergencies. A 2013 study on the consequences of tolls in North Carolina, another state which held but did not use an ISRRPP tolling slot for 18 years, predicted that tolls would divert up to 36% of traffic to alternate routes, contributing to delays, traffic accidents, and wear and tear on smaller secondary roads that were not built to handle high traffic levels.

As policymakers consider tolls for I-81, they should be aware of the actions of their counterparts in Rhode Island. Truck-only tolls were implemented there this summer, and they have been challenged in court for disrupting interstate commerce. That lawsuit will consume taxpayer dollars in defense of a policy that simply doesn't serve the taxpayers' interests. Virginia would do well to avoid this path altogether.

The western part of Virginia, especially Southwest Virginia, is facing an economic crisis and a demographic crisis. We need to make it easier for businesses to succeed, not harder. We need more opportunities in order for more people to relocate here and lift the region's economy.

State and local officials have spent years working on plans to promote growth and opportunity here; tolls would undercut all of those efforts and hamstring future progress.

The region and the commonwealth need a transportation plan that works. ATFI urges Virginia officials to reject tolling and focus on effective, sustainable solutions.

From: [Dale Bennett](#)
To: [Mannell, AICP, Ben](#); VA81CorridorPlan@oipi.virginia.gov
Subject: Va Trucking Association Comments on I-81 Improvement Plan Draft
Date: Friday, November 30, 2018 3:34:30 PM
Attachments: [I-81 Study Comments - Va Trucking Final - 11-30-18.docx](#)

Please find attached comments submitted by the Virginia Trucking Association about the latest information about the draft I-81 Corridor Improvement Plan provided at the last round of public meetings and the October 29, 2018 workshop meeting of the Commonwealth Transportation Board.

Thank you for your consideration of these comments and please let me know if you have any questions or need any additional information.

Sincerely

Dale

P. Dale Bennett
President & CEO
Virginia Trucking Association
4821 Bethlehem Road, Suite 101
Richmond, VA 23230
(804) 355-5371



Virus-free. www.avast.com



VIRGINIA TRUCKING ASSOCIATION

4821 Bethlehem Road, Suite 101

Richmond, VA 23230

Phone: (804) 355-5371 ♦ Fax: (804) 358-1374

E-mail: dbennett@vatrucking.org

www.vatrucking.org

**P. Dale Bennett
President & CEO**

November 30, 2018

Ben Mannell
Project Manager
Interstate 81 Corridor Improvement Plan
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Mannell:

The Virginia Trucking Association is pleased to submit comments regarding the latest information about the draft I-81 Corridor Improvement Plan provided at the last round of public meetings and the October 29, 2018 workshop meeting of the Commonwealth Transportation Board.

Interstate 81 serves as a critical artery for the movement of freight in the Eastern United States. It is also essential to manufacturers, wholesalers, retailers and consumers who live and conduct business in western Virginia. The VTA recognizes that I-81 faces serious safety, maintenance and capacity challenges that will continue to escalate as traffic demands, particularly the movement of freight, continue to grow. A plan of action and funding for safety and capacity improvements to address these issues is needed sooner rather than later.

Therefore we support the proposed operational solutions, on-going truck parking and speed enforcement items, and capital improvements. More detailed comments about these items are provided later in this document.

The most critical issue that has to be addressed in the discussion about improving I-81 is how to generate the additional revenue needed to pay for the proposed solutions. Therefore, we will address that issue first in our comments.

Our members are willing to support measures necessary to raise the additional revenue needed to pay for these projects, provided these funding sources are fair to our industry and do not create unnecessary negative impacts. The trucking industry is willing to pay its fair share of an overall funding solution where all who will benefit from the improvements in the corridor make a fair contribution.

The trucking industry strongly supports the diesel fuel tax as the most efficient and fairest revenue source for trucking's contribution to an overall funding package to pay for improvements to I-81. We are more than willing to discuss how this can be accomplished.

That being said, the draft plan as presented only includes two financing options – regional taxes and mandatory tolling. We believe that mandatory tolling is the most inefficient option, and will result in a number of negative impacts for the corridor and the Commonwealth as a whole. Therefore, we support the proposed regional taxes as our preferred option of the two proposals to pay for improvements to I-81.

Summary of Highway Taxes Paid by Trucking

Before explaining in more detail our views on the two financing options, we think it would be helpful to understand the following facts about heavy commercial vehicles, i.e. trucks, and the taxes they pay to use Virginia's roads, including I-81:

- Every truck weighing over 26,000 lbs. that travels on I-81 pays an apportioned registration fee and a fuel tax on the gallons of fuel it uses in Virginia, regardless of where that fuel is purchased.
- ***The only vehicles that do not pay state fuel tax or state registration fees to use I-81 are out of state passenger vehicles and trucks weighing less than 26,000 pounds***, unless they stop and buy fuel in Virginia.
- The fuel use tax rate for trucks over 26,000 lbs. is 23.7 cents per gallon compared to the 16.2 cents per gallon tax on gasoline.
- Virginia's annual registration fee for an 80,000-pound tractor-trailer is \$1,362.
- In 2016, Virginia's trucking industry paid 37% of all highway taxes owed by Virginia motorists; yet represented only 6% of vehicle miles traveled in the Commonwealth.
- In 2016, the trucking industry in Virginia paid approximately \$796 million in federal and state highway taxes.
- Trucks also pay a federal fuel tax of 24.4 cents on diesel vs 18.4 cents on gas, a heavy vehicle use tax, a variable excise tax on tires and a 12% excise tax on the sale price of trucks, trailers and tractors. (\$15,000 on a \$125,000 tractor)

The Trucking Industry Opposes Mandatory Tolls on I-81

We oppose any plan for mandatory tolls on an existing interstate highway, including I-81, that includes trucks.

Tolling is Inefficient

Tolls are an inefficient tax that waste too much of the revenue to pay for the capital, operating and enforcement costs associated with collecting tolls. On major toll roads, collection expenses constitute 25% to 33% of revenue. Even on newer toll roads which utilize the latest technologies, collection costs are significant compared with the fuel tax, ranging between 12% and 20% of revenue. Tracking and administering toll payments will create additional costs for trucking companies compared to the fuel tax, where the administrative framework to pay and collect fuel use taxes already exist in trucking fleets and state government.

Mandatory Tolls Are Often Easily Evaded

To avoid paying tolls a number of drivers of all types of vehicles, particularly trucks, will evade paying tolls by using alternative, less safe routes that were not built to handle the additional traffic. Tolls are often touted as a means to collect revenue from out-of-state vehicles (remember that passenger vehicles and small trucks can avoid paying Virginia taxes to use I-81). However, there is currently no effective means for a state to enforce payment of unpaid toll liabilities incurred in an electronic tolling system against all out-of-state drivers.

Mandatory Tolls Will Cause Diversion of Trucks to Less Suitable Roads

Imposing mandatory tolls on I-81 will result in diversion of truck traffic to roads such as Routes 11, 29, 15, 340, 460 and others that are not designed to handle significant increases in truck traffic. Many independent owner-operators and small trucking fleets, and even many larger fleets who operate on razor-thin profit margins, cannot absorb the cost of tolls and will do what they can to avoid them. The result will be increased congestion and safety problems for the citizens and communities along those routes. Media reports about the problems being caused on local roads and communities by trucks diverting off the Indiana Toll Road and the Pennsylvania Turnpike to avoid tolls are good examples of what will happen in western Virginia if mandatory tolls are imposed on I-81.

Diversion of Truck Traffic Will Hurt Travel-Related Businesses in the I-81 Corridor

Major financial investments have been made in travel and truck-related businesses, such as travel plazas, truck stops, gas stations, vehicle repair shops, restaurants and motels along the corridor. These are often located in rural areas with very small local customer bases and will not be able to survive when truck traffic is decreased in their areas due to diversion.

Mandatory Tolls Will Have a Negative Impact on Truck-Dependent Businesses in the Corridor

Distribution centers and manufacturing facilities that are dependent on trucking have become a staple of business and employment along the I-81 Corridor. Mandatory tolls will drastically increase their transportation costs and put in jeopardy what has become a tremendous employment engine in western Virginia.

Mandatory tolls will significantly increase the cost of doing business along I-81 and will hurt efforts to attract new industry and jobs to the region. Mandatory tolls on trucks could also lead to companies leaving the area and relocating to another region of the state or to another state where they can have access to the interstate system without having to pay a toll.

Mandatory Tolls on I-81 Will Balkanize the Corridor and Put It a Disadvantage

A company considering relocating or expanding would look less favorably at locating in the I-81 corridor if their transportation costs will be significantly higher than if they moved to another state where the major interstate they rely on is not tolled. Increased transportation costs for truck-dependent businesses would put them at a competitive disadvantage with their competitors located in other regions or states. This increased cost to do business in the I-81 corridor will also create a competitive disadvantage compared with other regions of the Commonwealth and surrounding states in attracting new businesses and economic development.

Comments on the Proposed Tolling Option

There Are Potential Legal Issues with the Proposed I-81 Commuter Annual Pass

The draft toll financing option includes an I-81 Commuter Annual Pass that VDOT representatives indicated would likely be modeled on one that recently took effect on the West Virginia Turnpike. In particular, as we understand it, the proposal would allow automobiles — but not trucks — unlimited use of I-81 for an annual fee that would not exceed than the cost of a single round trip on I-81 by an automobile.

We believe such a scheme is unlawful under the U.S. Constitution because it represents an impermissible burden on interstate commerce as explained in a legal analysis by the American Trucking Associations' Litigation Center that was recently sent to the Secretary and members of the CTB. We believe that these legal issues need to be included in any discussion of the tolling proposal so the General Assembly will be informed that enactment of the commuter pass as proposed will be vulnerable to legal challenge.

Time of Day Tolls Will Likely Have Little Impact on Truck Traffic Patterns

The draft toll financing option includes time of day tolling with lower toll rates during nighttime hours vs daytime hours. VDOT representatives explained that the purpose of these varying toll rates is to shift traffic to times when the interstate is less congested. Truck traffic was specifically referred to as the target for shifting traffic from daytime to nighttime.

It needs to be understood that, for the most part, trucking companies do not dictate the hours that their trucks travel on our roads. Those decisions are made based on the freight pickup and delivery needs of their customers. Additionally, the willingness of citizens in the corridor to move their work shifts to nighttime hours and the impact on their personal

and family lives needs to be considered in the discussion of variable tolling. Thus, it is likely that such variable tolling will have a minimal impact on shifting the time of day that trucks travel on I-81.

Time of Day Tolls May Not Enhance the Prospects for Federal Approval

We suspect that time of day tolls are being proposed to enhance the chances of federal approval of tolls on I-81. Deputy Secretary Donohue has indicated that VDOT would apply to the Federal Highway Administration for tolling authority under the Value Pricing Pilot Program (VPPP). It should be noted that in its 27-year history, the VPPP has never been utilized for the imposition of corridor-level tolls on general-purpose lanes or the tolling of a primarily rural highway. To put it mildly, the use of the VPPP for tolls on I-81 would be unprecedented.

It is also important to understand what the VPPP is intended to be. Originally called the Congestion Pricing Pilot Program, the VPPP is “intended to demonstrate whether and to what extent roadway congestion may be reduced through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs.” As VDOT has stated during its public meetings, just 21% of congestion on I-81 is due to recurring congestion.

Congestion pricing is designed to address only recurring congestion, and not non-recurring causes such as crashes and delays related to weather. Trucking companies’ customers determine freight pick-up and delivery times, which dictate the time of day that trucks are on our roads. There are no guarantees that shippers and receivers will change their schedules in a way that allows trucks to avoid traveling during peak periods. No information has been provided to show that time of day tolling would impact those decisions. Additionally, VDOT has said that 60% of the truck traffic on I-81 is through traffic so it is highly unlikely that carriers would be able to easily adjust their schedules to perfectly time deliveries in a way that avoids daytime travel and peak pricing.

Given that congestion pricing of trucks is not likely to reduce congestion on I-81, it should not be assumed that FHWA will approve VDOT’s application. VDOT has not provided any evidence of assurances from the federal government that tolling I-81 would be approved under the VPPP.

Finally, we do not understand the logic of VDOT rejecting the HOT lane tolling concept because the “I-81 corridor is mostly rural and only 20% of the delay on the entire corridor is recurring congestion,” but is intending to apply for federal approval of tolls on I-81 under a program aimed at reducing congestion.

Lack of Details about Tolling Analysis and Revenue Projections

The traffic and revenue analysis conducted for the draft tolling option is not a detailed, investment-grade product. It will not produce a full understanding of the level of diversion due to tolls. It will therefore also not produce a full and accurate picture of the impacts of diversion on alternate routes with regard to safety, environmental impacts, traffic congestion, additional maintenance costs, environmental justice, or quality of life for residents who live and work along these alternative routes.

We have asked about the diversion issue and VDOT has not responded with any information about the diversion estimates used in their revenue projections or how such diversion estimates were calculated.

This lack of detail about the tolling option should be of concern because too often toll studies overpromise, while the projects under-deliver. As Robert Bain, an analyst for bond-rating agency Standard & Poor’s, wrote in the journal *Project Finance International*, the tolling “process in general — and bid evaluation criteria specifically — reward high traffic and revenue forecasts, not accurate ones.” According to researchers at the University of Texas, new tolls tend to suffer from substantial optimism bias, “with predicted traffic volumes exceeding actual volumes by 30 percent or more about half of the time.”

The issue with tolling studies is that they take time to be proven wrong. Years after tolls are implemented, when projected toll revenues fail to arrive, there is no accountability for the consultants whose analysis helped get the tolls built.

Tolling studies' rose-colored conclusions mislead policymakers into thinking tolls are a practical funding solution when, in fact, they are not.

We believe the General Assembly should be provided with a realistic toll and revenue analysis that includes a full understanding of the level and impact of diversion, especially truck traffic, before approving any plan to toll I-81.

The Trucking Industry Supports the Regional Tax Option

The trucking industry strongly supports the fuel tax because it is the most efficient and fairest method to generate funding for improvements to I-81. Thus, we support the regional tax option because it is the only one that includes a fuel tax component.

The Fuel Tax Is the Most Efficient Highway Funding Method

The fuel tax does not waste taxpayer money because only 1% to 2% of the revenue is used to pay for the cost of collection compared to the 12% or more of toll revenue that is needed to pay for the collection, administration and enforcement of tolls. When asked about these costs, VDOT representatives have responded by stating that Virginia could do tolling cheaper than other states and tolling authorities, but have yet to provide any details about the collection, administration and enforcement costs that will be required to implement their proposed tolling option.

The Fuel Tax Is Difficult to Evade and Does Not Create Diversion of Traffic.

Fuel taxes are extremely difficult to evade because of the low probability of buying fuel to power a highway vehicle without paying the fuel taxes that are included in the cost of fuel. In addition, drivers cannot divert to other routes to avoid paying fuel taxes like they can to avoid paying tolls. Thus, there are no adverse impacts to any particular road or community due to traffic diversion if fuel tax rates are increased.

The Fuel Tax Does Not Pick Economic Winners and Losers

Statewide or regional fuel taxes are the same across the state or within the regions where they are imposed. Mandatory tolls on the main commercial artery in a region will put that region at a competitive disadvantage versus other regions of Virginia or other states that do not have mandatory tolls on one or more major interstate highways.

There Are No Constitutional Issues Involved in Increasing the Fuel Tax

Increasing the fuel tax to generate the additional revenue needed to pay for improvements to I-81 will not be vulnerable to a legal challenge as will truck-only tolls or a tolling plan that includes the I-81 commuter annual pass as it has been proposed.

The Fuel Tax is a Viable Revenue Source for the Foreseeable Future

While some claim that the fuel tax is no longer a viable revenue source due to the availability of alternative fuel vehicles, the U.S. Department of Energy projects that on-road fuel use will be stable at least through 2040. Electric vehicles currently represent an insignificant share of the fleet, and sales are unlikely to greatly increase until range and cost issues are addressed and charging infrastructure is improved.

The Fuel Tax Will Not Require Additional Environmental Reviews

Tolling existing highways will create potential environmental impacts that are not a concern with a fuel tax increase. Under federal NEPA law, the Commonwealth will be required to determine the impacts of tolls on low-income and minority communities, and the congestion and air quality impacts of diversion. This will increase both the time and cost involved in obtaining project approvals, and could ultimately lead to federal rejection of the project itself.

Comments on the Preliminary Economic Impact Analysis

More details and information about the preliminary economic impact analysis information has not yet been provided. Other than participation in a small focus group, we are not aware of any input solicited from the trucking industry for the economic impact analysis. In fact, it is our understanding that the organization that conducted the focus group in which we participated was later removed from the project. We have had no contact with anyone else to discuss the economic impact of tolling I-81.

We raise this concern because the preliminary economic impact analysis states that trucking will receive a net reduction in costs of up to \$1.4 billion over 40 years. Included in this reduced cost is less overtime payments to drivers, which clearly demonstrates a complete lack of knowledge about the trucking industry and how truck drivers are paid. Truck drivers are exempt from the overtime pay requirements of the Fair Labor Standards Act. As a result, most trucking fleets pay their drivers by the mile and not the hour meaning there is very little overtime pay in the trucking industry.

Inclusion of less overtime pay in a reduced cost calculation is simply wrong and most certainly means that the reduced cost estimate for trucking is overstated. Because the details of how the economic impact analysis was conducted have not been released, we cannot determine how much the reduced cost for trucking is overstated or if there are any other uninformed and incorrect assumptions included in the analysis.

Furthermore, because the economic impact analysis is a preliminary evaluation, it cannot be considered a comprehensive assessment of the economic impacts of tolls on the trucking industry and Virginia's agriculture, manufacturing and logistics sectors. We believe that the General Assembly should be provided a comprehensive assessment before approving any plan to toll I-81.

Comments on Proposed Capital Improvements

With regard to the recommended Capital Improvements, we will defer to the experts, especially the comments received from the professional truck drivers who operate on I-81 on a regular basis. Generally, we believe the proposed projects that extend acceleration and deceleration lanes, add truck climbing and additional lanes where needed will help truck drivers better manage some of the operational challenges they face on I-81. Those types of improvements should help reduce congestion and improve safety by reducing lane changing and interaction of vehicles.

Comments on Proposed Operations Improvements

We support the proposed Operations Improvements and believe implementation of the recommended components will reduce the duration of incident recovery and the impact on congestion and safety when crashes occur.

The Trucking Industry Supports the Contract Emergency Clearance Program Concept

We are pleased to see inclusion of a contract emergency clearance program as one of the key components of the proposed Operations Improvements plan. We believe such a program will help provide some relief for trucking fleets that are being victimized with excessive towing fees when their vehicles are involved in a crash. Currently, when a truck is involved in a crash, law enforcement calls a towing and recovery operator from a "rotation list." When the truck owner attempts to recover the equipment involved in the crash, the owner is presented with an invoice for the towing and recovery services and a demand for payment before the equipment will be released to the owner.

We have received numerous complaints and copies of towing bills with both unreasonable hourly and per pound rates, charges for periods of time far exceeding the amount of time actually spent on towing services performed, and a charge to the truck owner for the tower to participate in a program under which the tower receives incentive payments. The truck owner has no means to challenge any charges it feels are unreasonable or excessive except to hire legal counsel to contest the towing bill.

Many truck owner victims of this kind of billing practice cannot afford this legal cost. This results in a handful of unscrupulous operators being able to continue to perform these “public safety” tows while their charges and billing practices remain unregulated and hidden from the truck owner who has little say in determining the service provider or the charges they will be required to pay.

The current situation can be characterized as the trucking industry being the victims of a government procurement process whereby the truck owner has to use a service provider selected by an agent of the government and then required to pay whatever charges the service provider presents without competitive bidding or oversight of the charges. We believe the current system is patently unfair to truck owners with the playing field clearly tilted in favor of towing and recovery operators.

We believe that the contract emergency clearance concept holds promise as a way to ensure oversight and fairness through a competitive bidding process for emergency, non-consensual towing and recovery services and look forward to working with VDOT on the development of this program.

Comments on On-Going Items

The trucking industry supports the on-going items regarding truck parking and speed enforcement.

Truck Parking

There is a severe shortage of safe and secure truck parking spaces in the I-81 corridor. VDOT estimates the current shortage to be 950 spaces. This shortage prevents commercial drivers from finding a safe place to rest and is a major cause of driver dissatisfaction. It also presents a “catch 22” decision for drivers who cannot find a safe place to park. They must decide whether to continue driving in violation of hours of service regulations or when they feel fatigued versus parking in an unsafe location like highway entrance and exit ramps.

We strongly support the truck parking recommendations and look forward to participating in the Truck Parking Solution Task Force to address this critical issue.

Speed Enforcement

The members of the Virginia Trucking Association support laws and regulations that increase traffic safety; protect all drivers; and decrease risk to all highway users. To that end, we support uniform speed limits for all motor vehicles and enforcement of the posted speed limits.

We support establishment of an 81 Speed Enforcement Task Force to examine and evaluate ways to enhance speed enforcement for all vehicles travelling on I-81. Increasing compliance with the speed limits on I-81 will result in reduced crashes. We offer our truck safety expertise and experience in support of this effort.

Thank you for your consideration of our comments and views on this important issue and please let me know if you have any questions or need any additional information.

Sincerely,



P. Dale Bennett
President & CEO

cc: Members, Commonwealth Transportation Board

From: [Eliza Hoover](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Interstate 81 imput
Date: Friday, November 30, 2018 1:24:37 PM

Accidents become FATAL accidents because drivers are not instructed on the dangers of tailgating. A simple and safe first step could be to instigate lighted LARGE signs along the interstate stating: "TAILGATING KILLS! KEEP A SAFE DISTANCE!" I see these signs when I drive on interstates in the more northern states, maybe NY, CN, MA?

Many fatalities and pile/ups could be avoided with this simple step.

And get RAIL!! The heavy truckers need to be much fewer on our roads. And raise the age of truck drivers. Mature drivers should be making the split second decisions needed on our highways.

Thank you.

Eliza Williams Hoover
335 Hill Street
Harrisonburg, va. 22802
540-421-1477
Sent from my iPhone

From: [Matthew Wells](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comments on I-81 Corridor Plan
Date: Thursday, November 29, 2018 6:55:51 PM
Attachments: [image001.png](#)
[WRK I-81 Tolling Comments Submitted.pdf](#)

Mr. Mannell,

On behalf of WestRock, I am submitting the attached comments on the I-81 Corridor Plan.

Thank you for your consideration,

Matt

--

Matthew S. Wells
Sr. Regional Manager, State Government Relations



501 S. 5th Street | Richmond, VA 23219
T: [804.444.7070](tel:804.444.7070) | M: [804.677.8169](tel:804.677.8169)
matthew.wells@westrock.com | www.westrock.com

This electronic message contains information from WestRock Company (www.westrock.com) or its subsidiaries, which may be confidential, privileged or otherwise protected from disclosure. The information is intended to be disclosed to and used by only the named recipient(s). If you are not the intended recipient, then your review, use, disclosure, printing, copying, or distribution of this message or its contents is prohibited. If you have received this message in error, please notify WestRock immediately at postmaster@westrock.com, and delete the message from your system. For information about WestRock's privacy practices, including how WestRock collects, processes, transfers, and stores Personally Identifiable Information shared with us, please visit [WestRock Privacy Policy](#). Unless previously authorized in writing, this message does not constitute an offer, acceptance, or agreement of any kind. Sender is not liable for damage, errors or omissions related to or caused by transmission of this message.
(c) WestRock Company.



501 S. 5th Street
Richmond, VA 21219

office: 804.444.7070
www.westrock.com

November 28, 2018

Mr. Ben Mannell
Assistant Planning Director
Virginia Department of Transportation
Transportation and Mobility Planning Division
1401 E. Broad Street
Richmond, Virginia 23219

VIA EMAIL

Dear Mr. Mannell,

On behalf of WestRock, I am writing to express our opposition to transportation funding sources for the I-81 corridor that single out or disproportionately impact specific forms of transportation, such as truck-only tolling.

Who We Are

WestRock is a leading manufacturer of sustainable packaging solutions with 50,000 employees in over 300 locations around the world. In Virginia, we have over 3,000 employees in eight locations, including one of the country's largest consumer paperboard mills, located at Covington. The Covington Mill has been in operation since 1899 and employs over 1,100 individuals in highly-paid skilled manufacturing jobs. Between payroll, taxes, energy purchases, and supplier spend, the mill invests over \$400,000,000 **directly** into the Virginia economy on an annual basis. Combined with our other facilities, WestRock is responsible for nearly \$1,000,000,000 in direct economic activity in the Commonwealth every year.

Transportation at the Covington Mill

The Covington Mill sits on the I-81 corridor and relies on the Interstate to move a significant portion of its nearly 1,000,000 tons of annual production. This includes nearly 400,000 tons of freight that goes to the Port of Virginia – in fact, the mill is one of the largest single exporters out of the Port of Virginia by volume. While we use rail service where possible and economical, we estimate that trucks going into and out of the mill account for nearly 7,000,000 lane miles on I-81¹.

¹ This statistic is for finished products only and does not include lane miles related to raw material transportation. It also does not include lane miles that may be traveled for any of our other Virginia or US-based production facilities.

Improving the I-81 Corridor

With this in mind, we are acutely aware of the potential benefits of projects on I-81 that would make the corridor a more reliable means of transportation for businesses and individuals. It is our understanding that the Commonwealth is reviewing a number of projects that go beyond simply building more lane-miles, which is to be commended. We encourage you to also consider the following innovative options:

- 1) Prioritizing “hot spots” to improve safety;
- 2) Finding alternatives to I-81’s use as a local “main street;”
- 3) Adopting policies that would allow Virginia to participate in a potential federal pilot program that would allow trucks with improved safety features such as extra brakes and a sixth axle to carry 91,000 on interstate highways, which studies show could reduce truck congestion by as much as 24%;
- 4) And taking steps to enhance Virginia’s rail infrastructure.

Transportation Funding Mechanisms Should be Fair and Equitable

Even with these creative options, we understand that transportation solutions may require some new funding mechanism. We are extremely concerned that a funding mechanism that focuses solely or disproportionately on heavy trucks will significantly disadvantage the mill as it competes both externally and within WestRock for business and capital investment². Should the Commonwealth decide that a new revenue source is, in fact, necessary to fund I-81 improvements, we believe that it should be fairly distributed among all users of the corridor, with consideration given to the economic benefits provided by in-state employers who rely on heavy trucks.

Increased Costs Damage Economic Competitiveness

Any toll levied on heavy trucks is likely to be passed directly through to customers. Our understanding is that the state is considering a \$0.17 per mile toll for trucks. This would equate to over \$1,000,000 in added cost burdens for the Covington mill. We are skeptical that the mill would see a corresponding economic benefit from proposed improvements. Moreover, a disproportionate truck toll would have a chilling effect on the economy of the entire I-81 corridor, potentially damaging key customers of our Richmond Container Plant, which employs 125 individuals in eastern Henrico County.

In September of this year, WestRock was pleased to welcome Governor Northam to Covington to announce a \$250,000,000 multi-year investment in the Covington Mill. As with other companies, we consider a variety of factors, including taxes and costs of doing business, in deciding where and how to deploy our capital dollars. Policies that dramatically increase these costs will significantly impact Covington’s ability to compete for capital investments in the future. For this reason, and those stated above, we are strongly opposed to the adoption of tolls that target heavy trucks.

² WestRock operates 28 paper mills within its US system, all of which compete for a limited pool of capital.

Thank you for the opportunity to provide input into this process. We look forward to continuing to work with you, the Commonwealth Transportation Board, and the General Assembly on this and other matters in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M Wells', with a long horizontal flourish extending to the right.

Matthew S Wells
Senior Regional Manager, State Government Relations
WestRock

From: [Farley, Robertine](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Emailing: Mannell (VDOT), Interstate 81 Additional Comments, 11-29-18
Date: Thursday, November 29, 2018 3:27:06 PM
Attachments: [Mannell \(VDOT\), Interstate 81 Additional Comments, 11-29-18.pdf](#)

Good Afternoon,

Please find attached letter from Dr. Sherwood Wilson, The Vice President for Operations at Virginia Tech.

Thank you,

Robertine

Robertine Farley
Administrative Assistant

Office of the Vice President for Operations
Burruss Hall Suite 201 MC(0182)
800 Drillfield Dr.
Blacksburg, VA. 24061

Phone 540-231-4416
rfarley@vt.edu



Sherwood G. Wilson, Ph.D.
Vice President for Operations
800 Drillfield Drive
Blacksburg, Virginia 24061
540-231-4416
www.vt.edu

November 29, 2018

Ben Mannell
1401 E. Broad St.
Richmond, Virginia 23219

Dear Mr. Mannell,

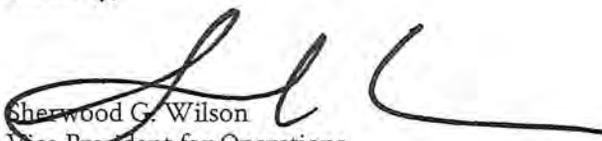
Thank you for the opportunity to provide input related to the Interstate 81 Corridor Improvement Plan during this third comment period. The recommended operations, incident management, and capital improvements look very promising.

As mentioned in my previous letter (July 2018), Virginia Tech would like to better understand the impacts of the potential funding options that have been presented, including vehicle tolling, motor fuels tax, retail sales and use tax. Specifically, we would like to further understand how each of these funding options may impact the university community, particularly given our interests in promoting regional collaborations that rely on cost-effective transportation options and making education more accessible and affordable.

The proposed capital improvements have the potential to be very helpful when implemented. Improved connections between the New River and Roanoke Valleys will not only ease traffic congestion, but also help continue the momentum in building strong connections that have greatly strengthened the regional economy. In particular, we agree that widening the northbound section of I-81 to three lanes between mile-markers 116 and 144 is much needed.

The recent announcement of the new Virginia Tech Innovation Campus in Alexandria, Virginia further emphasizes the importance of connecting our facilities that are situated along the I-81 corridor (Blacksburg, Roanoke, the National Capital Region, and the Agricultural Research and Extension Centers). The state's agreement also emphasizes the importance of both state infrastructure investments and education initiatives to economic growth. Therefore, Virginia Tech remains very interested in partnering with VDOT and DRPT in discussions about how Interstate 81 corridor improvements can benefit the citizens of the Commonwealth.

Sincerely,


Sherwood G. Wilson
Vice President for Operations

cc: Dwayne Pinkney, Senior Vice President for Operations & Administration

From: [Kathryn Sanner](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [David Heller](#); [John Lyboldt](#)
Subject: TCA Comments Opposing Tolls on I-81
Date: Thursday, November 29, 2018 11:49:35 AM
Attachments: [TCA Comments on VA I-81 Tolling 11.29.18.pdf](#)

To Whom It May Concern,

Attached please find comments from the Truckload Carriers Association (TCA) opposing proposals to toll I-81. If you have any questions or concerns, or need additional information, please do not hesitate to reach out.

Thank you,
Kathryn

Kathryn Sanner

Manager of Government Affairs

Truckload Carriers Association

555 E. Braddock Road

Alexandria, VA 22314

(703) 838-1950

truckload.org

-

Don't Miss These Upcoming TCA Events

[TCA Profitability Seminar, December 4, Indianapolis, IN](#)

[TCA Annual Convention, March 10-13, Las Vegas, NV](#)

[38th Safety & Security Meeting, June 2-4, Memphis, TN](#)

[36th Refrigerated Division Annual Meeting, July 10-12, Bend, OR](#)

NOTICE: Confidential – This message is sent on behalf of the Truckload Carriers Association. The message, along with any attachments, may contain confidential and/or privileged information. The message and any attachments are intended solely for the use of the individual or entity to whom they are addressed, including Truckload Carriers Association members. If you are not the intended recipient, any use, dissemination, distribution, or reproduction of this message and/or any attachments is strictly prohibited. Please notify the sender immediately by telephone at (703) 838-1950 or by reply email if you have received this message by mistake. Also, please delete the message, along with any attachments, from your computer. Thank you.



November 29, 2018

Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219
Submitted via email to VA81CorridorPlan@OIP.Virginia.gov

Re: Interstate 81 Corridor Improvement Plan

To Whom It May Concern:

Pursuant to the Virginia Department of Transportation's (VDOT) request for public comments regarding the Interstate 81 Corridor Improvement Plan, the Truckload Carriers Association (TCA) hereby submits these comments.

TCA, with offices at 555 East Braddock Road, Alexandria, VA, 22314, is the national trade association of the truckload segment of the trucking industry. As a major part of an industry that has over 524,000 companies within the United States operating millions of power units, TCA and its trucking company members regularly comment on matters affecting the trucking industry's common interests and the potential impacts these matters could have on our operations. With that in mind, TCA and its members are vitally interested in VDOT's objectives and strategies to improve public roadways, particularly as they relate to tolling proposals for the I-81 Corridor.

While the directive to the Virginia Commonwealth Transportation Board under SB 971 is to evaluate the feasibility of tolling I-81, the mandate limits tolling consideration only to high occupancy toll lanes and tolls restricted to heavy commercial vehicles. TCA is strongly opposed to tolling, not just in Virginia but across the country. Highway tolling in general has many negative consequences, include harming economic development by increasing the cost of doing business, traffic diversion and safety issues, increasing the cost of living in local communities, and wasted revenues spent on administering the tolling system.

Tolling restricted to heavy commercial vehicles, or "truck-only tolling," is especially concerning to TCA. Singling out the trucking industry to cover the cost of improving the I-81 corridor is unjust and poses a threat to interstate commerce. TCA firmly believes that the use of toll roads, if they are implemented, should be voluntary. Yet I-81's position as a major national thoroughfare with few reasonable alternatives would make the toll essentially mandatory for all trucks travelling through the region.

If additional lanes are added to I-81, TCA would be neutral toward those new lanes being tolled while the preexisting lanes remained free for public use. Furthermore, if a truck-only toll is added to all existing lanes on I-81, trucks must not be restricted from operating on non-toll highways that could potentially serve as alternative routes. While the traffic diversion through areas that are not typically used for truck movement is certainly an unintended consequence, it is an alternative that must be provided for our industry.

We ask that the Commonwealth abandon any plans to toll I-81 and instead look toward more sustainable funding solutions. Other funding options, particularly increasing the state's fuel tax, provide more reliable and consistent sources of revenue. Fuel taxes and existing highway user fees are efficient, effective, and commonly accepted methods for collecting revenues for the maintenance and expansion of highways.

Please reject any proposal to toll I-81 in your upcoming report.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lyboldt", with a long horizontal flourish extending to the right.

John Lyboldt
President

From: [William Paxton](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: VA 81 Corridor Tolling Plan
Date: Thursday, November 29, 2018 11:41:02 AM

Dear The Department of Transportation,

We are opposed to tolling existing interstates on I-81, as it would have many negative consequences for the entire I-81 corridor, including harming economic development by increasing the cost of doing business, traffic diversion and safety issues, increasing the cost of living hurting local communities, and wasted revenues spent running the tolling system.

I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81. Please reject any proposal to toll I-81 in your upcoming report.

Sincerely,
William Paxton
5300 Port Royal Rd

Springfield, VA 22151-2112

From: [Edward Davidson](mailto:Edward.Davidson@HamptonRoadsMoving.com)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I-81: Increased Tolling for Large Commercial Trucks
Date: Thursday, November 29, 2018 10:55:45 AM

The Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219-2052

To Whom it May Concern:

I am opposed to tolling existing interstates on I-81, as the effects of such tolling would have many negative consequences for the entire I-81 corridor, including:

- Harming economic development by increasing the cost of doing business.
- Safety issues due to traffic diversion.
- Increased cost of living which would hurt local communities.
- Wasted revenues spent running the tolling system.

I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions. This toll study is a waste of Virginia taxpayer dollars and the first step towards new toll taxes being placed on I-81. It's time for Virginia's leaders to look elsewhere.

In closing, as a long-time resident of Virginia, I've been affected by many new tolls and taxes, which is why I humbly request that you please reject any proposal to toll I-81 in your upcoming report.

Respectfully Submitted,

Ed Davidson

Edward "Eddie" Davidson
Safety Director/DER
Hampton Roads Moving & Storage
2006 Northgate Commerce Parkway
Suffolk, Virginia 23435
EdDavidson@HamptonRoadsMoving.com
Direct Line: 757-967-0833
Mobile: 757-567-2440
Confidential Fax: 757-967-0859



We provide service the **HRMS** way, with **H**onor, **R**espect, **M**anners, **S**ensitivity



From: [James Hickey](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: re: tolling on Interstate 81
Date: Wednesday, November 28, 2018 11:54:57 AM

I am opposed to tolling existing Interstate 81 in Virginia. Tolling will have many negative consequences for the entire I-81 corridor, including harming economic development and job creation by increasing the cost of doing business in Virginia. Heavy trucks will no doubt find alternate routes around the tolls through existing communities and neighborhoods, which creates safety issues. Time and again, it has been proven that tolling systems are the least effective methods to fund maintenance on existing infrastructure.

I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81. Please reject any proposal to toll I-81 in your upcoming report.

Sincerely,

James Hickey

From: [John Urso](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I oppose tolling I-81
Date: Wednesday, November 28, 2018 9:57:29 AM

I am opposed to tolling existing Interstate 81 in Virginia. Tolling will have many negative consequences for the entire I-81 corridor, including harming economic development and job creation by increasing the cost of doing business in Virginia. Heavy trucks will no doubt find alternate routes around the tolls through existing communities and neighborhoods, which creates safety issues. Time and again, it has been proven that tolling systems are the least effective methods to fund maintenance on existing infrastructure.

I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81. Please reject any proposal to toll I-81 in your upcoming report.

Sincerely,
John Urso

From: [Randall Wolf](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Greenways at rest stops and other suggestions
Date: Wednesday, November 28, 2018 9:26:26 AM

Thank you for the work you are doing to improve I-81.

First, the timing feels like a tipping point for transportation in society. We will see driverless vehicles and vehicles with AI assist, more vehicles using alternative fuels and possible changes in delivery methods. Please do your best to consider how these and other changes in technology can and will effect the future of road construction.

An unconventional idea. I-81 runs through beautiful countryside throughout the Shenandoah Valley. Provide a new and different access point for travelers via greenways that would start at rest stops and connect to parks and towns or just provide a loop for travelers to relax and exercise while enjoying the outdoors.

Please consider how greenways could be placed within the interstate's right of way to connect population areas. A well built greenway that ran between Harrisonburg and Staunton could support bike riders to commute to jobs between them and provide bike tourism opportunities to the state and communities.

The biggest issue over all is truck traffic. Many of the trucks pass through much or most of the Virginia corridor without making a delivery. Creating additional quick on and off rail service, more like a ferry system on rails could reduce the truck traffic on I-81.

Please enforce parking rules at ramps and rest stops. Tractor trailers constantly park along on and off ramps at interchanges and rest stops which create hazards.

Again, design for the future, not just more of the same. The goal should be, how do we have less single driver vehicles on I-81, not more. Good luck.

Cheers

Randall K. Wolf
PO Box 61
Stuarts Draft, VA 24477
randallwolf.photoshelter.com
914.960.3725 (cell)
540.949.8844 (home)

From: ["Larry Korte" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Attn: Ben Mannell, I 81 corridor study comments
Date: Wednesday, November 28, 2018 8:52:40 AM

RE: Ben Mannell, I 81 corridor study comments

Thank you for studying the I 81 corridor as I live near Staunton, Virginia.

1. I believe solutions that provide immediate relief, like:
fast clearing of accidents, message alerts (Which I really appreciate now),
speed limit enforcement, and intersection improvements are best.

2. Environmental and historic impacts are prime importance as the Shenandoah Valley has sensitive
Karst geology and significant historic significance that provide income and jobs.

3. Funding must take into account the massive increase in truck traffic with extended times of clearing.
With electronics, truck tolling is an easy solution.
At one point, local roads were planned to be unsupported to discourage traffic in favor of tolls. This is
terrible for the local residents.
Most locals use local roads and truck traffic is mostly out of the region.
I would not support local taxation to cover the mostly out-of-region traffic increase.

Thank you,
Larry Korte
Churchville, Virginia

From: [jphingley via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP1.Virginia.gov
Subject: Tolling existing interstates.....
Date: Tuesday, November 27, 2018 11:50:41 PM

Tolling existing interstates is not the answer. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81.

Tolling hurts local business, causes higher prices for consumers and puts new traffic onto rural backroads. As a Virginia citizen, I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions.

Thank you !

From: [Kyle Lawrence](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Attn: Ben Mannell VA81 Corridor Comments
Date: Tuesday, November 27, 2018 9:02:23 PM

Mr. Mannell,

I wish to submit the following comments in regards to Phase 1 of the Interstate 81 Corridor Study:

1. The suite of proposed solutions includes ways to make the existing road work better, like faster clearing of accidents, speed limit enforcement, and message signs to alert drivers to problems ahead. We think these make sense and will allow [Safer Solutions Sooner](#).
2. VDOT's process for identifying problem areas and proposing projects has not yet included impacts on environmental and historical resources. Now is the time to add this important piece into the deliberations. Impacts to environmental and historical resources are important in project prioritization and design.
3. Trucks are a major part of the problem on I-81 and should be part of the solution. Trucks have exceeded the numbers projected when the road was designed, but cars have not. One truck does the same amount of damage to a road as 9,000 cars. Trucks crashes on I-81 take a lot longer to clear, causing backups averaging eight miles. In addition, more than half of the expected benefit from reduced delays is estimated to be for trucks (3.6 million hours annually out of 6 million). In the long-term, freight traffic belongs on the parallel rail line. In the short-term, we need safer solutions.

Thank you for the opportunity to submit comments.

Kyle Lawrence
441 E Gay St
Harrisonburg, VA 22802

--

Kyle Lawrence
571-277-8121

From: kingtilley@verizon.net
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Study of Feasibility of Tolling I-81
Date: Tuesday, November 27, 2018 6:01:30 PM

Ladies and Gentlemen,

There can be no argument that I-81 is in desperate need of improvement. The volume of traffic, in particular, truck traffic, continues to increase on this major North- South interstate. It appears that VADOT's answer is to alleviate these problems through expansion funded by tolling.

The Commonwealth has a primary obligation to its citizens to provide and finance infrastructure through the relegation of other less important needs or obligations to secondary importance. The State's answer to funding always seems to deteriorate to the increasing of taxes, fees or other monikers for the same thing... a new source of cash from the citizenry.

Tolling existing interstates is not the answer. It is time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81. Tolling hurts local business, causes higher prices for consumers and tends to put more traffic onto rural back roads. There is not a single secondary route (ie. State Hwy 11) that goes straight through from the Bristol to Winchester that would preclude using a portion I-81. As a Virginia citizen, I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions.

Construction can be financed through the judicious re-evaluation of State expenditures and reallocating revenue streams into those pursuits which are, or should be, the primary concern of the Commonwealth ... of which roads are a pre-eminent obligation. Suitable highways enhance the quality of life, promote and encourage the expansion of business and industry with their positive impact to the economy, while helping to keep cost to consumers at a minimum.

I am very much opposed to any scheme which involves the use of tolling along any section of I-81. The Commonwealth can, and must, do better.

King Tilley
330 Huddersfield Drive
Richmond, VA 23236

From: ["Nate Shaw" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP1.Virginia.gov
Subject: I-81 comments
Date: Tuesday, November 27, 2018 4:46:49 PM

Hi Ben.

I live in Harrisonburg, VA and drive on I-81 several times a week. I use I-81 for local travel, but I also use it for longer trips to the Washington, DC, Hampton Roads and Western NC areas, at least 5 or 6 times per year.

I just wanted to make sure that you all will be taking a hard look at trucks on I-81. The number of trucks on I-81 far exceeds the original estimate. Trucks do much more damage to the road than cars do and accidents with trucks take much longer, and are more costly, to clear.

I believe the number of trucks on I-81 should be reduced, either by instituting tolls or via other regulations that help move the freight carried by trucks onto rail lines. The less trucks on I-81, the less damage done to the road and the less accidents we will have.

If the number of trucks on I-81 cannot be reduced, then perhaps a new lane should be added and trucks should be banned from the far left lane. Obviously, that is not the preferred solution, as it will mean years of construction and billions of dollars paid by the taxpayers, like me.

Thank you for reading my thoughts on the matter.

--Nate Shaw

From: [madison.brown](mailto:madison.brown@va.gov)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I-81 VA Corridor
Date: Tuesday, November 27, 2018 4:46:45 PM

VAI-81 Corridor Comments:

1. Save a life or two and lower the speed limit.
2. If you cannot get acceptance and compliance, lower and increase enforcement.
3. Use the example of smoking as how we can change our habits and save \$\$ both. Now much have saved?
4. Trucks? Return to the rail solution. Take the maintenance savings (one truck = 900 autos) and subsidize the railroads. They won't do their part unless we pay them. That's how the market works, isn't it?
5. This is not a VA but rather a regional problem so the solution needs to be regional. Get the rest of the corridor involved. VDOT always looks for ways to expand its "business". That serves VDOT better than our Commonwealth.
6. If you resort to tax or toll, levy VA and the other states. Think regionally for a change. Maybe tolling out of state trucks will get those states' attention and cooperation.

Madison Brown
25 South Washington Street
Staunton
540 886 5979

From: [Travis Pietila](#)
To: ["VA81CorridorPlan@OIP.Virginia.gov"](mailto:VA81CorridorPlan@OIP.Virginia.gov)
Subject: SELC Comments on I-81 Study Recommended Improvements
Date: Tuesday, November 20, 2018 12:06:58 PM
Attachments: [SELC Comments on I-81 Study Recommended Improvements 11-20-18.PDF](#)

Please find attached comments from the Southern Environmental Law Center on the recommended improvement package and financing options for the I-81 Corridor Improvement Plan.

Thank you for your consideration.

Travis Pietila

Travis Pietila
Staff Attorney
Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
(434) 977-4090
SouthernEnvironment.org



530 East Main Street, Suite 620
Richmond, VA 23219-2431
804-343-1090
Fax 804-343-1093
SouthernEnvironment.org

November 20, 2018

Mr. Ben Mannell
Study Manager
1401 East Broad Street
Richmond, VA

BY EMAIL

Re: Comments on Recommended Improvement Package for the I-81 Corridor Plan

Dear Mr. Mannell:

The Southern Environmental Law Center would like to provide the following comments on the recommended improvement package and financing options for the Interstate 81 Corridor Improvement Plan. SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life. We have been involved in transportation planning for the I-81 corridor for over 15 years.

We appreciate the significant work that has gone into this study and developing the proposed recommendations, particularly given the extremely short timeframe set by the General Assembly to carry out this process. We also appreciate the quality of the work that has been done. The draft recommendations include a number of positive elements we supported in our comments during the first two rounds of public input, including upgrades to speed enforcement and incident management in the corridor, as well as making several targeted improvements to I-81 to address specific safety and traffic hotspots. These types of investment have repeatedly proven to be both effective and cost-effective. We support a continued focus on these solutions going forward, along with additional study of the effects these improvements may have in reducing the need for costlier and more damaging I-81 capacity expansion projects.

However, we remain concerned about the heavy emphasis on highway widening and expansion in the \$2 billion package of recommended capital improvements, and the absence of rail and transit improvements from this list. Any long-term solution to the corridor's safety and traffic issues must include substantial investment in multimodal options (such as intercity bus, passenger rail, and freight rail) to provide additional, cleaner travel choices and to reduce vehicle miles traveled on the interstate. But there does not appear to be any specific multimodal funding or improvement included in the recommended package of investments. We strongly urge the inclusion of dedicated funding for multimodal improvements in the final package submitted to the General Assembly, as well as recognition of the importance of such funding in the report. In addition, future I-81 corridor planning efforts and funding decisions should place much greater emphasis on multimodal options.

Another key component to expand travel options in the corridor is to make targeted improvements to adjacent local road networks to enable more drivers to avoid the interstate for local or intra-regional trips. However, it appears that the only improvements to local roads in the

recommended improvement package are the addition of changeable message signs in certain locations to improve detour routes. The final report to the General Assembly should recognize the importance of local road network improvements. In addition, future planning efforts for the corridor should include greater consideration of opportunities to enhance local road networks to further reduce vehicle miles traveled and help alleviate safety and traffic issues along I-81.

We also remain concerned about the impacts the substantial additional asphalt being proposed would have on environmental, community, and historic resources in the corridor, as well as the failure to include consideration of these impacts in the prioritization process used to select capital projects for the recommended package of improvements. While this process has been described as “SMART SCALE-like,” key elements of the SMART SCALE analysis are a project’s impacts on environmental and historic resources and its land use effects—both of which were missing from the brief prioritization analysis completed for this study. Also missing from the study documents provided to the public thus far is any analysis of the potential diversion impacts to local roadways that may result from proposed tolls and/or annual fees along the interstate. It is imperative that these impacts are adequately assessed before particular projects are advanced and tolls/fees are imposed, and that study of these effects is included in any future planning process.

I. Operations and Incident Management

Significant investment in improving operations and incident management along I-81 is critical to address the corridor’s safety and traffic issues. As noted in recent presentations, I-81 is unique among Virginia’s interstates in that a majority (51%) of travel delay is related to incidents, while just 21% is a result of recurring congestion.¹ In light of this fact, we are pleased that important upgrades to the corridor’s operations have been included in the recommended package of investments, including enhanced speed enforcement, driver notification systems, and emergency clearance services. Previous studies and experience have shown the effectiveness and cost-effectiveness of these solutions, and we support a continued focus on these improvements going forward.

However, there are a couple of operations-related aspects of the study that warrant additional explanation and/or analysis. First, improving local detour routes has been noted as a key component of the operations plan, yet few details have been provided about the recommended upgrades to these routes and the benefits they will produce. Other than brief summaries of a few “sample detour plans” in round two, it appears the only information provided is showing locations on the district maps where changeable message signs will be added along local routes. Further information on this component of the operations plan is needed.

In addition, an important missing piece of this study is analysis of how much the \$40 million in recommended operations upgrades is expected to reduce the need for far more expensive and damaging capacity expansion projects. Given that a majority of delays along I-81 are due to incidents, these incident management strategies are likely to markedly improve travel

¹ See Nick Donahue, Deputy Secretary of Transportation’s presentation to the CTB, “I-81 Corridor Improvement Plan” (Oct. 29, 2018) (hereinafter “October 29, 2018 CTB Presentation”) (also showing that statewide, 72% of delay on Virginia’s interstates is related to recurring congestion, compared to just 16% of delay related to incidents).

conditions along the corridor. It would be advisable to get a better handle on what the remaining needs may be after these cost-effective, near-term strategies are in place before investing in \$2 billion worth of new capital projects, some of which may no longer be needed or may be reduced in scale.

II. Multimodal Facilities and Services

Although we have long supported targeted improvements to I-81, we remain concerned with the heavy emphasis on new pavement and capacity expansion reflected in the \$2 billion package of recommended capital improvements, along with the lack of any specific funding or improvements identified for multimodal facilities and services. Expanding travel options in the I-81 corridor—including bus service, passenger rail, and freight rail—has been identified as a critical need in both the Virginia Multimodal Transportation Plan (VMTP) 2025 Needs Assessment,² as well as in public meetings on the current study.³ Providing cleaner transportation options will also be crucial to advance the Commonwealth’s efforts—including the recent commitments by Governor Northam⁴—to reduce the environmental impacts of transportation and curb greenhouse gas emissions.

A. Public Transit and Passenger Rail

The VMTP 2025 Needs Assessment identified a lack of regional transit service within communities, as well as a shortage of intercity bus and passenger rail service connecting communities, in the I-81 corridor. Expanding these services has significant potential to reduce driving along I-81. Many of the most congested areas in the corridor are in metro areas where improved bus service could remove more local traffic from the interstate. In addition, the recent success of the new Virginia Breeze service connecting Blacksburg to Washington, D.C. provides an example of the potential of intercity bus service to further reduce traffic on I-81, with ridership far outpacing projections despite limited service.⁵ Further, as noted in a recent presentation to the CTB, Amtrak passenger rail service along the I-81 corridor has seen a 9% increase in ridership over last year, serving more than 200,000 riders.⁶ Yet the proposed project list does not contain any funding for any of these types of transportation services.

² See VMTP 2025 Needs Assessment, Crescent Corridor at 20, 33, 46, 59 (2016).

³ Indeed, a recent presentation showed that nearly one-half (41%) of all public comments related to congestion issues in the corridor pertained to a lack of multimodal options. See October 29, 2018 CTB Presentation.

⁴ See, e.g., News Release, “Northam Administration Takes New Steps to Fight Climate Change, Ocean Acidification” (Sept. 12, 2018) (announcing Virginia’s commitment to join the multi-state Transportation Climate Initiative to reduce carbon pollution from the transportation sector); News Release, “Governor Northam Announces Virginia Investment in Electric Transit” (Oct. 31, 2018) (announcing that Virginia will invest \$14 million of its Volkswagen Mitigation Trust funds in all-electric transit buses as part of the Northam Administration’s “climate strategy to reduce pollution and advance the clean economy”).

⁵ See Laine Griffin, *Service To D.C. A 'Breeze' — Bus Ridership Exceeds Expectations In First Year*, DAILY NEWS-RECORD, OCT. 26, 2018, available at http://www.dnronline.com/news/harrisonburg/service-to-d-c-a-breeze-bus-ridership-exceeds-expectations/article_9ff93579-a9ed-5730-b4ef-6026bb738e59.html.

⁶ October 29, 2018 CTB Presentation.

B. Freight Rail

There is also a crucial need to continue to explore innovative options to shift more of I-81's heavy freight truck volumes away from the interstate and onto the corridor's rail lines, given the central role of freight trucks in creating many of I-81's safety and traffic issues and the presence of rail lines in the corridor throughout Virginia.⁷ Shifting more freight onto rails would also have significant environmental benefits. As noted in the recent *Virginia Statewide Rail Plan*, railroads are on average four times more fuel efficient than trucks, generating 75% fewer greenhouse gas emissions.⁸ It has been estimated the funding Virginia has already invested in rail in this corridor will move 1.4 million truckloads—9% of truckloads—off of I-81 in 2035.⁹ Building upon these investments with further freight rail improvements should be part of any strategy to improve I-81.

Although we recognize the substantial coordination required for many multimodal improvements and appreciate that the draft study does identify a handful of strategies that may be pursued to promote passenger and freight rail,¹⁰ it is clear that much more needs to be done. Given the limited time remaining for this study, we recognize that additional studies cannot be undertaken at this point. However, we urge you to at least strengthen the discussion of multimodal improvements in the draft report, recommend dedicating a meaningful amount of anticipated revenues from any new funding sources resulting from this effort to advancing multimodal improvements in the corridor, and recommend funding further study of transit and rail options. Moreover, it is imperative that much greater emphasis be placed on multimodal facilities and services in future planning and funding decisions for this corridor.

III. **Local Network Improvements**

Making targeted upgrades to the corridor's local road networks to give local drivers additional route options and enable many drivers to reduce or eliminate use of I-81 is another crucial piece of addressing the corridor's safety and traffic issues, and numerous local network improvement needs were identified in the VMTP 2025 Needs Assessment. Moreover, in addition to meeting travel needs, targeted solutions have generally fared better under SMART SCALE than major expansion projects due to their greater cost-effectiveness and reduced environmental issues. In light of these factors, we were disappointed to see that no local network improvements have been included in the recommended package aside from the addition of changeable message signs along certain detour routes as discussed above. The final report

⁷ In recent presentations, it has been noted that freight trucks comprise as much as 20-30% of all vehicles on some stretches of I-81, and are estimated to be involved in 22% of the approximately 2,000 crashes occurring annually on this facility. See Nick Donahue, Deputy Secretary of Transportation's presentation to the CTB, "Virginia Interstate 81 Corridor Overview" (Jan. 16, 2017).

⁸ 2017 Virginia Statewide Rail Plan at 2.

⁹ As noted by Deputy Secretary of Transportation Nick Donahue during the CTB's October 29, 2018 workshop discussion of I-81.

¹⁰ These strategies include: engaging Norfolk-Southern about a potential second train along the I-81 corridor as well as potential extension of the Roanoke Train to Christiansburg; improving rail marketing efforts in the corridor; and using the Rail Industrial Access Fund to establish "last-mile" connections for distribution and manufacturing facilities. See October 29, 2018 CTB Presentation.

should recognize the importance of local network improvements and future planning for the corridor must include greater consideration of local network solutions.

IV. Impacts on the Corridor’s Historic Resources, Environment, and Communities

The focus on interstate widening and expansion in the recommended package of improvements, as well as the tolling and fee options being considered, also have significant implications for the corridor’s historic resources, environment, and communities that warrant further consideration and study.

A. Historic and Natural Resource Impacts

As we noted in our comments on the second round of public input,¹¹ we remain concerned that the prioritization process used to narrow the initial list of potential capital projects appears to have been limited to projects’ congestion, safety, and accessibility benefits.¹² Despite being described as “SMART SCALE-like,” key SMART SCALE factors such as anticipated effects on air quality, environmental and historic resources, and land use patterns seem to have been omitted from the evaluation for this study. This is a major shortcoming given the considerable impacts the capital improvements being proposed may have in each of these areas.

For one thing, I-81 passes through, or in close proximity to, many important historic sites and districts, including a number of significant Civil War battlefields. Potential impacts of proposed improvements on these resources must be carefully evaluated (including as part of any required reviews under Section 106 of the National Historic Preservation Act and/or Section 4(f) of the Department of Transportation Act), and any anticipated adverse effects must be avoided or minimized to the greatest possible extent. One particular location that warrants further review is the stretch of I-81 running through the Cedar Creek and Belle Grove National Historic Park in the Staunton District. The recommended list includes widening a lengthy segment of I-81 here.

Potential impacts of proposed improvements on natural resources in the I-81 corridor—including wetlands, streams, forests, and farmland—must be evaluated as well. Many of the recommended improvements will require comprehensive review under federal and state environmental review and permitting processes before they are advanced further.¹³ These processes may result in certain projects not being advanced as initially proposed, or substantially modified to avoid or mitigate adverse impacts.

Therefore, at a minimum, the final report should make it clear that the recommended projects have not been vetted for impacts on historic and natural resources, and that these impacts must be comprehensively considered and avoided or minimized as individual projects are advanced.

¹¹ See Letter from Trip Pollard and Travis Pietila, SELC to Ben Mannell, VDOT, “Comments on Potential Improvements for the I-81 Corridor Improvement Plan” (Sept. 30, 2018).

¹² See October 29, 2018 CTB Presentation.

¹³ This may include review under the National Environmental Policy Act, Clean Water Act, Clean Air Act, and/or Endangered Species Act.

B. Community Impacts of Proposed Tolling and Fees

Further study and analysis is also needed of the potential adverse effects that proposed tolls and/or annual fees may have in diverting traffic to local roadways and communities. Imposing tolls/fees for drivers along I-81 has the potential to divert significant truck and automobile volumes away from the interstate and onto parallel local routes that may or may not be able to accommodate them. Before any new tolls or fees are imposed, it is imperative that a comprehensive toll/fee diversion study is completed and made publicly available to ensure that decision-makers and the public have adequate information to determine the appropriateness of the various proposed funding options for this facility.

Thank you for your consideration of these comments.

Sincerely,



Trip Pollard
Senior Attorney



Travis Pietila
Staff Attorney

cc: Shannon Valentine, Virginia Secretary of Transportation
Stephen Brich, VDOT Commissioner
Jennifer Mitchell, DRPT Director

From: ["Garet Malcom" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Improve I81
Date: Saturday, November 17, 2018 10:04:31 PM

Just limit the large trucks to the right hand lane on roads that do not have a third lane. In other words, do not allow trucks to pass each other.

Garet Malcom
Sent from my iPad

From: [Ralph Grove](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Corridor Plan Comments
Date: Thursday, November 15, 2018 12:35:11 PM

Trucks are the major problem in the I81 corridor. They take up space, they damage the roadway, and they cause accident delays far in excess of passenger cars and other traffic.

The primary goal of this project should be to get freight traffic off of the highway, and onto railways instead. The eastern US needs a modern, multimodal electric railway to move freight traffic between the Gulf of Mexico and the northeast US. Railways can move freight at a lower cost, and with less environmental impact than trucks can.

I object to spending any money to add capacity to I81 when the obvious best solution is to build railway freight capacity in the I81 corridor.

Ralph Grove
Norfolk, VA

From: [MARK BINTRIM](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Virginia Rt 81 Feedback
Date: Tuesday, November 13, 2018 10:36:55 AM

I understand the huge cost impact of widening the entire highway in Virginia, and until that can be accomplished I guess I would support the piecemeal/small improvements being considered. But whatever happened to last years effort to "ticket" people driving slower in the left hand lane? As someone who drives rt 81 frequently, I am certain that if this law were enforced it would enable traffic to flow much better on the existing highway.

Mark Bintrim

Harrisonburg, Va

From: [Donaldson, Bridget](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Deer crash mitigation on I-81
Date: Tuesday, November 13, 2018 9:50:20 AM
Attachments: [Wildlife Use of Box Culvert Pre- and Post-Fencing.PNG](#)
[Animal Detection System.pdf](#)

Hello

I'm with Virginia DOT's research division (Virginia Transportation Research Council/[VTRC](#)), and I'm writing to request that the I-81 Corridor Improvement Plan consider mitigation to increase driver safety and wildlife habitat connectivity. These requests stem from our findings from research conducted for VDOT that certain wildlife crash mitigation measures are highly effective at increasing driver safety, and these measures can be implemented inexpensively.

Driver Safety and Wildlife Connectivity Support by State Agencies, Environmental/Conservation Organizations, and Community Members

- VDOT, FHWA, the Virginia Dept of Game and Inland Fisheries, and the Virginia Dept of Conservation and Recreation are among the many members of a [Virginia Safe Wildlife Corridors Collaborative](#) that aims to identify and implement solutions to our state's problem with wildlife-vehicle collisions. Deer crashes are among the highest in the state, with over 60,000 per year in Virginia. This group has identified areas along I-81 as high priorities for connecting wildlife habitat across I-81.
- The Virginia Dept of Conservation and Recreation has developed a state map of core habitat areas. As you can see from [this map](#), I-81 transects some of the states most numerous areas of high quality wildlife habitat (red areas on map).
- The Rockbridge Area Conservation Council has created the Arcadia Initiative, a multi-jurisdictional effort to preserve large landscapes for the protection of wildlife migration and forest ecology. The area of Arcadia is to the immediate east and west of I-81, from Buchanan to Lexington; I-81 cuts through this ecologically rich area and disrupts the movement of wildlife. The Arcadia Initiative, the Dept of Conservation and Recreation, and the Virginia Safe Wildlife Corridors Collaborative have identified the bridge spanning Buffalo Creek (near Lexington) as part of an important wildlife corridor connecting important wildlife habitat east and west of I-81. More information on enhancing this bridge underpass to encourage wildlife passage and decrease deer and bear crashes is below.

VDOT's Implementation of VTRC Research Recommendations - Three Methods are Determined to be Highly Effective at Reducing Collisions with Deer and Other Wildlife

1. Underpasses with Fencing: VDOT's recent addition of wildlife fencing to two existing underpasses used by wildlife on I-64 near Charlottesville has thus far reduced deer-vehicle collisions by 90%. This [report](#) led to the construction of the fencing, and our research on its effectiveness will continue through 2019. The one-mile sections of fencing at each underpass site keeps deer, bear, and other wildlife off the interstate - and the use of the underpasses by deer and other wildlife has increased by up to 400%. *See attached figures*

Cost Effectiveness of Fencing:

- The cost of fencing one underpass was approximately **\$150,000**, and maintenance is estimated to less than \$500 per year.
- Cost was \$9/linear ft of 8 ft high woven wire fencing.
- Fencing for just one underpass is expected to result in a savings in costs associated with deer-vehicle collisions (savings in property damage and carcass removal costs) of over **\$1.2 million** over its service life. (*This is a preliminary estimate; final cost savings will be provided in our 2019 report.*)

2. Deer Advisories on Changeable Message Signs: In response to VTRC research recommendations for deer crash mitigation on I-64, VDOT is posting deer advisories on its Changeable Message Signs from Charlottesville to Waynesboro. Postings occur every other evening in October and November (to minimize driver habituation to the messages), from 5pm to 9am (when deer crashes are most frequent). Our recent [research report](#) has found that when the I-64 deer advisories are posted, there are 51% fewer deer crashes than when the deer advisories are not posted.

Cost Effectiveness of Deer Advisories on Changeable Message Signs

- A deer crash reduction of 25% to 51% is expected to save \$595,500 to \$1.2 million (in property damage and carcass removals) over the service lives of the five CMSs with these advisories on I-64.

3. Animal Detection Driver Warning Systems: VTRC research projects (a pilot study is attached, and [a similar study on a VDOT road](#) will be released next month) have found that buried cable animal detection systems placed along the roadside are very effective at detecting large animals. These systems can be connected to warning signs and/or in-vehicle sensors, and a soon-to-be-released report shows that drivers reduce speed in response to these warnings.

Cost information is not available yet but can be provided upon request.

Potential Locations of Wildlife Crash Mitigation Projects

- The Buffalo Creek bridge near Lexington, which spans Buffalo Creek, is an existing large underpass used by deer, bear, and many other species that allows wildlife to move safely along an identified wildlife corridor that runs east-west beneath I-81's Buffalo Creek bridge. This is a prime area for the consideration of wildlife fencing that would connect to the bridge underpass and travel along I-81 for up to 1/2 mile on either side of the bridge.
- We are gathering information on other existing underpasses on I-81 that may be good candidates for the addition of fencing.
- If projects on I-81 require maintenance and/or new lane construction, replacing existing small culverts with larger structures and/or incorporating new wildlife underpasses into the project have been shown to cost a small percentage of overall project costs. Studies have shown that saving in property damage outweigh construction costs within a few years. Underpasses can serve a dual purpose of allowing animal passage and water transport. I am happy to assist in identifying areas where wildlife crash mitigation would be effective for a planned project.

Other Considerations

- Research has established that police-reported data on deer-vehicle collisions are 3 to 5

times under-reported on interstates (and up to 9 times under-reported on other road types). **It is recommended that any evaluations of high deer crash areas should multiply police-reported deer crashes by a factor of 3 to 5 along I-81.**

- Size attributes of effective underpasses depend on the target species and can be provided upon request. Minimum bridge and culvert openings (as viewed from the perspective of an animal entering the culvert or crossing under a bridge) for deer and black bear should be **10 ft high and 12 ft wide.**

I'm happy to evaluate specific segments of I-81 for additional areas where driver safety improvements (with regard to deer crash reduction) can be made. Feel free to contact me with any questions.

Thanks very much,

Bridget Donaldson

Associate Principal Research Scientist

Virginia DOT/Virginia Transportation Research Council ([VTRC](#))

Office 434.293.1922 bridget.donaldson@vdot.virginia.gov

1 **Evaluation of a Buried Sensing Cable for Roadside Animal Detection**
2
3
4
5
6

7 **Cristian Druta, Ph.D.***

8 Senior Research Associate
9 Center for Infrastructure-Based Safety Systems
10 Virginia Tech Transportation Institute
11 3500 Transp. Research Plaza, Blacksburg, VA 24061
12 Tel: (540) 231-1056; cdruta1@vt.edu
13

14 **Andrew S. Alden, P.E.**

15 Group Leader
16 Eco-Transportation and Alternative Technologies Group
17 Virginia Tech Transportation Institute
18 3500 Transp. Research Plaza, Blacksburg, VA 24061
19 Tel: (540) 231-1526; aalden@vti.vt.edu
20

21 **Bridget M. Donaldson**

22 Senior Research Scientist
23 Virginia Transportation Research Center
24 Virginia Department of Transportation
25 530 Edgemont Rd., Charlottesville, VA 22903
26 Tel: (434) 293-1922; Bridget.Donaldson@vdot.Virginia.gov
27
28
29
30
31
32
33
34

35 * Corresponding Author
36
37
38

39 Total Word Count: 7120 words

40 Body Text: 5120 words

41 Tables: 2*250 = 500 words

42 Figures: 6*250 = 1500 words
43
44

45 Submitted: July 14, 2017
46

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34

ABSTRACT

Animal-vehicle collisions (AVC) are a concern for departments of transportation as they translate into hundreds of human fatalities and billions of dollars in property damage each year. To reduce AVCs in the state, the Virginia Department of Transportation (VDOT) in collaboration with the Virginia Tech Transportation Institute (VTTI), proposed the evaluation of a microwave roadside animal detection system (ADS) in naturalistic conditions. To achieve this objective, a 300-meter-long buried dual-cable sensor system was installed and tested at a suitable location on the Virginia Smart Road where wild animals such as deer and bear, are often observed in a roadside environment. The buried sensor can detect the crossing of large and medium-sized animals when a generated electromagnetic detection field is perturbed and provides data on their location along the length of the cable. Target animals are sensed based on their electrical conductivity, size, and movement, with multiple simultaneous intrusions being detected during a crossing event.

Data analyses indicated that the ADS, if properly installed and calibrated, is capable of detecting animals such as deer and bear with over 90% reliability. The ADS also performed well even when covered by 3 feet of snow and under various traffic conditions, showing no vehicle interferences during the same monitoring period. It is envisioned that the real-time crossing data acquisition can be used to improve highway safety through driver warning systems installed along roadway sections where high wildlife activity has been observed.

Keywords: animal-vehicle collision (AVC), buried cable, detection system, wildlife, deer

1 INTRODUCTION

2 Animal-vehicle conflicts (AVCs) are a common occurrence and a significant safety and
3 environmental problem in America. These conflicts include collisions and near-collisions and
4 may result in elevated risks to drivers, animals, and other road users. Roads create disruptions in
5 the natural movement of wildlife along with physical isolation due to loss of habitat connectivity,
6 a situation that leads to increased animal mortality and traffic hazards (1). With a national
7 roadway system of almost 4 million miles, a higher number of these occurrences is expected due
8 to an increase in the number of vehicles on the road along with increases in vehicle speed limits
9 (2-4). Typically, the incidence of AVCs exceeds one million-per-year, even as the rate of overall
10 motor vehicle crashes has decreased in comparison. Approximately 4-10% of AVCs involving
11 large animals result in human injury. In many cases, the evasive actions of drivers who encounter
12 animals in the roadway result in injuries to themselves or others and may cause property damage
13 costs exceeding \$4 billion annually (5-8).

14 Furthermore, those AVCs resulting in little or no damage to vehicles are frequently
15 unreported by drivers (2). In Virginia, the insurer State Farm estimates that nearly 56,000 deer-
16 vehicle collisions (DVCs) occurred in the state from 2011-2012, the third highest number of
17 DVCs of all U.S. states (9). Studies in Virginia indicated that the Virginia Department of
18 Transportation (VDOT) spends approximately \$4.4 million per year for carcass removal and
19 disposal (10-11).

20 As AVCs continues to rise due to both vehicle-miles-traveled and an increase in wildlife
21 numbers, many departments of transportation (DOTs) have sought out crash reduction solutions
22 in recent years to mitigate the problem. These solutions included fencing, overpasses and
23 underpasses, and various warning and deterrence systems, such as flashing signs and electronic
24 deterrents (11-13). Some investigations revealed that most of the methods rendered substandard
25 results, with the following exceptions: wildlife fencing, fencing combined with overpasses or
26 underpasses (14-17), and several animal detection systems (2, 16). Other studies indicated that
27 AVCs were reduced by more than 80%, and up to 90%, when warning systems were installed by
28 the roadside (18-19). Previous studies have attributed the success of the warning systems to a
29 reduction in driver speed and stopping distance (20-21).

30 Typically, ADSs are designed to detect large animals such as deer, elk and/or moose as
31 they approach the road, so that drivers are warned that these animals may be on or near the road
32 when the respective system declares an alarm (22-23). Several ADSs installed and evaluated at
33 various locations throughout Europe and North America were classified into three main groups:
34 area coverage, break-the-beam, and intrusion detection sensors (24-27). Extensive research has
35 been conducted on many of these systems, and not all aboveground systems have been shown to
36 be effective. While the first two types of sensors may be affected by the elements (e.g., snow,
37 ice, etc.), trees, traffic, or other objects, the third type appears to be more reliable under these
38 conditions, as the sensors are buried. Reported problems included blind spots resulting from
39 steep slopes and road curvatures, as well as maintenance challenges, such as dirt and vegetation
40 affecting the detection sensitivity (21). Therefore, an unobtrusive system that is both protected
41 from, and effective in various weather conditions, is the most viable option for AVC mitigation
42 (28). A study that investigated such covert outdoor detection sensor to reduce animal-vehicle
43 collisions and improve highway safety was conducted by the Colorado Department of
44 Transportation (CDOT) at two locations (22). However, the study showed mixed results
45 regarding its effectiveness, entailing that additional evaluation would be needed.

46

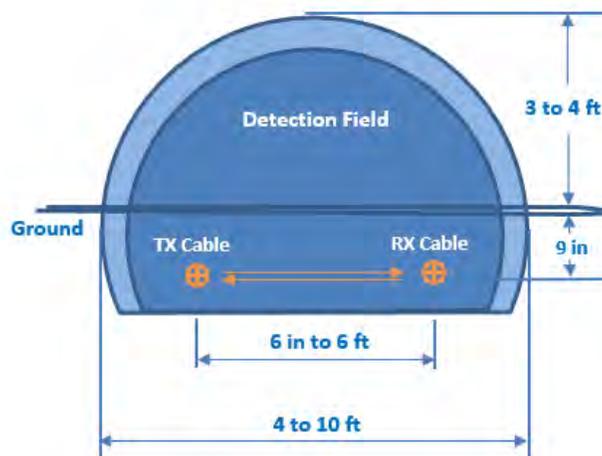
1 PURPOSE AND SCOPE

2
3 The goal of this study was to evaluate a microwave buried cable intrusion detection system to
4 determine its ability to sense large and medium-sized animals while crossing over the cable
5 under realistic conditions. The study was initiated in response to the Staunton District's request
6 to help identify measures and strategic locations for AVC mitigation along certain highway
7 sections with high rates of collisions. This evaluation was conducted on the Virginia Smart
8 Road, a test track facility owned by VDOT and operated by Virginia Tech Transportation
9 Institute (VTTI). The southern end of the Smart Road lies in a largely undeveloped and heavily
10 wooded area and has been observed to be heavily trafficked by deer, bear, coyote, fox, and
11 turkey.

12 METHODS

13 System Selection and Characteristics

14
15 The selection of the animal detection system was led by VTTI researchers in consultation with
16 Virginia Transportation Research Council (VTRC) environmental staff. The selected buried
17 cable detection sensor was chosen for its advanced detection capabilities and compatibility with
18 the testing protocol of this study. The terrain-following sensor is comprised of variable cable
19 lengths available in different installment configurations (e.g., single vs. separate trenches,
20 various cable spacing, etc.) which cover almost all testing requirements. The ADS is a modular
21 ranging buried coaxial cable outdoor intrusion detection sensor system using a detection field
22 that is formed by radio frequency (RF) signals carried by the sensor cables (one transmit and one
23 receive) that are buried along a selected area or perimeter. The transmit (TX) cable distributes
24 RF signals along the cable path and the receive (RX) cable picks up the signals and carries them
25 back to the processor as shown in cross-section in FIGURE 1.
26
27
28

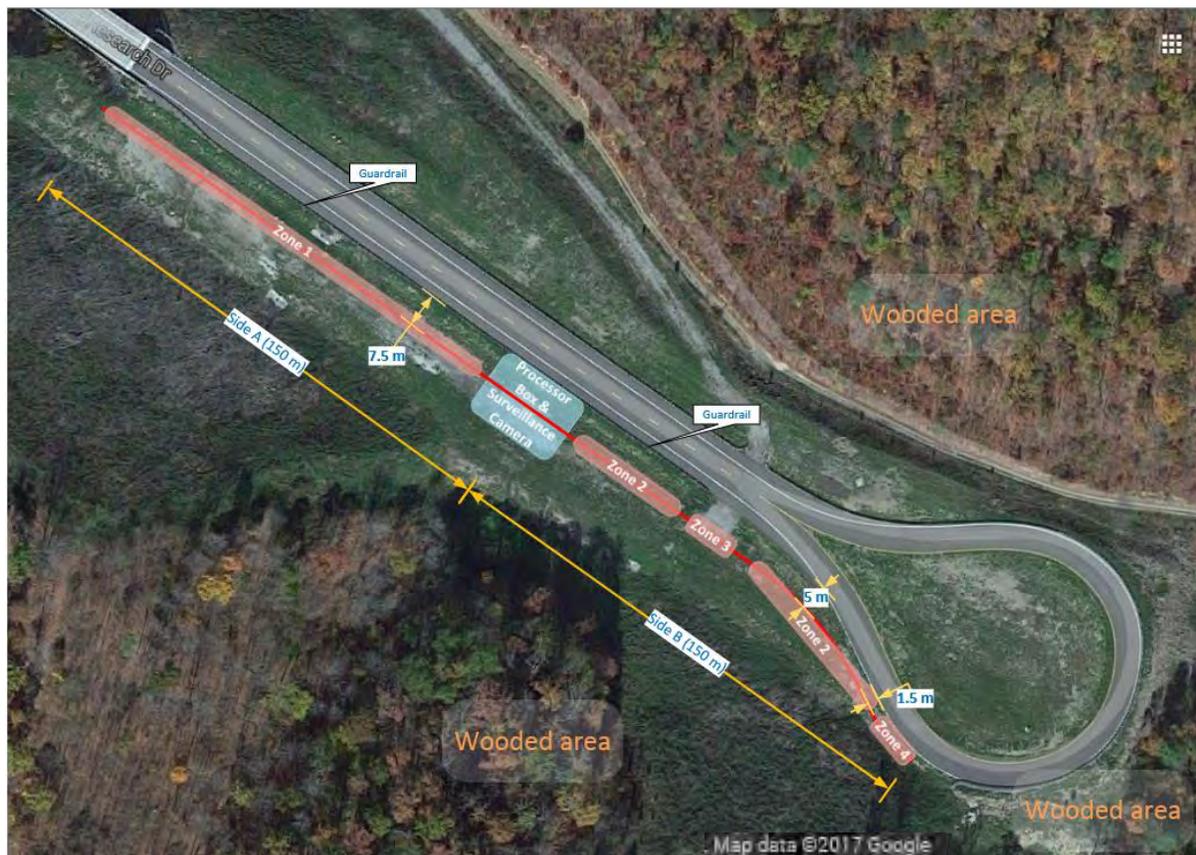


29
30 **FIGURE 1 Schematic of the detection system cable spacing and detection field**
31 **characteristics.**

1 The RF signals form an invisible electromagnetic detection field around the sensor cables that
 2 can locate and detect an intruder passing through the field, while the processor triggers an alarm
 3 when an intruder disturbs the field. Due to its covert capability intruders cannot locate, avoid or
 4 tamper with the sensor. Cables spacing can vary depending on the detection requirements, site
 5 conditions and burial depth. The system can detect animals or intruders weighing over 70 lb.
 6 based on their electrical conductivity and movement when installed and calibrated according to
 7 the manufacturer's directions (23).

8 Site Surveying and Selection

9 Prior to the system installation, a detailed Smart Road site survey was conducted by VTTI
 10 researchers to assess existing conditions and to determine the specific installation requirements,
 11 including the perimeter length, zone layouts, sensor cable route, cable spacing, type of sensor
 12 cable, and the locations for the system's components. Based on the analysis of the acquired video
 13 the researchers decided that the most appropriate location for the cable sensor would be at the
 14 southern end of the Smart Road (FIGURE 2) between two heavily wooded areas that were
 15 mostly trafficked by deer.



16
 17 **FIGURE 2 ADS installation location (red line) and detection zones.**

18

19

1 System Installation and Operation

2 Once the installation area was selected, a 12-inch wide by 11-inch deep trench was dug so that
 3 the cables could be installed 6 inches apart and at about 9 inches deep with marker tape
 4 positioned in-between to prevent cable damage that might result from excavating activities
 5 (FIGURE 3, left). Cables were then placed on top of a fine aggregate layer and stretched for
 6 about 500 ft. (150 m) in both directions from the central processor unit.



7
 8 **FIGURE 3 Cable installation procedure showing trench bedding material and lead-in**
 9 **cables overlapping along the detection line (*left*) and processor enclosure location (*right*).**

10 A separate wider trench was dug for the lead-in cables at the processor location (Figure 3, right)
 11 closer to a utility vault where power and fiber optic connections were provided for video
 12 surveillance and data transmission to a server.

13 The cable alarm zoning for animal detection was established as follows:

- 14
- 15 • Side A of the cable was defined as Zone 1 for its entire length (0-146 m), stretching from
the processor enclosure toward the bridge (FIGURE 2).
 - 16 • Side B of the cable stretches from the processor toward the southern terminus of the
17 Smart Road, and was divided into the following zones:
 - 18 - Zone 2 - there are two Zone 2 sections stretching from meter 10 to meter 74
19 and from meter 86 to meter 135 (toward the turnaround).
 - 20 - Zone 3 - stretches from meter 75 to meter 85 (same direction). This zone is
21 also a road entrance to the cable area trafficked by maintenance vehicles.
 - 22 - Zone 4 - stretches from meter 136 to meter 147 (same direction). This zone is
23 closer to the road edge (i.e., 5 ft.) as the turnaround begins.

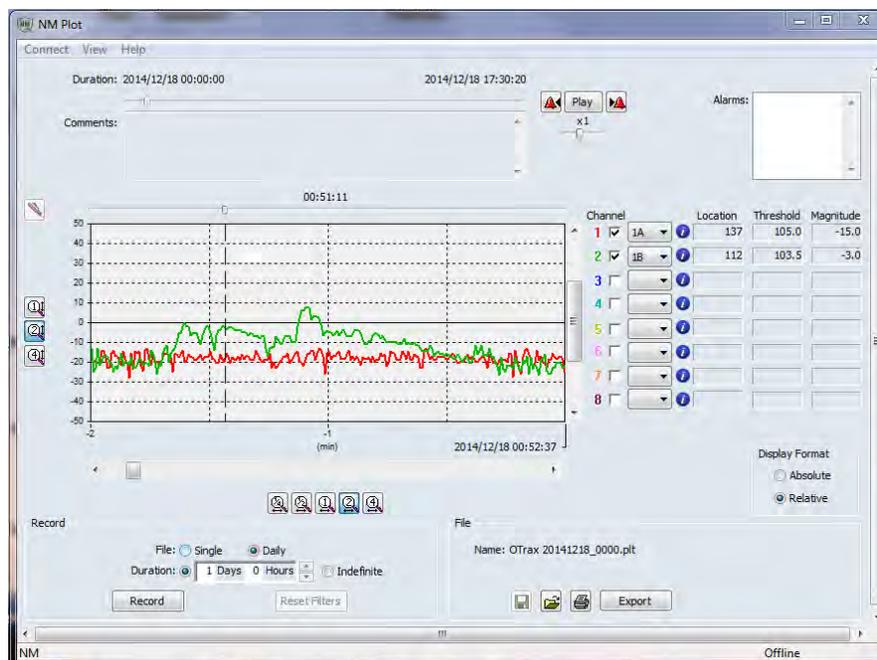
24
 25 Zones 3 and 4 were defined as two separate segments due to the fact that they were
 26 mostly impacted by the traffic related to maintenance activities and other studies using the Smart
 27 Road, however, they all had the same sensitivity threshold (23).
 28

1 Typically, detection zones are defined in software function of the terrain, threat level, existing
 2 utilities, traffic, and other factors, and are not dependent on cable length, or the side being
 3 monitored.

5 Cable System Calibration and Parameter Setup

7 To calibrate the microwave cable sensor, a setup of the initial configuration parameters such as
 8 network type, device type, Internet protocol (IP) address, etc. was required, followed by a
 9 sensitivity profile (SP) procedure. A communication link between the ADS and the Smart Road
 10 fiber optic network was established to allow operation and monitoring of the system from a
 11 dedicated server in the Smart Road Control Room.

12 Separate NM Plot (FIGURE 4) and Event Log windows can be opened to monitor animal
 13 activity in real-time (27). The NM plot process can be programmed so that continuous data can be
 14 collected and files generated on a daily basis for both sides of the cable. Relevant information
 15 from NM files and Event Logs aids in the development of data reduction methods. The plots
 16 offer details on the time and date of the cable monitoring, as well as on the crossing location,
 17 threshold at that specific location, and magnitude of the signal (green line above zero in FIGURE
 18 4).



19
 20 **FIGURE 4** Example of NM plot tool used for identifying real-time cable crossing events.

22 Video Surveillance

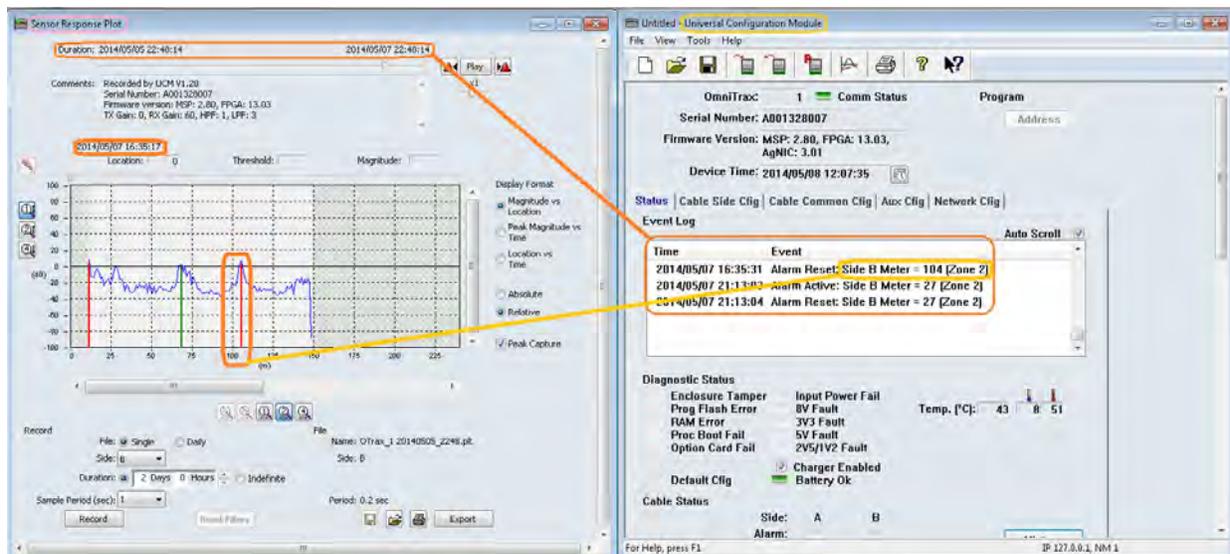
24 Initially, an infrared (IR) surveillance camera and two near-infrared (NIR) illuminators covering
 25 a wide range of distances (70 ft. to 300 ft.) were installed near the processor enclosure to cover
 26 the area toward the turnaround (i.e., side B of the cable). The camera records 5-minute video
 27 clips and can automatically adjust for day/night recording and other parameters. Additional

1 illuminators were installed near the processor and at the mid-section of side B of the cable to
 2 improve nighttime visibility at the middle and far end of the cable.

4 DATA COLLECTION AND CABLE PERFORMANCE VALIDATION

5 Data Evaluation Methodology

6 Data acquisition for the buried system evaluation was conducted only on side B of the cable due
 7 to the fact that Side A of the cable did not capture significant deer and bear activity. Declared
 8 alarms collected using the cable's proprietary software and recorded videos were analyzed to
 9 ensure that the system was detecting valid animal crossings and not providing false negatives
 10 and/or positives. To evaluate the acquired data, the Event Log box of declared alarms and the
 11 NM plots for the respective day or time range were reviewed to ensure that a correspondence
 12 between the two existed (FIGURE 5).



13
 14 **FIGURE 5 Example of cable response signal verification using the event log.**

15
 16 Once this was determined to be accurate, the next step was to review the recorded video
 17 file with the corresponding date and time to ensure an animal or other intruder was present at that
 18 specific location. Finally, if an intruder was present at the recorded date, time, and location on
 19 the cable and crossed or was inside the detection field, then the declared alarm was considered a
 20 “valid detection.”

21
 22 A “false negative” event occurred when an intruder (animal) crossed over the cable or was inside
 23 the detection zone and an alarm was not declared. This scenario can take place under two
 24 conditions: (1) the detection threshold is set too low, or (2) the target speed setting is not tuned
 25 for very slow or very fast moving intruders. Although no alarms are declared when false
 26 negatives occur, the NM plots can be programmed to record all activity near the cable for
 27 subsequent analysis. In a similar manner, a “false positive” event was defined as when the cable
 28 system declared an alarm without any animal or intruder crossing the cable or being close to its
 29 centerline as shown in video recording(s). In this case, the NM plot would display a peak or

1 multiple peaks crossing into the detection zone (see FIGURE 4, near middle of plot) and alarms
 2 would be displayed in the Event Log pane in real-time. In the plot, an alarm is declared each time
 3 the signal magnitude crosses the 0 dB line upward (i.e., the middle horizontal line). The shape
 4 and frequency of the signal magnitude can be used to determine whether the response was
 5 related to electrical interference, water accumulation, sensitivity, traffic, soil disturbance, RF
 6 signal interference, or other localized issue.

8 RESULTS AND DISCUSSION

10 Detection Threshold Adjustments

11 Cable response plots (i.e., NM plots) and video footage were collected continuously for ten
 12 months, during which period the detection threshold was increased for improved detection. As an
 13 example of how threshold settings work, when using the default setting of 13.5 dB for the cable
 14 margin, the alarm threshold is 13.5 dB below the cable's peak reading. Whenever the processor
 15 detects a target with a signal that is within the set threshold value of the recorded sensitivity
 16 profile, an alarm is declared.

19 Cable Reliability Assessment

20 A detection log containing the most relevant variables (e.g., animal kind, valid detection,
 21 crossing time, etc.) needed for the cable performance evaluation was created and updated
 22 regularly for all events of interest (e.g., declared alarm, animal crossing, traffic, etc.) during the
 23 cable-monitoring period.

24 Reliability, or system performance, was defined as the capability of the ADS to provide
 25 an adequate number of valid detections while properly installed and calibrated. Table 1 presents
 26 the data collected and used to perform a reliability analysis of the cable. Over 95% of the data
 27 collected per month were related to white-tailed deer activity in the area, followed by coyote
 28 (about 4%), and bear and fox (less than 1%). Reliability (R) percentage was calculated using the
 29 following equation:

$$30 \quad R = N_{VD} / N_{RE} = N_{VD} / (N_{VD} + N_{FN} + N_{FP}) \quad (1)$$

31 Where:

32 N_{VD} is the total number of valid detections (as defined in the previous section);

33 N_{RE} is the total number of recorded events that occurred during the 10 month
 34 monitoring period;

35 N_{FN} is the total number of false negative events; and

36 N_{FP} is the total number of false positive events. This number was considered zero due to a
 37 temporary issue with the cable detection, which was resolved in a timely manner.

38 As shown in Table 1, the number of valid detections was much higher than the number of
 39 animals detected due to the fact that one particular animal could trigger multiple alarms if it

1 crossed multiple times or just walked or ran along the cable. Reliability was low for May and
 2 June as the cable sensing threshold was at a default minimum and was kept at that value while
 3 other parameters were varied. However, false negatives and/or positives may occasionally occur
 4 due to various external factors affecting the system's detection sensitivity. Some of the false
 5 negatives were caused by fawns that have been spotted crossing or walking along the cable on
 6 several occasions.

7 **TABLE 1 Animal Detection Recorded Events to Evaluate the System Reliability**

Month	Total # of Animals				Valid Detections	False Negatives	False Positives	Hours Analyzed	Reliability R (%)
	Deer	Coyote	Bear	Fox					
May	10	4	0	0	14	5	0	360 ^b	74 @ 13.5 dB
Jun	18	3	2	0	26	22	0	420	54 @ 13.5 dB
Jul	254	3	0	0	374	156 ^a	0	672	70.6 @ 14.3 dB
Aug	146	4	1	1	295	72	0	744	80.4 @ 14.3 dB
Sep	88	2	0	2	202	14	0	720	93.5 @ 15.8 dB
Oct	170	5	0	0	389	14	0	696	96.5 @ 15.8 dB
Nov	150	8	0	0	383	10	0	720	97.5 @ 15.8 dB
Dec	184	3	0	0	645	18	0	720	97.3 @ 15.8 dB
Jan	82	11	0	0	326	5	0	720	98.5 @ 15.8 dB
Feb	56	4	0	0	196	1	0	720	99.5 @ 15.8 dB
Total	1158	47	3	3	2850	317	0	6492	-

8
 9 a) The high number of false negatives was due to the fact that the 14.3 dB detection threshold was used in
 10 combination with four target speed adjustments (one per week), and most of the deer (92%) slowly walked near the
 11 cable.

12 b) Fewer hours were analyzed during May and June due to fiber optic network issues.

13 A decrease in the number of false negatives occurred after the detection threshold was raised to
 14 15.8 dB which led to improved reliability: from around 70 % to over 93 %. Subsequent false
 15 negatives after this tuning were incurred by fawns or deer that walked very slowly near the cable.

16 The data collected also provided information on the cable zones that were trafficked the
 17 most during the 10-month monitoring period (Table 2). The data in the table indicates that deer
 18 mainly preferred to cross the half of the cable located closer to the wooded margins near the
 19 turnaround (i.e., 2nd Zone 2 and Zone 4, as shown in FIGURE 6).

20 **TABLE 2 Animal Crossing Detection Events by Trafficked Cable Zone***

Month	1 st Zone 2 (10m to 74m)	Zone 3 (75m to 85m)	2 nd Zone 2 (86m to 135m)	Zone 4 (136m to 147m)
May	4	2	5	3
Jun	12	3	15	6
Jul	36	18	137	59
Aug	36	4	78	20
Sep	9	9	62	17
Oct	24	10	95	31
Nov	21	7	86	28
Dec	18	6	102	42
Jan	5	8	59	25
Feb	8	1	23	23
Total	173	68	662	254

- 1 • The numbers refer to zone crossing occurrences only (not the number of animals that crossed or the
2 number of detections within a certain zone).

3 Zone 3, which is the unpaved, grassless access road to the cable area was crossed by only 68 (6%
4 of the total animal crosses for all zones) animals (mostly deer). This indicates that the deer were
5 not willing to walk near the guardrails shielding both sides of the road, or they just avoided the
6 grassless access area. Only few deer were seen jumping over the guardrail as they crossed the
7 road in both directions.



8
9 **FIGURE 6 Animal crossing areas at zones 2, 3 and 4 of the cable.**

10
11 As regarding the time of day that animals crossed the cable the most during the
12 monitoring period it was found out the time ranges – 18:00 to midnight and midnight to 06:00 –
13 corresponded to similar ranges found in the literature, which mostly represent dusk-dawn events
14 (16).

15 16 **Vehicle Interference**

17
18 Zones 3 and 4 were defined such that vehicle interference could be monitored differently from
19 Zone 2, as one zone is the access road to the cable area, and the other is close to the road edge
20 line (i.e., the centerline of the cable is 4 feet away from the road edge line). Upon review, the
21 UCM Event Log box and plot response program did not record any alarms during most of the
22 driving sessions. However, in cases when a vehicle crossed the edge line and was entering the
23 detection field, an alarm was declared as a regular intruder detection. Typically, the signal
24 magnitude is around 40 dB when a vehicle is driven over the cable, whereas values between 5 dB
25 and 12 dB are observed for animals, and 14 to 22 dB are observed for humans, respectively.

26

1 **Water Effect**

2 On several occasions, water accumulating in the depressions created by maintenance vehicles on
3 the cable path caused nuisance alarms. However, the small areas on the cable path where the
4 depressions formed were leveled and then compacted to prevent such accumulations in the
5 future. Consequently, vehicles were no longer permitted to drive or park near the cable in order
6 to avert similar incidents. No nuisance alarms have occurred since the ground surface of the
7 detection area above the cable was restored to its previous leveled state.

8 9 **Snowfall Effect**

10
11 The detection threshold was not adjusted to compensate for any adverse snow effects, and
12 system performance showed that snow coverage of the cable as deep as 3 feet did not affect its
13 detection field. In addition, no false positives or other events occurred during or after the
14 snowfall. Shortly after being covered by snow, several crossings at different speeds were
15 performed over the cable, using human subjects as intruders, to further verify its detection
16 capabilities in such conditions. Cable responses (i.e., signal magnitudes in dB) similar to those
17 recorded before the cable was covered by snow were recorded during tests from both human and
18 vehicle crossings. A walk along the cable path in 1-foot snow depth was performed for the entire
19 side B prior to plowing additional snow over the cable to ensure there were no locations with a
20 weaker detection signal.

21 **COSTS AND BENEFITS**

22 Published research estimates that the cost per DVC, including factors such as property damage,
23 human injury, and carcass removal and disposal, is \$8,388 (3). As such, financial costs
24 associated with implementing the buried cable system are expected to be offset by savings to
25 drivers and the commonwealth as calculations indicate that the prevention of only a few AVCs
26 would suffice to cover the costs for the installation of an ADS.

27 Successful implementation of the buried cable sensor will result in improved safety with
28 corresponding decreases in property damage, congestion, and delays. Moreover, the advent of
29 connected vehicle technology offers new opportunities for preventing and mitigating AVCs
30 through the capability to provide in-vehicle infrastructure-based animal detection alerts.
31 Currently, a public road evaluation of the ADS is underway to observe animal activity and driver
32 behavior in a highly deer-trafficked area and provide researchers with more robust data on the
33 system's capabilities.

34 35 36 **CONCLUSIONS**

37 Based on the results obtained from the buried cable system the following conclusions can be
38 drawn:

- 39 • Data analysis showed that the ADS can reliably detect (with over 90% confidence) large
40 and medium animals if properly installed and calibrated. If needed, smaller animals such
41 as coyote or fox can be reliably detected with further calibration and tuning of
42 configuration parameters without compromising the overall cable performance.

- 1
- 2 • The system's detection response (signal magnitude) can differentiate between animals,
- 3 humans, and vehicle intruders. Based on these responses, cable parameter settings can be
- 4 adjusted so that certain zones or segments can be configured differently.
- 5
- 6 • The buried cable sensor performed well under various traffic conditions. The magnitude
- 7 of the signal depends on how far the vehicle extends into the detection field.
- 8
- 9 • The ADS detection threshold was not affected by snowfall as valid detections were
- 10 recorded when covered by 3 ft. of snow. False or nuisance alarms were not triggered by
- 11 wind-blown or melted snow.
- 12

13 ACKNOWLEDGMENTS

14 Research staff at VTTI, in cooperation with Virginia Transportation Research Council's

15 Environmental Group, conducted this project. The authors acknowledge the cooperation of

16 VTTI's Center for Technology development (CTD) engineers for their valuable input and for

17 sharing their experience regarding network communication and data collection and storage. The

18 authors also acknowledge the assistance and direction from the technical review panel: the late

19 Vernon Hoke, Regional Operations Project Specialist; David Morris, Traffic Engineering; and

20 Michael Fitch, VTRC.

21

22

23 REFERENCES

- 24 1. Ahern, J., Jennings, L., Fenstermacher, B., Warren, P., Charney, N., Jackson, S., Mullin, J.,
- 25 Kotval, Z., Brena, S., Civjan, S., and Carr, E. Issues and Methods for Transdisciplinary
- 26 Planning of Combined Wildlife and Pedestrian Highway Crossings. *Transportation Research*
- 27 *Record: Journal of the Transportation Research Board*, No. 2123, Transportation Research
- 28 Board of the National Academies, Washington, D.C., 2009, pp. 129–136.
- 29 2. Huijser, M.P., P. McGowen, J. Fuller, A. Hardy, A. Kociolek, A.P. Clevenger, D. Smith and
- 30 R. Ament. *Wildlife-Vehicle Collision Reduction Study*. Report to Congress. U.S Department
- 31 of Transportation, Federal Highway Administration, Washington D.C., USA, 2008.
- 32 3. Huijser, M.P., J.W. Duffield, A.P. Clevenger, R.J. Ament, and P.T. McGowen. Cost-Benefit
- 33 Analyses of Mitigation Measures Aimed at Reducing Collisions with Large Ungulates in the
- 34 United States and Canada; a Decision Support Tool. *Ecology and Society*, Vol. 14, No. 2,
- 35 2009a, pp. 15-22.
- 36 4. Sharafsaleh, M., Huijser, M., Kuhn, T., Spring, J., and Felder, J. Evaluation of an Animal
- 37 Warning System Effectiveness. California PATH Research Report, UCB-ITS-PRR-2010-22,
- 38 California Department of Transportation, 2010.
- 39 5. National Highway Traffic Safety Administration, Traffic Safety Facts 2013.
- 40 6. Conover, M.R., W.C. Pitt, K.K. Kessler, T.J. DuBow and W.A. Sanborn. Review of

- 1 Human Injuries, Illnesses, and Economic Losses Caused by Wildlife in the United States.
2 Wildlife Society Bulletin 23, 1995, pp. 407–414.
- 3 7. State Farm Collision Data Report (2013).
- 4 8. Hughes, W.E., A.R. Saremi and J.F. Paniati. 1996. Vehicle–animal Crashes: An Increasing
5 Safety Problem. Institute of Transportation Engineers Journal, Vol. 66, 1996, pp. 24–28.
- 6 9. Donaldson, B.M., and A. K. Moruza. *An Assessment of the Animal Carcass Disposal*
7 *Practices of the Virginia Department of Transportation and Guidance for the Selection of*
8 *Alternative Carcass Management Options*. VTRC 10-R7. Virginia Transportation Research
9 Council, Charlottesville, 2010.
- 10 10. Donaldson, B. M., and J.W. White. *Composting Animal Mortality Removed From Roads: A*
11 *Pilot Study of Rotary Drum and Forced Aeration Compost Vessels*. VTRC 13-R8. Virginia
12 Transportation Research Council, Charlottesville, 2013.
- 13 11. Romin, L.A., and J.A. Bissonette. Deer–vehicle Collisions: Status of State Monitoring
14 Activities and Mitigation Efforts. *Wildlife Society Bulletin*, Vol. 24, 1996, pp. 276–283.
- 15 12. Riper, van R. Collisions between Large Wildlife Species and Motor Vehicles in Maine.
16 Interim Report, 2001.
- 17 13. Curtis, P.D., and J.H. Hedlund. Reducing Deer-Vehicle Crashes. *Wildlife Damage*
18 *Management Fact Sheet Series*, Cornell Cooperative Extension, Ithaca, N.Y., 2005. pp. 1-6.
- 19 14. Defenders of Wildlife, Wildlife Facts Fact Sheet, www.WatchOutforWildlife.org, 2007.
20 Accessed July 16, 2014.
- 21 15. Dodd, N.L., and J.W. Gagnon. *Preacher Canyon Wildlife Fence and Crosswalk*
22 *Enhancement Project, State Route 260, Arizona*. First year progress report, Project JPA 04
23 088. Arizona Game and Fish Department, Research Branch, USA, 2008.
- 24 16. Dodd, N.L., J.W. Gagnon, S. Sprague, S. Boe, and R.E. Schweinsburg. *Wildlife Accident*
25 *Reduction Study and Monitoring: Arizona State Route 64*, FHWA-AZ-12-626, Arizona
26 Game and Fish Department, 2012, Arizona Department of Transportation, Phoenix.
- 27 17. Valitzski, S. A., D’Angelo, G.J., Gallagher, G.R., Osborn, D.A., Miller, K.V., and Warren,
28 R.J. Deer Responses to Sounds from a Vehicle-Mounted Sound-Production System, *The*
29 *Journal of Wildlife Management*, Vol. 73, No. 7, 2009, pp. 1072-1076.
- 30 18. Clevenger, A.P. and M.P. Huijser. *Handbook for Design and Evaluation of Wildlife Crossing*
31 *Structures in North America*. Department of Transportation, Federal Highway
32 Administration, Washington D.C., USA, 2009.
- 33 19. Dai, Q., R. Young, and S.V. Giessen. *Evaluation of an Active Wildlife-Sensing and Driver*
34 *Warning System at Trapper’s Point*. FHWA-WY-09/03F Final Report, Department of Civil
35 and Architectural Engineering, University of Wyoming, Laramie, 2008.
- 36 20. Huijser, M.P. and P.T. McGowen. *Overview of Animal Detection and Animal Warning*
37 *Systems in North America and Europe*. In 2003 Proceedings of the International Conference
38 on Ecology and Transportation. C.L. Irwin, P. Garrett, and K.P. McDermott (eds.), 2003, pp.
39 368–382.

- 1 21. Huijser, M.P., P.T. McGowen, W. Camel, A. Hardy, P. Wright, A.P. Clevenger, L. Salsman
2 and T. Wilson. *Animal Vehicle Crash Mitigation Using Advanced Technology*. Phase I:
3 Review, Design and Implementation. SPR 3(076). FHWA-OR-TPF-07-01, Western
4 Transportation Institute – Montana State University, 2006a, Bozeman, USA.
- 5 22. CDOT. Invitation for bid. Research project on animal-vehicle collisions. IFB # HAA 08-038-
6 TW, Colorado Department of Transportation, 2008, Denver, CO, USA.
- 7 23. Druta, C., A.S. Alden, and B.M. Donaldson. *Evaluation of a Buried Cable Roadside Animal*
8 *Detection System*. VTRC 15-R25. Virginia Transportation Research Council, Charlottesville,
9 2015.
- 10 24. Huijser, M.P., T.D. Holland, A.V. Kociolek, A.M. Barkdoll, and J.D. Schwalm. Animal–
11 Vehicle Crash Mitigation Using Advanced Technology. Phase II: System Effectiveness and
12 System Acceptance. FHWA-OR-TPF-09-14, Western Transportation Institute – Montana
13 State University, 2009b, Bozeman, USA.
- 14 25. Huijser, M.P., T.D. Holland, M. Blank, M.C. Greenwood, P.T. McGowen, B. Hubbard and S.
15 Wang. The Comparison of Animal Detection Systems in a Test-Bed: A Quantitative
16 Comparison of System Reliability and Experiences with Operation and Maintenance. Final
17 report. FHWA/MT-09-002/5048. Western Transportation Institute – Montana State
18 University, 2009c, Bozeman, MT, USA.
- 19 26. Huijser, M. P., C. Haas, and K. R. Crooks. The Reliability and Effectiveness of an
20 Electromagnetic Animal Detection and Driver Warning System. Report no. CDOT-12-02,
21 March 2012, Western Transportation Institute, Montana State University, Bozeman, MT.
- 22 27. Gray, M. *Advances in Wildlife Crossing Technologies*. Public Roads, Vol. 73, No.2, 2009,
23 pp. 14-21.
- 24 28. Senstar OmniTrax[®], *Ranging Buried Cable Intrusion Detection Sensor*, Product Guide, Rev.
25 Ed. E, Senstar Corporation, 2013.

From: [Joyce Waugh](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Salem District presentation?
Date: Monday, November 12, 2018 4:45:15 PM

Ben,

I cannot seem to locate the actual slide presentation from the 10/25/18 meeting in Salem, VA. I can only locate tables and display links as outlined below. Could you share that presentation link with me?

Thanks so much.

Joyce

Public meetings

The third and final series of meetings, which focused on recommended packages of improvements, wrapped up on Oct. 25, 2018. The first round of meetings was held in June and the second was held in August.

Public Meeting Materials

Round 3 Meeting Displays and Presentations:

- **Salem District displays and tables** (No presentation link found for Salem District)
- Staunton District **displays and presentation**
 - **Preliminary Results Shown**
 - Currently re-evaluating the project scores, and taking a value engineering approach between Exit 313 and Exit 317
- Bristol District **displays and presentation**

Joyce Waugh, CCE, CEcD
President/CEO
Roanoke Regional Chamber
540.682.2101 (direct)

It's Our Business

Register now for these upcoming events:

[November 8 – Thursday Overtime at Martin's Downtown Bar & Grill](#)

[November 27 – Women of the Chamber Luncheon at Hilton Garden Inn](#)

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: f.whitworth@governor.virginia.gov; va81corridorplan@oipi.virginia.gov
Cc: district3@senate.virginia.gov; shannon.valentine@governor.virginia.gov; district21@senate.virginia.gov; randy.kiser@governor.virginia.gov
Subject: Fwd: I-81 improvement plan
Date: Sunday, November 11, 2018 9:49:24 AM
Attachments: [NY times article toll costs 1.pdf](#)
[nytimes 2.pdf](#)
[ny times3.pdf](#)
[toll gantry requirements.pdf](#)

FYI

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: lopakaca@aol.com
To: delchurst@house.virginia.gov, delcpoindexter@house.virginia.gov, deldlarock@house.virginia.gov, delghabeeb@house.virginia.gov, deljcampbell@house.virginia.gov, delnrush@house.virginia.gov, delslandes@house.virginia.gov, deltaustin@house.virginia.gov, deltgilbert@house.virginia.gov, deltpillion@house.virginia.gov, delwgooditis@house.virginia.gov, district19@senate.virginia.gov, district21@senate.virginia.gov, district23@senate.virginia.gov, district24@senate.virginia.gov, district25@senate.virginia.gov, district26@senate.virginia.gov, district27@senate.virginia.gov, district3@Senate.virginia.gov, district3@Senate.virginia.gov, ltgov@ltgov.virginia.gov, district38@senate.virginia.gov, district40@senate.virginia.gov, jeff.lineberry@vdot.virginia.gov, nick.donohue@governor.virginia.gov, randy.kiser@ctb.virginia.gov
Cc: ndonohue@ctb.virginia.gov, r.kiser@cvt.virginia.gov, f.whitworth@cvt.virginia.gov, donald.komara@vdot.virginia.gov, shannon.valentine@ctb.virginia.gov, shannon.valentine@vdot.virginia.gov, nick.donohue@governor.virginia.gov, jeff.lineberry@vdot.virginia.gov, VA81corridorpland@OIPI.virginia.gov
Sent: 11/11/2018 9:31:37 AM Eastern Standard Time
Subject:

FYI:
Attached is a NY Times article about toll collection equipment costs on NJ roads.
Also, toll collection Gantry design requirements.

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

The New York Times

ARCHIVES | 1998

Installation of E-Z Pass System on Turnpike and Parkway Is Expected to Take 2 Years

By JENNIFER PRESTON MARCH 12, 1998

State transportation officials said today that the E-Z Pass toll system would be in operation on the Garden State Parkway and the New Jersey Turnpike in about two years. They said they would finance the system by fining motorists who speed through the tolls without paying.

The officials detailed their plan as they announced a \$488 million, 10-year contract to install and operate the electronic toll collection system that will let motorists glide through the toll lanes on both highways and the Atlantic City Expressway.

The new E-Z Pass system in New Jersey will cost eight times more than the system now operating on New York City's bridges and tunnels. State officials said they would cover much of the cost by imposing \$25 fines on motorists who try to cruise through E-Z Pass lanes without paying.

State officials said that cameras, set up at toll lanes, would photograph license plates of toll violators.

Some lawmakers say that transportation officials have set unrealistic goals for the amount of fines that are expected to be collected each year.

But Edward Gross, executive director of the New Jersey Turnpike Authority, said the revenue estimates were "conservative." He also said that almost all of the revenue would be new because few fines were collected from scofflaws on toll roads now. He conceded, however, that if the fines did not meet the projections at the end of 10 years, toll revenues would have to cover the cost.

4

ARTICLES
REMAINING

Subscribe for \$2 a week.

SUBSCRIBE NOW

[Subscriber login](#)

stretch from Washington to Buffalo. Instead of handing over tokens or change, motorists will be able to pay their tolls in advance. They will be able to pass through toll lanes without stopping because an electronic tag posted on their windshield or car door will deduct their toll charges from their prepaid account.

E-Z Pass is already up and running on the Hudson River crossings as well as on New York City's bridges and tunnels and the Gov. Thomas E. Dewey Thruway. After some initial glitches, the system has proved popular with commuters. The Metropolitan Transportation Authority, which has installed the system on seven bridges and two tunnels, has far exceeded its sales projections, officials said.

New Jersey lawmakers gave final approval last year to set up an automatic toll collection system. But there were delays in awarding the lucrative contract because one of the losing bidders, Lockheed Martin IMS, had filed a lawsuit.

Lockheed officials unsuccessfully argued in court that the bidding process should be reopened because the former state transportation commissioner had talked about his own job prospects with two companies that stood to benefit from the deal.

State transportation officials awarded the \$488 million contract to MFS Network Technologies of Omaha, Neb., to install and operate the system over the next 10 years on 700 toll lanes.

Although it will take as long as two years to open E-Z Pass toll lanes on the Garden State Parkway and the New Jersey Turnpike, state transportation officials said that they expected the new technology would be available on the Atlantic City Expressway within a year. Under the contract, MFS Network will also install a fiber-optic cable network along more than 400 miles of roadways owned by the state's various transportation authorities.

New Jersey transportation officials said that \$450 million of the cost of the project would come from toll violators. They estimated that they would generate another \$118.5 million from telecommunications companies seeking to lease access to new fiber-optic cables over the next 10 years.

In New York, transportation officials have paid for the installation and operation of the E-Z Pass system with toll revenues.

New Jersey's Transportation Commissioner, John J. Haley Jr., billed the new

4

ARTICLES
REMAINING**Subscribe for \$2 a week.****SUBSCRIBE NOW**[Subscriber login](#)

"Because transportation is New Jersey's lifeblood, E-Z Pass will help insure that our toll roads and bridges are not an impediment to a strong and vibrant economy," Mr. Haley said. "It will improve the movement of goods, reduce congestion and pollution at the toll plazas and provide a level of convenience and efficiency that drivers demand and deserve."

But when asked whether a more appealing "customer service initiative" for motorists would be to remove tolls on some roadways, like the Garden State Parkway, Mr. Haley laughed. He said that the new electronic toll system would allow the state to examine toll prices more closely and make "unified toll decisions." Now, decisions about toll increases are made by the individual state authorities that oversee the different roadways.

"We ought to begin thinking of some toll relief," Mr. Haley said.

Under the contract, the state and MFS Network would share in revenue generated above the estimated \$488 million cost of the project. After the project is paid for with the revenues from the fiber-optic network and toll violators, Mr. Haley said that the state's transportation authorities would keep 85 percent of the revenues, and MFS Network would keep 15 percent.

Once the E-Z Pass system is installed, he said, New Jersey motorists will be able to use their prepaid toll accounts at the Hudson River crossings, operated by the Port Authority, and on bridges and tunnels in New York City and throughout the region. The TimesMachine archive viewer is a subscriber-only feature.

We are continually improving the quality of our text archives. Please send feedback, error reports, and suggestions to archive_feedback@nytimes.com.

A version of this article appears in print on March 12, 1998, on Page B00011 of the National edition with the headline: Installation of E-Z Pass System on Turnpike and Parkway Is Expected to Take 2 Years.

© 2018 The New York Times Company

4
ARTICLES
REMAINING

Subscribe for \$2 a week.

SUBSCRIBE NOW

[Subscriber login](#)

1
 COST \$ x Gantry Qty ?

TOLL ZONE GANTRY DESIGN PARAMETERS AND EQUIPMENT MOUNTING REQUIREMENTS

Toll zone gantry design is based upon the following assumed equipment types and counts:

Device	Transverse Position	Weight per device including mounts (lbs)	Projected Area per Device in Front Elevation (SF)	Projected Area per Device in Side Elevation (SF)	Surface Area per Device Subject to Ice Acceleration (SF)
Antenna	1 each centered over each lane and 1 ea. positioned over each lane line	39.0	3.0	1.5	16.0
Camera/Illuminator	1 each centered over each lane (one centered over shoulder larger than 6' in width)	48.0	1.5	1.0	15.5
Scanner	1 each centered over each lane (one centered over shoulder larger than 6' in width)	12.5	0.5	0.5	2.9
Enforcement Beacon	1 each centered over each lane	22.0	0.5	4.0	9.0
Video Audit Camera	2 per gantry (one centered over each shoulder)	48.0	1.5	1.0	15.5
Light Sensor	1 per gantry. Weight considered negligible (covered in conservatism of above items)	NA	NA	NA	NA
Device	Transverse Position	Weight per lineal foot of trough (lbs/ft)	Projected Area per Device in Front Elevation (SF/ft)	Projected Area per Device in Side Elevation (SF)	Surface Area per Device Subject to Ice Acceleration (SF/ft)
Cable Trough	1 each running full transverse length of overhead gantry	20.0	0.5	0.3	2.0

From: [Claire Tan](mailto:Claire.Tan)
To: VA81CorridorPlan@oipi.virginia.gov
Cc: Deanna.Reed@harrisonburgva.gov; pcuevas@rockinghamcountyva.gov
Subject: Feedback on I-81 Improvement Plan
Date: Friday, November 9, 2018 10:48:58 PM

Dear VDOT and I-81 Improvement Committee:

I am writing with regards to your I-81 proposed improvement plan which I found through WHSV at <https://www.wHSV.com/content/news/Transportation-officials-eye-tolls-taxes-to-fund-I-81-improvements-497882051.html> and the plan at http://www.ctb.virginia.gov/resources/2018/sept/pres/10_i_81.pdf.

I completely agree that incidents are a large contributor to delays on I-81 and that actions can be taken for roadway improvement.

When I moved to the Shenandoah Valley a few years ago to further my education, what appealed to me was the very affordable cost of living. I am now shockingly appalled to see that a regional sales tax and motor fuel tax are on the list for raising revenue for this improvement project. I find that this is unfair to the Shenandoah Valley residents, especially since they do not comprise the majority of I-81 travelers; it is the truckers and other out-of-state travelers. To increase local taxes on everyday items would place an unfair burden, increasing the cost of living for the college students like myself with limited budgets. Even though some might consider the proposed taxes small to begin with, they have the potential to be raised over time, potentially causing increased budget concerns to future Valley residents and the next several classes of incoming college students.

For the occasional times that I do travel the interstate, I find that one of the dangers is inadequate lighting and poor visibility on the roadway, especially at night, as well as a lack of protective infrastructure. May I suggest that you follow the example of other major interstates, such as 495 and 95, with better overhead lamp lighting, improved in-street lights, more warning signs, better quality reflective street signs, concrete median barriers, and an increased placement of guardrails.

As an alternative to increasing local taxes, a better way to raise revenue would be to place a nominal toll (\$1 for 2 axles) at state line entry points that activate only during certain hours, similar to HOV tolling on I-66. Out-of-state travelers who wish to avoid the toll would be more inclined to stay overnight in Virginia, thereby providing more business without increasing the financial burden of the locals.

I strongly urge you to consider these options for the sake of our community's financial well-being as we all seek to improve travel conditions along I-81.

Sincerely,

Claire Tan
City of Harrisonburg/Staunton District resident

CC: Deanna Reed, City of Harrisonburg Mayor; Pablo Cuevas, Rockingham County Board of Supervisors Chairman

From: [Smith, Andrew](#)
To: VA81CorridorPlan@OIPI.Virginia.gov
Cc: ben.mannell@vdot.virginia.gov
Subject: I 81 Study Comments - Virginia Farm Bureau Federation
Date: Tuesday, November 6, 2018 9:51:20 AM
Attachments: [image001.png](#)
[VFBF Comments 2018 I81 Corridor Improvement Plan Study 11-6-18.pdf](#)

Ben,

Please see attached.

Thanks!

Andrew

Andrew W. Smith
Associate Director
Governmental Relations
Virginia Farm Bureau Federation
(o) 804.290.1021
(f) 804.290.1099

P.O. Box 27552 Richmond, VA 23261-7552

[Virginia Farm Bureau Federation](#)

[Virginia Farm Bureau Plows and Politics](#)

[VFBF Resources Center](#)





November 6, 2018

Mr. Ben Mannell
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: I-81 Corridor Improvement Plan Study

Dear Mr. Mannell:

On behalf of the 38,000 producer members of the Virginia Farm Bureau Federation, I respectfully submit this letter as comment to the Interstate 81 Corridor Improvement Plan Study.

The Virginia Farm Bureau Federation is the largest general farm organization in the Commonwealth of Virginia. We support legislation and regulations that support our agricultural producers' ability to move their products to market in the most economically feasible manner while making sure the roads are safe for each citizen to use.

We certainly agree that I-81 needs infrastructure enhancements to improve safety and efficiency in the corridor. The region from Winchester to Bristol is home to many of our agricultural producers and processors; many refer to it as Virginia's breadbasket. These operations depend on I-81 for the movement of goods from field to market, as well as the movement of the equipment and resources they need on the farm.

We appreciate the efforts being taken to examine potential solutions to move forward on improvements and potential funding options. One option **we oppose is tolling existing highways**. As stated above, the agricultural producers, in large part, are dependent on regional and interstate markets for their sales price. Unlike other industries, the agriculture community cannot make up additional costs by passing the expense on to the buyer. We feel the addition of tolls would add to operating cost of their farms— a cost they cannot regain.

As you may know the agriculture and forest industries in Virginia contribute \$91 billion to Virginia's economy, including supporting 442,200 jobs. While we oppose the tolling of existing highways we do believe that funding solutions can be found to improve the corridor.

Thank you for the opportunity to comment and for your consideration of our input on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew W. Smith", written over a white background.

Andrew W. Smith
Associate Director
Governmental Relations

From: [Richard Teaff](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Suggestion for I 81
Date: Tuesday, October 30, 2018 4:37:34 PM

Limit tractor trailer trucks to right lane from 9am to 7 pm.
I think this would reduce accidents and increase flow of traffic.

Sent from my iPhone

From: [Dave Miller](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvements
Date: Tuesday, October 30, 2018 9:18:56 AM

Well I was not able to attend the meeting VDOT had but I just read WDBJ7's report and your input. I don't know you and I don't know if you were born in the area or not but I have seen this area's population explode over the past 10 years. I for one don't like it one bit, I'll travel 15-20 miles to get my goods. I have no issue driving 81 but I do see a lot of issue's and mainly it's the people driving cars.

I'll give you a bit of direct and to the point information regarding the I-81 corridor as a weekly driver from Fishersville to Dublin.

The majority of the issue's that I personally see are as follows:

1: **Drivers are the number one issue!! People can't drive!!** they treat driving nowadays like they are in their own little bubble used to talk on the phone or texting which from what I see is the worst problem. Truckers are at some fault but it's mostly the people driving cars and not paying attention, I see it ALL the time. Car's mostly drifting from one lane to the other and once you get close you realize the aren't under the influence but texting on their phones. It's not just once in a while it's all the time!! People today have no idea how to drive! I have been making that trip for close to 40 years now taking care of my grandparents farm and what is now mine 2-3 times a month and always on a Thursday or Friday during the rush hour because I leave after work. I don't have a problem driving I-81 but as I said I do see it a major part of the time and it boils down to inattentive driving PERIOD!

2: The infrastructure, people in local governments are all about bringing business and people to their areas for more income but most do not hold the developers or the business liable for updating the infrastructure to assist with the increased population. Mostly they give huge tax breaks and the end result is the business explodes with wealth while the people get to foot the bill for the costs of improvement's that come afterwards. I have seen it everywhere I have been over the past 50 years, every time a business or a developer wants to build they get huge tax breaks from the local / state government and then once it gets out of hand we the local people are stuck with the bill to improve the roads or whatever might be the issue. It's just stupid how inept local and state government is because it's not like this is a new issue, it's everywhere up and down the East Coast. A big reason for the increase in "truck traffic" is plain and simple we don't use trains to transfer goods anymore. Do yourself a favor and take a 8 hour drive and travel from Dublin VA to Fort Indiantown Gap PA and just look at all the huge distribution centers along I-18 on both sides and count them. That right there is most of the problem, I travel that route about 1-2 times a month and in the past 5 years alone I know of 6 new centers that have been built. Do the companies having them built pay to improve I-81 I bet it's a big no.

3: The speed limit, this one is probably not going to do much since most of the people driving 81 are in a hurry to get somewhere and normally are running at or a little above the limit anyway. If you do the limit your going to either cause a wreck or get run over so I think that is a moot point. But brings you right back to the major issue "inattentive drivers" ! As for enforcement of it that's a sticky one because I know a lot of LEO's and I feel for them. It's like trying to merge onto Bristol track during a green flag they take a huge risk trying to pull out on 81. The best thing is just showing visibility and that cause's people to slow down without having to put their lives and others in danger.

4: Adding a 3rd lane between Blacksburg area and Roanoke would probably be the best solution BUT who would pay for it? Then again probably increasing the tax on fuels would be the fairest. Personally I oppose any tax on fuel since "we" did not cause the issue. A toll probably would work except that it would cause delays and then flood RT-11 or I-64 with vehicles avoiding the toll or backups. What needs to be done is stop giving developers and bushiness's tax breaks or allow that but make them pay for the impacts they will cause on the roadways.

Also Virginia Tech is a big reason in the fall for increased traffic in that area. Whenever there is a home game I avoid 81 like the plague it's not local's but the amount of people coming into the game. Those you can't miss because of all the VT stickers and flag covering their cars.

Regards,
Dave

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: final study plan
Date: Tuesday, October 30, 2018 8:33:54 AM

Ben:

Will the public have visibility of the December 5th final plan? On line would be fine!

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: [Hobey Bauhan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Comments
Date: Thursday, October 25, 2018 1:29:19 PM
Attachments: [image001.png](#)
[VPF comments on I-81 improvements 10-2018 final.pdf](#)

Attached are the written comments from which I spoke at the public hearing last week. Thank you.

Hobey Bauhan, President
Virginia Poultry Federation
P.O. Box 2277
Harrisonburg, VA 22801
540-433-2451 (O)/540-478-8199 (M)
www.vapoultry.com





P.O. Box 2277, Harrisonburg, VA 22801; 540-433-2451; hobey@vapoultry.com

Virginia Poultry Federation Comments on Interstate 81 Corridor Improvements
Statement by Hobey Bauhan, President
October, 2018

I am pleased to share perspectives of Virginia Poultry Federation (VPF) concerning development of the Interstate 81 Corridor Improvement Plan pursuant to Senate Bill 971, adopted by the 2018 General Assembly.

VPF is a nonprofit trade association that promotes the interests of Virginia's poultry and egg industry through public and government relations and educational programs. Virginia's largest agricultural sector, the poultry industry contributes about \$13 billion annually to the Virginia economy; supports the livelihood of some 1,100 family farms; and employs more than 15,000 people.

Efficient, economical, and safe transportation systems are extremely important to the poultry industry. VPF estimates that trucks serving the poultry industry travel at least 15 million miles annually on Interstate 81. One of the important advantages of the Shenandoah Valley as a poultry producing region has always been access to population dense markets in the Northeast. As such, Interstate 81 plays a critical role not only in local industry operations but also product delivery to the Northeast.

VPF is pleased that the Virginia Commonwealth Transportation Board agencies are studying ways to reduce congestion and improve safety within the Interstate 81 corridor in Virginia. We believe that a variety of approaches will be necessary, including additional lanes in strategic locations; use of technology to inform drivers of backups and help them reroute their travel; and better enforcement of traffic safety laws.

Additional funds will be necessary to meet these objectives, and it will be important for the Commonwealth to weigh the economic ramifications of new tolls or taxes with the benefits of corridor improvements. The Commonwealth must strike the right balance of solutions and fund them in the most economically sensible, efficient, and equitable manner possible.

Imposition of tolls is less efficient than motor fuels and sales taxes due to the overhead and infrastructure involved in collecting tolls. It is likely also that truck-only tolls will result in diversions to local roads that are less equipped for additional truck traffic.

VPF has a longstanding position in opposition to tolling existing Interstate Highways and truck-only tolling. However, if tolls are considered, for the sake of equity they should apply to all users of the highway, not to commercial trucks only. Discriminatory truck-only tolls are not equitable and could be economically burdensome to important sectors of Virginia's economy such as agriculture. Prior tolling proposals of as much as 27 cents per mile could add more than

\$4 million annually in operating costs to the poultry industry in Virginia and harm the economic competitiveness of the poultry industry in the Commonwealth.

VPF recommends that Virginia work through our Congressional Delegation to support an appropriate level of federal funding for 81 improvements. To the extent that additional state funding is needed for improvements, the Commonwealth should consider an additional regional tax on motor fuels and/or sales tax similar to those adopted for Northern Virginia and Hampton Roads.

The safety of Interstate 81 can and must be improved. Again, we are pleased with the renewed focus on reducing congestion and improving safety, and we encourage the Commonwealth to pursue reasonable and prudent solutions that can be implemented without imposition of economically harmful tolls. Thank you for your consideration.

From: ["David Foster" via VA81 Corridor Plan](#)
To: [VA81CorridorPlan@OIP.Virginia.gov](#); [six-yearprogram@vdot.virginia.gov](#); [DRPTPR@DRPT.Virginia.gov](#);
[Carol.Mathis@vdot.virginia.gov](#)
Cc: [railsolution@aol.com](#)
Subject: Prepared Statement of David Foster, Chairman, RAIL Solution
Date: Thursday, October 25, 2018 10:09:44 AM
Attachments: [PreparedStatement2.doc](#)

All--

Attached for the record is a copy of my statement to be submitted at the Public Hearing today in Roanoke.

David Foster, Chairman
RAIL Solution
342 High Street
Salem, VA 24953
(540) 389-0407
www.railsolution.org
www.steelinterstate.org

I-81 Corridor Improvement Study Public Hearings

Prepared Statement of David L. Foster, Chairman, RAIL Solution

October 25, 2018

Multimodalism – a Myth?

On May 10 of this year in this very room I appeared before you and made an earnest plea that the SB-971 I-81 Corridor Improvement Plan study have a multimodal scope.

Before the public comment period began, Secretary Valentine prefaced the session by saying that she was going to withhold comments on what was said. After I made a passionate plea for a multimodal approach to the I-81 study, she said, "I am going to break my own rules, and with the very first speaker!" Then she went on to reassure me adamantly and affirmatively that the SB-971 study would very definitely have a multimodal focus. "The bill does not preclude it, so we are going to do it," she said. As I stepped away from the podium, she quipped, "Now that was easy, wasn't it, Mr. Foster?"

Was it? We were dismayed to find the September 17, 2018 Corridor Improvement Plan Update contained not a shred of intermodalism. It was totally focused on Interstate 81 the highway – truck climbing lanes, truck parking, truck messaging signs, truck tolls, extended exit and entry lanes, and 100 miles of widening, with no mention whatsoever of the potential for diverting through trucks to the railroad that parallels I-81 between Harrisburg, PA and Knoxville, TN.

While truck tolling has advantages and would likely divert some trucks from I-81, the 100 miles of proposed widening and many specific improvements for trucks, on balance, could easily make the route more attractive as a through truck route. Should that be the case, billions of dollars will have been spent only to find that the heavy density of trucking is as much of a problem as ever on I-81. If you build it they will come!

An example is southbound I-81 between Ironto and Christiansburg where, to the best of my recollection, \$70-some million was spent to add a truck climbing lane. Truckers don't like the truck climbing lane because of the slow trucks in it, so they pass one another, using all *three* lanes up the mountain. Theoretically trucks are not allowed in the left lane, but this prohibition is not enforced and most of the time when I drive to the New River Valley, there is at least once when trucks clog all three lanes.



Heavy mid- to long-distance truck volume on I-81 will continue to be a problem and a chronic inconvenience to the driving public until a plan is developed to remove many of them. That can best be accomplished by ferrying trucks through Virginia by train.

Through Trucks on Trains – an Alternative?

A rigorous cost/benefit analysis needs to be made of life cycle investments in rail capacity versus highway widening. The September 17 report projects \$3.3 billion for the limited capacity additions it recommends. That still leaves 200+ more miles of I-81 to be widened, so longer term the cost for a third lane could easily be \$7 – 10 billion. Adding a second track to the parallel rail line to facilitate the new capacity needed for a truck ferry operation would likely cost less.

Comparative environmental impact is also very relevant. Railroad freight transportation uses only a third to a fourth of the fuel per ton-mile as over-the-road trucking. Less fuel burned means less pollution created and lower greenhouse gas impact. Diesel particulate pollution is also a health problem in the I-81 Corridor and can result in urban areas becoming non-attainment zones.

“The transportation sector is the largest end-use energy-consuming sector in the state. Each gallon of petroleum fuel produces 19 pounds of carbon dioxide (CO₂), and results in a total daily vehicle output of 123,500 tons of CO₂ in Virginia. This makes transportation the largest source of CO₂.” [2018 Virginia Energy Plan, p. 38].

Railroad electrification can double its efficiency advantage over trucking. While never mentioned in the 2018 Virginia Energy Plan, such an undertaking would certainly be fully consistent with the goal that “The Commonwealth should develop a comprehensive Virginia Transportation Electrification Action Plan.” [p.43] and would dwarf the electric vehicle energy saving targets outlined there.

Making it unnecessary for heavy through trucks to drive the I-81 Corridor could save more energy and prevent more pollution than any of the savings possibilities explored in the entire 2018 Virginia Energy Plan.

Virginia should issue an RFP for a thorough side-by-side analysis on the economic and environmental life-cycle costs of adding capacity on the highway versus on the railroad. This is the kind of thing the state’s academic institutions and transportation centers at Virginia Tech and UVA would be well suited to undertake. In 2006 RAIL Solution proposed such a study in HB-1581, which passed the Virginia General Assembly unanimously but was not funded. It is appended to this Statement as a suggested guideline.



Great reluctance typically has been exhibited in considering rail investment because the railroad is privately owned by Norfolk Southern and putting public funding toward a private enterprise is deemed controversial. Nevertheless, as the September 17 report demonstrates, there is no similar reluctance to promote investments aiding the trucking industry, *which is also privately owned*.

Citizen taxpayers already provide the construction and maintenance of excellent interstate highways used by truck operators while railroads build and maintain their own track and rights-of-way and pay property taxes on every mile. Exacerbating this imbalance, now special additions such as climbing lanes, truck message signs, and parking facilities are being promoted. How does providing truck parking become a public responsibility? Truckers can exit the highway and use privately-provided truck stops.

Tolls and Funding Options.

The September 17 I-81 Corridor Improvement Plan Update explores several funding options. Truck tolls are the fairest and most direct form of user charge. They can recoup the incremental costs heavy trucks do to bridges and pavement and help fund safety and operational improvements necessitated by heavy truck traffic.

Also considered in the September 17 report are differential fuel and sales taxes in the I-81 Corridor (PDCs 7 – 10). These are even less fair than tolling all vehicles on I-81 because of their sweeping applicability and failure to differentiate between users of I-81 and non-users. All drivers (fuel taxes) and all citizens (sales taxes) would pay to help fund costly improvements to I-81 mostly of benefit to truckers, many of whom are simply passing through Virginia. Lacking is any ethical or logical basis for imposing such tax burdens on western Virginia.

Concluding Observations.

The September 17 Update report is profoundly disappointing to many of us who felt assured that there would be a multimodal focus to the study. No one would argue against safety improvements in the I-81 Corridor, nor that more accelerated incident management can benefit all drivers. However, the proposal to impose widespread new taxes on citizens living in the Corridor and to target construction on improvements for truckers, is unacceptable.

The sensible approach to the problems afflicting I-81 would be removal of as many of the through trucks as possible. Get them off the road altogether. That's a far better strategy for everyone than spending ever more dollars to accommodate them better.



Appendix.

Getting trucks off I-81 is not a new idea. My prepared statement submitted at the May 10, 2018 public hearing in Roanoke contains a more detailed history of initiatives aimed at assessing truck-to-rail diversion feasibility. Frustrated by the failure of such studies to feature appropriate methodology and usable results, RAIL Solution drafted a straightforward scope of work in HB-1581, which was passed unanimously by the Virginia General Assembly in 2006. It is still relevant today and is pasted below as a possible template for this still much-needed area of research.

CHAPTER 934

An Act to determine conditions necessary to divert truck freight from Interstate Route 81.

[H 1581] Approved May 18, 2006

Whereas, the General Assembly has determined that the transportation of freight and passengers by rail frequently provides a less expensive, safer, and more environmentally friendly and fuel efficient alternative to the construction of additional highway capacity; and

Whereas, the General Assembly has established the Interstate Route 81 Corridor Multistate Transportation Planning Initiative, potentially involving 13 states; and

Whereas, the Commonwealth of Virginia's previously commissioned studies to evaluate the feasibility of diverting freight in the Interstate Route 81 Corridor to rail have been restricted to improvements inside the borders of Virginia only; and

Whereas, Interstate Route 81 has been found to be overutilized by commercial truck traffic, more than half of which consists of long-haul through-trucks beginning and ending their trips outside of Virginia; and

Whereas, a higher-speed dual-track railway would enable the diversion of a significant portion of the through-truck traffic from interstate highways to rail; and

Whereas, the 600-mile Interstate Route 81 Corridor between Knoxville, Tennessee, and Harrisburg, Pennsylvania, may be a suitable market in which to deploy a modern, higher-speed intermodal concept using "roll on/roll off" technology in the United States; and

Whereas, if deemed feasible, such a rail operation has the potential to divert a higher percentage of truck-borne freight from Interstate Route 81 in Virginia than conventional intermodal rail concepts considered in earlier studies, and with the potential for adding other services such as passenger rail in the future; and



Whereas, there is a pressing public need to provide a mechanism for making improvements to the Commonwealth's rail infrastructure that are clearly in the public interest; now, therefore,

Be it enacted by the General Assembly of Virginia:

1. § 1. *That the Commonwealth of Virginia, through the Secretary of Transportation and the Rail Advisory Board, shall cause to have completed a comprehensive feasibility plan to define the conditions that would be necessary to divert the maximum amount feasible of the long-haul, through-truck freight traffic to intermodal rail in the Interstate Route 81 Corridor.*

Such a plan shall be completed as quickly as reasonably possible and the finished plan provided to the Governor, members of the General Assembly, and the public. The plan may be developed as part of a statewide multimodal freight study or other study conducted by the Rail Advisory Board, the Intermodal Office or the Virginia Department of Transportation. It shall include, but not be limited to, evaluation of the following with the objective of maximizing diversion potential to rail and minimizing future Interstate Route 81 highway capacity construction needs:

A. Operating Characteristics.

- 1. Utilize existing VDOT or Norfolk Southern Shenandoah line right-of-way wherever possible;*
- 2. Extend at least 500 miles, creating or expanding logical termini in Tennessee and Pennsylvania or New York with at least one intermediate terminal in Virginia;*
- 3. Utilize suitable "roll on/roll off" and other efficient rail technologies and service concepts;*
- 4. Achieve truck-competitive transit times and reliability between terminals;*
- 5. Consider alternative ownership, management, and service operational options and requirements; and*
- 6. Consider the option of a new rail right-of-way from Front Royal to Culpeper to expedite more efficient use of the Norfolk Southern Piedmont line.*



B. Financial Evaluation.

- 1. Capital cost of upgrading and construction for rail line as determined in subsection A as well as cost of terminals, rolling stock, and other equipment or infrastructure;*
- 2. Operating cost for the level of rail service needed to achieve truck-competitive speed and reliability;*
- 3. Include comparative return on investment analyses between the rail option(s) found to be most effective in meeting the performance criterion of 60% diversion rate for through-state freight to rail;*
- 4. Evaluate project financing alternatives, including funds available through SAFETEA-LU, the Federal Railroad Administration's \$35 billion "Railroad Rehabilitation and Improvement Financing" loan program, public and private sector bond financing, and public-private partnership capital investment;*
- 5. Include truck direct and indirect cost savings from using rail compared to over-the-road driving;*
- 6. Include analysis of a full range of future fuel price scenarios, in determining potential diversion rates to rail, and the capability to meet debt service and operate profitably; and*
- 7. Estimate the construction schedule for completing track upgrades and grade crossing separation, including but not limited to, the rail corridor from Front Royal to Manassas.*



From: [Tyson Fisher](#)
To: ["VA81CorridorPlan@OIP.Virginia.gov"](mailto:VA81CorridorPlan@OIP.Virginia.gov)
Subject: Auto Toll Proposal
Date: Wednesday, October 24, 2018 10:23:36 AM

This is Tyson Fisher, staff writer for *Land Line Magazine*. I recently noticed that within the October meetings presentation there's a suggested toll for "Autos (non-commuters)." What defines a "non-commuter" versus a "commuter?" Also, how would these distinctions be enforced if tolls on non-commuter autos were to be implemented? Just looking for some clarification since the legislation directs to not consider tolls on all users or commuters. Thanks!

Tyson Fisher | Staff Writer
Land Line Magazine
Owner-Operator Independent Drivers Association
tyson_fisher@landlinemag.com | 816-229-5791



For a free subscription to Land Line's Daily E-news [click here](#).

 Please consider the environment before printing this e-mail.

This message contains confidential information. Unless you are the addressee or authorized to receive confidential information for the addressee, you may not retain, copy, use, or distribute this information. If you have received this message in error, please delete it and advise the sender immediately.

From: [Jake Klitenic](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81 truck tolls oppose
Date: Tuesday, October 23, 2018 4:44:28 PM

We have Virginia trucks and I strongly oppose tolls on 81 for the trucking industry. We are constantly already being taxed for infrastructure improvement. This is unfortunate and would be more burden for my company, I pay taxes for fuel, permits for transport, taxes for employees, taxes for tags and weights loads I carry, federal state, intrastate taxes. Enough is enough!
If you want to make me pay for any road improvement, then give me my own lane!
Jake

Sent from my iPad

From: [Cliff Conklin](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: Comment on I-81 plan
Date: Monday, October 22, 2018 11:09:23 AM

Thank you for the opportunity to attend one of the public meetings last week on I-81 improvements.

Would VDOT consider a truck only express lanes to separate the trucks from the cars? It could then be rolled into an autonomous truck lane to allow for "Peloton" truck platooning and also be linked into new truck parking facilities?

--

Thanks,

V/R

Cliff Conklin
615-542-4360
cliffaconklin@gmail.com

From: [Phil Milstead](mailto:Phil.Milstead@OIP.Virginia.gov)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Trucks
Date: Saturday, October 20, 2018 6:21:54 PM

Fortunately, there are many truckers who are good drivers, but on I-81, there are several who seem insane. I frequently see truckers who cut off others. I see many trucks racing down hills and then slow poking up the next hill. If you don't have a vehicle built to handle the road properly, you shouldn't be on it.

I went to an AARP safe driving course once. I was dismayed to see that the trucking industry furnished a video that threatened others to stay away from those trucks on the road. That is NOT road sharing. It is bullying.

If you impose tolls on I-81, charge by the axle or number of tires. Simply charging truck twice as much has them paying less than private vehicles for the damage to property and safety they do.

I find it odd that there are so many trucks on I-81 when there are cheaper rail options in the same corridor.

By the way, there is a closed truckers' rest area between mile markers 17 and 18 westbound on I-66. Please open that. I've seen too many truckers in the area driving like they need a rest.

Phil Milstead
2809 Ridgetop Court
Winchester, VA

From: ["Karl Tarbox" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comment on I-81. Florida resident
Date: Saturday, October 20, 2018 5:43:08 PM

I would favor the cashless toll method, with the Massachusetts Turnpike model, with the pay by plate through the mail.

From: [Rob DeHaven](mailto:Rob.DeHaven)
To: va81corridorplan@oipi.virginia.gov
Cc: DelCCollins@house.virginia.gov
Subject: Exit 317
Date: Friday, October 19, 2018 5:41:10 PM

I attended the meeting at Shenandoah University, Thursday, October 18 and needed time to digest the information and do a little more research before being able to clearly articulate my thoughts.

I live off exit 317 and this entire area, even with the recent improvements, is still extremely congested at peak travel times. I try to avoid this area whenever possible by using alternate routes such as Glendobbin Rd to Apple Pie Ridge Rd when traveling south or Welltown Rd to Hopewell Rd when traveling North. While having these alternative routes is nice, it isn't always the most direct route to my final destination which costs me extra time and money in spent fuel. However, I try not to take the risk of getting on I81 because of the accidents and in general a healthy fear of the increased risk of getting in an accident myself because of the congested roadway.

Exit 317 has many problems.

The northbound exit doesn't align with the northbound entrance which causes traffic to backup because the additional traffic light needed to service both the northbound entrance and Redbud Road. The left turning lane on Route 11 for the northbound entrance is not adequate and should be extended to the intersection of Route 11 & Welltown Road/Amoco Lane. However, the overpass bridge for I81 has support columns making the available width too narrow to accommodate an extra lane of traffic. The support columns also limit the ability to widen Route 11 in the southbound lanes to take advantage of the new expansion provided by recently completed VDOT project for Route 11/37/661. The bridge at exit 317 for I81 is really one of the biggest choke points for the entire area.

The southbound exit is also an issue because traffic will backup onto the interstate during peak times. Southbound route 11/37 traffic is still not able to handle the volume due to poor traffic light timing and the volume of traffic not being able to utilize the new lanes created by the previously mentioned improvement project because the bridge is still the choke point. The traffic, especially commercial trucks can not move to the proper lane quickly enough to allow the continuous flow of traffic because there is only two lanes of traffic under the overpass. The short distance of the northbound exit also makes it difficult for the traffic to move through 2 lanes of traffic given all the other merging traffic. Merging traffic coming off the southbound I81 ramp is also trying to cross up to 3 lanes of traffic in a very short distance which requires them to stop which then backs up traffic. There is a YIELD sign at the bottom of the southbound exit ramp for I81 that no one pays any attention which makes it hazardous for lane merges for the southbound route 11 traffic needing to continue in the turn lane for Welltown Rd or into the Denny's, Exxon, or hotel areas.

The southbound entrance ramp to I81 is also extremely short and because it is going up a steep grade which then meets with an overpass bridge servicing the CSX train rail below, there is no place for merging traffic to continue. You must brake hard or accelerate as fast as possible to merge. It is extremely dangerous getting on I81 southbound.

In closing, exit 317 is extremely important and needs added to the list of improvements. With all the new homes being built in the Snowden Bridge Subdivision, the new buildings in the Stonewall Industrial park, and new planned rezoning of current residential land to business along route 11 between exit 317 and exit 321, this area needs an upgrade. This is also a very heavily used route when accidents do happen both north and south of it. Making improvements to exit 317, especially the overpass bridge would have a positive ripple effect that would solve a lot of other traffic related congestion in this area. I realize this particular section of I81 is complicated and widening it is more expensive than most areas, but it is vital to the continued growth and safety of the residents of Frederick County and its visitors.

Thank you,
Rob DeHaven
300 Clearview Drive

Clear Brook, VA 22624

From: [Ed Chapman](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Corridor input - Ed Chapman
Date: Friday, October 19, 2018 12:19:37 PM

Mr. Mannell,

Thank you for your presentation at SU last night. It was enlightening. I was a bit disappointed in the limited number of legislative representatives there and am hopeful they will be in attendance next week at a local follow up at the local airport.

I had a child go to Va. Tech and another go to Radford and am currently traveling one day a week to Charlottesville (From Frederick County). I am familiar with the "hot spots" along the way.

My question or suggestion would be based off that experience. **In the mountains between Blacksburg and Roanoke**, there was a **third passing lane** for vehicular traffic only when going up the mountains-allowing for a smoother flow because it gave 2 lanes for trucks and a third for cars to pass. This seemed to work well and wondered if that approach had been discussed to navigate traffic in the cities of Charlottesville, Stanton, Harrisonburg, Strasburg exit at I66, Winchester (I believe there is a third lane at Roanoke). This may have been on the diagrams but I did not follow them that well to see if that was in there. Will follow up on the web site.

As a local Realtor, I was wondering if the **financing for this approach could not be done through a Public/Private partnership** where a land developer(s) was contracted to partner with and then the needed land identified and negotiated with for purchase. In this approach, the technology for a **toll (paid for local usage) could be set up and paid back to the developer** for their investments, plus profits - until the agreed to term was finished. **Local Realtors** could be contracted to identify the areas, **along with VDOT** thus minimizing expenses and putting it on the benefitting land owners (sellers) instead of the tax payers, minimizing state and county costs.

This is probably too complicated but wanted to throw it out there.

Best wishes & thank you for caring,

Ed

Ed Chapman, REALTOR®

Ask4TeamEd

ABR & New Construction Certified

ERA OakCrest Realty 126 N Kent St Winchester, VA 22601

540-974-1211

www.Ask4TeamEd.com

edchapman@ask4teamed.com

[Why Team Ed?](#)

From: [Hap Connors](#)
To: [Brett Vassey](#)
Cc: VA81CorridorPlan@OPI.Virginia.gov; Marty.Williams@ctb.virginia.gov; Matt.Mansell@governor.virginia.gov
Subject: Re: I-81 Truck-Only Tolling - MFG Executive Coalition
Date: Thursday, October 18, 2018 9:42:23 AM

Thank you, Brett.

Best,

Hap

Hap Connors
540.760.7880

On Oct 16, 2018, at 2:31 PM, Brett Vassey <bvassey@vamanufacturers.com> wrote:

To Whom It May Concern:

Please see the attached letter on the proposed I-81 truck-only tolling plan. The VMA will provide a more detailed set of comments during the upcoming public hearings.

The VMA also participated in the VCU economic impact assessment interviews and is eager to receive the final economic impact assessment report. When the VMA conducted its own survey of manufacturers in 2003 or 2004, companies indicated that truck-only tolling would cost over 5,000 jobs. We have not conducted a new survey in hopes that the VCU study is comprehensive.

Best Wishes,

Brett

Brett A. Vassey
President & CEO
Virginia Manufacturers Association
Virginia Craft Brewers Guild
804.643.7489, ext. 125

<!--[if !vml]--><!--[endif]-->2108 W Laburnum Ave
Suite 230
Richmond, VA 23227
<[image001.jpg](#)> 804.528.4482 <[image003.png](#)>
vamanufacturers.com |

Industry's Advocate Since 1922

Mark your calendar for VMA's two signature events coming up this fall!

< image004.jpg >	Virginia Environmental Health and Safety Conference (VEHS) September 26-27, 2018 Hilton Hotel & Spa	< image006.jpg >	Virginia Competitiveness Forum & Workforce Symposium November 13-14, 2018 Kingsmill Resort
----------------------------------	---	----------------------------------	--

Richmond, VA

Williamsburg, VA

Association Private Communication: The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer.

<I-81 MFG Executive Opposition Letter October 12 2018.pdf>

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov; nick.donohue@governor.virginia.gov
Subject: OCT 17TH MEETING
Date: Monday, October 15, 2018 2:53:35 PM
Attachments: [Questions for the 3rd series meeting on Wed the 17th.docx](#)

Dear Mr. Mennell and Donohue:

I raise the attached questions to be answered in the presentation on Wednesday for fear if the definition and options are not clearly spelled out to the CTB and the GA there will be another what if study requested. Our GA is extremely shroud at procrastinating in lieu of making a raise taxes decision.

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

Questions for the 3rd series meeting on Wed the 17th

1. Tools: QTY of toll collection equipment's in the \$50- \$200 M
Implementation costs,
Where is this funding coming from
What toll \$ amount per mile
Definition of Heavy Commercial trucks Class 6, 7 or 8 or more, % of
11.7MILLION total trucks
2. Bridges: What happened to the 7 to 9 bridge repairs/replacements
identified in the 1st and 2nd series of meetings
3. Gas tax: Qty of vehicles used in the \$60M -\$70 /yr calculation
Miles/gal for trucks and cars
4. Funding implementation strategy and schedule.
E.g. get \$4.2B bond/loan pay off with taxes and/or tolls
Collect taxes and/or tolls first to implement corrections (many years)
5. Will there be a list of the worst of the 102 hazardous areas, priced out
6. How long will **federal toll approval** take and why did VDOT /CTB/ GA wait
until now to request approval. Is this another wasted year of seeking
funding
Is this another cart before horse planning?
7. What is schedule impact of the two petitions submitted to the CTB by the
trucking associations

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP1.Virginia.gov
Cc: nick.donohue@governor.virginia.gov
Subject: 3rd meeting materials
Date: Monday, October 15, 2018 12:27:29 PM

Where is the VDOT data for the Wednesday meeting??
Questions to follow later today!!

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: info@tollfreeinterstates.com
To: ray.smoot@ctb.virginia.gov
Cc: DelCJones@house.virginia.gov; DelSLandes@house.virginia.gov; DelRIngram@house.virginia.gov; DelCPointexter@house.virginia.gov; DelCPeace@house.virginia.gov; DelBKnight@house.virginia.gov; DelSGarrett@house.virginia.gov; DelCStolle@house.virginia.gov; DelNRush@house.virginia.gov; DelRRobinson@house.virginia.gov; DelCHead@house.virginia.gov; DelTPillion@house.virginia.gov; DellTorian@house.virginia.gov; DelMSickles@house.virginia.gov; DelMJames@house.virginia.gov; DelBCarr@house.virginia.gov; DelDMcQuinn@house.virginia.gov; DelLAird@house.virginia.gov; DelRTyler@house.virginia.gov; DelPKrizek@house.virginia.gov; DelJBell@house.virginia.gov; DelCHayes@house.virginia.gov; district03@senate.virginia.gov; district24@senate.virginia.gov; district32@senate.virginia.gov; district35@senate.virginia.gov; district18@senate.virginia.gov; district23@senate.virginia.gov; district15@senate.virginia.gov; district07@senate.virginia.gov; district27@senate.virginia.gov; district40@senate.virginia.gov; district26@senate.virginia.gov; district39@senate.virginia.gov; district12@senate.virginia.gov; district28@senate.virginia.gov; district16@senate.virginia.gov; DelDYancey@house.virginia.gov; DelTHugo@house.virginia.gov; DelSGarrett@house.virginia.gov; DelGDavis@house.virginia.gov; DelTAustin@house.virginia.gov; DelDLaRock@house.virginia.gov; DelTPillion@house.virginia.gov; DellAdams@house.virginia.gov; DelCCollins@house.virginia.gov; DelRBloxom@house.virginia.gov; DelJMyares@house.virginia.gov; DelBThomas@house.virginia.gov; DelJWard@house.virginia.gov; DelDMcQuinn@house.virginia.gov; DelBCarr@house.virginia.gov; DelEFiller-Corn@house.virginia.gov; DelKPlum@house.virginia.gov; DellBagby@house.virginia.gov; DelKMurphy@house.virginia.gov; DelJJones@house.virginia.gov; DelKDelaney@house.virginia.gov; DelDReid@house.virginia.gov; district40@senate.virginia.gov; district23@senate.virginia.gov; district25@senate.virginia.gov; district37@senate.virginia.gov; district31@senate.virginia.gov; district14@senate.virginia.gov; district21@senate.virginia.gov; district33@senate.virginia.gov; district08@senate.virginia.gov; district11@senate.virginia.gov; district19@senate.virginia.gov; district09@senate.virginia.gov; district22@senate.virginia.gov; VA81CorridorPlan@OIP1.virginia.gov
Subject: Commonwealth Transportation Board: I-81 Truck Tolls Issue
Date: Wednesday, October 10, 2018 11:38:09 AM
Attachments: [I-81 Truck Tolls CTB Letter - Smoot \(EMAIL\).pdf](#)

Dear Honorable Smoot,

We appreciate all your dedicated time and work on behalf of the Commonwealth of Virginia. As you know, the Commonwealth Transportation Board (CTB) has an immense responsibility regarding surface transportation in Virginia and the Virginia Department of Transportation (VDOT). Given your role, we write to express our concerns with the potential implementation of tolling heavy trucks along the Interstate 81 (I-81) Corridor.

Please see the attached letter for your review and consideration. Thank you for your understanding about the negative impacts that tolling trucks using I-81 will have on Virginia's citizens, businesses, and economy. We urge you and the CTB to reject tolling and focus on efficient, sustainable solutions.

Please contact Clark Barrineau at (804) 771-5312 if you or other members of the CTB have any questions or need any additional information.

Sincerely,

The Alliance for Toll-Free Interstates



ALLIANCE FOR
TOLL-FREE INTERSTATES

October 4, 2018

Alliance for Toll-Free Interstates
P.O. Box 20
Richmond, VA 23218

The Honorable Raymond D. Smoot, Jr.
Commonwealth Transportation Board Member
c/o Carol Mathis
1401 E. Broad St.
Richmond, VA 23219

Delivered via email to ray.smooth@ctb.virginia.gov

Dear Honorable Smoot,

Thank you for your steadfast time, energy and work on behalf of the Commonwealth of Virginia. As you know, the Commonwealth Transportation Board (CTB) has a tremendous responsibility regarding surface transportation in Virginia and the Virginia Department of Transportation (VDOT). Given your role, we write to express our concerns with the potential implementation of tolling heavy trucks along the Interstate 81 (I-81) Corridor.

The Alliance for Toll-Free Interstates (ATFI) is a grassroots organization whose mission is to educate the public about the negative impacts of tolling and advocate against tolling existing interstates. We believe the Virginia General Assembly has failed to consider its own history in studying this issue when it incorporated pro-tolling language in Senate Bill 971 (now 2018 Acts of Assembly Chapter 743). While we are glad to see the CTB looking for serious solutions to western Virginia's transportation problems, we urge the Board to exclude recommendations of tolls from their report to the Virginia General Assembly at the end of this year. Tolling existing interstates will hurt drivers, families, communities and businesses. ATFI's many Virginia members continue to oppose tolls in Virginia, just as we have in years past.

Virginia has a long history of rejecting tolls on existing interstates. Previously, the Commonwealth was one of three states that held a slot in the federal Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). Between 1998 and 2016, the period when Virginia held the ISRRPP slot, the Commonwealth never built a single toll under the program. In fact, state legislators ultimately acted to pass legislation that discouraged tolling. Proposals that floated tolling on I-81 in 2005 and Interstate 95 in 2012 triggered a resoundingly negative public backlash, with residents decrying tolling as the short-sighted and counterproductive funding mechanism that it is. Nevertheless, Virginia lost millions of taxpayer dollars studying tolling as a possibility during that period.

ALLIANCE FOR TOLL-FREE INTERSTATES



Now, Virginia's policymakers are again considering old ideas in hopes of arriving at a different conclusion. We know that studying tolls is just wasteful spending motivated by wishful thinking. Imposing tolls on heavy trucks on I-81 will increase shipping costs for goods, suppress consumer activity, waste taxpayer dollars on bureaucratic administration, double-tax businesses, divert traffic onto local roads, and negatively impact residents and communities located around toll facilities. Efforts to toll are simply efforts designed to hurt Virginia's economic future and reroute prosperity around the western half of the Commonwealth.

Tolling trucks using I-81 will raise costs for moving goods through the supply chain, hurting the competitiveness of local companies. Restaurants, convenience stores, travel plazas and gas stations operating near the interstate will face higher costs from manufacturers and shippers, who will be forced to charge more to transport goods by truck. Everyday consumers will be shouldering the burden by paying more for goods. A toll will become nothing more than an underhanded tax on the general public. Inevitably, truck tolls will have a chilling effect on consumer activity.

Additionally, tolling is fiscally irresponsible and financially inefficient. Toll gantries cost millions of dollars to build and maintain. Even with the latest technology, collection costs are at least 8 to 11 percent of revenue collected, according to the Congressional Budget Office. On the other hand, increasing fuel taxes has a less than 1% administration fee. Along with registration fees, traditional taxes and fees do not increase collection costs and assure that nearly 100% of revenue can go toward infrastructure improvements. America's interstates were built using tax revenue, and fuel taxes have paid to maintain them since. ATFI applauds the 2018 gas tax increase for I-81 as part of I-81's Corridor Improvement Plan.

To toll drivers on top of these fuel taxes is double taxation. Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in his vehicle, he is upholding his end of the deal for interstate maintenance. A new toll on an existing interstate, even when relegated to trucks only, forces drivers to pay two taxes for that same road: a gas tax and a toll tax.

Moreover, tolls will force truck drivers to use secondary roads to avoid these new taxes. This diversion causes congestion and delays response times for emergency personnel who rely on these secondary routes to quickly get to and from accidents and emergencies. A 2013 study on the consequences of tolls in North Carolina, another state which held but did not use an ISRRPP tolling slot for 18 years, predicted that tolls would divert up to 36% of traffic to alternate routes, contributing to delays, traffic accidents, and wear and tear on smaller secondary roads that were not built to handle high traffic levels.



ALLIANCE FOR
TOLL-FREE INTERSTATES

As policymakers consider truck-only tolls for I-81, they should be aware of the actions of their counterparts in Rhode Island. Truck-only tolls were implemented there this fall, and the policy is already being challenged in court. That lawsuit will consume taxpayer dollars in defense of a policy that simply doesn't serve the taxpayers' interests. Virginia would do well to avoid this path. The western part of Virginia, especially Southwest Virginia, is facing an economic crisis and a demographic crisis. We need to make it easier for businesses to succeed, not harder. We need more opportunities in order for more people to relocate here and lift the region's economy. State and local officials have spent years working on plans to promote growth and opportunity here; tolls would undercut all of those efforts and hamstring future progress. The region and the Commonwealth need a transportation plan that works.

Thank you again for your dedicated efforts. We appreciate your understanding about the negative impacts that tolling trucks using I-81 will have on Virginia's citizens, businesses, and economy. ATFI urges you and the CTB to reject tolling and focus on efficient, sustainable solutions.

Please contact Clark Barrineau at (804) 771-5312 if you or other members of the CTB have any questions or need any additional information.

Sincerely,

The Alliance for Toll-Free Interstates

CC: Senate Transportation Committee of the Virginia General Assembly
House Transportation Committee of the Virginia General Assembly
Senate Finance Committee of the Virginia General Assembly
House Appropriations Committee of the Virginia General Assembly

ALLIANCE FOR TOLL-FREE INTERSTATES

✉ PO Box 20, Richmond, VA 23218

✉ info@tollfreeinterstates.com

☎ 804-771-5331

🌐 www.tollfreeinterstates.com

From: [Dale Bennett](#)
To: [Mannell, AICP, Ben](#); VA81CorridorPlan@OIP.Virginia.gov
Subject: October Meetings
Date: Thursday, September 27, 2018 2:21:35 PM

Ben:
Hope all is well.

When do you plan to have available additional details about the potential funding options as well as the other funding options that the Secretary mentioned were being looked at during the September CTB meeting? We are particularly interested in knowing more details about the proposed toll rates for heavy commercial vehicles and how the toll collection will be done, e.g. toll gantry locations, collection and enforcement process, etc.

We believe it is very important that this information be made available in enough time prior to the meetings for the public to have time to review and analyze for preparation of their comments. I raise this issue because the presentations and information for the previous series of meetings were not posted until a couple of days before the first meeting.

Thanks and I look forward to your reply.

Dale

P. Dale Bennett
President & CEO
Virginia Trucking Association
4821 Bethlehem Road, Suite 101
Richmond, VA 23230
(804) 355-5371



Virus-free. www.avast.com

From: [Mannell, AICP, Ben](#)
To: Rochelle.Marte@millercoors.com
Cc: [VA81 Corridor Plan](#); [Stan Tretiak](#)
Subject: Re: MillerCoors Comments
Date: Thursday, September 27, 2018 12:50:11 PM
Attachments: [image002.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Thank you for your comments, we will be sure to consider these as we move forward and include these into the record.

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

On Thu, Sep 27, 2018 at 12:44 PM Marte, Rochelle <Rochelle.Marte@millercoors.com> wrote:

To Whom it May Concern:

On behalf of MillerCoors, attached are written comments regarding the potential of truck tolling throughout the I-81 Corridor. Please confirm that you received this and on behalf of MillerCoors, we look forward to continue working together on this important issue.

Best,

Rochelle Marte | Director, State Government Affairs – SE Region

Mobile: 404.433.4925

Office: 770.913.1030

Our Purpose: Delight the World's Beer Drinkers



From: [John McClay](#)
To: VA81CorridorPlan@OIP1.virginia.gov
Subject: Rail Alternative to I-81 Corridore
Date: Saturday, September 22, 2018 8:13:03 PM

Lack of dual track through the corridor appears to be the main impediment to migrating intermodal traffic from trucks to rails. Seems to me the federal government could be instrumental in obtaining rights-of-way for the railroad without spending a lot of money. In summary:

- The government would support the project with eminent domain to obtain land/rights of way
- The government would accelerate the permitting process, reducing the lead time from project conception to completion
- The railroad would pay to acquire the land, construct the rail system and retain the profits from the additional traffic
- The taxpayers would benefit from:
 - Cash savings from reduced highway construction
 - One-time increased tax revenue from the construction companies building the rail system
 - Ongoing tax revenue from expanded rail operations
 - Reduced highway maintenance cost related to truck traffic
 - Fewer accidents/improved overall highway safety
- Benefits may be partially offset by reduced fuel tax revenue and taxable income from long-haul trucking companies; however, trucks and drivers would still be required at the intermodal terminal locations for final delivery

John McClay
19008 Essex Dr
Abingdon, VA 24211
M: 276-698-0186

From: [Kelli Hopkins](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Safety on i81
Date: Saturday, September 22, 2018 1:56:29 PM

Installing cameras on overpasses to catch truckers from texting and driving is important. Everyday I see them swerving from not paying attention. Tell me why hands free is not required and tell me How much money the state could Make with camera citations from not driving safely (hands free). Signage is the most important so that drivers are aware of the fines which should be increased

Sent from my iPhone

Sincerely,
Kelli

Kelli S. Hopkins
Marketing Director
Office Number: [540-464-1899](tel:540-464-1899)
Mobile Number: 540-460-0939
Fax Number: [540-464-1099](tel:540-464-1099)
khopkins@conservationpartnersllc.com
www.conservationpartnersllc.com

Conservation Partners, LLC does not provide legal nor tax advice, nor does it provide services in connection with the preparation of federal tax returns. Nothing herein is to be considered professional advice of any sort

CONFIDENTIAL COMMUNICATION: This e-mail may contain confidential or privileged information. If you are not the intended recipient, please erase this e-mail immediately and advise the sender (by return e-mail) that you have received this e-mail by mistake. Thank you.

From: [Bolgiano, Christina E - bolgiace](mailto:bolgiace@oipl.virginia.gov)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Trains not trucks on I81!
Date: Saturday, September 22, 2018 9:55:38 AM

I live in Rockingham County and frequently use I81. The truck traffic is fast, discourteous, thicker than hair on a dog and, in my experience, it's always dangerous to be on the road alongside them. The BEST solution is to move the truck freight onto trains. Instead of spending billions to add more lanes, upgrade the rails to accommodate drive-on trucks. Getting the trucks off the road would be by far the most sensible way to alleviate the problems caused by the enormous truck traffic on I81. We don't want to ruin more and more countryside with huge construction projects so truckers can bully us in cars even more. Which leads to another major environmental aspect of I81: at present it divides the entire long Valley into 2 halves, which most wildlife is unable to cross without fatal consequences -- both for animals and often humans. Build wildlife corridors under or over the road, using existing culverts whenever possible and fencing to guide animals into them. Much research and activity on wildlife corridors is ongoing in VA, especially on I64 led largely by Bridget McDonaldson of VDOT in Charlottesville. Use her methods and make I81 much safer for both humans and wildlife through building corridors and getting trucks onto trains. Please do a complete life-cycle cost/benefit analysis, including projections of lives saved/lost, of trains vs. highway widening.

Thank you,

Chris Bolgiano, Mildly Amusing Nature Writer www.chrisbolgiano.com
Faculty Emerita, James Madison University
10375 Genoa Road, Fulks Run, VA 22830
540-896-4407

From: madison.brown
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Comment
Date: Saturday, September 22, 2018 9:02:15 AM

Dear Corridor Plan,

Just returned to Staunton from New Englsnd, and saw the increased truck traffic. Also saw the back-up south of Carlisle. The below says it better than I possibly could (hence the shift in font):

Consider a rail alternative to adding new capacity on I-81. The chronic problem as everyone is aware is the heavy density of truck traffic. The Study is considering tolling, and that might help, but the real solution lies in diverting as many as possible of the through trucks to trains. Southbound trucks need to be put on trains in the Harrisburg, PA vicinity; northbound trucks need to be put on trains at Knoxville, TN.

Moving the trucks in this 600-mile run by train would benefit the driving public by actually removing trucks from I-81, not just making more room for them. It would benefit the truckers because their trucks would continue to move while the driver gets his mandatory hours of rest instead of being parked in a truck stop or roadside rest area. It would benefit the railroad by providing new business. It would benefit Virginia by deferring or eliminating the need for very costly and environmentally disruptive widening of I-81.

The rail companies are reluctant to go out of their way to accommodate trucks. They will just have to do so for the common good. Buy them out with tax breaks if necessary or try eminent domain. We are all in this together and they have a contribution to make. Let that increase in business be their sacrifice.

Madisopn Brown
Staunton, VA
540 886 5979
madisonbrown34@hotmail.com

From: [Norris, Caroline](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Trains instead of extra lanes!
Date: Saturday, September 22, 2018 8:13:36 AM
Attachments: [RailSolution letter Aug 16 "18.doc](#)

Dear Corridor Planners:

Attached is an adaptation of a letter written to the *Smyth County News & Messenger* in August. Many of us living in the narrow valleys along the I-81 corridor feel strongly on this issue!

Thank you for your attention to our concerns.

Caroline Norris

To:
From: Caroline Norris
Date: Sept. 22, 2018
Subject: Traffic on I-81

Everyone who drives on I-81, even for short distances, knows how crowded the interstate has become. Every month more 18-wheelers seem to join the traffic, and the moment drizzle begins, the skidding on curves also begins. Accidents are becoming ever more frequent, and tie-ups from even fender-benders can extend for miles and last for hours.

Talk of adding lanes to the highway isn't new. But imagine how long it would take to widen a 300-mile road through our hills and valleys. We'd have construction zones slowing traffic for years. Our valleys would vanish under asphalt and our mountains would be chopped into roadside cuts. Tourism, recreation, and breathable air all would suffer.

Far better -- far less costly -- to shift some of the truck freight to the trains that already travel up and down this transport corridor. Already it's easy to spot the giant shipping containers riding through the countryside on flatcars. Each container can replace several 18-wheelers on the highway: goods can be carried without interruption to stations all along the line and then can travel to their final destinations via local transport.

Sincerely,

Caroline Norris
125 Wilden St.
Marion, VA 24354-3337
cpn04@comcast.net

From: [Morrison, Norma](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: rail alternative
Date: Thursday, September 20, 2018 10:50:34 PM

Please consider a rail alternative for trucking on I-81. Thank you, Dr. Norma Morrison

From: [Ralph Grove](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I81 Study
Date: Thursday, September 20, 2018 9:28:58 PM

I urge you to consider during the study a rail alternative to adding new capacity on I-81. The chronic problem on I81 is the heavy density of truck traffic. The best solution lies in diverting as many as possible of the through trucks to trains. Southbound trucks need to be put on trains in the Harrisburg, PA vicinity; northbound trucks need to be put on trains at Knoxville, TN.

Moving the trucks in this 600-mile run by train would benefit the driving public by actually removing trucks from I-81, not just making more room for them. It would benefit the truckers because their trucks would continue to move while the driver gets mandatory hours of rest instead of being parked in a truck stop or roadside rest area. It would benefit the railroad by providing new business. It would benefit Virginia by deferring or eliminating the need for very costly and environmentally disruptive widening of I-81.

Ralph Grove
Norfolk, VA

From: [Carolyn Foyle](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I 81?????
Date: Thursday, September 20, 2018 6:56:43 PM

Dear Sir and Madam:

I would like for you to consider opening the rail from Knoxville, TENN to Harrisburg, PA for truck rail. I have always said and it has been proven that the diesel engines are very cost efficient and would above all be less costly than trying to widen 81 over a very long period of years let alone the traffic tie-ups we would have around many of our cities! I have traveled many of the roads from New York to Florida in recent years and see the issues of such construction, ie, setting in long lines on the roads for hours at a time because of the construction! Unbelievable! I know your task is a stressed one but believe that immediate opening of rail through our state and others would be of great benefit to all! Less cost until 81 can, is small amounts, be widened to settle the congestion on our interstate! I appreciate your time and effort for our state and its drivers!

Sincerely,
Carolyn Foyle
540-325-6570
wofpk8@gmail.com

From: [Holly Sharp](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, September 20, 2018 5:51:02 PM

To Whom It May Concern,

Thank you for all the time you're investing into hearing from citizens before you make decisions on how to improve the safety and efficiency of Interstate 81 through Virginia. I know this is a complicated and expensive problem, but as a resident of Shenandoah County, Virginia, who uses I-81 almost daily to go to work in Winchester, I know how congested it is with large trucks (the hills in this area cause varying speeds) and how often traffic is slowed down or stopped with even a minor traffic accident.

Please consider a rail alternative to the other things being considered for adding new capacity to I-81. Tolling would not relieve the truck traffic enough to matter. Diverting as many trucks as possible to trains would be immediate and lasting and, I believe, less expensive than widening. Southbound trucks need to be put on trains in the Harrisburg, PA vicinity; northbound trucks need to be put on trains at Knoxville, TN.

Moving the trucks to trains away from this 600-mile run would not only improve driving safety for other drivers, but it would reduce emissions and improve the air quality of our beautiful Shenandoah Valley. I see this as a triple win:

It would benefit the truckers because their trucks would continue to move while the driver gets his mandatory hours of rest instead of being parked in a truck stop or roadside rest area.

It would benefit the railroad by providing new business.

It would benefit Virginia by deferring or eliminating the need for very costly and environmentally disruptive widening of I-81.

Please examine this trucks-on-trains concept as a life-cycle cost/benefit basis compared with highway widening and other solutions.

Thank you for your consideration,

Holly Sharp
350 Quicksburg Rd,
Quicksburg, VA 22847
(Shenandoah County)

From: [Jantz, Richard L](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 corridor improvement plan
Date: Thursday, September 20, 2018 3:40:22 PM

Please consider the rail alternative for the I-81 corridor improvement plan. The main problem with I-81 concerns the large number of trucks. Through trucks can effectively be put on trains and removed from the highway. The cost effectiveness of this option should be weighed against other options.

Richard Jantz

From: [Magness, Patricia P.](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Advocating "trucks on trains" option for I-81
Date: Thursday, September 20, 2018 1:13:30 PM

Dear committee members:

As you make plans for the future of I-81, I want to strongly advocate a "trucks on trains" railway option. I frequently drive I-81 from Pennsylvania to/from Tennessee, and I have made this trip for many years. Adding driving lanes is not a good solution for the problems. It is not cost-effective and it does not really address the issue of all the trucks.

For safety, for expense, and for long range efficiency in transporting goods, it will be much better to utilize the "trucks on trains" model. Harrisburg, PA, and Knoxville or Kingsport, TN, are well-positioned to be entry/exit points.

For safety alone, this is the best option. But it is also best in terms of cost and efficiency.

Thank you for listening.

Patricia Magness

a Pennsylvania/Tennessee "snowbird"

Sent from my iPhone

From: [Wolf Neudorfer](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Rail alternative
Date: Thursday, September 20, 2018 12:29:57 PM

While some adding of capacity to US 81 may be necessary, this is not the final answer to congestion and safety issues. The only alternative for decades ahead is to move freight on rails as has been done for many many years in Europe. Each tractor trailer is a locomotive. With one or two diesel locomotives you can move a huge amount of trailers/freight with a lot less fuel. The rail solution is ultimately inescapable . Thanks for the opportunity to comment .

Sent from my iPhone

From: [Ned Savage](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan comments
Date: Thursday, September 20, 2018 10:02:10 AM

To whom it may concern,

I urge the I-81 Study to consider a rail alternative to adding new capacity on I-81. As everyone is aware, the chronic problem is the heavy density of truck traffic. While tolling might help, the real solution lies in diverting as many trucks as possible to trains. Southbound trucks need to be put on trains in the Harrisburg, PA vicinity; northbound trucks need to be put on trains at Knoxville, TN. Moving the trucks in this 600-mile run by train would benefit the driving public by actually removing trucks from I-81, not just making more room for them. (As civil engineer Charles Marohn so eloquently put it, "Trying to solve congestion by making roadways wider is like trying to solve obesity by buying bigger pants.") It would benefit the truckers because their trucks would continue to move while the driver gets his mandatory hours of rest instead of being parked in a truck stop or roadside rest area. It would benefit the railroad by providing new business. It would benefit Virginia by deferring or eliminating the need for very costly and environmentally disruptive widening of I-81.

This trucks-on-trains concept should, at the very least, be examined on a life-cycle cost/benefit basis compared with highway widening. Thank you for your consideration.

Sincerely,
Ned Savage
8094 Upper Craig Creek Rd.
Catawba, VA 24070
540-520-4154

From: [Cynthia Munley](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Comments on improving I-81
Date: Wednesday, September 19, 2018 11:34:56 PM

Please consider a rail alternative to adding new capacity on I-81 to take the excess trucks by putting them on trains in the Harrisburg, PA vicinity for southbound and at Knoxville, TN for northbound trucks.

I would like the trucks-on-trains concept to be examined on a life-cycle cost/benefit basis compared with highway widening which will disrupt Salem communities near the interstate.

Cynthia Munley
Salem, VA

From: [Elizabeth H. Cottrell](mailto:Elizabeth.H.Cottrell)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: Please consider a rail solution
Date: Wednesday, September 19, 2018 10:04:39 PM

Dear friends,

Thank you for all the time you're investing into hearing from citizens before you make decisions on how to improve the safety and efficiency of Interstate 81 through Virginia. I know this is a complicated and expensive problem, but as a resident of Shenandoah County, Virginia, who uses I-81 almost daily to reach my elderly mother in Winchester, I know how congested it is with large trucks and how often traffic is slowed down or stopped with even a minor traffic accident.

Please consider a rail alternative to the other things being considered for adding new capacity to I-81. Tolling would not relieve the truck traffic enough to matter. Diverting as many trucks as possible to trains would be immediate and lasting and, I believe, less expensive than widening. Southbound trucks need to be put on trains in the Harrisburg, PA vicinity; northbound trucks need to be put on trains at Knoxville, TN.

Moving the trucks to trains away from this 600-mile run would not only improve driving safety for other drivers, but it would reduce emissions and improve the air quality of our beautiful Shenandoah Valley. I see this as a triple win:

1. It would benefit the truckers because their trucks would continue to move while the driver gets his mandatory hours of rest instead of being parked in a truck stop or roadside rest area.
2. It would benefit the railroad by providing new business.
3. It would benefit Virginia by deferring or eliminating the need for very costly and environmentally disruptive widening of I-81.

Please examine this trucks-on-trains concept as a life-cycle cost/benefit basis compared with highway widening and other solutions.

Thank you for your consideration.

Elizabeth Herbert Cottrell
989 Black Bear Rd.

Maurertown, VA 22644 (Shenandoah County)
540-436-3969 (home office)

From: [patearl via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 renovations
Date: Wednesday, September 19, 2018 9:45:57 PM

Dear people

As you struggle to figure out the best alternative for I-81, I would strongly urge you to consider getting the heavy trucks off the highway and onto Railcars as they travel north and south. Such a plan would make it much safer for us car people to travel the highway, and it would provide rest time for truck drivers.

Please consider railways as the best option.

Earl Martin

1013 College Avenue
Harrisonburg, VA 22802

540-432-6388

From: [Tina Jones](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Questionnaire
Date: Wednesday, September 19, 2018 9:58:54 AM
Attachments: [J I-81 Corridor.pdf](#)

Tina Jones

Administrative Assistant
Salem Stone Corporation

I-81 CORRIDOR IMPROVEMENT PLAN



August Public Input Meeting

	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	Most Definitely	
Would you support reducing the speed limit in the corridor?	Yes	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on <u>what are the options & are alternate routes open & congestion free</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I travel I-81 almost every day and have done so for 40 plus years. During this time I have watched and experienced the rapid decline of this thoroughfare that should be essential for the safe passage of our citizens and the goods and services that they produce.

The Va. State legislature is aware, and has been, of the condition of I-81 and have done nothing to fix it. They are the sole reason that I-81 has not been upgraded. The travelling public are not concerned about how the upgrades and or improvements are funded but are concerned about SAFETY and ECONOMIC DEVELOPMENT (JOBS)

As a business man who operates multiple plants along the I-81 Corridor from Montgomery County thru Smyth County and relies solely on this roadway to bring our employees safely to and from work and deliver our products in a timely manner knows first hand the problems with I-81.

It is way past time to fix this road - we do not need to study it - we need to fix it.

Commenter Name: M. J. O'Brien, Jr
E-mail Address: j.obrien@salemstonecorp.com
Zip Code: 24084

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

From: [Parsons, Sarah J \(sap\)](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [Parsons, John T \(jtp\)](#)
Subject: I-81 Planning
Date: Sunday, September 16, 2018 11:45:54 AM

As residents of Augusta County whose farmland abuts I-81, we strongly urge the 81Corridor Planning Commission to consider the train ferry for long-haul trucks. As we understand, the State of Virginia already has secured the right-of-way along the entire length of I-81 in Virginia. This would greatly reduce the truck traffic and give much relief in terms of congestion, noise, environmental impact, etc. We are afraid that if nothing but more lanes are added, more truck traffic would be the result, and in a short period of time, we would once again have congestion, etc. A vicious circle.

The train ferry option has been ignored in the past, but it is long past overdue. Please, please seriously consider this option - it would go a long way to conserve the agricultural heritage of the Shenandoah Valley.

Sincerely,
Sarah and J. Thomas Parsons
Verona, VA

From: [Kelli Hopkins-Baker](mailto:Kelli.Hopkins-Baker)
To: VA81CorridorPlan@OIP1.Virginia.gov
Cc: kelli@kshconsulting.net
Subject: comments on I81
Date: Wednesday, September 12, 2018 7:59:05 PM

I frequently travel on I81 for work. I have done so since 2007 from Waynesboro to Lexington, Waynesboro to Richmond, and Waynesboro to Harrisonburg.

I can comment on many dangerous experiences I have had on the road. I feel there are some very simple **proactive** things that can be done. I feel most of the solutions offered currently are all about being **reactive** to the situation. This is what I propose;

- 1) Increase communication on the interstate. Most truckers do not know the laws of Virginia. In New Jersey, there are HUGE signs explaining there is no traveling in the fast lane unless actively passing. There is a HUGE fine for violations. We need to increase our fines! I find the messages on the new electronic boards are boring and unimportant. If people knew there was a hefty fine for violating our laws, perhaps there will be less violators. Yesterday, we drove for 15 miles with a semi-truck traveling 55 mph in the fast lane. The line of traffic behind was a mile long. This creates psycho drivers who become even more dangerous. You should also add the notice that if there is a police car pulled over, you have to move over. You would be so surprised how many people don't even know that is our law
- 2) STOP TEXTING AND DRIVING! Distracted driving is becoming a serious problem and something must be done
- 3) STOP DRIVING WHILE HOLDING A PHONE. All drivers should be required to use hands free devices. There has been no explanation as to why we do not have this law. Only that it is has been voted down. Please explain why. Virginia could get a huge jump in fine income for people violating said laws.
- 4) Increase law enforcement. Planes, cameras, officers, motorcycles. There are simply not enough officers policing the laws. I am witness to that every day.

- 5) Add cameras on dangerous areas on i81 and be sure to show signs of the significant fines for reckless driving and for truckers trying to run people off the road and for holding up traffic.
- 6) SIGNS, SIGNS, SIGNS. They will work and cost very little. Increase fines.
- 7) Add the #77 signs along the interstate where you can report dangerous drivers and send videos of dangerous drivers. Why don't we have a social media to post videos of dangerous drivers? I guess we are old school. It is time to step up. I frequently call the state police with license plates of dangerous drivers. If we had more enforcement, we will have better drivers. It is the same people all the time driving our highways.

I would be happy to testify. Please use my suggestions. Thanks.

Sincerely,

Kelli

Kelli S Hopkins-Baker
KSH Consulting, LLC
PO Box 855
Waynesboro, Virginia 22980
Phone: 540-460-0939
Kelli@kshconsulting.net
www.kshconsulting.net
<http://linkedin.com/in/kelli-s-hopkins-baker-1a826a21>

-

Disclaimer: KSH Consulting, LLC cannot provide legal or tax advice and nothing herein should be considered advice of any type. It is recommended that all prospective and current clients of KSH Consulting, LLC retain and maintain a legal and tax advisor at all times. Readers of this email are responsible to obtain advice from licensed professionals before relying on any information contained within this email. This email contains confidential information. If you are not the intended recipient and received this confidential email in error, kindly reply that you have received this in error and delete the record as well as the deleted record in your recycle bin. Thank you very much.

From: [fcihlar](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvements
Date: Tuesday, September 11, 2018 6:08:43 PM

Let me add my voice to those who think there should be greater law enforcement on I-81, particularly with respect to the semi-trucks that consistently move into the left lane to “pass” only to ride alongside the other truck they are trying to “pass.” The result is to have what amounts to a moving wall blocking both lanes or a mile or more, often moving WELL below the posted speed limit. It is both infuriating and dangerous.

Even more dangerous is what appears to be an ever-increasing tendency on the part of the semi-truck drivers to simply turn on their left-turn signal as they start moving into the left lane without regard to traffic that is coming on in the left lane. I have more than once been forced to brake in order to avoid an accident when a truck simply decided to change lanes.

And in the fifteen-plus years I have been regularly driving I-81, I have not once seen a semi-trailer pulled over by a state trooper. As a practical matter, there seems to be NO law enforcement on I-81.

Frank Cihlar

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: Toll petitions
Date: Sunday, September 9, 2018 11:21:56 AM

Ben:

If the proposed tolls are implemented what will the affect of the two petitions by VA. Truckers Association and the ATFI / NATSO filed to the CTB have on the planned schedule?

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: September status report
Date: Thursday, September 6, 2018 4:27:48 PM

Ben:

Is the Sept. report going to provide any new insight into the statistics or financial analysis?

Will this report be available line?

Or is this an internal vdot status per the program schedule?

When is the next public meeting in Sept/Oct?

I have several questions pertaining to the financial calculations provided in the August report!

What percentage of the total truck traffic is Heavy Commercial? Was this qty derived from truck weighing station history data?

How many e-zpass monitors are plan to be install? 90 interchanges X 4 or at Interstate interchanges only + state line interchanges?

Was is the average cost of installing the equipment? What tolling rates were used? \$1/mile \$.50 /Mile \$.25 /Mile??

Where is this funding coming from? And the schedule to install same?

2.1% fuel tax

qty of trucks and cars used to arrive at \$60? what gas mileage used to calculate?

% of vehicles to achieve this \$\$ amount?

What is the overall strategy of this study?

E.G. raise the necessary tax and toll \$\$ to correct # of recommended projects and then start the projects?

OR obtain a bond or low interest rate loan and start and pay off the bonds/loans with the taxes and tolls collected.. (use rainy day/general funds).

My analysis of the VDOT data says that \$4.2B will correct 13 TCL/3 lane areas 100 miles and 45 accel/deccel lane extensions? (all 3 districts)

Either financial solution will require significant increases in the proposed tax rate recommendations to accomplish significant I-81 improvements!

I can wait until public meeting to receive answers!!

Also, with the propped \$ amount of the recommended projects we cannot wait until the projects pass the Smart Scale approval process. These projects have to be processed outside the SS process to get things done in the next 20 years!

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: [N. MacNeil](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, September 3, 2018 6:37:07 PM

From: **Roger Bowen** <proger.bowen@gmail.com>
Date: Tue, Aug 28, 2018 at 12:44 PM
Subject: Fwd: I-81 Plan
To Whom it May Concern:

After reading a letter to the editor by Nick MacNeil, in the Staunton *News Leader*, August 25, 2018, my wife and I felt the need to write about this ourselves. We frequently travel on I-81 and are upset at the many accidents, deaths and delays caused by this road's construction and use.

We strongly feel that your study should include looking at the feasibility of using the railway right-of-way that parallels I-81 from Harrisburg, PA to Knoxville, TN for long haul truck transportation. We have allowed trucks to get longer and taller and as more people order online, the demand for trucks increases. We need to look ahead to solve this problem for future generations and not just put bandaids on the mess. Daily accidents and hours of delay hurt everyone; and just about EVERY time we use this highway, we experience a backup, an accident, and sometimes see injury and death.

My father-in-law worked for the C & O Railway and lamented the demise of our railway systems even as he watched trucks getting bigger and bigger. Let's think creatively about how to best solve this problem for future generations. Using tolls and adding taxes to our gasoline would help raise revenue. And as the saying goes....we get what we pay for!

Thank you for reading our email and thanks for trying to solve this major problem for our area.

P. Roger Bowen
M Kennon Bowen
Staunton Residents

From: [Gerald Hendricks](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I 81 improvements
Date: Monday, September 3, 2018 1:23:36 PM

I live near the Stephenson interchange on I81, exit 317. The entrance ramps at this interchange are so short that it is very dangerous to enter the highway. It often requires driving on the shoulder until there is an open space to merge into the traffic lane. Because of this alternate routes are often used to avoid this intersection. Improvements to this exchange very much need to be included in any HWY 81 improvement project.

Gerald Hendricks
210 Jennifer Ct
Winchester, VA 22603

Sent from my iPad

From: [Charles Graham](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I81
Date: Sunday, September 2, 2018 4:19:15 PM

I have read the State's possible responses to I81. As a frequent driver on that road I have not read anything that will work. If you want to solve the problem, slow the trucks down (lower speed limits) and restrict them to the right lane as I have seen in other states. AND, in-force it. Near Lexington where there is three lanes I have driven for miles behind trucks blocking all three lanes and no police around. Same thing on I 64 going up the blue ridge.

Charles Graham

From: [Minick, Jim](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Cc: [Minick, Jim](#)
Subject: RE: I-81 Corridor Study
Date: Sunday, September 2, 2018 1:51:21 PM

Dear Ben Mannell,

Thanks for your work on studying the I-81 Corridor. As you continue your research, please make sure that this new study includes a rigorous economic and environmental life-cycle cost and benefit analysis of adding new capacity on the highway vs. on rail. Freight has long been the problem with the heavy traffic on 81. If we could get a significant portion of the through trucks off onto the parallel rail line, this could negate the need for massive highway widening for decades. Removing the trucks is a much better approach than making more room for them. So I hope you study the whole aspect of transportation options in this region by fully including railroad as a possible alternative to highway expansion or tolling. Thanks for your time and consideration.

Sincerely,

Jim

Jim Minick

<http://www.jim-minick.com/>

From: [Robbins, Jonathan](#)
To: [Chad Tucker](#); [Brooke Jackson](#); [Buchanan, Jared](#)
Subject: Late Tuesday
Date: Friday, August 31, 2018 6:30:25 PM

Team Smart Scale,

I have a cardiology appointment Tuesday morning and will be late.

Jonathan

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Re: I-81 Truck accident causes 14 mile back up
Date: Friday, August 31, 2018 8:38:12 AM

Just add another tractor trailer accident to the mix. Please push for talks with Norfolk Southern to advance a rail solution to the I-81 problem. Adding more lanes will not remove the dangers that excessive truck traffic creates.

<http://www.wdbj7.com/content/news/Tractor-trailer-accident-closes-all-south-lanes-on-I-81-in-Christiansburg-492160971.html>

On Sun, Aug 19, 2018 at 8:19 PM Don Langrehr <donforblacksburg@gmail.com> wrote:

<http://www.wdbj7.com/content/news/Vehicle-accident-causing-extensive-backups-in-Montgomery-County-491215311.html>

More lanes are not going to solve the problem of tractor trailer accidents. Please seriously discuss the option of moving more trucks to trains. We need Norfolk Southern to collaborate with VDOT on such an initiative.

Thank you....Don Langrehr

On Fri, Aug 3, 2018 at 12:40 PM Don Langrehr <donforblacksburg@gmail.com> wrote:

https://www.roanoke.com/news/virginia/police-identify-man-killed-in-thursday-i--truck-wreck/article_19377fe8-ec6d-5c38-b569-da7bf18a1aaf.html

Fatal accidents like this one could be avoided if we made a reasonable goal of getting more trailers on trains.

--

Better Things for Blacksburg....Don Langrehr

From: [Carla Overbeck](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: comments on ways to pay for I- 81 improvements
Date: Thursday, August 30, 2018 9:30:24 PM

Dear Mr. Mannell,

I read in the Winchester Star that you are soliciting comments on proposed ways to pay for I-81 improvements, including a 2.1% motor fuels tax, a .7% sales tax, and tolling heavy commercial vehicles. I am very much opposed to raising the VA sales tax to 6%, which combined with our 5.75% maximum tax rate, is a fairly high tax on most of our citizens. If it is legal, I would like to see heavy commercial vehicles pay their fair share, since trucks seem to outnumber cars and small trucks on the Frederick County portion of I-81. The sales tax is a regressive tax not directly linked to I-81, and some poor people who don't have cars would be paying for improvements they can't use. A 2.1% motor fuels tax that directly supports these improvements has the drivers pay for the improvements they use, so I support that as well as tolling heavy commercial vehicles. I realize that indirectly all Virginians benefit from trucks using I-81 to transport food and other goods to and from Frederick County, but trucks erode highways more than cars and light trucks do, and it's only fair that they help pay for repairs and improvements.

Sincerely,
Carla Overbeck

From: ["Betsy Cook" via VA81 Corridor Plan](#)
To: va81CorridorPlan@OIP.Virginia.gov
Subject: Public Input I-81 Corridor
Date: Thursday, August 30, 2018 4:54:14 PM
Attachments: [I-81 Public Input.pdf](#)

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	/	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ <u>Google Maps</u>
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ <u>Radio</u>
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30 minutes</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

From: [Leo Cormier](mailto:Leo.Cormier)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I 81 Improvements
Date: Thursday, August 30, 2018 4:10:42 PM

Dear Mr. Mannell,

Just a few observations about traffic on I-81. I travel often between Staunton and Winchester and notice lots of congestion at Staunton, Weyers Cave, Harrisonburg, and around the I-66 interchange.

Here are a few notes on current driving habits I observe:

Slow drivers in the left lane often cause traffic to congest for no reason. Almost every weekly trip I take north and south on 81 I see lines of 20-50 cars traveling below 70 in good weather in the left lane behind a driver who refuses to pass a slow truck on a hill.

Trucks insist on passing on hills and refuse to yield the left lane. Often traffic in the left lane drives at 45 MPH in 70 MPH zones because of the trucks inability to accelerate.

The easiest solution would be to improve 81 to mirror 95 in many places with express cars only lanes and 4-6 lanes in each direction. Until that happens, better enforcement of existing laws regarding cruising the left lane, perhaps using media screens along the road to remind drivers stay to the right and ticketing truckers who pass on hills at less than 50 or 60 mph. I may also help in areas that congest to make the left lane cars only like a few stretches near Lexington.

Currently blocking the left lane is a primary offense with a \$100.00 fine, yet I see little enforcement on 81. Perhaps a combination of education and more zealous enforcement will make 81 safer until the highway is improved for the traffic load. Better driving habits will make 81 safer for all.

Best Regards,

Leo Cormier
ljcormierjr@comcast.net

From: [Mannell, AICP, Ben](#)
To: [VA81 Corridor Plan](#)
Subject: Fwd: I81 solution
Date: Thursday, August 30, 2018 12:52:18 PM

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

----- Forwarded message -----

From: **LeGrand, Lindsay** <lindsay.legrand@vdot.virginia.gov>
Date: Wed, Aug 29, 2018 at 6:50 PM
Subject: Fwd: I81 solution
To: "81corridorstudy@oipi.virginia.gov" <81corridorstudy@oipi.virginia.gov>, "Ben Mannell, AICP" <ben.mannell@vdot.virginia.gov>
Cc: Marshall Shannon dvj95679 <shannon.marshall@vdot.virginia.gov>

FYI

----- Forwarded message -----

From: **Roger Martin** <littlehack@cox.net>
Date: Wed, Aug 29, 2018 at 6:47 PM
Subject: I81 solution
To: <Lindsay.LeGrand@vdot.virginia.gov>

As a truck driver with close to 40 years of driving experience, living in Roanoke, I can tell you first hand our interstate 81 is more obsolete than ever. It was never designed to handle the volume of traffic that we now see. I 95 and I 64 were in the same shape and the state did or is doing something about it. I 81 is as bad or worse with accidents happening daily. It's time for a fix.

As an owner operator the last thing I want is to incur more expense for my business. As a citizen of Va. the last thing I want is to see any more deaths on our inadequate interstates. Our neighbors to the south and west have figured it out and it's our turn.

We need to raise fuel taxes across the board and dedicate the money solely to the upgrade of interstate I81. It needs to be a minimum of 3 lanes in the most rural areas and up to 4 lanes with a 5th for exit and entrance ramps in the more populated areas. The money is needed. A tax increase is the most efficient way to obtain funding for this project and when it's all said and done we can have a welcomed tax cut.

This will work it will only take someone with the nerve to tell the truth and use a little common sense and get this done.

Sincerely
Roger Martin
Littlehack@cox.net

Sent from my iPad

--
Lindsay LeGrand, APR
Assistant Division Administrator

VDOT Communications

Office: 804-786-2715

Mobile: 804-921-0907

Lindsay.LeGrand@vdot.virginia.gov

www.virginiadot.org | www.511virginia.org

From: ["v" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Comments on interstate improvements
Date: Thursday, August 30, 2018 12:19:45 PM

To Whom It May Concern:

I just returned from a trip driving to Plymouth, Indiana. I have some observations I would like to share from this trip:

1. The Ohio turnpike was the best interstate road I traveled on. It had 3 lanes. The trucks were limited to the first 2 lanes. Traffic flowed well. Drivers were most respectful on this highway.
2. The Pennsylvania turnpike was almost as bad as Interstate 81, but not quite.
3. Interstate 81 is in better shape than the Pennsylvania turnpike, so thank you for that.

4. The drivers on I-81 are terrible. I think they get frustrated when they get behind trucks that are trying to pass other trucks, but then the trucks slow down on the hills and block the passing lane.

Some drivers start zig-zagging in and out of all the lanes, passing on the right, etc. It is hard to see them when they are speeding in and out of all the lanes. They also follow too closely behind other cars. When the trucks finally get in the right hand lane, these drivers speed past them even if the speed limit has been reduced. I notice this especially at Harrisonburg, VA. They ignore the reduction in speed around Harrisonburg because they're trying to finally get around the slower traffic.

5. I live in Harrisonburg and I see drivers speeding around our city all the time. About a year ago I was entering I-81 from Port Road in Harrisonburg. A car almost hit me because he was going at least 80 mph. He was going way too fast for all the traffic entering and exiting in this area. The posted speed is 60mph.

6. I wrote to Tony Wilt and other representatives a few years ago when a student at Harrisonburg High School was killed in a Driver Education vehicle on I-81. The reduction in speed limit signs coming into Harrisonburg were not visible enough and were posted too close to a sign indicating the speed was 70 mph. It might be helpful to slow the traffic coming South on I-81 into Harrisonburg a bit sooner than it is posted now.

Thank you for allowing us to have input as you look at the problems. I am sorry I could not attend the meetings yet, but I will make an effort to do so.

Sincerely,
Victoria Harris
vgharris@aol.com

From: [Donohue, Nicholas](#)
To: [Dave A LaRock](#)
Cc: VA81CorridorPlan@oipi.virginia.gov; [Kiser, Randy, PE \(VDOT\)](#); F.Whitworth@ctb.virginia.gov; [McManus, Ryan; LaRock for Delegate \(larockfordelegate@gmail.com\)](#); [Delegate LaRock](#); [senate district26/Senate](#); [John Bishop](#)
Subject: Re: Follow-up on Wednesday's I-81 meeting
Date: Thursday, August 30, 2018 8:16:49 AM

Delegate LaRock - Thank you again for attending the 81 Corridor Plan meeting in Middletown last Wednesday. Below are initial responses to the questions and concerns that were raised in your email.

1. The presentation focused on key revenue sources that have (i) previously been enacted by the General Assembly or were explicitly requested by the General Assembly, (ii) that generate sufficient amount of revenue to fund improvements along the corridor, and (iii) that can be leveraged through bonds.

As a local option tax, it is not clear whether the C+I tax would be implemented by the localities along the corridor. For example, it not clear what would happen if Frederick County voted to impose the tax and the City of Winchester did not. That being said I will see if it is possible to develop a revenue estimate for this revenue source.

2. The 81 corridor improvement plan study has used a data driven approach to develop both problems and solutions. Potential projects were identified in all areas that were in the top 20% for the four performance measures used unless (i) there were previously funded projects that would address the problem or (ii) the problem was a result of behavioral actions or 'acts of god' that cannot be addressed through engineering. For this reason this section of I-81 is not identified for potential widening at this time. There are many issues that exist on Route 11 between Route 37 and I-81. These may be addressed in potential improvements addressing detour routes.

I have also been made aware of the large Proctor & Gamble and Amazon facilities being developed just across the border in West Virginia and have asked staff to review whether these facilities would change the outcome of our analysis.

In addition, a major component of this study and any potential action of the General Assembly is the concept of providing dedicated funding for this corridor. The establishment of a dedicated revenue stream would allow for future upgrades in the corridor to be considered as conditions and needs change after the initial improvements are funded.

3. The potential capital projects were considered and developed based on the contributing factors for the top problem areas along the 81 corridor. At this time, traffic volumes was not a pervasive issue throughout the Winchester portion of 81. In the future as conditions change, if a dedicated funding source is established this could be considered.

As I noted in my response to your second question, the stretch of Route 11 between Route 37 and I-81 may considered for improvement in the analysis of detour routes. This area was studied in the past by VDOT but my understanding is that ultimately there was not local consensus on moving forward.

4. This is an issue that is currently being discussed and will required continued engagement with localities and others along the 81 corridor. There are 30+ counties and cities along the 81

corridor which would be the largest authority of this nature in the Commonwealth if it were formed.

Local input in project selection and oversight will be an important consideration in any plan for the 81 corridor. There are several options that could address this issue and I expect this will be discussed in greater detail in the coming months.

5. It was an intentional decision to leave PDC 1 and PDC 2 out of the revenue estimates for the potential regional tax districts as I-81 does not run through those planning district commissions. The analysis in the study is focused on establishing a dedicated funding source for I-81 whereas Senator Hanger's legislation in the 2018 General Assembly was related to the establishment of a Western Virginia Transportation Authority. The proposed authority had a broader focus on transportation needs generally in western Virginia.

6. The Commonwealth has applied for 2 discretionary grants for the 81 corridor and was unsuccessful in both attempts. I recently met with key staff at USDOT to discuss our last INFRA Grant proposal. They informed me that we had a competitive grant and that it made the final list of 40 out of 120 for consideration by Secretary Chao but fell short in the end of being selected for funding.

It was noted by USDOT that establishing a dedicated funding source for the corridor would enhance our competitiveness in future rounds.

I hope these answers are helpful. Please let me know if you would like to discuss further.

- Nick

Nick Donohue
Deputy Secretary of Transportation
(804) 786-8032

On Fri, Aug 24, 2018 at 11:36 AM, Dave A LaRock <DelDLaRock@house.virginia.gov> wrote:

Thank you all for the very informative meeting. I have a few follow-up items, some of which I and my assistant discussed with some of you, but I want to share with all of you.

1. I am somewhat surprised that a Commercial and Industrial tax, similar to the one in place in Northern Virginia, was not presented as an option. I see that as something that is not a direct tax increase on citizens. It also gets at the trucks indirectly as well, since the businesses in the I-81 corridor, whether a major distribution center or a McDonalds, are the ones having their goods delivered by large trucks, and benefiting most directly from I-81 accessibility. If implemented as done in NoVA, it also would

have the benefit of being the responsibility of the localities, not the legislature, to actually approve the amount of the tax increase. Somewhat similarly, was a dedicated TOT considered?

2. I (and others from Frederick County) was disappointed in only three new projects being recommended for our area. Frederick County is particularly concerned with the MM315-317 widening not being included. It may help to include, in the future, a listing of I-81 corridor SmartScale applications and pending SGR projects (like exit 313) on the project website, and future presentations.
3. Was the potential of the Rt. 37 Eastern Bypass (also the incomplete part of the Western Bypass around Stonewall Industrial Park) considered as part of this project? Rt. 37 could provide significant diversion of I-81 traffic from MM 307 through MM319, provide very significant congestion relief on Rt. 7 from Clarke County to I-81, as well as add an additional/improved alternative/parallel route for incident management. I realize that this project has been presented in the past as three separate phases, each of which would impact/ improve different portions of I-81 in the Winchester area.
4. Do you see this effort going in the direction of an NVTAC/HRTAC direction where these revenues would be controlled by a regional board, rather than being integrated through SmartScale, etc.? The large number of counties and cities (compared to NoVA and Hampton Roads) could make this somewhat unwieldy, maybe we could split PDCs 3-5 from PDCs 6-7, or Bristol/Salem from Staunton?
5. [Sen. Hanger's gas tax bill](#) that passed the Senate included PDCs 1&2, but those appear to be left out of this proposal, which would lower the gas tax revenue projections. Is that an intentional decision that will likely continue as this moves forward?
6. Federal funding could be a major part of this. At the June public input meeting in Strasburg, Deputy Secretary Donohue said our INFRA grant was rejected, but that a follow-up meeting was anticipated to see what we could do to improve our chances on a future grant. Has that meeting taken place, and what can we do to get Federal funding for this corridor?

I welcome further conversation on these and other aspects of this study. Thank you for your work on this critically-important project, under an accelerated timeframe.

Sincerely,

Dave

Delegate Dave LaRock

Virginia House of Delegates, 33rd District

District Office: [\(540\) 751-8364](tel:5407518364)

Fax: [\(804\) 698-6733](tel:(804)698-6733)

DeIDLARock@house.virginia.gov

www.VoteLaRock.us

<https://www.facebook.com/DelegateDaveLaRock>

<https://twitter.com/LaRock4Delegate>

If you do not already subscribe to my email updates, I encourage you to [sign up here](#).

" A politician thinks of the next election. A statesman, of the next generation"

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: www.va81corridor.org@aol.com; va81corridorplan@oipi.virginia.gov
Subject: meeting report
Date: Wednesday, August 29, 2018 5:06:24 PM

Ben:

I have gone into the two addresses and still cannot find the public meetings, displays, display boards etc.

va81corridor.org

va81corridorplan@oipi.virginia.gov

Bob Hess

Retired@ Massanutten

lopakaca@aol.com

540-746-2265

From: [Addington, Adele](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 improvement comments
Date: Wednesday, August 29, 2018 4:50:21 PM

Hi-

After discussing the proposed solutions with other drivers in my family (who drive 81 almost as much as I do), we have a couple more comments.

First of all, addition of a third lane north or southbound around mm 173 and 168 might not be a good thing. Having a third lane might encourage or give people the impression that they can drive faster (>70mph) through that region. Unless the curves are also eliminated or lessened, slower is probably better even with the fully loaded / slow tractor trailers. The trucks often force you to slow down for the curves. A third lane might promote faster speeds, and faster speeds make the curves much more difficult to negotiate.

Wider shoulders all along would also be very nice—so drivers have an “out” and can avoid potential accidents.

One solution I have not seen is alternative transportation, to lessen the number of vehicles (cars and trucks) on the road. I know that a rail solution was defeated a few years ago (putting trucks on rail if they are passing through the state), but perhaps that needs to be revisited. And/or have commuter rail of some sort along the entire corridor. Perhaps more trains/ buses between the NRV and Roanoke (the Smart bus is terrific, as is the shuttle from VT to VTCRI). And addition of Amtrak service from Roanoke to DC is very helpful (and I hope the rumors are true about extending Amtrak to Christiansburg). But any service needs to be more convenient for riders (ie- more frequent busses/trains; but I know that requires increased ridership).

Thanks again for allowing input!

-Adele Addington

Adele K. Addington, Ph.D.

Project Manager - Metabolic Phenotyping Core
Lab Manager - Siobhan Craige Lab
Human Nutrition, Foods and Exercise
Virginia Tech

1981 Kraft Drive
Blacksburg, VA 24061
Phone: 540-231-1109
Fax: 540-231-5522

From: [Juanita Davis](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Corridor Improvements
Date: Wednesday, August 29, 2018 1:36:26 PM
Attachments: [image001.png](#)

RE: News Article – “MIDDLETOWN - The public had its first look at possible improvements to Interstate 81 during a meeting Tuesday at Lord Fairfax Community College.

"I think this is one of the more robust comprehensive looks of I-81 in decades," said Nick Donohue, deputy secretary of transportation and director of the office of intermodal planning and investment.

"I think we have identified a good set of possible improvements," he added.

The suggested improvements for the Staunton district, which encompasses this area, would cost an estimated \$1.2 billion if all are undertaken. That is almost half of the \$3 billion projected cost of the entire proposed statewide corridor improvements, he said."

Hello, is Middleton VA one of the multiple cities this \$1.2B project is located in? Please confirm this project in early planning and not in design. Is there an engineering consulting firm on board yet? If so, please provide the name of the firm with city/state and point of contact. Which VDOT office (provide city) will handle the bidding of this project? Do you anticipate the start of construction being a few years away?

Thank you,

Juanita Davis
Senior Content Specialist

 **constructconnect**[™]
Powering connections. Improving results.
111 W. Washington St.
Ste. 1700
Chicago, IL 60602

phone: 770.209.3810
fax: 678.680.0568
www.ConstructConnect.com

From: ["Benjamin Weaver" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: Truck only tolls
Date: Wednesday, August 29, 2018 11:33:37 AM

I do not think this is a good idea. Trucks already pay a substantially higher rate of taxes. If you add tolls to trucks only, the freight rates will have to go up to compensate for the extra cost of the tolls wil increase the cost of doing business. That ultimately will be passed on to the consumer, thus increasing prices on every thing.

Brian W.

From: [Michael S. Agee](mailto:Michael.S.Agee)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: FW: Attached Image
Date: Wednesday, August 29, 2018 8:16:43 AM
Attachments: [4655_001.pdf](#)

Ben:

I-81 comments from public meeting in Salem 8/28/18.

Best Regards,
Michael S. Agee, P.E.

Mattern & Craig | ENGINEERS • SURVEYORS

701 First Street SW | Roanoke, VA 24016

(540) 345-9342 (Office) (540) 354-8200 (cell) (540) 345-7691 (Fax)

Asheville, NC | Johnson City, TN | Kingsport, TN | Statesville, NC

msagee@matternandcraig.com

www.matternandcraig.com



From: Mattern and Craig [mailto:scanstationrke@matternandcraig.com]

Sent: Wednesday, August 29, 2018 9:06 AM

To: Michael S. Agee <msagee@matternandcraig.com>

Subject: Attached Image

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
✓	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>15 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Would favor tolling for trips 50+ miles on I-81; ~~Would~~ Easy Pass pay option

Would favor greater toll rate for trucks traveling through Virginia or large portion of the state; i.e. borders to I-64 ~~and~~ from N & S, or similar

Commenter Name: Michael S Agee
E-mail Address: msagee@matternandcraig.com
Zip Code: 24018

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

From: [Addington, Adele](mailto:Addington,Adele)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: suggestion
Date: Tuesday, August 28, 2018 4:05:33 PM

Hi-

Thank you for looking carefully at the I-81 corridor and accepting public input.

I commute from Lexington (get on/off 81 at exit 180 or 188 depending on level of sunlight—deer issues) to Blacksburg (off/on at exit 118) each weekday, and sometimes again on weekends. I have done this for over 10 years, and did the drive between Lexington and Salem the previous 5 years. Most of the problems identified and suggested solutions are spot on. (PLEASE make it 3 or 4 lanes from 117 to 153 both N and south!!! And maybe make the far left 2 lanes dedicated THROUGH lanes somehow??)

But I do have one more thing to add:

It looks like nothing is proposed for southbound 81 from exit 168 to 162. That region, especially the curve at exit 167, is very dangerous. The speed is marked for 60 mph (the recent addition of the flashing arrows that show the curve are wonderful!), but VERY FEW drivers actually drop their speed, especially those who do not know the road. I do my best to NOT be passing another vehicle going around the curves from mm 168-166; ESPECIALLY when the pavement is wet. I also refuse to re-enter 81 N at exit 167—a short ramp and a curve, uphill. I am not sure if you remember, but there was an awful, 7-fatality crash in July 1998 (or 1997) at mm 167 on 81 S—the driver of the car was NOT speeding, but the pavement was wet and the car went off the interstate and landed on rt 11 at the overpass near exit 167. Two adults and five children were killed. And the only improvement to the curve since then has been the installation of the flashing arrow signs. I was quite concerned about that area when the speed limit was raised to 70 mph (from 65) on most of 81 a few years back. That curve can be unsafe at 60, but certainly is dangerous at 70 mph! (most drivers do NOT slow down). The northbound lanes are not much better, but at least that was addressed a little in the proposed solutions- addition of a truck climbing lane, which is MUCH needed, too!!

On a minor note—please add more traffic cameras between exit 117 and exit 128. And if there were any way to provide another exit in that span, (connecting to rt 460 ??) that would help get traffic around any blockages that do occur, even after expanding the route to 3 lanes (I hope!!)

Funding the improvements will be difficult. Even though a toll / easy pass pay system will impact my income, I am willing to put in additional money to ensure that my commute is safe/safer than it is now. I use the road daily, and have a vested interest in keeping it safe and my commute as delay-free as possible!

Also—pot holes and paving....especially on 81 N between exit 146 and the truck weigh station. The right lane was un-drivable this summer, which significant rises and dips every 20 feet or so. Its better now, but still needs some attention—but for a few months, I was sure to avoid the right lane through that span. I know hot and thus softer pavement under loaded trucks slowing down will cause the huge ripples, but is there any way to keep them from forming? I think VDOT made a series

of cuts across the pavement through that area (why, I have no idea) but that seemed to make the ripples worse, and then also impact the left lane. I don't know if there is a harder, more durable, less heat-labile pavement that can be used from exit 146 to the truck weigh station, but something needs to be done to keep the road drivable!

I did not see any of the suggested improvements for regions of I 81 north of exit 175. While I do not drive that way daily, I do drive it frequently. The addition of the third lane from exit 195 past exit 200 is very helpful. But can it be extended PAST exit 205? Or even past exit 221 (the exit for I 64 east)? Traffic can get pretty heavy both N and S—especially on weekends. We usually “give up” and take 11 or rt 340, depending on where we are going. A third lane the entire way, N and S would help.

The only worry I have about adding a third lane is that by the time the third lane is added all along 81 N and S, the traffic will be so much more that a 4th or 5th lane will be needed. If there is any way to anticipate future volume, like what it will be in 20-30 years, that would be great. Or at least have 2 of the 4 lanes separated and dedicated to only trucks? Just an idea....

Thanks for the opportunity to provide input.

A career-long I 81 commuter-
Adele K. Addington, Ph.D.

Project Manager - Metabolic Phenotyping Core
Lab Manager - Siobhan Craige Lab
Human Nutrition, Foods and Exercise
Virginia Tech

1981 Kraft Drive
Blacksburg, VA 24061
Phone: 540-231-1109
Fax: 540-231-5522

From: [Pete](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: VA81 Corridor study
Date: Tuesday, August 28, 2018 6:05:14 AM

VA81 Corridor study should compare the long-term economic and environmental costs/benefits of increasing rail capacity (specifically, a truck ferry) versus adding more highway capacity (more lanes.)

From: [Dan Reed](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: improvements to I-81
Date: Tuesday, August 28, 2018 5:53:04 AM

The most frustrating situation about interstate 81 is the frequent accidents, especially with 18-wheelers, and how long it takes to clear the accident to allow traffic to flow. Virginia is one of the worst states in regards to communicating with drivers of upcoming accidents, creating clear detours, and clearing accidents. The accident scene should be cleared off the interstate and onto the shoulder as fast as possible and have road crew quickly respond to accidents to get traffic on a cleared lane to prevent the frequent miles of stopped traffic that makes driving the interstate such a dreaded event.

From: [Day, Ronique](#)
To: [Zafra Solas, Manuel](#)
Cc: VA81CorridorPlan@oipi.virginia.gov
Subject: Re: confirming time Salem public meeting tomorrow
Date: Tuesday, August 28, 2018 12:28:35 AM

Hello Mr. Solas,

Yes, the meeting begins at 4:00 p.m.

Regards,

Ronique Day

On Mon, Aug 27, 2018 at 6:21 PM Zafra Solas, Manuel <mzafra@globalvia.com> wrote:

Dear Mr. Mannel,

I hope this finds you well.

I would like to participate in the public meeting organized for tomorrow in Salem and I would be grateful if you could confirm that it will start at 4 pm.

I am representing Globalvia (Pocahontas Parkway's owner).

These public meetings are a great opportunity to provide our input and get a good understanding of the project, so we would like to be part of it.

Thank you very much in advance.

Kind regards,

Manuel Zafra

Logos Aenor



Antes de imprimir este mensaje, asegúrate de que es necesario. Proteger el medio ambiente está también en tu mano. / Before printing this message, please make sure it is necessary. Protecting the environment is also in your hands.

Este mensaje y, en su caso, los ficheros anexos son confidenciales, especialmente en lo que respecta a los datos personales, y se dirigen exclusivamente al destinatario referenciado. Si usted no lo es y lo ha recibido por error o tiene conocimiento del mismo por cualquier motivo, le rogamos que nos lo comunique por este medio y proceda a destruirlo o borrarlo, y que en todo caso se abstenga de utilizar, reproducir, alterar, archivar o comunicar a terceros el presente mensaje y ficheros anexos, todo ello bajo pena de incurrir en responsabilidades legales. Las opiniones contenidas en este mensaje y en los archivos adjuntos, pertenecen exclusivamente a su remitente y no representan la opinión de la empresa salvo que se diga expresamente y el remitente esté autorizado para ello. El emisor no garantiza la integridad, rapidez o seguridad del presente correo, ni se responsabiliza de posibles perjuicios derivados de la captura, incorporaciones de virus o cualesquiera otras manipulaciones efectuadas por terceros.

This message and any attached files transmitted with it, are confidential, especially as regards personal data. It is intended solely for the use of the individual or entity to whom it is addressed. If you are not the intended recipient and have received this information in error or have accessed it for any reason, please notify us of this fact by email reply and then destroy or delete the message, refraining from any reproduction, use, alteration, filing or communication to third parties of this message and attached files on penalty of incurring legal responsibilities. The opinions contained in this message and the attached archives, belong exclusively to their sender and they do not represent the opinion of the company unless it is said specifically and the sender is authorized for it. The sender does not guarantee the integrity, the accuracy, the swift delivery or the security of this email transmission, and assumes no responsibility for any possible damage incurred through data capture, virus incorporation or any manipulation carried out by third parties.

--

Ronique
(804)366-9225

From: [bob Shiflet](mailto:bob.Shiflet)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I 81 improvements
Date: Monday, August 27, 2018 8:06:05 PM

I-81 goes through some of the most beautiful countryside in Virginia and the US. Traffic has become a more menacing problem over the years due to increased traffic. Heaven forbid if you have to travel northbound on I-81 on a Sunday afternoon/evening. Long lines of tractor trailers are coming out of the Carolinas heading to the Northeast.

I get warnings on my cell phone about accidents on I-81 in the Rockbridge, Augusta and Rockingham county areas. There is at least one accident, usually involving a tractor trailer, nearly every day. A couple weeks ago, there were six accidents between Greenville, VA and Lexington, VA.

While some improvements have been made over the years, safety has not improved. I urge you to consider rail traffic for trucks along I-81. Initial cost may be more than just widening the roadway, but will be a long term solution. Most truck traffic moves by rail in Europe and can work here also.

Robert Shiflet
689 Chinquapin Dr
Lyndhurst, VA 22952

Sent from [Mail](#) for Windows 10

From: ["Raymond Firehock" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Steel Interstate is needed in The Valley -- and beyond
Date: Monday, August 27, 2018 7:16:10 PM

Dear Sirs:

We are a growing nation, both in population and consumption.

And we move frequently, with all our stuff.

It makes no sense to keep on laying concrete when there are better alternatives to move stuff around .

I "rail ferry" or "steel interstate" should be studied and evaluated as part of any proposal to relieve congestion through the Shenandoah Valley -- and beyond.

Rail ferries are used in other advanced countries as a way to move freight -- all our stuff, present and prospective -- long distances.

Rail ferries relieve congestion, reduce drive fatigue, improve highway safety, and have a lower physical, environmental, and energy footprint than more highway lines and the attendant complex interchanges.

Without considering a rail ferry as an alternative to more concrete along I-81 and similar routes, the study results cannot be persuasive and engender the support of the taxpayers.

Raymond Firehock
Staunton, Virginia

From: [Zafra Solas, Manuel](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: confirming time Salem public meeting tomorrow
Date: Monday, August 27, 2018 6:21:42 PM

Dear Mr. Mannel,

I hope this finds you well.

I would like to participate in the public meeting organized for tomorrow in Salem and I would be grateful if you could confirm that it will start at 4 pm.

I am representing Globalvia (Pocahontas Parkway's owner).

These public meetings are a great opportunity to provide our input and get a good understanding of the project, so we would like to be part of it.

Thank you very much in advance.

Kind regards,
Manuel Zafra

Logos Aenor



Antes de imprimir este mensaje, asegúrate de que es necesario. Proteger el medio ambiente está también en tu mano. / Before printing this message, please make sure it is necessary. Protecting the environment is also in your hands.

Este mensaje y, en su caso, los ficheros anexos son confidenciales, especialmente en lo que respecta a los datos personales, y se dirigen exclusivamente al destinatario referenciado. Si usted no lo es y lo ha recibido por error o tiene conocimiento del mismo por cualquier motivo, le rogamos que nos lo comunique por este medio y proceda a destruirlo o borrarlo, y que en todo caso se abstenga de utilizar, reproducir, alterar, archivar o comunicar a terceros el presente mensaje y ficheros anexos, todo ello bajo pena de incurrir en responsabilidades legales. Las opiniones contenidas en este mensaje y en los archivos adjuntos, pertenecen exclusivamente a su remitente y no representan la opinión de la empresa salvo que se diga expresamente y el remitente esté autorizado para ello. El emisor no garantiza la integridad, rapidez o seguridad del presente correo, ni se responsabiliza de posibles perjuicios derivados de la captura, incorporaciones de virus o cualesquiera otras manipulaciones efectuadas por terceros.

This message and any attached files transmitted with it, are confidential, especially as regards personal data. It is intended solely for the use of the individual or entity to whom it is addressed. If you are not the intended recipient and have received this information in error or have accessed it for any reason, please notify us of this fact by email reply and then destroy or delete the message, refraining from any reproduction, use, alteration, filing or communication to third parties of this message and attached files on penalty of incurring legal responsibilities. The opinions contained in this message and the attached archives, belong exclusively to their sender and they do not represent the opinion of the company unless it is said specifically and the sender is authorized for it. The sender does not guarantee the integrity, the accuracy, the swift delivery or the security of this email transmission, and assumes no responsibility for any possible damage incurred through data capture, virus incorporation or any manipulation carried out by third parties.

From: [Joseph Good](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: truck ferry
Date: Monday, August 27, 2018 8:26:53 AM

The best way to end the congestion and carnage on I-81 is to construct a rail system to ferry the long haul trucks. Explore how this has been done effectively and affordably in European countries. Add more lanes and in 10 years we'll need more lanes. Joseph Good, Staunton, VA

From: ["Sharon Radoiu" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: VA 81
Date: Sunday, August 26, 2018 8:27:18 AM

I have lived in the Shenandoah Valley since 1997 and commute daily between Staunton and Harrisonburg. During the past two decades, I have witnessed more congestion, a greater volume of trucks, more accidents and longer delays on this scenic but overly used thoroughfare. In a region that could easily be deemed one of America's most scenic travel corridors, the sheer volume of traffic (not to mention increased numbers of hurried, harried and anxious drivers) has turned I-81 into a traffic jam doubling as a major highway. To the problems I offer to solutions: Tolls for trucks and rail.

Tolls: While I haven't researched the problem scientifically, I would say that at any given moment, 1 in 2 vehicles on I-81 is a large truck. Their license plates are typically from out of state or even out of country (Canada). I would impose a reasonable toll on these trucks to pay for the frequent upgrades needed for the highway and make the truckers and their employers think twice about zipping through this area at relatively no charge. The disincentive created by a toll would no doubt reduce the volume. If you use it pay for it!

Rail Option: I-81 is paralleled by a system of railroads that have long since been forgotten or ignored. Resurrect rail as a way to move goods from point A to point B. When I lived out West, I remember a "piggy-back" option being used whereby trucks would be placed on rail carts. This could be an idea that needs reconsideration.

Respectfully,

Mike and Sharon Radoiu

Staunton, VA

PS Adding new lanes won't work. Look at Northern Virginia!

From: [Becky Kohler](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Interstate 81 Study comment
Date: Saturday, August 25, 2018 4:01:03 PM

I remember 15 years ago learning about the potential to utilize existing rail roads running next to the interstate for truck container transportation. Now the subject of another study is raised yet there is no inclusion of this option. It seems to be a "no-brainer" to seriously consider this as opposed to widening of the interstate and creating more storm run off problems into agricultural lands, loss of farmland and green space in our gorgeous valley, and trying to solve a problem in an unsustainable manner. Please, please be wise and study the rail alternative.

Rebecca Lane Kohler
Staunton, VA

From: [Jonathan Erdman](mailto:Jonathan.Erdman@oipi.virginia.gov)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Comment
Date: Saturday, August 25, 2018 12:44:10 AM

One key factor to consider when looking at Interstate 81 improvements is the topography. If the data reviewed when determining root causes is based upon traffic volume and number of incidents only, then the research will not be complete and will not tell the whole story.

Interstate 81 through the Shenandoah Valley, particularly between Staunton and Harrisonburg, is a series of rolling hills. The mixture of commercial vehicles with a GVW of greater than 40,000 lbs who struggle to climb hills and passenger vehicles that can climb hills faster, creates a long series of "snaking" traffic for miles. This is the true root cause of both traffic backups and accidents.

This is what it looks like. Every motorist, truck and car, is travelling at 70 MPH on 81 South at mile 240, Mt. Crawford. Everything is even and consistent. As the vehicles approach mile 234 just before Weyers Cave, however, they begin to gradually ascend, causing several tractor trailers to slow to about 60 MPH or lower. The lighter tractor trailers, and certainly the smaller vehicles, all begin to shift to the left lane to pass the slower moving tractors. The problem is created when a tractor trailers shift to pass in the left lane. These drivers also want to go faster. By the time they shift lanes, however, the uphill grade is steeper. All of a sudden, the tractor trailer that was passing is also going about 60 MPH, but cannot shift back because the heavier one in the right lane is now even slower. They get "stuck" in the lane, and create a backup for miles, even when traffic volume is light.

Topography plays a major role in the issues we see on I81 every day. It creates frustration in every motorist, and most respond by tailgating. While I do not have the data, I would wager with complete confidence that most of the motor vehicle incidents include vehicles following too closely as a cause. And this is only one section of the interstate where this happens. The same changes in uphill grade are found as motorists approach mile 223 and the speed limit drops to 65 MPH. This is also why you see more incidents occurring at exit ramp 235 on I81 south than in other places. The exit is at the top of a hill.

The best solution is a third lane construction project that would restrict the slower moving vehicles to the right two lanes only. This would solve for the topography and repetitive "snaking" of traffic flow. I have commuted on I81 for almost 5 years now, and have been in stand-still traffic on light-traffic volume days, all because of the hills. No accident. No stopped vehicles. A tractor trailer can be seen in the distance in the left lane because he got "stuck" there as he tried to pass at the bottom of a hill.

Please consider the topography as THE best argument for widening 81. If we invest money in monitoring systems and in other traffic flow measures, it will not return results. We will find ourselves dealing with the same hills on a two-lane interstate every single day and will still have the same issues.

Thank you for your time!



Jonathan Erdman

Fishersville, VA
919-280-5126

From: [Dave A LaRock](#)
To: [Donohue, Nick \(GOV\)](#); VA81CorridorPlan@OIPI.Virginia.gov; [Kiser, Randy, PE \(VDOT\)](#); F.Whitworth@ctb.virginia.gov
Cc: [McManus, Ryan](#); [LaRock for Delegate \(larockfordelegate@gmail.com\)](mailto:LaRockforDelegate@lrockfordelegate@gmail.com); [Delegate LaRock](#); [senate district26/Senate](#); [John Bishop](#)
Subject: Follow-up on Wednesday's I-81 meeting
Date: Friday, August 24, 2018 11:36:59 AM

Thank you all for the very informative meeting. I have a few follow-up items, some of which I and my assistant discussed with some of you, but I want to share with all of you.

1. I am somewhat surprised that a Commercial and Industrial tax, similar to the one in place in Northern Virginia, was not presented as an option. I see that as something that is not a direct tax increase on citizens. It also gets at the trucks indirectly as well, since the businesses in the I-81 corridor, whether a major distribution center or a McDonalds, are the ones having their goods delivered by large trucks, and benefiting most directly from I-81 accessibility. If implemented as done in NoVA, it also would have the benefit of being the responsibility of the localities, not the legislature, to actually approve the amount of the tax increase. Somewhat similarly, was a dedicated TOT considered?
2. I (and others from Frederick County) was disappointed in only three new projects being recommended for our area. Frederick County is particularly concerned with the MM315-317 widening not being included. It may help to include, in the future, a listing of I-81 corridor SmartScale applications and pending SGR projects (like exit 313) on the project website, and future presentations.
3. Was the potential of the Rt. 37 Eastern Bypass (also the incomplete part of the Western Bypass around Stonewall Industrial Park) considered as part of this project? Rt. 37 could provide significant diversion of I-81 traffic from MM 307 through MM319, provide very significant congestion relief on Rt. 7 from Clarke County to I-81, as well as add an additional/improved alternative/parallel route for incident management. I realize that this project has been presented in the past as three separate phases, each of which would impact/improve different portions of I-81 in the Winchester area.
4. Do you see this effort going in the direction of an NVTa/HRTAC direction where these revenues would be controlled by a regional board, rather than being integrated through SmartScale, etc.? The large number of counties and cities (compared to NoVA and Hampton Roads) could make this somewhat unwieldy, maybe we could split PDCs 3-5 from PDCs 6-7, or Bristol/Salem from Staunton?
5. [Sen. Hanger's gas tax bill](#) that passed the Senate included PDCs 1&2, but those appear to be left out of this proposal, which would lower the gas tax revenue projections. Is that an intentional decision that will likely continue as this moves forward?
6. Federal funding could be a major part of this. At the June public input meeting in Strasburg, Deputy Secretary Donohue said our INFRA grant was rejected, but that a follow-up meeting was anticipated to see what we could do to improve our chances on a future grant. Has that meeting taken place, and what can we do to get Federal funding for this corridor?

I welcome further conversation on these and other aspects of this study. Thank you for your work on this critically-important project, under an accelerated timeframe.

Sincerely,

Dave

Delegate Dave LaRock

Virginia House of Delegates, 33rd District

District Office: [\(540\) 751-8364](tel:5407518364)

Fax: [\(804\) 698-6733](tel:8046986733)

DelDLaRock@house.virginia.gov

www.VoteLaRock.us

<https://www.facebook.com/DelegateDaveLaRock>

<https://twitter.com/LaRock4Delegate>

If you do not already subscribe to my email updates, I encourage you to [sign up here](#).

" A politician thinks of the next election. A statesman, of the next generation"

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: interim study
Date: Friday, August 24, 2018 8:32:39 AM

Cannot find the power point presentation from yesterdays meeting at BRCCollege.

Good meeting yesterday!

Bob Hess
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: [gkcdrit via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81
Date: Friday, August 24, 2018 8:17:19 AM

Dear Mr. Mannell,

Thanks to you and others who are looking into plans to address concerns related to Interstate 81. We live in Harrisonburg and use I-81 regularly for travel to visit family in North Carolina as well as trips closer to home, to Roanoke or Richmond, for example. It is mind-boggling and scary to realize how often 81 is slowed or stopped due to accidents.

Traveling on I-81 on a recent trip back from NC, I noticed I could see 10+ semi's in front of me and 10 more in my rearview mirror. The thought occurred to me: "Why don't we put these trucks back on the rails? Instead of putting down more asphalt, why don't we put these big boxes on the rails?" Like the DNR article states today, it's not as simple as adding a third lane, or four or five or six. Whatever the immediate drawbacks to reviving the rail system, wouldn't this be the most forward-thinking solution to our problem? Trucks traveling through the state would be put on the rails. Those stopping to make deliveries along the 81 corridor in Virginia, would use the road. Those people who would lose jobs in the trucking industry would gain work related to the new rail system.

As in many other matters today, politics must be put aside in order to improve the situation on I-81. We understand it's not as simple as we might like it to be, but we do hope to hear some open-minded, truly long-reaching solutions considered.

Thanks for all you're doing and for inviting our feedback.
Kathy Ritcher
Harrisonburg, VA

From: [Martin Kalb](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: Comment - 81
Date: Friday, August 24, 2018 6:50:09 AM

To Whom It May Concern:

As a resident of Rockingham County, and frequent user of 81, I am hereby passing along my comments tied to 81. More specifically, and in an attempt to keep it brief, I am submitting four proposals:

1. No passing for tractor trailers: Much of the congestion on any regular day is due to trucks passing each other, at slow speeds. This blocks the regular flow of traffic.
2. Much more police presence: In very few instances police is monitoring sections of 81. This results in reckless driving on numerous occasions, mostly tied to speeding - and frequent accidents. The installation of radar controls taking photos of license plates of those speeding seems to be a reasonable solution. Police presence ensuring trucks are not overloaded would help as well.
3. Expand the use of trains: Much traffic is generated by trucks from the Inland Port, and/ or connecting major cities. Such traffic needs to be rerouted onto trains. It is more efficient, cheaper, and more environmentally friendly.
4. Finally, and more as a side note, I suggest the installation of fencing along 81. Frequent accidents with deer and small critters in certain sections are problematic, disruptive, and results in accidents/ dangerous situations. The construction of several bridges allowing animals to cross the freeway (as done in other countries, e.g. Germany) would also be needed.

I am **strongly** opposing the simple addition of new lanes along the 81. This will (1) cost lots of money, (2) further destroy the landscape in the Shenandoah Valley, and (3) it will likely not solve the issue (if there are more streets then these will be filled with more traffic quickly). More enforcement and the expansion of the rail system is the only long-term/ sustainable solution here.

Thank you.

Martin Kalb
22801 Rockingham

From: njohnson446@comcast.net
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Winchester Speed
Date: Thursday, August 23, 2018 10:17:29 PM

Until you get the I-81 issues figured out, the posted speed limit should be no greater than 55 mph beginning at Exit 307 and continuing at that speed until Exit 323. This is the section around Winchester and it is used by many as the eastern bypass. There is a lot of traffic getting on and off these exits—and a lot of accidents. With the mix of tractor trailers and passenger cars and the current speed, there is no room for error. You must know that if the posted speed limit is 55 mph drivers are going to go 60-65 mph. Now they are going 75 and 80 MPH Drop the speed and at least there will be more time for drivers to react and prevent many of the types of accidents that we are having.

Thanks and Good Luck
Mrs. Nancy Johnson

From: [Rob Baker](#)
To: va81corridorplan@oipi.virginia.gov
Subject: FW: Message from KM_C658
Date: Thursday, August 23, 2018 2:05:50 PM
Attachments: [SKM_C65818082313030.pdf](#)

From: scan2email@atcsplc.com <scan2email@atcsplc.com>
Sent: Thursday, August 23, 2018 2:04 PM
To: Rob Baker <rbaker@atcsplc.com>
Subject: Message from KM_C658

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- In response to trucks and parking. Can a system for drivers to reserve overnight spots not be set up. That way they know they will have somewhere. Works for lodging industry.
- To add to one gentleman's concern with speed enforcement. Can the cops not gradually come up to speed & pursue safely. Also instead of the move over campaign, which is great by the way, can we not do a pull down a ramp or safer spot campaign. I see vehicles stopped within sight of a ramp very often. It would be much safer and less of an impact on traffic.

Commenter Name: Robert Baker
E-mail Address: robert.s.baker@gmail.com
Zip Code: 2421

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on <u>Depends on how traffic is flowing & where next exits are. Would want to take alternate route.</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on <u>See above</u>

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input checked="" type="checkbox"/>	Other <u>Word of mouth</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes <u>but depends on risk of alternative. If lots of entrances</u>
<input type="checkbox"/>	No <u>intersections, traffic signal. 5 would not be worth the risk.</u>
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

From: [jerry hendricks](#)
To: VA81CorridorPlan@oipi.virginia.gov
Date: Thursday, August 23, 2018 12:51:10 PM

I agree why not use the railroad more it makes since the only thing it might hurt the independent truckers

From: [Lundy Pentz](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Rail Solution for VA81 Corridor
Date: Thursday, August 23, 2018 11:56:11 AM

I am writing in support of the suggestion that the VA81 Corridor study should carefully consider the possibility of using the existing rail lines to ferry truck traffic around the congested and accident-prone I-81 corridor. I have experienced scores of hours' delay and lost one friend's life to the traffic on this road. More lanes will simply invite more traffic.

Lundy H. Pentz
911 Selma Blvd.
Staunton, VA 24401

From: [John Matthews](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvements
Date: Thursday, August 23, 2018 11:25:12 AM

To Whom It May Concern:

I am writing to comment on possible improvements to the I-81 Corridor. Having just moved from Maryland to Waynesboro, Virginia, my wife and I were frequently using I-81. Our move was rather elongated from December, 2017 to August, 2018. Between us there were probably 20 round trips made.

The amount of truck traffic was overbearing in my opinion. Most truckers were polite and law-abiding. But at least 25% were speeding, tailgating, and creating other possible hazards. Because of the amount of travel, I purchased a personal dash camera - just in case.

I realize that transport of commerce is necessary. But perhaps some of the truck traffic could be diverted to movement by rail. There is a parallel rail route that could be utilized. With creative tariffs it would provide a reduction in traffic quicker than overhauling the I-81 infrastructure - with less disruption of vehicle traffic. Adding an additional lane of traffic only brings more traffic.

Thank you,

John A. Matthews

Waynesboro, VA

From: [Arthur J Wollam](mailto:Arthur.J.Wollam)
To: VA81CorridorPlan@OIP.Virginia.gov
Cc: ajwollam@earthlink.net
Subject: Fwd: Valley Rail Service
Date: Thursday, August 23, 2018 11:10:06 AM

PLEASE Study increased rail capacity along the I-81 corridor in VA. VA needs to plan 100-years ahead. Do not just add lane miles to I-81

Arthur J Wollam
622 Byward Street
Crozet VA 22932

Sent from my Verizon Wireless 4G LTE DROID

----- Forwarded message -----

From: David Colton <2coltons@comcast.net>

Date: Aug 23, 2018 10:56 AM

Subject: Valley Rail Service

To: 'Andre Peltier' <trainbuff1027@gmail.com>,'Art Braginetz' <abraginetz@gmail.com>," 'Arthur (Art) J. Wollam'" <ajwollam@earthlink.net>,'August Lupino' <inkhorn18@mail.com>,'Bill Kaufman' <kauffmanb@gmail.com>,'Bob Blackburn' <rblackburn03@comcast.net>,'Bob Shiflet' <bshiflet@ntelos.net>,'Bren Brookman' <train_nut233@yahoo.com>,'Brian Day' <brian@dayinternet.com>," 'Bryan K. Woodward'" <bryankwoodwd@earthlink.net>,'Candida Clark' <candida@cfw.com>," 'D. J. Heinrich'" <jessienjayteau@gmail.com>,'Dale Diacont' <daled1acont@yahoo.com>,'Dan Duggins' <Papatrain1@yahoo.com>,'Dan Smith' <dkspipeorgan@ntelos.net>,'David and Patricia Colton' <2coltons@comcast.net>,'David Glover' <dlg3x@virginia.edu>,'Ed DeBary' <eddebaryjr@aol.com>,'Eric Pritchett' <egpritchett@comcast.net>,'George Gruner' <georgegruner@hotmail.com>,'George Yoder' <george.yoder@hotmail.com>,'Howard Beall' <hebeallsr2@verizon.net>,'Howard Hahn' <htrain15@comcast.net>,'Jack Vinson' <dvinson@powhatan.net>,'Jack Ward' <mombigd@comcast.net>," 'James L. Polley'" <jameslpolley@gmail.com>,'Jeff Cornelius' <baldwinloco@aim.com>,'Jerry Hendricks' <trainbuff710@gmail.com>,'Jerry Walterreit' <ggwalt2009@gmail.com>,'John Matthews' <matthewsja@comcast.net>,'John Parker Thompson' <courtne21@yahoo.com>,'Linda Down' <savewildlife@ntelos.net>,'Lundy Pentz' <lundy.pentz@gmail.com>,'Mark Kindy' <historyvoyager@yahoo.com>,'Mark Reed' <markreed48@gmail.com>,'Melvin Simmons' <trainmaster5@yahoo.com>,'Mike Siers' <yaquaman1@yahoo.com>,'Mike Wilson' <mikevista@yahoo.com>,'Owen Frye' <ofrye@ecr1.net>,'Paul Vonseldeneck' <vonseldeneck@yahoo.com>,'Randy Campbell' <rac2f@virginia.edu>,'Rick Potter' <edmunddpotter@gmail.com>,'Robert Chandler' <diannaandbob@comcast.net>,'Roger Propes' <corailroad@yahoo.com>,'Roger Slack' <rnslack50@yahoo.com>," 'Rosasco, Chip'" <chiprosasco@gmail.com>,'Sam Rothgeb' <modelrailfan@msn.com>,'Terry Keating' <makeating@hughes.net>,'Tim and Caleb Thompson' <nubie640@gmail.com>,'Walt Neubauer' <lococrazy31@comcast.net>,'William Hayes' <wrhayes@gamewood.net>

Cc:

The following letter to the editor appeared in yesterday's *Staunton News Leader*. If you agree with this gentlemen's recommendation, you may want to email comments in support to the email address below.

Dave C.

Improvements to I-81 are the subject of public hearings (www.VA81Corridor.org). You have until Sept. 30 to send an email comment to VA81CorridorPlan@OIPI.Virginia.gov. Write and request that the proposed study be required to evaluate the long-term costs and benefits of a truck ferry for long-haul trucks. Otherwise, it is likely that this option will be ignored, as it was in a previous study.

Rail requires a multi-state focus, expanded railroad capacity and private- and public-sector cooperation. The cheaper false fix is to widen I-81 with dedicated truck lanes, or widening it one stretch at a time.

More lanes don't solve the problem, which is too many long-haul (over 600 miles) trucks on the highway. About 77 percent of truck freight along I-81 is long-haul and multi-state.

There is a rail right-of-way paralleling I-81 from Harrisburg, Pennsylvania, to Knoxville, Tennessee. Europe uses truck ferries; the technology is there. It makes sense to study this option.

If you agree, send an email to OIPI asking that the VA81 Corridor study compare the long-term economic and environmental costs/benefits of increasing rail capacity (specifically, a truck ferry) versus adding more highway capacity (more lanes.)

NICK MACNEIL
Staunton

From: [Emily Mounce](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [Doug Stanley](#)
Subject: ATTN: Ben Mannell - I-81 Corridor Improvements Comments
Date: Thursday, August 23, 2018 11:03:04 AM
Attachments: [I-81 Corridor Improvements Comments.pdf](#)

Good morning, Mr. Mannell,

Please see the attached comments from Warren County Administrator Doug Stanley regarding the proposed improvements to the I-81 corridor. Should you have any questions, feel free to respond to this email. Thank you for your time.

Emily Mounce

Deputy Clerk of the Board
Warren County Administration
(540) 636-4600

THIS MESSAGE IS INTENDED SOLELY FOR THE INDIVIDUAL(S) NAMED IN THE HEADER. THIS MESSAGE MAY CONTAIN MATERIAL THAT IS PRIVILEGED OR CONFIDENTIAL. IF YOU ARE NOT ONE OF THE INTENDED RECIPIENTS, PLEASE DO NOT READ, COPY, USE, OR DISCLOSE THIS MESSAGE TO OTHERS; PLEASE NOTIFY THE SENDER BY REPLYING TO THIS MESSAGE; AND THEN PLEASE DELETE THIS MESSAGE FROM YOUR SYSTEM. THANK YOU.

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

WE SUPPORT THE PROPOSED IMPROVEMENTS.
THE GENERAL ASSEMBLY NEEDS A
DEDICATED FUNDING SOURCE.

Commenter Name: DOUGLAS Stanley
E-mail Address: dstanley@warrencountyva.net
Zip Code: 22630

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

From: [John](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Presentation
Date: Wednesday, August 22, 2018 9:31:06 PM

What it be possible to update the website so that I could get access to the presentation that was given in Middletown this evening at Lord Fairfax community college. That one is tailored to our area while the one that is on the website is tailored to the southern part of the state. I would like to be able to share it with our transportation committee and board of supervisors members who were unable to attend this evening.

Thank you

John

John Bishop
Assistant Director- Transportation
Frederick County Planning and Development

From: schwendemaca@mymail.vcu.edu on behalf of [Carl Schwendeman](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81 widening and funding
Date: Wednesday, August 22, 2018 5:58:35 PM

My name is Carl Schwendeman and I'm working on a news paper story about how Virginia should take some of the budget surplus of 550 million and put some of the surplus towards widening a section of Interstate 81 from four to six lanes.

What I need your help with is how much would it cost to widen a section of the Interstate Highway to six or eight lanes near Roanoke Virginia and how much it would cost to widen Interstate 81 to six or eight lanes from the Virginia State Line to

Also do they have any idea how much it would cost to widen a

I'm also planning on working on a slide show made out of 10 vectored sections of Interstate 81 showing what it would look like as it is as a four lane and as a six lane and a eight lane highway in the living landscape around it from google maps that you could show at public meetings.

The first round of vectors would take place between the Virginia State Line and Interstate 66 by me adding a fictional lane or two to the inside of Interstate 81 for 15 miles

The reason why I'm vectoring the Northern Part is Maryland and Pennsylvania are widening Interstate 81 to six lanes.

Thank you Carl

From: [Toll Free Interstates](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan - Public Testimony
Date: Wednesday, August 22, 2018 3:25:17 PM
Attachments: [image.png](#)
[Testimony for VA Commonwealth Transportation Board I-81 Truck Tolls 08.20.18 FINAL.docx](#)

On behalf of the Alliance for Toll-Free Interstates, please see the attached and below public testimony regarding revenue sources in the I-81 Corridor Improvement Plan.

Thank you for your attention and efforts on this issue.

Regards,
The Alliance for Toll-Free Interstates
www.tollfreeinterstates.com



TESTIMONY FOR THE VIRGINIA COMMONWELATH TRANSPORTATION BOARD REGARDING 2018 ACTS OF ASSEMBLY CHAPTER 743'S TOLLING PROVISIONS

August 20, 2018

The Alliance for Toll-Free Interstates (ATFI) is a grassroots group formed to educate the public about the negative impacts of tolling and advocate against public policy that would toll existing interstates. As an organization that monitors tolling efforts around the country, we believe the Virginia General Assembly has failed to consider its own history in studying this issue when it incorporated pro-tolling language in Senate Bill 971 (now 2018 Acts of Assembly Chapter 743). While we are glad to see the Commonwealth Transportation Board looking for serious solutions to western Virginia's transportation problems, we urge the Board to exclude recommendations of tolls from their report to the Virginia General Assembly at the end of this year. Tolls on existing interstates can inflict numerous harmful impacts on drivers, families, communities and businesses, and ATFI and its many Virginia members continue to oppose tolls in Virginia, just as we have in years past.

Virginia has a long history of rejecting tolls on existing interstates. It was one of three states that held a slot in the federal Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). Between 1998 and 2016, the period when Virginia held the ISRRPP slot, the commonwealth never instituted a toll. In fact, state legislators ultimately acted to pass legislation that discouraged tolling pilot programs. Proposals that floated tolling on Interstate 81 in 2005 and Interstate 95 in 2012 triggered a resoundingly negative public response, with residents decrying tolling as the short-sighted and counterproductive funding mechanism that it is. Nevertheless, Virginia lost millions of taxpayer dollars studying tolling as a possibility during that period.

Now, Virginia's legislators are again steering toward old ideas in hopes of arriving at a different conclusion than in years past. This is wasteful spending motivated by wishful thinking. Imposing tolls on heavy trucks that use existing lanes on I-81 will increase shipping costs for goods, suppress consumer activity, waste revenues on bureaucratic administration, double-tax businesses, divert traffic onto local roads, and negatively impact residents and communities located around toll facilities. Efforts to make tolling easier are simply efforts designed to hurt Virginia's economic future and reroute prosperity around the western half of the commonwealth.

Tolling trucks using I-81 will raise business costs for moving goods through the supply chain, hurting the competitiveness of local companies. Restaurants, convenience stores, travel plazas and gas stations operating near the interstate will face higher costs from manufacturers and shippers, who will be forced to charge more to transport goods by truck. Everyday consumers will be shouldering the burden by paying more for goods, demonstrating the fact that the toll is nothing more than an underhanded tax on the general public. Inevitably, truck tolls will have a chilling effect on consumer activity.

In addition, tolling is fiscally irresponsible and financially inefficient. Toll gantries cost millions of dollars to build and maintain. Even with the latest technology, collection costs are at least 8 to 11 percent of revenue collected, according to the Congressional Budget Office. On the other hand, increasing fuel taxes, which have a less than 1% administration fee, and registration fees does not increase collection costs, so nearly 100% of revenue can go toward infrastructure improvements. America's interstates were built using tax revenue, and fuel taxes have paid to maintain them since. ATFI applauds the 2018 gas tax increase for I-81 as part of I-81's Corridor Improvement Plan.

To toll drivers on top of these fuel taxes is double taxation. Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in his vehicle, he is upholding his end of the deal for interstate maintenance. A new toll on an existing interstate, even when relegated to trucks only, forces drivers to pay two taxes for that same road: a gas tax and a toll tax.

Furthermore, tolls will force truck drivers to use secondary roads to avoid these new taxes. This diversion causes congestion and delays response times for emergency personnel who rely on these secondary routes to quickly get to and from accidents and emergencies. A 2013 study on the consequences of tolls in North Carolina, another state which held but did not use an ISRRPP tolling slot for 18 years, predicted that tolls would divert up to 36% of traffic to alternate routes, contributing to delays, traffic accidents, and wear and tear on smaller secondary roads that were not built to handle high traffic levels.

As policymakers consider truck-only tolls for I-81, they should be aware of the actions of their counterparts in Rhode Island. Truck-only tolls were implemented there this month, and it is likely to be challenged – and overturned – in court. That lawsuit will consume taxpayer dollars in defense of a policy that simply doesn't serve the taxpayers' interests. Virginia would do well to avoid this path altogether.

The western part of Virginia, especially Southwest Virginia, is facing an economic crisis and a demographic crisis. We need to make it easier for businesses to succeed, not harder. We need more opportunities in order for more people to relocate here and lift the region's economy.

State and local officials have spent years working on plans to promote growth and opportunity

here; tolls would undercut all of those efforts and hamstring future progress.

The region and the commonwealth need a transportation plan that works. ATFI urges Virginia officials to reject tolling and focus on effective, sustainable solutions.

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Re: I-81 Truck accident causes 14 mile back up
Date: Tuesday, August 21, 2018 10:03:12 PM

Here's just another- pretty much daily- tractor trailer accident on I-81.

<https://www.wsls.com/traffic/tractor-trailer-crash-shuts-down-interstate-81-north-in-botetourt-county>

Only a five mile backup this time.

We need to get trucks on trains not just more lanes.

Thank you.... Don Langrehr

On Sun, Aug 19, 2018 at 8:19 PM Don Langrehr <donforblacksburg@gmail.com> wrote:

<http://www.wdbj7.com/content/news/Vehicle-accident-causing-extensive-backups-in-Montgomery-County-491215311.html>

More lanes are not going to solve the problem of tractor trailer accidents. Please seriously discuss the option of moving more trucks to trains. We need Norfolk Southern to collaborate with VDOT on such an initiative.

Thank you....Don Langrehr

On Fri, Aug 3, 2018 at 12:40 PM Don Langrehr <donforblacksburg@gmail.com> wrote:

https://www.roanoke.com/news/virginia/police-identify-man-killed-in-thursday-i--truck-wreck/article_19377fe8-ec6d-5c38-b569-da7bf18a1aaf.html

Fatal accidents like this one could be avoided if we made a reasonable goal of getting more trailers on trains.

--

Better Things for Blacksburg....Don Langrehr

--

Better Things for Blacksburg....Don Langrehr

From: [Salisbury, Chris](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvement
Date: Tuesday, August 21, 2018 4:40:14 PM
Importance: High

I would rather support a fuel tax to generate the funds needed to improve I-81 in Virginia for the following reasons:

More efficient to collect resulting in more revenue reaching it's intended purpose.

Will prevent truck traffic from migrating to smaller less efficient routes.

Fuel tax cannot be easily evaded

No constitutional issues arise from increasing fuel tax

Chris Salisbury

Transportation Manager

Wenger Feeds

1.800.692.6008 x210

717-449-8700 cell

csalisbury@wengerfeeds.com



This message and any attachments may contain confidential information and is intended for the sole use of the intended recipient(s). The distribution of this information, outside of the intended recipient, is prohibited. If you are not the intended recipient, please contact the sender immediately and destroy the original message and any attachments. Thank you.

From: jbutzer@advantagents.com
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Truck Only Tolls
Date: Tuesday, August 21, 2018 1:48:27 PM

Respectfully I request that if the Commonwealth of Virginia needs more transportation funding, do what Pennsylvania did and increase the diesel fuel taxes.

These are the only costs that trucking companies can use to pass along the increased costs.

Do the correct and easiest thing to increase revenue.

At least 25% of the cost of the toll goes to administration of the toll road.
Increasing fuel taxes costs nothing since the structure is already in place.

Joseph A. Butzer
Advantage Nationalease
1 Mark V Drive
P.O. Box 190
Lititz, PA 17543-0190
717-625-1215



2017 Nationalease Exceptional Service Award Winner

From: [Day, Ronique](mailto:Day.Ronique)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Fwd: Request For Support for The AUTO-TRANS Land-Ferry Transportation Research Project
Date: Tuesday, August 21, 2018 1:16:14 PM

Ronique

Ronique Day | Deputy Director

Intermodal Planning and Investment

Office of the Secretary of Transportation

Office (804)225-2436

Cell (804)366-9225

----- Forwarded message -----

From: **Ramchandani, Jitender** <jitender.ramchandani@oipi.virginia.gov>
Date: Tue, Aug 21, 2018 at 1:02 PM
Subject: Fwd: Request For Support for The AUTO-TRANS Land-Ferry Transportation Research Project
To: Ronique Day <ronique.day@oipi.virginia.gov>, Nicholas Donohue <nick.donohue@governor.virginia.gov>

FYI, for I-81 meetings. I had shared Randy's email last month and provided my thoughts/recommendation. I have not responded to this email.

----- Forwarded message -----

From: **Selleck, Randy** <randy.selleck@drpt.virginia.gov>
Date: Tue, Aug 21, 2018 at 9:18 AM
Subject: Re: Request For Support for The AUTO-TRANS Land-Ferry Transportation Research Project
To: Jitender Ramchandani <jitender.ramchandani@oipi.virginia.gov>
Cc: Emily Stock <emily.stock@drpt.virginia.gov>, Michael McLaughlin <michael.mclaughlin@drpt.virginia.gov>

Jitender,

Good morning- just following up on this message from last month to make sure you received

it. I have not heard from Mr. Hopkins since I forwarded his information to you, but I expect he will be in attendance at one of the upcoming I-81 public meetings.

Many thanks,

Randy

Randy Selleck, AICP

Rail Planning Project Manager
Virginia Department of Rail and Public Transportation
[600 E. Main Street, Suite 2102](#)
[Richmond, VA 23219](#)
[Office: 804-591-4442](#)
Cell: 804-316-8462

On Mon, Jul 16, 2018 at 2:23 PM, Selleck, Randy <randy.selleck@drpt.virginia.gov> wrote:

Jitender-

Good morning- I hope you are enjoying your summer! I have been asked by our Chief of Rail to pass Mr. Lewis Hopkins' "Auto-Trans" proposal and associated information along to OIPI due to its unique mix of modes.

Mr. Hopkins has been pursuing funding for a demonstration project for a number of years- some of the attached letters from FHWA and FTA date back to the 1990's. In addition to USDOT, Mr. Hopkins has also previously been in contact with VDOT, VTRC, the Virginia State Police, GMU, and the Tennessee DOT regarding his concept.

I spoke with Mr. Hopkins initially at the I-81 Roanoke hearing and have since had several telephone conversations with him to discuss his proposal. I explained to him that MPOs in the I-81 corridor might be a better potential source for funding a demonstration project- I believe he is going to check in with some of them and/or their members. He also said he had met with Virginia Senator John Edwards recently and that the Senator had shown interest in the proposal.

I told Mr. Hopkins that I would try to find the appropriate contact on the State side to provide feedback on his proposal and to suggest possible funding mechanisms.

Please feel free to contact me with any questions you might have-

Regards,

Randy Selleck, AICP

Rail Planning Project Manager
Virginia Department of Rail and Public Transportation
[600 E. Main Street, Suite 2102](#)
[Richmond, VA 23219](#)
[Office: 804-591-4442](#)
Cell: 804-316-8462

----- Forwarded message -----

From: <lewis@thehopkinsgroup.biz>

Date: Tue, Jun 26, 2018 at 11:25 AM

Subject: Request For Support for The AUTO-TRANS Land-Ferry Transportation Research Project

To: randy.selleck@drpt.virginia.gov

Cc: Lewis Hopkins <lewis@thehopkinsgroup.biz>

Dear Randy,

I enjoyed talking with you at the I-81 Corridor meeting in Roanoke on 6/14.

As a transportation innovator, I would like to ask VDOT for support to help me continue researching and possibly begin a market test of The AUTO-TRANS (A-T) Intercity Interstate Highway (Automobile and Passenger) Land-Ferry Transportation System that I have developed over the past few years.

The A-T is designed to give intercity automobile users an optional alternative mode of transportation that uses existing highways and current technologies to economically transport people (while riding inside their own vehicles) more efficiently and more safely between cities, with less pollution. (See Attachments)

A-T will allow passengers to better use their highway travel time to rest, talk on the phone, or to work. With a projected ticket price of approximately \$0.50 to \$0.60 Per Mile, I believe this alternative transit system will attract a large potential market on many intercity routes in Virginia and across the country.

A-T can be used (on an as needed basis) for short intercity trips of 50 to 200 miles, and will help tired and busy people travel more safely while utilizing their own automobiles. With a projected loading and unloading time of only 10 minutes, these Auto / Passenger Transporters could be leaving existing rest areas, or other loading terminals, every 15 to 30 minutes.

The A-T could be the needed (bridging) transportation technology that can help improve highway safety, and allow automobile drivers to transition more rapidly to electric and automatically guided vehicles, along with other developing transportation technologies. Over the past few years, the A-T concept has gained government, corporate and potential user endorsements. A-T would be relatively inexpensive to test and introduced on various intercity routes (I-81, I-64, or I-95 in Virginia), or on other interstate routes and could possibly operate out of many existing rest areas, or interstate exists, in a very short period of time.

I have developed detailed business plans, built models and prepared conceptual designs, created information and animation videos. Two marketing studies have been completed by George Mason University and The University of Memphis, in Tennessee. I believe a market demonstration test of the AUTO-TRANS system could now be done relatively inexpensively, using three car transporters and would lead to the development of a new and lucrative interstate highway transportation option for many inter-city travelers across the country. Today more than ever, Interstate highway users need safer, and more efficient, alternative modes of transportation.

I would like to meet with you ASAP to review the work that I have done on this needed multi-modal transportation project. Please see the attached Federal Highway Administration letters, and other information.

Many thanks for your consideration of the A-T concept, and I will look forward to getting your advice after my meeting with VA Senator John Edwards.

Sincerely,

Lewis W. Hopkins - Phone: 540-354-2791

Email: Lewis@TheHopkinsGroup.biz

Lewis W. Hopkins, ABI Business Broker



[The Hopkins Group Business & Real Estate Brokers](#)

[80 Oriskany Square - Oriskany, VA 24130](#)

[Ph: \(540\) 354-2791- Fax: \(888\) 291-6536](#)

[Email: Lewis@TheHopkinsGroup.Biz](mailto:Lewis@TheHopkinsGroup.Biz)

[Web: www.TheHopkinsGroup.Biz](http://www.TheHopkinsGroup.Biz)

NOTICE: This communication from The Hopkins Group, including attachments, if any, is intended as a confidential and privileged communication. If received in error, you should not copy, save or reproduce in any manner or form, but delete immediately and notify the sender.

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Truck accident causes 14 mile back up
Date: Sunday, August 19, 2018 8:19:16 PM

<http://www.wdbj7.com/content/news/Vehicle-accident-causing-extensive-backups-in-Montgomery-County-491215311.html>

More lanes are not going to solve the problem of tractor trailer accidents. Please seriously discuss the option of moving more trucks to trains. We need Norfolk Southern to collaborate with VDOT on such an initiative.

Thank you....Don Langrehr

On Fri, Aug 3, 2018 at 12:40 PM Don Langrehr <donforblacksburg@gmail.com> wrote:
https://www.roanoke.com/news/virginia/police-identify-man-killed-in-thursday-i--truck-wreck/article_19377fe8-ec6d-5c38-b569-da7bf18a1aaf.html

Fatal accidents like this one could be avoided if we made a reasonable goal of getting more trailers on trains.

--

Better Things for Blacksburg....Don Langrehr

From: [Mannell, AICP, Ben](#)
To: [VA81 Corridor Plan](#)
Subject: Fwd: Citizen Email to Governor
Date: Thursday, August 16, 2018 5:27:26 PM

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

----- Forwarded message -----

From: **Esposito, Georgia** <georgia.esposito@governor.virginia.gov>
Date: Wed, Aug 15, 2018 at 12:36 PM
Subject: Citizen Email to Governor
To: "Ben Mannell, AICP" <ben.mannell@vdot.virginia.gov>

Hi Ben,

I'd appreciate it if you'd reach out to the citizen below and hear them out. Please tell them about the I-81 project and let them know we're responding to the email they sent the Governor.

Thanks very much,
Georgia Esposito

Office of the Governor
Patrick Henry Building
[1111 East Broad Street](#)
[Richmond, Virginia 23219](#)

FROM: Kevin Anderson <kandn@allstate.com>
SUBJECT: Wrecks on VA highways

Please get the tractor trailer traffic off of Va roads during daylight hours Limit truck traffic to 9:00 pm to 6:00 am and no truck traffic on Saturdays and Sundays 4 Tractor trailer wrecks today in the Roanoke and surrounding areas. I'm tired of Virginians being killed by truckers.

From: [Mac Snead](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81 Corridor Improvement Plan Study
Date: Tuesday, August 14, 2018 11:27:15 AM

Greetings:

Hope all is well. Due to my work schedule on the 28th, I will not be able to attend the Public Meeting scheduled for 28 August. However, I would like to comment.

I drove the corridor for many years being in the patient transport business until about five years. I drove it the other weekend of the Aug 3rd - 5th. (Up to Northern VA and back) What a big difference.. It was crazy. Saw several wrecks. Do not wish to get back on the interstate.

Reference to funding, I have been telling local leaders for years that they need to do three things to fund the widening to three lanes on North and South:

Toll Booths where I 81 comes into VA and Tennessee. As well as I 64 from WVA.
Contract out the Rest Areas to private contractors. Collect contract payments and sales tax
Raise the gas tax with stipulation that it goes to highway improvement. (Great example is NC)

I drive the interstate 73 Corridor between Roanoke and Charleston SC at least once a month currently. It's wonderful what they (NC) has done to almost complete Interstate 73 & 74. What did they do? Increased the gas tax. Which not only gets the NC residences but anybody that travels within NC and refuel's.

Look forward to looking at the post meeting notes.

Be Safe,

Mac

From: [Stan Tretiak](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Cc: [Rochelle Marte](#); [Brett Vassey](#); [Dale Bennett](#); [Jeff Gore](#)
Subject: Format for second round of public meetings
Date: Monday, August 13, 2018 12:40:59 PM

Good afternoon Ben,

I trust all is well and you are enjoying your Summer. One our clients, MillerCoors is planning on providing comments at one of the August Public Meeting regarding the I-81 Corridor Improvement Plan. I am a bit confused as to the protocol for this next round of meetings and was hoping for some clarification.

In Deputy Secretary Donahue's July presentation to the CTB, he indicated the purpose of the second round of meetings was to provide feedback from earlier meetings, present potential improvements and revenue generation mechanisms and seek public feedback on same. (see info from slide presentation below).

August Public Meetings

- Summarize congestion and safety issues, public feedback received in June meetings
- Present potential improvements to address identified problems
- Provide information on potential revenue generation mechanisms
- Seek public feedback on potential recommendations and revenue generation mechanisms

We were under the impression that "seek public feedback" would take place in an open forum, however, on the I-81 Corridor Improvement Plan website, you seem to indicate that the feedback will be obtained via one-on-one conversations with team members.

"The second series of meetings are planned for late August 2018 and will focus on potential improvements and revenue sources. The first round of meetings was held in June.

The meetings will begin with a brief presentation at 4 p.m. followed by an open house format through 7 p.m., which will allow attendees to speak one-on-one with study team members, ask questions, provide written comments and use the interactive project boards available to identify specific areas of concern."

This format, identical to the initial round of meetings, would seem to limit an open exchange of ideas and concerns among those citizens in attendance and is of some concern especially when coupled with the fact that the comments are not published electronically and one has to visit VDOT to view them. It would be very helpful if you could let us know which format for which we need to be prepared.

Thanks so much for your attention.

Stan

HEFTY WILEY & GORE, P.C.

StanTretiak

100 West Franklin Street

Suite 300

Richmond, VA 23220

804.780.3143 (office)

804.399.9441 (cell)

From: [Dave Clark](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 tolling
Date: Friday, August 10, 2018 3:51:55 PM

As a citizen and someone that works in the trucking industry, not as a driver, this concept of having only trucking companies carrying the burden is unfair. Traffic has increased across the board for both personal and commercial vehicles. I understand the profit margin in trucking and it is anything but a cash cow. We are over-regulated and constantly in the crosshairs of anybody that wants to pick at us.

Traffic patterns will change moving more burden to the local cities and even I-95. Trucking companies located along the corridor will have it the worst. Fortunately, we are not. The amount of volume moving to smaller roadways will increase. Accidents will increase with it. Don't be the reason for more vehicle accidents/deaths in this state.

Spread the responsibility to all that use the interstate system. Don't single out what is an easy target, trucking companies.

Thank you,

David Clark, CDS

From: [Ralph Grove](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I81 Corridor Improvement Comments
Date: Thursday, August 9, 2018 3:14:36 AM

I would like to offer the following comments regarding the I81 corridor in Virginia.

There is one solution to the problem of excess I81 traffic that is clearly superior to all others. That solution is to build a twin-track multimodal railway from Pennsylvania to Tennessee that will carry trucks, freight, and passengers. A system such as this will allow trucks to travel through the I81 corridor quickly and economically, while drivers can get required rest. It will also remove significant amounts of freight from the roadway, eliminating the need for highway expansion over most of the route. This railway can be developed as a public-private partnership with existing rail carriers, which would minimize the cost to taxpayers.

This solution is the least expensive, most practical, and most environmentally friendly solution of all that have been proposed.

Ralph Grove

Harrisonburg, VA

From: [RAY LEKICH](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Wednesday, August 8, 2018 5:07:24 PM

Although I despise tolls, those that use I-81 should pay for improvements rather than taxing everyone in the state with a gas tax. Paying tolls with fast lane EZ-Pass is easy for commuters and does not slow traffic. I live near Roanoke and do use I-81.

From: [Jay Scudder](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Truck Lane
Date: Wednesday, August 8, 2018 3:16:53 PM

In the 7 years I have been in BV weekly sometimes more than once a week I drive 81 and 64. I use both motorcycle and car to get to my other residence east of Charlottesville. I drive this section of 81 a lot. The traffic congestion, backups and wrecks that are severe involve trucks. The passing of each other is such a dangerous movement often that's in the end gets them no further along than if they would just stay put. I call them truck races to nowhere. It's like you're going 75 and then they pull out to pass another truck in front and block forward progress, for no gain for them. The recent truck wreck in Rockbridge County with a fatality is an example.

I think the solution is to limit trucks to one lane, the left and they can just deal with each other that way. It will not slow there forward progress enough to matter. This would be for this stretch of 81 Blacksburg to Harrisonburg

Jay Scudder, City Manager
City of Buena Vista Virginia
2039 Sycamore Avenue
Buena Vista, Virginia 24416
(540)-261-8601

From: [Karen Switzer](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81
Date: Wednesday, August 8, 2018 2:05:06 PM

Hello,

I know that there are a series of meetings taking place about the congestion and expansion of I-81. I travel this road every day to and from work from Exit 140 - 150. This ten miles of roadway is terrible.

Truckers are rude and go way too fast for this much traffic. I feel that the speed limit for truckers should be reduced back down to 55mph like it used to be years ago. I also feel that they should stay in the right lane unless passing. They will try to pass each other and bog down the entire road because if climbing a hill, they cannot pass each other. The speed limit, I believe, is a reason there are numerous wrecks on this highway from Harrisonburg to Wytheville.

I would appreciate your consideration of my thoughts of reducing the speed limit for truckers.

***Have a great day,
Jimmy and/or Karen Switzer***

From: VDOT_CO_HR_Copier1@vdot.virginia.gov
To: va81corridorplan@oipi.virginia.gov
Subject: Scanned from a Xerox Multifunction Printer
Date: Wednesday, August 8, 2018 7:46:26 AM
Attachments: [Scanned from a Xerox Multifunction Printer.pdf](#)

Please open the attached document. It was sent to you using a Xerox multifunction printer.

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location:
Device Name: XRX9C934E967790

For more information on Xerox products and solutions, please visit <http://www.xerox.com>

Rhonda and Mark Sechrest
480 Church Street
Wytheville, VA 24382

TRANSPORTATION & MOBILITY
AUG - 6 2018
PLANNING DIVISION

July 31, 2018

Re: Comment on I 81 Corridor Plan

As residents of Wytheville, with a boat at Claytor Lake, my husband and I use I 81 frequently. We also frequent Christiansburg and Winston-Salem.

We have two suggestions for the I 81 corridor. One: Driving on I 81 has become frightening due to the truck traffic. Ohio dealt with this issue. Please use their model and require trucks to stay in the Right lane and to have a maximum speed limit of 55 MPH.

Two: Please keep the I 81 and I 77 corridors together through Wytheville, as Wytheville's economy depends on this. SW VA is fighting for its economic survival. Keeping I 81 and I 77 through Wytheville is essential to keeping Wytheville economically viable.

Thank you for allowing our input.

Sincerely, Rhonda and Mark Sechrest

From: [Blaney, Paul](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Comment
Date: Tuesday, August 7, 2018 9:55:00 PM

It makes a lot more sense to double-track the railroads on the I-81 corridor than to expand the highway itself to accommodate increased truck traffic.

Paul H. Blaney
195 Stonewall Heights
Abingdon VA 24210

From: ["richard e. lewis jr" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: "I-81Corridor Improvement Plan"
Date: Tuesday, August 7, 2018 7:52:07 PM

to whom it may concern,

my vision for I-81 is very much like david fosters'. i do not believe that you can ever build yourself out of highway grid lock. just look at rt. 66 to and from dc. i believe the interstate truck traffic is the major cause for the problems on I-81 and that every effort should be made to divert that traffic onto the rail system. it is more fuel efficient and there would be far less wear and tear on the road, so there would be far less maintenance and upkeep.

anytime i have been on I-81, i can easily see how many trucks there are than cars. they take up more space and are very intimidating to most people in cars, which causes those people to drive very differently than if there wasn't an 18 wheeler next to them. i know the highway lobby would like nothing better than to build more lanes to I-81, but as you know there are no funds to widen the length of I-81 and the quickest solution to the tractor trailer problem is to divert the interstate trucks to rail.

thank you for listening to me. i believe you can envision I-81 with only intrastate tractor trailers too.

sincerely,
rick lewis jr.
315 merlins way
check, va. 24072-3113

From: [Tom Christoffel](mailto:Tom.Christoffel)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Corridor Improvement Plan - June Public Input Meeting Comment - Attention Ben Mannell
Date: Monday, August 6, 2018 11:45:51 PM

Attention: Ben Mannell

I attended the June 12, 2018 event at Strasburg. The maps and focus on specific safety improvement areas was impressive. Having been a regional planner in the Northern Shenandoah Valley since 1973, I have long term experience with I-81 and its role along with the primary and secondary road systems, in serving the development needs of the local governments, its citizens, and the Commonwealth. Virginia is fortunate to have the efficient integration of the State system with local government, as well as constantly improving planning. That is valuable in the face of constantly rising costs and demands on the transportation network.

Where I-81 was a relatively new and lightly used road in 1973 when I came to the region, it has become critical to the economy of the region, including the Mid-Atlantic, the Mid-West, Mid-South and Eastern U.S. Primary and secondary Routes back up and feed off the I-81 route which is essential to the economic health of Western Virginia. This can be equally said of any element of the Interstate System in Virginia.

As is the case with every State, the initial gift of the Interstate System now costs far more to maintain than its initial construction cost. Railroads, aviation and water-borne shipping is not a substitute for this system, but equally dependent on its functioning. Without the Interstates, there is no transportation system. Many people never use it directly and some only rarely, so there's a thought that they shouldn't have to pay for it. Grandma may not use it, but everything she buys comes via it. When it operates inefficiently, that cost shows up in the prices at local stores.

The General Assembly was first presented with a widening plan in the 1990s. That could have been pursued, as the six-laning of I-81 was done in the West Virginia panhandle, but seeking Federal investment for a "Toll Truckway" for the corridor led to no results and now, except for safety improvements, represent over a decade of lost opportunity.

The General Assembly, if presented with the parallel history of economic development and transportation investment, coordinated with local planning and investment in water, sewer and education facilities, will see the need for a full package approach. It is the Commonwealth which must fund the transportation network in strategic ways that increase tax base that can pay for maintenance and expansion.

Thanks to the MPO and Rural Transportation Planning programs, more elected officials and citizens should understand the relationship of land use and transportation facility planning. The old notion that development should be allowed within 300 feet of an Interstate interchange should be taken off the books, if that has not already been done.

Should we be able to return to the Commonwealth in 300 years, we'd find most

of the infrastructure in the same place. As the Valley Pike became Route 11, that will still be there, and I-81 will be in the same place. Rail lines would not have moved. It is therefore reasonable for the vision to be for a sustainable roadway network, with superior Interstates in the Commonwealth, with integrated Primary and Secondary roads enabling efficient flow of its people, goods and services. Projects of incremental and mega status will be required in this period. There are many weather issues to deal with and problems of geology, such as the limestone of the I-81 corridor. These risks must be managed. VDOT already does a good job.

Rail will not be a substitute for the flexibility of trucking, though more intermodal improvements may occur. Auto traffic may continue to increase, though it may become more costly. The bus is likely to return as a means of inter-regional transportation. It is my understanding that the Virginia Breeze is successful. Where commercial route market analysis is lean, VDRPT may need to be the entrepreneur. Use of I-81 shoulders as bus lanes may be appropriate. I observed this in Massachusetts in the 1990s.

Park and Ride lots, vehicle sharing and all types of services on the public highway infrastructure should have as a goal “public mobility”. This term I developed for the Lord Fairfax Disability Services Board in 1997. Fixed route transportation is difficult to make effective in a low density environment, so a variety of on-demand services are required. Uber and Lyft do this now and such flexibility may be provided for on the public networks. Having and maintaining the highway network should be a priority for the General Assembly.

**Sincerely
Tom Christoffel**

Tom Christoffel, AICP, FeRSA, Editor
Cooperation Industry Earth 2300 - News & Thought
Recognizing the Community and Profit Motives of Industrious Humanity
Regional Intelligence - Regional Communities, LLC
Box 1444 * Front Royal, Virginia, USA (VA 22630)
The news stream can be found in these places and joined in various ways:
[Twitter](#) [Facebook](#) [YouTube](#) [SlideShare](#) [Blog](#) [LinkedIn](#) [Google+](#) [Web](#)
[What are “community motive” & “cooperation industry earth”?](#)

From: [Kris Peckman](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, August 6, 2018 10:35:08 PM

Dear Mr. Mannell:

It is unfortunate that we have so many heavy trucks traveling through Virginia on I-81 when there is a rail line almost parallel to the highway. Carrying freight on rail is more energy-efficient, and steel rails do not get damaged the way pavement does. Lives would be saved from crashes with trucks on the highway if those trucks were instead on rail. I note that you are an office of INTERMODAL planning and investment. Maybe the first step would be to charge tolls on heavy through trucks, then use the money to assist and encourage NS to double-track the parallel rail line so that carrying freight by rail would be time-competitive with carrying it in trucks on the highway.

--

Kristin Peckman
8131 Webster Dr.
Roanoke, VA 24019

From: [Hincker, Lawrence](mailto:Lawrence.Hincker@OPI.Virginia.gov)
To: VA81CorridorPlan@OPI.Virginia.gov
Subject: I support widening of I-81
Date: Monday, August 6, 2018 8:44:02 PM

Members of the Virginia Commonwealth Transportation Board,

Interstate 81 should be widened to six lanes for as much as is practicable of its 300+ mile Virginia travel. State subsidies for Amtrak's Northeast Corridor and increased multi-modal truck/rail are surely needed but will eliminate only a fraction of the traffic currently I-81. Current traffic density could support at least one additional lane. Truck volume demands another lane.

I could support any funding models currently under consideration. While the truck tolling option might ease the pain for automobile drivers, I believe it will drive many through-truckers off the highway seeking other routes, particularly where U.S 11 parallels I-81. However, the easiest method to increase funding is not under serious consideration. Increasing the statewide gasoline tax, which currently is among the lowest in the nation, can almost painlessly add many hundreds of millions of dollars each year to the state's construction budget. The price of gasoline is near historic lows once adjusted for inflation and will likely remain there for many years to come. The legislative leadership's resistance to raising the gas tax is purely political and not in the best interest of interstate drivers.

I drive on I-81 an average of once per week from my home in Blacksburg to Roanoke. I also travel north on I-81 to New England several times per year. Heavy truck traffic makes the road unsafe and in my opinion will never be safe unless trucks have a lower speed limit than cars and/or there is a third lane where trucks are prohibited.

Thank you for your serious attention to improving traffic flow and safety on Instate 81.

Lawrence G. Hincker
Blacksburg, VA 24060

From: [Robin Lambert](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Frustrated
Date: Monday, August 6, 2018 8:32:28 PM

Here's a copy of the e-mail that I sent to Garrett Moore in 2010. And eight years later we're planning on making a plan. A big ship turns slow, I guess. By the way, Garrett was responsive to my e-mail and I did nothing to follow-up. Not anymore.

Subject: I-81
To: Garrett.Moore@VDOT.Virginia.gov
Date: Friday, October 29, 2010, 2:15 PM

I just finished reading an article in the Northern Virginia Daily newspaper titled "Local I-81 stretch road's deadliest", in which you were quoted multiple times.

When I first heard of VDOT's proposal to increase the speed limit on I-81, I thought to myself "what a stupid idea". I drive on I-81 when necessary. A co-worker and her two grandchildren were killed two years ago on I-81, near Mt. Jackson. I live near the interstate and hear the sirens as volunteers head off to assist at the latest crash scene.

"People aren't going uniform speed" you were quoted as saying.

"The wider [lane] markings tend to show up better in the rain.

Other recommendations...

Additional rumble strips added to the shoulders of the interstate (for speeding motorists to drive over).

Changeable message signs (to be read by drivers driving faster)

Cutting down a tree line near Woodstock so deer could be better seen...by increasingly speeding motorists.

Additional guardrails (to be hit by increasingly speeding motorists) at narrow medians and lengthening some merge lanes (projects estimated between \$500,000 to \$20 million).

You admitted that the Commonwealth Transportation Board had the study naming us the deadliest stretch of I-81 before the announcement of the speed increase.

The article's closing quote from you.. "It's our families that go through here, too" "It's serious business, this is peoples' lives".

I've read over the article several times. Maybe I missed that quote for which I was looking. Maybe the NVD accidentally omitted the quote. So where is your quote stating that increasing the interstate speed limit would help increase highway safety?

It's our families that live here in Shenandoah County. Please explain to us how increasing the speed limit on I-81 makes any sense.

Sincerely,
Robin Lambert

Robin Lambert

[Earth To Robin Website](#)
[Robin's Stories on Facebook](#)

From: [Rebekah Gunn](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Safety/Congestion Comments
Date: Monday, August 6, 2018 5:12:41 PM

Hello,

I am writing on behalf of the Roanoke Regional Chamber of Commerce and the member organizations we serve. Thank you for the opportunity to comment on safety and congestion issues along Interstate 81.

Quality transportation infrastructure is a top priority for our members, as it is directly linked to economic development. Businesses, commuters, students, and visitors depend on I-81 to conduct business safely and reliably.

As evidenced by VDOT data, I-81 has the highest percentage of incident related delays compared to all other VA interstates. This presents a unique challenge for businesses operating in the corridor and results in direct and indirect economic impact to our members.

Current safety, congestion, and reliability problems will only continue to worsen and limit growth in our region. Improvements to I-81 are pressing, particularly in the most dangerous choke points along the corridor.

The Roanoke Regional Chamber supports a regional fund dedicated to corridor improvements. Our organization did advocate for amended language to SB971 to assess the economic impact to local agriculture, manufacturing, and logistics sector companies. This is an important factor as funding solutions are considered, and we appreciate VDOT assessing a wide variety of potential financing options.

Thank you,

Rebekah Gunn

Sent from my iPad

From: [David Holladay](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Fwd: Interstate 81 Corridor Improvement Plan
Date: Monday, August 6, 2018 4:34:23 PM
Attachments: [Interstate 81 Corridor Improvement Plan \(490 KB\).msg](#)

Please see attached comment letter.

David Holladay
Planning Administrator
County of Roanoke
PO Box 29800
Roanoke, VA 24018
540-772-2094



ROANOKE COUNTY

OFFICE OF THE COUNTY ADMINISTRATOR
5204 Bernard Drive, P.O. Box 29800
Roanoke, Virginia 24018-0798

Thomas C. Gates
County Administrator

TEL: (540) 772-2004
FAX: (540) 561-2884

August 6, 2018

Mr. Ben Mannell
Assistant Director of Transportation Planning
Virginia Department of Transportation
1401 E. Broad St.
Richmond, Virginia 23219

Re: Roanoke County's comments on the I-81 Corridor Improvement Plan

Dear Mr. Mannell,

Please accept this letter as Roanoke County's comments on the I-81 Corridor Improvement Plan study being conducted by the Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Department of Rail and Public Transportation, as directed by Senate Bill 971. Reliable infrastructure and efficient, frequent travel services between Roanoke and Virginia Tech/Blacksburg are vital to the region's economy. Roanoke County, working together with our regional partners, has identified imminent transportation needs that are critical to the region's economic health and growth. The first priority on our list of needs is a reliable, high capacity Interstate 81 (I-81) corridor between Exits 114 and 168. I want to thank you for recent funding for improvements to the northbound and southbound I-81 corridor between Exits 141 and 143. Roanoke County is hopeful that funding will soon be allocated for similar improvements between Exits 140 and 141.

The region's economic future will be driven largely by the ability to improve connectivity between Roanoke and Blacksburg, and specifically connectivity with Virginia Tech. The Virginia Tech Carilion School of Medicine (VTC SOM) and the Virginia Tech Carilion Research Institute (VTCRI) have transformed Downtown Roanoke and the region at large. In 2017, the Governor announced the expansion of VTCRI through the creation of the Virginia Tech Carilion Biomedical Research Institute. The 2017 Virginia Tech Master Plan includes continued expansion into Roanoke.

Continued expansion of Virginia Tech into Roanoke will fundamentally reshape the region's economy, while prioritizing its transportation needs. The Regional Study on Transportation Project Prioritization for Economic Development and Growth (TED Study) also

identifies I-81 improvements as essential to the region's economic development success. The TED Study was adopted by the Roanoke Valley Transportation Planning Organization on April 26, 2018.

I-81 is the primary connection between Roanoke and Blacksburg. According to the I-81 Corridor Improvement study the Roanoke area of the corridor experiences the highest degree of congestion and crash density in the state. This 25-30 mile section traverses mountainous topography that affects big rig truck driving patterns as the trucks pass each other on long climbs, clogging traffic behind them, only to descend downhill sections at high speeds. The interplay between big trucks and smaller vehicles is causing many traffic incidents as well as congestion. The I-81 Corridor Improvement study estimates that truck traffic effectively increases the number of vehicle trips per day upwards of approximately 40%. While the southbound portion of the interstate between Ironto at Exit 128 and Christiansburg at Exit 118 has been improved to a three-lane facility, the portion with the highest traffic volumes in the Roanoke Metropolitan Statistical Area is only two lanes wide.

A future corridor with continuous availability of roadway is required to meet both existing and future capacity needs. Near term emphasis should be given to improvements on the highest volume segments between Exit 143 (I-581 to Roanoke) and Exit 132 (Dixie Caverns). While recurring daily congestion is present, the facility suffers an unusually high degree of delay due to traffic crashes, non-uniform truck travel patterns, and holiday periods when there is significant additional traffic due to students traveling to and from Virginia Tech, Radford University, and other colleges in the region. In its current condition, I-81 does not provide reliable travel times between the New River Valley and Roanoke. When incidents do occur, motorists can be delayed for hours as several locations have very limited, and sometimes no, available detour routes.

In order for I-81 to provide adequate capacity to carry its existing traffic volumes and anticipated future traffic volumes, a continuous three or four-lane facility is needed in both directions between Exits 118 (Christiansburg) and 143 (I-581) with future extensions to Exits 150 (Troutville) and 156 (Burghs Mill Road) in Botetourt County. A true three or four-lane facility with independent on and off ramps is needed. Projects to add auxiliary lanes, currently in preliminary engineering stage, will connect ramps between Exit 141 (Route 419) and Exit 143 (I-581) both northbound and southbound. The project will provide temporary relief; however, such improvements will not alleviate the long-term requirement for a full three-lane-wide roadway.

We understand that I-81 requires a different set of solutions than those designed to improve recurring delay. As Nick Donohue, Deputy Secretary of Transportation, presented to the Commonwealth Transportation Board in July 2018, the Board will be considering an operations plan for I-81 this year. This plan will likely include infrastructure improvements such as interchanges, widening, and detour route upgrades, as well as operations and incident management

solutions such as surveillance, increased safety enforcement, tolls, proactive public messaging, and more. Roanoke County is in full support of a combination of solutions that will improve the safety, reliability, and overall operability of Interstate 81.

Sincerely,



Thomas C. Gates
Roanoke County Administrator
5204 Bernard Drive
Roanoke, VA 24018

CC: Shannon Valentine, Secretary of Transportation, Commonwealth of Virginia
Court Rosen, Member, Virginia Commonwealth Transportation Board
Wayne Strickland, Executive Director, Roanoke Valley Transportation Planning
Organization
J. Dan Brugh, Executive Director, New River Valley Metropolitan Planning Organization
Ken King, P.E., District Engineer, Virginia Department of Transportation

From: [Barbara Walsh](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, August 6, 2018 4:15:34 PM
Attachments: [I-81 Improvements Plan Comments, final letterhead.pdf](#)

Dear Sir or Madam, Comments from the Rockbridge Area Conservation Council for inclusion in the I-81 Corridor Improvement Plan are attached.

Please do not hesitate to contact me if you have any questions, or if we can be of further assistance in the development of the Plan.

Thank you.

-Barbara Walsh



Barbara L. Walsh
Executive Director

Rockbridge Area Conservation Council (RACC)
Mailing Address: P.O. Box 564, Lexington, VA 24450
E-mail: racc@rockbridge.net
Phone: 540-463-2330
Web page: <http://rockbridgeconservation.org/>
Facebook: Rockbridge Conservation - RACC

Office Location (please, no mail to this address): 101 S. Main St., 2nd Floor, Lexington, VA

Summer 2018 Office Hours: By appointment. Please e-mail or call to schedule.

RACC's Mission is to promote the wise stewardship and sustainable use of natural and cultural resources through education, advocacy, and action to protect and enhance the quality of life for present and future inhabitants of Rockbridge County.

Office Location (please, no mail to this address): RACC is grateful to **Wells Fargo Bank** for generously providing office space in their building at 101 S. Main St., 2nd Floor, Lexington, VA

RACC's Mission since 1976: To promote the wise stewardship and sustainable use of natural and cultural resources through education, advocacy, and action to protect and

enhance the quality of life for present and future inhabitants of Rockbridge County.

To unsubscribe from future email, please email racc@rockbridge.net with "Please Unsubscribe" in the subject line. Thank you!



ROCKBRIDGE AREA CONSERVATION COUNCIL

P.O. Box 564, Lexington, VA 24450

(540) 463-2330

racc@rockbridge.net

<http://rockbridgeconservation.org>

Monday, August 6, 2018

Virginia Office of Intermodal Planning and Investment, and
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

RE: I-81 Corridor Improvement Plan

Dear Ladies and Gentlemen:

The Rockbridge Area Conservation Council (RACC) has been actively engaged in exploring solutions to the congestion and dangerous conditions along the I-81 corridor for many years. We appreciate the opportunity to provide comments in this effort to understand current conditions and possible solutions.

One targeted public safety improvement that RACC has studied and strongly recommends is the addition of wildlife crossing infrastructure especially in the Buffalo Creek/Purgatory Mountain area of the Arcadia region (see, VOF Buffalo Creek-Purgatory Mountain Special Project Area, <http://www.virginiaoutdoorsfoundation.org/vof-special-project-areas/>; the Draft 2018 Virginia Outdoors Plan; and refer to the work of the VA Road Ecology Working Group).

It is clear however from the VDOT research discussed in public meetings earlier this summer that a series of unusual conditions have contributed to the larger-scale congestion and safety problems we experience daily throughout the corridor. The extensive use of the road by long haul trucks for which neither the origination nor destination is in Virginia is a major factor in these incidents. The volume of these trucks, along with other traffic proceeding at high speed in rural areas with varying grades have resulted in a large number of incidents that are dangerous and often result in significant delays. The rural nature of the corridor means that the people and equipment required to recover and re-open the road is often limited, adding to delays.

Solutions proposed in this process thus far have been limited to changes to the road itself and attendant services. Road-based solutions discussed in the I-81 Improvement Plan development process range from providing better and faster information about current conditions, to adding towing and other resources for better responses, to significant changes to the roadbed itself - adding climbing or truck lanes or simply widening the entire length of the Interstate.

Each of these has limitations that raise questions about their long-term sustainability and life-cycle cost effectiveness. In the smart phone era, for example, real-time information about road conditions is already widely available. Providing and locating recovery resources along this long corridor doesn't address the direct problem of volume and accident risk. Adding lanes is also extraordinarily expensive, damages the beauty, biodiversity, and air and water quality of this exceptional landscape, and has shown limited long-term effectiveness in other congested areas throughout the U.S.

This focus strictly on the highway itself unfortunately ignores a more systematic approach to the fundamental problem of traffic volume, particularly long-haul trucks. Previous legislative efforts, not yet completely fulfilled (see, e.g. [HB 1581 from 2006](#)), have identified the need to consider other alternatives namely upgrades to intermodal freight rail infrastructure that would allow more goods to travel these long distances by rail as well as facilitate the re-establishment of passenger rail that would further reduce congestion, improve safety, and provide alternatives to driving. It is clear that improvements to rail capacity and level of service could be accomplished with far less expense and disruption to the environment, in ways that would actually be advantageous to the trucking industry, regional economies, and traveling public at the same time. We would refer you to the extensive comments already provided by David L. Foster, Chairman of Rail Solution (and summarized at https://www.roanoke.com/opinion/commentary/foster-divert-trucks-on-i--to-rail/article_57e9f526-13cd-540a-98fa-c1f1462242d2.html) which provide examples of approaches already proven effective in other countries who are investing in proven modern rail systems.

We appreciate the effort being made in the I-81 Corridor Improvement Study to consider a wide ranges of approaches to challenges faced by everyone who travels the Interstate today and in the future. The evidence and analysis already completed highlights the critical role that long-haul freight transportation plays in current road and traffic conditions. A complete analysis of solutions must also contain a thorough examination of all of the ways that these trucks might pass through western Virginia. A comprehensive examination of rail alternatives must be included to insure that the solutions chosen have the best chance to be most cost-effective and least disruptive to the unique physical and cultural characteristics of the region while improving the flow of goods and people through this area and beyond.

Sincerely yours,

Bob Biersack, Vice President

Barbara Walsh, Executive Director

Submitted electronically to: VA81CorridorPlan@OIPV.virginia.gov

From: [John Bishop](#)
To: ["VA81CorridorPlan@OIP.Virginia.gov"](mailto:VA81CorridorPlan@OIP.Virginia.gov)
Subject: input
Date: Monday, August 6, 2018 3:52:19 PM
Attachments: [Interstate 81 Corridor Study Signed Resolution.pdf](#)

Please accept the attached input from the Frederick County Board of Supervisors.

Thank you

John A. Bishop AICP
Assistant Director – Transportation
Frederick County Planning and Development
107 N. Kent Street
Winchester, VA 22601
540-665-5651



**A RESOLUTION FOR THE BOARD OF SUPERVISORS
OF THE COUNTY OF FREDERICK, VIRGINIA
TO COMMENT ON THE
INTERSTATE 81 CORRIDOR STUDY**

At a regularly scheduled meeting of the Frederick County Board of Supervisors held on July 25, 2018, the following resolution was adopted:

WHEREAS, under Senate Bill 971 VDOT is conducting a corridor study for I-81; and,

WHEREAS, VDOT and the Office of Intermodal Planning and Investment are seeking comments from individuals and localities on various items under study; and,

WHEREAS, The Frederick County Board of Supervisors has congestion and safety concerns at all of the I-81 Interchanges but particularly Exits 307, 313, 315, 317, and 323 primarily during peak hours of operation; and

WHEREAS, The Frederick County Board of Supervisors has congestion and safety concerns for the through lanes of I-81, particularly the area between exit 310 and 317 through the majority of the operational day which results in numerous accidents and delays; and

WHEREAS, The Frederick County Board of Supervisors would continue to encourage the consideration of the future Route 37 Eastern loop as a potential alternative to I-81 widening or to reduce the extent of I-81 widening; and

WHEREAS, The Frederick County Board of Supervisors is supportive of analyzing various funding scenarios and particularly federal and state funding options so long as any proposed solution does not place an unequitable burden on Frederick County Taxpayers; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Frederick hereby submits this resolution for the first round of public comments for the I-81 corridor study and looks forward to further opportunities for continued involvement.

Passed this 25th day of July 2018 by the following recorded vote:

Charles S. DeHaven, Jr., Chairman	Aye	Gary A. Lofton	Aye
Robert W. Wells	Aye	J. Douglas McCarthy	Aye
Shannon G. Trout	Aye	Judith McCann-Slaughter	Aye
Blaine P. Dunn	Aye		

A COPY ATTEST


Kris C. Tierney
Frederick County Administrator

From: [Philip Coulter](#)
To: VA81CorridorPlan@OIP.virginia.gov
Subject: "I-81 Corridor Improvement Plan"
Date: Monday, August 6, 2018 3:49:19 PM

Dear Sirs:

The Plan for improvement should divert trucks on I-81 to rail.

If more highway lanes are added to existing highway lanes, then Virginia will have what Los Angeles, California has which will be more congested lanes at a very high cost and disruption to environment. I understand that there already exist rail lines which parallel I-81 from Harrisburg, PA to Knoxville, Tenn. Additional rail lines would be a long term solution worthy of more study. If European trains can carry heavy truck traffic (e.g. Hupac, RAlpin, etc.) then Virginia should be able to do likewise.

It is very likely that in the future there will be MORE not LESS truck traffic going through Virginia so any study should definitely embrace a multi-modal focus. Otherwise we can end up with continued safety and congestion problems with increasing magnitude along I-81.

The safety of the traveling public would benefit by less 18 wheelers on the existing highway throughout Virginia.

Philip C. Coulter
COULTER & COULTER
30 W. Franklin Road, Suite 301
P. O. Box 1299
Roanoke, VA 24006
(540) 345-4000
(540) 345-8451

From: [Ronald Stockhoff](mailto:Ronald.Stockhoff)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Re: I-81 CORRIDOR IMPROVEMENT
Date: Monday, August 6, 2018 2:42:42 PM

OR...provide a third "Option" ... pay a truck toll, running them through similar pull-over as Inspection Station.

My thought: This is likely to stir objection.

But it may push truck industry to seriously consider Rail or Reduced Speed options.

On Mon, Aug 6, 2018 at 2:31 PM, Ronald Stockhoff <rstockho@gmail.com> wrote:

Rail Plan is excellent.

May I suggest: If use of rail is refused **the alternative should be reduced speed for all trucks... 10 MPH below posted speeds. eg. if 70 MPH is posted, trucks travel at 60 MPH.**

- #1. **Reduced speed also accomplishes a major safety consideration,** and might work well as an alternative choice to Rail option.
- #2. In **2007** while driving RV to the Rockies, crossing **Illinois and Indiana** (at that time) had a **truck speed posting of 55 MPH.** Applied to my RV also. That was the most relaxing drive I ever had driving RV. Instead of "competing" with the trucks, we all sort of got in line and drove a noncompetitive speed of 55. I suppose the trucking industry got hold of this, because in 2009 my crossing of those two states was my being forced to drive fast at 65 MPH while trucks went pretty much at their previous reckless 75 M PH.
- #3 I'm old enough to recall when cars could hold their own in dealing with trucks, before they became equipped with super powerful engines. Many of the younger drivers now drive at top speed simulating a sports car.

Thanks for asking!

From: [Ronald Stockhoff](mailto:Ronald.Stockhoff)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 CORRIDOR IMPROVEMENT
Date: Monday, August 6, 2018 2:31:53 PM

Rail Plan is excellent.

May I suggest: If use of rail is refused **the alternative should be reduced speed for all trucks... 10 MPH below posted speeds. eg. if 70 MPH is posted, trucks travel at 60 MPH.**

- #1. **Reduced speed also accomplishes a major safety consideration**, and might work well as an alternative choice to Rail option.

- #2. In **2007** while driving RV to the Rockies, crossing **Illinois and Indiana** (at that time) had a **truck speed posting of 55 MPH**. Applied to my RV also. That was the most relaxing drive I ever had driving RV. Instead of "competing" with the trucks, we all sort of got in line and drove a noncompetitive speed of 55. I suppose the trucking industry got hold of this, because in 2009 my crossing of those two states was my being forced to drive fast at 65 MPH while trucks went pretty much at their previous reckless 75 M PH.

- #3 I'm old enough to recall when cars could hold their own in dealing with trucks, before they became equipped with super powerful engines. Many of the younger drivers now drive at top speed simulating a sports car.

Thanks for asking!

From: [James Leva](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81
Date: Monday, August 6, 2018 1:43:50 PM

I have been driving on I-81 since 1971. Over the past 15 years the road has become a nightmare for anyone traveling on it. It is also a death trap. Our delegates and senators in Richmond continue to act irresponsibly – by not acting to rectify the situation. One thing anyone living along the I-81 corridor, Democrat or Republican, would agree on is the need to rectify the daily perilous mess on I—81.

I have lived in Europe and traveled on high-speed trains there. The trains are comfortable, affordable and convenient. They travel at over 240 mph. The train system in the US is like that of a third world country. If we had responsible governance –of the kind that build the interstate highway system in the 1950s and '60s - there would be high speed trains running from DC to Roanoke and then to Bristol, where trains would continue on either to Asheville or to Knoxville. The white knuckle 5-7 hour drives from Roanoke to either city would be replaced by a pleasant 2 hour train trip. A high speed railroad would also provide an alternative (and competition) to the greedy air lines that our constantly finding ways to increase their profits by making air travel ever more onerous and disagreeable for any of the unfortunates who find themselves shoehorned into “Economy Class”.

When are we going to quit arguing about silly things like statues and reclaim some common sense of civic duty and endeavor? Our infrastructure needs have been ignored since the 1980s. It's way past time to build a transportation system worthy of our claims of national greatness.

Sincerely,
Dr. James Leva
Rockbridge County

From: [Nancy Metcalfe](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 improvements
Date: Monday, August 6, 2018 1:16:30 PM

Dear Sir,

We have discussed what we would like to see happen to I-81 to improve the flow of traffic and reduce the number of accidents that occur daily on that road.

First of all, the one improvement that would take care of many of the trucks would be a rail line that would extend from Harrisburg, PA to Chattanooga, TN. As we know that you have ruled this out, we will move on to another idea.

Secondly, another idea is to add a third lane to I-81. This third lane would be on the inside and would be closed to trucks, buses, and other commercial vehicles. This third lane might allow traffic to flow at a better rate since there would be more space available.

Lastly, separate any entrance to and exit from I-81. We know that you have changed the ramp at exit 247 when heading south on I-81 so that the entrance ramp and the exit ramp are now different from each other. In other words, change exits where the entrance ramp and the exit ramp are the same ramp. An example of where they are the same would be exit 247 heading north to get on Rt. 33 west. Cars from Rt. 33 east use the same ramp as those exiting I-81.

Thanks for looking at how to improve I-81.

Enjoy your day,
Nancy and Mark Metcalfe
Mount Sidney, VA
540-248-5516

From: ["Ann Hawley" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPI.virginia.gov
Subject: I81 Corridor Improvement Plan
Date: Monday, August 6, 2018 11:24:17 AM

As an older woman who drives I81 quite often from Roanoke going both directions. I agree that something MUST be done to relieve the truck traffic. I do not really understand what happened to the plan several years back to build the transfer station near Elliston. Property was purchased, families vacated their homes and one life was even taken due to this process. Now the land lays vacant.

Moving the truck shipments to rail shipments is the only real answer in my mind. I realize added train tracks will have to be built along with the other infrastructure necessary to accomplish. I believe this would be the only way to accomplish the task. Building roads would take years plus many dollars and dangerous settings during the construction and with truck travel, requiring constant maintenance and reconstruction.

I am only one but one who sees this as a necessary program for the future of our area.

Ann Hawley
7248 Cherry Blossom Circle
Roanoke, VA 24019

From: [Warden, James](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Study
Date: Monday, August 6, 2018 9:45:53 AM

I wish to support the rail alternative in response to the new I-81 Corridor Improvement Study, triggered by last session's General Assembly legislation (SB-971).

Extensive I-81 widening doesn't work. It is very expensive, economically disruptive, and environmentally destructive. Instead, put heavy, through trucks on a far safer, double-tracked, truck-time-competitive railroad.

Thank you,

James A. Warden
PO Box 142
Emory, VA 24327

From: [ann](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Trains
Date: Monday, August 6, 2018 9:44:32 AM

We need trains, not lanes.! Ann Mathews

Abingdon VA 24210

From: [Rees Shearer](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, August 6, 2018 9:25:26 AM

Extensive I-81 widening doesn't work. It is very expensive, mind-numbingly and economically disruptive and environmentally destructive.

Instead, put heavy, through trucks on a far safer, double-tracked, truck-time-competitive parallel railroad. Bring Norfolk Southern to the table and work out a deal to rebuild the railroad and create a Knoxville to Greencastle fast freight route. Expand the route to Memphis in a second phase.

Rees Shearer
12042 Waterhouse Ln.
Emory, VA 24327

From: [Rees Shearer](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: No extensive widening of I-81, put through trucks on rail instead
Date: Monday, August 6, 2018 9:23:44 AM

Extensive I-81 widening doesn't work. It is very expensive, mind-numbingly and economically disruptive and environmentally destructive.

Instead, put heavy, through trucks on a far safer, double-tracked, truck-time-competitive parallel railroad. Bring Norfolk Southern to the table and work out a deal to rebuild the railroad and create a Knoxville to Greencastle fast freight route. Expand the route to Memphis in a second phase.

Rees Shearer
12042 Waterhouse Ln.
Emory, VA 24327

From: [Styers, Sam A.](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I-81 study comments
Date: Sunday, August 5, 2018 10:57:39 PM

Please find below a few comments related to the I-81 corridor study:

-According to the Assistant Secretary during 1 of the 2 meetings held in my area, he indicated that the study would not include an evaluation of the cost to widen the entire interstate length to 3 lanes. Although I understand that the cost will be high, I entirely disagree with his statement. How can a corridor study be conducted and not include evaluation of what is presumed to be the ultimate condition (3 lanes each way)? As a local resident, I want to know how much it could be; how else can I make a comparison to something less than a full-length widening.

-Serious consideration needs to be given to immediate improvements to the stretch of the interstate between Lexington and Shenandoah County, particularly from Staunton to Harrisonburg. In the past 2 weeks there has been at least 8 accidents in this area, of which I believe 3 closed down both lanes in the affected direction and 1 involved a fatality. Each accident backed up traffic for multiple hours and a few for more than 6 hours. These incidents also put enormous pressure on the neighboring Rt. 11. With my oldest daughter now having a learners permit to drive I am very hesitant to put her behind the wheel on the interstate and have not done so since she obtained the permit a few months ago.

Please let me know if you have any questions. I would be glad to speak to the project team if it would be helpful.

Thank you,
Sam Styers

Sent from my iPad

From: [daniel.crawford](mailto:daniel.crawford@va81corridorplan.org)
To: VA81CorridorPlan@OIP1.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, August 5, 2018 9:32:54 PM

Folks,

Living in Roanoke, I am very sensitive to air quality issues, especially small-particle pollution due to the heavy truck traffic on I-81. It would be a fabulous scenic highway without the heavy truck traffic. Heavy investment to accommodate trucks will insure more trucks and reduce the prospects for investment in rail to accommodate handling the freight. Given the growing sensitivity to carbon pollution, a shift to much more efficient (less polluting) transport will be widely applauded. With trucks loaded onto rail cars and accommodations for drivers, including sleeping quarters, freight costs could be lowered. The overall impact on quality of life for western Virginians would be tremendous.

In appreciation of your service to Virginians,

Dan Crawford
2311 Kipling St. S.W.
RoaNOKE, VA. 24018

From: [Malcolm Cameron](#)
To: VA81CorridorPlan@oipi.virginia.gov
Cc: [Steve Landes](#)
Subject: Comments on I-81 Corridor Improvements
Date: Sunday, August 5, 2018 9:17:47 PM

Mr. Mannell,

I have some thoughts to pass on concerning improvements for safety and easing congestion on I-81.

SAFETY: The number of State Troopers assigned to patrol I-81 needs to be increased, especially in the more congested areas. There are too many reckless drivers causing accidents.

The use of more portable and permanent overhead message signs to alert drivers of accidents or construction work zones is needed.

There should be spot safety improvements such as extending certain on or off ramps.

Virginia should consider lowering speed limits at night like some other states.

CONGESTION: Improvements can be made to alternate routes in key locations with heavy commuter traffic and/or high accident rates. Ex: Rte. 11 between Weyers Cave and Mt. Crawford; Rte 340 south of Stuarts Draft, and Rte. 11 in the Winchester area.

Also, take measures to facilitate the ability of first responders to clear accidents more quickly.

Ultimately, funding is needed to build multi-modal facilities and railway improvements along the corridor to divert long distance freight(trailers or containers) onto the railroads. Virginia could provide both funds and tax incentives for assisting Norfolk Southern and other railroads in this effort.

Thank you for the opportunity to comment.

Malcolm Cameron
5653 Beards Ford Rd.
Mt. Crawford, VA 22841

From: ["David Foster" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: For the record
Date: Sunday, August 5, 2018 8:34:45 PM
Attachments: [PreparedStatement.doc](#)

At the May 10 public hearing in Roanoke, I submitted the attached prepared statement. At the risk of redundancy, I am forwarding it again to this address before the comments deadline just to be sure it is part of the record in this study proceeding.

--David

David Foster, Chairman
RAIL Solution
342 High Street
Salem, VA 24153
(540) 389-0407
railsolution@aol.com
www.railsolution.org
www.steelinterstate.org

I-81 Corridor Improvement Study Public Hearings

Prepared Statement of David L. Foster, Chairman, RAIL Solution

Studying I-81 – In Context

The problem with capacity on I-81 is, and always has been, freight. There are too many trucks. If it were just cars, we would be fine with what we have. So any time someone complains about needing more lanes, it's because of the high density of truck traffic. It follows, therefore, that if one could do something about the through trucks, the gravity of the situation would be considerably ameliorated. Massive new highway construction could be avoided, or at the very least deferred, possibly for decades.

RAIL Solution got its start in 2003 faced with this identical situation. The STAR Solutions consortium, headed by Halliburton, moved to privatize I-81 across the 325 miles of western Virginia, double its size by adding truck-only lanes, and make it a tollroad. They called their concept the “concrete freightway”. Citizens up and down the Corridor found the idea abhorrent. Not just because of the tolls, but because the scenic beauty of the road would be at risk, resulting in an adverse impact on the vital tourism industry.

From the outset RAIL Solution had an uphill battle. It was not enough to be NIMBYs, and founder Rees Shearer was perceptive enough to realize we needed to propose an alternative. That was to upgrade the Norfolk Southern (NS) rail line running parallel to I-81 roughly 600 miles from Harrisburg, PA to Knoxville, TN, and put the heavy flow of through trucks on trains.

Halliburton was extremely well-connected politically, and strongly supported by the highway engineering and construction lobby. RAIL Solution and its allied groups in the Corridor had to undertake intense grassroots organizing, town by town, county by county, securing resolutions of support for a rail alternative. In the end, at the public hearings conducted by VDOT, 73% of those commenting were in favor of the rail alternative. Ultimately the STAR Solutions initiative failed when only a trickle of anticipated federal funding was forthcoming for the \$13 billion project.

In 2006 RAIL Solution sponsored a bill, HB-1581, before the VA General Assembly that would study the maximum feasible truck diversion on I-81. It passed unanimously, but later encountered headwinds, being declared an unfunded mandate. Norfolk Southern came forward and offered to make an in-kind contribution by having its consultant Cambridge Systematics (CS) perform the analysis.



The result was unsatisfactory. Instead of following the scope of work carefully spelled out in the enabling legislation, CS and NS used the opportunity to advance the NS Crescent Corridor initiative, a multi-state upgrade of the NS rail route for its double-stack intermodal trains.

Throughout the course of the study, whenever a draft was available for comment, RAIL Solution zeroed in on how the unsatisfactory focus exclusively on this one alternative would prevent knowing what more could be feasibly diverted. In the final study report CS enumerated, **but did not study or evaluate**, other truck diversion concepts and possibilities, labeled Strategy #2 – Strategy #5, with potential to divert more trucks than the NS preferred option alone (Strategy #1).

SB-971 that passed in January, known as the I-81 Corridor Improvement Study, is a **renewed window of opportunity to pick up where we left off with HB-1581**. The final CS study document, entitled *Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor*, dated April 15, 2010, contains useful material and is a logical and essential starting point for the current study to begin its intermodal analysis. RAIL Solution can provide its detailed critique of the CS effort, including where and how it failed to determine maximum feasible truck diversion as HB-1581 intended. We also have a number of background and supporting documents related to that study that may be useful to the new study.

We tried but failed to have the SB-971's text modified in Committee to specify a multimodal scope. But Transportation Secretary Valentine has assured me that it will be a multimodal study. "The bill does not preclude it, so we will do it," she told me at a public hearing in Roanoke on May 10.

Railroad Intermodal – In Context

America's railroads have done a fine job with double-stack intermodal. We can only imagine how much worse highway congestion would be today without it. But it is a mature concept and cannot do much to capitalize on the huge freight volume still moving by truck. Double-stack is limited by the enormous costs of the terminals, inherent loading and unloading delays, few origins and destinations, the feasible drayage radius, and capability to handle only containers and specially-equipped dry van trailers.

In October, 2006, then NS CEO Wick Moorman gave a well-crafted after-dinner talk in Roanoke, which he termed a coming out party for Norfolk Southern's competitive strategy in the Interstate 81 corridor. I-81 comprises much of the western leg of what later became known as the NS Crescent Corridor.



What really distinguished Moorman's speech that evening was not only his ability to relate rather complex transportation matters to ordinary citizens, but his candid recognition of the difficult challenges NS faced in gaining greater market share from trucks.

In unveiling the NS I-81 Corridor strategy he exhibited a broad appreciation of how rail competitiveness and successful diversion of through trucks would require an approach very different from the conventional railroad intermodal business model. He mentioned specifically that the I-81 market is highly fragmented; that it is mostly trucks (in contrast to the conventional container orientation of, say, the Chicago – New York market); that many are mom and pops; and that a prerequisite for capturing the I-81 truck traffic would be a more open intermodal strategy that can carry all kinds of trucks.

This recognition, coming from the head of a major Class I railroad, seemed promising. Yet later when NS established a website and PowerPoint presentation to encourage multi-state participation in its Crescent Corridor project, the focus was entirely on standard double-stack intermodal trains to begin in 2012. Open intermodal opportunities were pushed well into the future, with scant mention, for 2020 –2035.

To the best of our knowledge, NS has succeeded in running only one double-stack train each way daily except Sunday in the Crescent Corridor paralleling Interstate 81. These are trains #201 and #202, between Greencastle, PA and Memphis, TN. It is safe to say that this one train has had little perceptible impact on the heavy flow of truck traffic on I-81.

If railroading is to compete in any meaningful way, a more nimble and responsive intermodal strategy is needed to complement double-stack successes, one that can handle not just containers and certain dry van trailers, but all trucks, one that can make rail competitive in shorter-haul corridors of 500 – 600 miles.

The trucks have the business, so carry the trucks! This concept has various names, Truck Ferry, Land Ferry, and Rolling Highway. It is widely used in Europe by operators Hupac, RAlpin, Ökombi, and others, but has never been tried in North America.

Several advantages are immediately apparent. By partnering with trucks, no business is being taken away from the truckers. They keep all their customers and accounts, and, in turn, become the railroads' customers. This means railroads don't have to spend marketing effort visiting shippers and luring business away. A rail-truck partnership can result in each doing what it does best, with the trucks doing load origination and termination and railroads performing the linehaul. Truck ferry brings out the best of trucking and rail.



For many independent truckers (owner operators and fleet operators) the tractor, trailer, and driver are an inseparable unit, and nearly impossible to lure to conventional rail intermodal. But a drive-on, drive-off ferry move by rail can greatly enhance trucker productivity by keeping the truck moving while the driver sleeps instead of being parked at a roadside rest area or truckstop. If a truck ferry service were available at highway competitive speed, reliability, and cost, why would a trucker want to drive?

Unfortunately an open-intermodal, truck ferry operation on the NS route parallel to I-81 would be impossible today. The line is mostly single-track, much of it on alignments laid out in the latter part of the 19th Century. Substantial upgrading and expansion would be needed to achieve necessary speed and reliability. At peak times such as northbound on Sunday evening, the truck trains would need to operate on headways as little as 15 minutes. The current lack of rail capacity and reliability also makes it nearly impossible for this truck ferry type service to be undertaken. If such a service operator advertises 12-hour transit time on, for example, a 600-mile run, the railroad has to be able to do that, and do it consistently.

Fortunately, however, the right of way is there already. Addition of a second track can improve throughput as much as seven-fold, in as little as 20 feet. And the cost would likely be far less than Halliburton's \$13 billion cost to double the footprint of I-81, and that was almost 15 years ago! The concrete freightways concept would undoubtedly be far more expensive today.

The Freight Railroad Challenge

Freight railroads are privately owned. As a result they receive little public funding or attention. This has resulted in a lack of balance in transportation infrastructure investment, with the vast majority of public money going to support highways. Increased truck competition during the decades of the build-out of the Interstate Highway System has caused significant atrophy of the freight railroads. Employment, track miles, equipment, and facilities have all been significantly downsized to conform to reduced business levels. In each economic downturn more such disinvestment occurs, making the rail system network less and less capable of supporting future growth.

Efficient freight movement is vital to a vibrant economy. Because freight railroads are consistently overlooked by policymakers, their role, contribution, and capabilities have been increasingly marginalized. The current preoccupation with development of autonomous vehicle technology and self-driving trucks



further threatens future rail viability, and platoons of driverless trucks portend further stress on highway capacity and delays to the driving public.

Movement of mid- to long-distance freight by rail offers compelling energy, environmental, and economic advantages that will be forfeited if a healthy freight rail system is lost. No longer is it economically practical or environmentally acceptable to address every problem of congestion and growth with more lanes of highway. Rail transport moves a ton-mile of freight with less than a third of the fuel required for trucking. Less fuel burned means less pollution generated and lower greenhouse gas impact. Railroad electrification can double this comparative advantage and greatly reduce our current near-100% dependence on oil in the transportation sector.

Where a need arises for expanded freight capability in a corridor, it may well be possible to achieve greater public benefit from investment in rail. Rigorous assessment of **life-cycle costs and benefits** should be required to weigh alternative investment in highway and in rail. Just because railroads are privately owned is no reason to deprive citizens of their optimal potential use if such investments can demonstrate better rates of return. Preserving a healthy and growing freight rail system can also postpone and mitigate future more costly and environmentally disruptive new capacity on our highways.

Public Involvement in Freight Rail

Freight rail is an awkward topic. If public policy tilts toward investment in freight rail infrastructure, there is the risk of criticism for enriching private industry executives and/or shareholders. If public policy ignores freight rail infrastructure, however, there is a risk that a viable freight movement alternative may be lost. Were that to be the case, much more future freight movement growth would have to be accommodated on highways, likely at much larger public cost than what would have been needed to upgrade and preserve the railroads.

Public policy needs a new awareness of the precarious state of the freight railroads now facing new threats from autonomous trucking, where billions of dollars of research and development funding are flowing.

Transportation professionals need to understand the thorny issues here and the rail alternative needs to be more prominent in public discussion and debate. It is too easy to overlook railroads altogether when exploring new freight movement capacity needs of a corridor. Public policy can be enhanced and taxpayer value maximized by rigorous life-cycle cost/benefit analysis of whether new capacity makes more sense on highway or rail. This exercise needs to include all economic and environmental costs and benefits.



Tolling Reconsidered

A key part of the SB-971 study is to evaluate tolling of trucks on I-81. Damage to pavement and bridges is overwhelmingly attributable to heavy trucks, yet historically there has been little attempt to recoup the costs of this differential impact. Tolling is the simplest, fairest, and most direct way to do so.

As mentioned above, earlier attempts by Halliburton to convert I-81 to a tollroad were widely opposed. In that case, however, cars would also have been tolled. Residents up and down the Corridor were energized to turn out at public hearings to speak in opposition. At least partly as a result of this groundswell, the General Assembly later passed a measure to prohibit tolling on I-81. That restriction, which we believe to be still in effect, would have to be changed if the SB-971 study concludes that truck tolls are recommended.

Possible benefits of truck tolling include recouping their disproportionate wear and tear impacts, as well as helping to restore a more competitive balance in the I-81 Corridor between rail and truck. Possible adverse effects include imposition of incremental transportation cost burdens on economic growth in one corridor alone, and diversion of trucks onto parallel State Route 11 and other secondary roads. The study will need to weigh these positive and negative impacts.

Conclusion

The most critical element at the hearings up and down the Corridor this summer, needs to be reinforcing an appreciation that the study rigorously analyze the life-cycle costs and benefits of adding new capacity on the highway vs. on rail, including both economic and environmental costs.

The *Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor* final report dated April 15, 2010 contains useful background and scoping information as a start point for this work. The new study has a chance to fulfill the original intent and promise of that effort left unfinished.

Public opinion solidly favors fewer trucks on I-81. Spreading them out on more lanes is a false fix. Tolling them can reduce the *de facto* public subsidy of trucking. But diverting a significant percent of the through trucks onto an upgraded railroad offers compelling advantages, representing a true fix that should not be overlooked.



From: [TRACY HAWTHORNE](#)
To: VA81corridorPlan@OIP.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, August 5, 2018 7:47:06 PM

I have lived in the commonwealth of Virginia my entire life of 50 years. I have seen Interstate 81 become insufferably crowded. It is harrowing to drive on with the trucks bullying the cars, and taking up both lanes.

I would be willing to pay a gas tax, toll, or increased income taxes to pay for improvements . Something needs to be done immediately ! I have children at Virginia Tech and James Madison University. I am terrified when they drive to, or home from school.

I hope Virginia law makers can come together and find a solution for this ever growing problem. I find it irresponsible of the Virginia government to not have found a solution already.

Thank you,

Tracy Hawthorne

From: [Glenn Phillips](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81 solutions
Date: Sunday, August 5, 2018 4:46:57 PM

Widen I-81 to 8 lanes already.

From: ["Denny Early" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPI.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, August 5, 2018 4:04:26 PM

The I-81 corridor thru the Roanoke area needs to be at least 4 lanes each side. I have two children that have to use it every work day to get to work and tell me just how horrible it is, but that only takes one time to figure out, plus if I-73 is ever completed like in NC it will probably use this portion as well and all the VT traffic uses as well. Maybe it should be 5 for the future. Something needs to be done sooner than later and in this part of the state vs northern va or tidewater or Richmond, it's past time

Denny Early-Roanoke, Va

Sent from my iPhone

From: [Steve Meadows](#)
To: VA81CorridorPlan@oipi.virginia.gov
Date: Sunday, August 5, 2018 2:27:20 PM

I think tractor trailer should be limited to the right lane (until a better plan is formulated). I travel 81 frequently to visit my son in Nashville. A lot of accidents happen when big rigs get in the passing lane at 65-70 mph and come to a little hill and suddenly drop to 25-30 mph. This creates a chain reaction and if drivers are not paying attention; big accident or at least big backups. Thanks

From: jsebrell
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, August 5, 2018 1:41:17 PM

The primary issue it seems is the high volume of tractor trailers on the highway. Solutions could include increased fees for truck fuel taxes, tolls for trucks, which probably would not reduce traffic volumes. We could increase the number of lanes, which would be cost prohibitive and probably bring even more trucks. Some have championed requiring trucks to board trains to avoid road usage. This also requires large capital outlays and would take years to implement even if the railroads were agreeable. The simplest solution would be to construct a large truck holding area from which only one vehicle could only depart every 60 seconds. This would allow sufficient spacing between trucks to reduce the volume of traffic to a safe level. Truckers in the holding area could use the time to rest, eat, or communicate. All of these facilities could be developed commercially at minimal expense to the taxpayers. Think about it. John Sebrell, Lexington, Va.

Sent from my Verizon 4G LTE smartphone

From: [jfoster342 via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP1.Virginia.gov
Subject: I-81 corridor - truck ferries on trains vs increasing the number of highway lanes
Date: Sunday, August 5, 2018 12:33:21 PM

Truck ferries on trains makes a lot deal of sense - trucks need to be driven at the beginning and ending of long-distance trips, but not in the middle. Ditto for cars; it would make a lot of sense to have train car ferries for long-distance trips. Putting long-distance trucks on specialized flat-bed railcars, such as are used in Europe, would save on fuel, levels of air pollution, vehicle wear and tear, road maintenance, road accidents due to driver errors. The cost of double tracking rail along the I-81 corridor to accommodate such ferries seems a much more worthy and prudent investment than increasing the number of lanes on I-81. Thank you.

Joyce Foster
342 High St
Salem, VA 24153
540-389-0407
jfoster342@aol.com

From: [Kevin & Kellie Joyce](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, August 5, 2018 8:48:02 AM

I commute on I-81 daily between exits 162 and 143. I am a careful driver who spends most of my time in the right lane and continuously observes what is going on around me as I drive.

In lieu of adding more lanes (which is the best solution, but realistically I know it won't happen for a long time, if ever), an inexpensive short-term solution would be to create and enforce a law that vehicles in the left lane should not drive below the posted speed limit. Countless times I have observed where a line of traffic quickly backs up behind a slow truck (or even sometimes a slow car).

I know there was a similar statewide law about "left lane bandits" passed recently, but I think I-81 needs more than that, as slow traffic in the left lane breeds impatience and frustration. Post numerous clear warning signs, and enforce it with state police just like the speed limit is enforced. In the short term, keeping traffic flowing normally in the left lane is perhaps the best thing that can be done.

From: ["David Foster" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIP1.virginia.gov
Cc: charleswhardy39@yahoo.com
Subject: Comments of Charles Hardy
Date: Saturday, August 4, 2018 8:22:50 PM

NOTE: After my op-ed on I-81 appeared in Thursday's *Roanoke Times*, a number of people have commented to me and to the newspaper's website instead of writing to VA81CorridorPlan@OIP1.virginia.gov as they are supposed to. Today I received the comment pasted below my name from Charles W. Hardy of Roanoke, who asked that I pass it on to the correct address.

David Foster

"I think Foster's idea of getting through trucks off I-81 is good. Getting the trucks off is better than making more room for them. Add more lanes and the trucks will drive in them, just like they take all three lanes now going up Christiansburg mountain instead of using the truck climbing lane that cost so much to build.

"If the trucks are handled on trains between Harrisburg and Knoxville, it might even open up a new opportunity for the Elliston intermodal facility. It's kind a mid-point on the route. Trucks could drive on or off the train at this intermediate point and easily switch to or from I-81 if they need to."

From: [Susan Bartlett](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Saturday, August 4, 2018 11:56:30 AM

In the 12 1/2 years that my husband and I have been back in the NRV, I am appalled at the amount of truck traffic that has overtaken I81. I read an article in the Roanoke Times approximately 10 years ago that I81 had been built for 20% truck traffic, and we all know that that has been exceeded for years. My husband and I have had several close calls on I81 and we are retirees, so we do not have to travel the road daily for work. We worry when our grown children have to drive on I81 to visit us from Richmond and Maryland. When I visit my elderly mother and have to travel an hour away, I sometimes use rural roads at the expense of extra time spent traveling to stay off of I81. If most of the truck traffic was removed, the interstate would be SO much better.

We ask that you consider all of the lives that will be saved by fixing this extremely important issue. I think that life and death are as important as you can get!

Thank you for your time and consideration in helping the millions of people who travel on this interstate!

Sincerely,
Susan Bartlett
Radford, VA

Sent from my iPad

From: [Susan Mallory](#)
To: VA81CorridorPlan@oipi.virginia.gov
Date: Saturday, August 4, 2018 11:26:30 AM

I am in favor of adding a track for a truck ferry operation to lower truck traffic on 81. I read about this idea in The Roanoke Times on 8/2/2018, and it seems like a great idea. We have far too many truck wrecks on Interstate 81 and anything that can be done to reduce this traffic would increase safety and lower frustration. Six mile backups aren't fun for anyone.

A few weeks ago, as I was passing a vehicle, a truck pulled up right next to me and simultaneously signaled and started pulling over. I slammed on my brakes and leaned on my horn and avoided an accident (and probably death for me and my passengers. I'm glad I wasn't rear-ended by the car in back of me because I slowed down very quickly.

If my taxes need to be raised to greatly reduce truck traffic on I-81, so be it.

Susan Mallory
Roanoke, VA



From: ["Barbara Bailey" via VA81 Corridor Plan](#)
To: VA81corridorPlan@OIP1.virginia.gov
Subject: Fwd: i-81.Corridor plan
Date: Saturday, August 4, 2018 8:51:09 AM

Barbara Bailey
Sent from my iPhone

Begin forwarded message:

From: Barbara Bailey <majjie1225@icloud.com>
Date: August 4, 2018 at 8:49:19 AM EDT
To: Carol.Mathis@vdot.virginia.gov
Subject: **i-81.Corridor plan**

I live in Salem not far from exit 137 off I-81. By far from this exit until past Cloverdale going north traffic is worse (heavier, more trucks, speeding cars [speed limit is 60], and cars remaining in left lane after passing) than any other stretch of 81 for 100 miles north or south. So many times main-street Salem is clogged with cars and tractor trailers who are trying to avoid wrecks. This even affects River Road just off main street which is often backed up as well because cars are trying to avoid main street and we have trouble even getting out of our Woodbridge neighborhood during these times. I have also witnessed tractor trailers avoiding the third lane specifically built for them near the Lexington/Buena Vista north exit and continuing to stay in lanes intended for faster moving vehicles. By the way this third lane was built after Cullum Owings, a W & L student was returning to Lexington after Christmas break and was killed by a tractor trailer! His parents from GA fought until this area of 81 was altered for tractor trailers who had not only picked up speed coming downhill but in turn backed up traffic going too slowly back uphill. There should be a toll for tractor trailers who use this whole corridor going N-S to help expand it to a truck only lane AND more state troopers writing fines for left lane huggers, speeders and trucks not staying in their lane and bogging down traffic traveling uphill. This is a major problem and a danger to anyone traveling on 81 in this area. Thank you!
Barbara Bailey
Sent from my iPhone

From: [David Lofgren](mailto:David.Lofgren@OIP.Virginia.gov)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Saturday, August 4, 2018 12:57:49 AM

I live very near I-81 in Roanoke County and have used the highway daily for 25-years. It is getting very congested and, as most know, it's mainly due to greatly increased truck traffic. With retailers using their "just in time" inventory restocking and heavily increased internet purchases being delivered by truck, it's easy to understand. Changes need to be made, but not necessarily more travel lanes with imposed tolls, particularly for trucks.

I studied transportation as my undergraduate major in college and, among other endeavors, worked in several different modes of transportation for many decades. From my view, there are regional I-81 highway improvements that make sense; however, the larger question is how to move through trucks more efficiently and effectively, which simple widening, with the attendant huge expense, long construction times and environmental impact is not the answer.

I am not now, nor have I previously, worked for a railroad or related industry; but my education and experience in the five transportation modes leads me to strongly recommend using railroads for transporting trucks passing through Virginia, as well as other I-81 states, as the primary solution for this problem. Railroads are inherently structured to carry extremely large quantities of freight far more economically than highway transport. The use of trailer-on-flatcar (TOFC) has been successfully used for a very long time, as well as intermodal containerized freight carried by truck-rail combination. If expanded TOFC won't satisfy the trucking interests, putting entire tractor-trailer combinations on railcars is a simple technological task to achieve. As for the perceived conflict of "right-of-way" funding to improve rail capacity for privately owned railroads versus the publically owned and funded highways, I suggest looking at the European models where tractor-trailers have been and are being successfully carried by rail. Certainly a government-industry partnership in the interest of the greater public good is possible, not to mention less expensive, faster to achieve and far less environmental impact.

I hope that there is an open mind in developing a solution for this problem, rather than following the cookie cutter approach of more highways; and that the very influential highway building and maintenance industry does not overly influence the study's recommendations. This is an area where Virginia could develop an innovative solution to this growing national problem and be a leader of innovation and positive change for the good of all.

David J. Lofgren

3024 Timberview Road

Roanoke, VA 24019-6512

540-366-2977



Virus-free. www.avast.com

From: [Steve Banks](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Cc: [Banks Steve](#)
Subject: Comments on the Virginia I-81 corridor plan
Date: Friday, August 3, 2018 8:00:56 PM

I live in Blacksburg, and frequently travel on I-81 – primarily to and from Roanoke, but occasionally to Lexington and further north.

As you know, the section of I-81 from the Ironto exit in Montgomery County to the U.S. 220 exit in Botetourt County is very heavily travelled and is only two lanes in each direction. I believe at least one additional lane should be added in each direction in this section.

Further, the ramp from I-581 northbound onto I-81 southbound near Roanoke is very dangerous – at a minimum the merge lane should be extended so there is ample room to safely merge.

Finally, there is an opinion piece in yesterday's Roanoke Times titled "Divert trucks on I-81 to rail" that I think makes a very interesting proposal – putting trucks on trains to remove them from I-81. There is a lot of truck traffic on I-81 that could be moved to rail, and there is a railroad track paralleling the entire length of I-81 in Virginia that can be used to implement this proposal. You can find this article at https://www.roanoke.com/opinion/commentary/foster-divert-trucks-on-i--to-rail/article_57e9f526-13cd-540a-98fa-c1f1462242d2.html?utm_medium=social&utm_source=facebook&utm_campaign=user-share.

Thank you.

Steven (Steve) C. Banks

From: [Linda Dove](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I 81 improvement
Date: Friday, August 3, 2018 3:24:11 PM

As a Prius driver living just outside Harrisonburg, I now use I81 with the utmost reluctance because of the congestion and dangers. When I do use it I have to think twice about the time of day in order to choose an entry to I81 that avoids congestion and danger. Off route 33 or off Weyers Cave are the nearest for me and both at rush hours are horribly dangerous especially trying to filter into the speeding traffic—often driving well beyond the speed limits). However, when forced to use I81 because of a lack of alternative routes, the main congestion I experience is Harrisonburg and Weyers Cave, sometimes New Market, the intersections with I64 east and west, and towards the intersection with I66. In the last six months, I have been stuck in long jams and delays in all of these areas, especially the I64/Lexington area because of accidents and truck flip-overs. On these occasions, the requirement to keep one lane away from the clean-up officers increases the congestion, narrowing the lanes available to one or none. Is there not a way to ensure the safety of officers and open up more of a lane quicker? And for officers to be more proactive in redirecting traffic where possible?

The other main issue is the difficulty of trying to drive safely. If I keep to the right I get squeezed between big trucks some of which tailgate. And if I am too close to a truck ahead, I am in its blindspot and another vehicle may try to cut in between me and the truck. Also, if I drive even at the speed of other traffic in my lane, trucks will speed past on the right or left. When the traffic is very slow or comes to a stop, whichever lane I choose, I cannot avoid being alongside one truck after another and therefore in their blindspots. Trucks regularly take the middle or fast lanes, blocking other traffic when they slow uphill. Sometimes trucks are obviously racing each other, two or three in a row. I never see traffic police stop speeding trucks though I do see them stopping cars and small vans for traffic violations.

I used to live off I66 so I am knowledgeable about the arguments for and against widening interstates. Of course, the entries/exits to I81 around Harrisonburg and Rockingham county need to be made safer (slower speeds, more use of lights to filter traffic, more messages and earlier to warn of dangers). But the evidence is well-established that merely widening to give more lanes only increases traffic.

Tolls targeted at through-traffic and local short trip on-off traffic are one way that drivers would think twice and truck companies might turn to rail or air. We need laws that disincentivize companies using trucks as the cheapest/easiest option and to prevent them passing on any full extra cost of tolls or alternatives onto consumers. Local users need better alternatives too and I would like to see a network of shuttle buses and cabs with park-and-ride station at popular destinations. For long distance freight, tolls, gas taxes and, above all, rail lines with freight facilities at destination points are long-overdue solutions. Providing differential tolls for low-emissions vehicles as an incentive to clean up the polluted air in the Shenandoah Valley is also a long-overdue policy.

Thank you.

Linda A Dove

From: ["randall wells" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: i-81 Corridor Improvement Plan
Date: Friday, August 3, 2018 2:38:17 PM

I-81 is already a pseudo-railroad for trucks. Automobiles must wedge in between them on the "tracks."

An actual railroad--simply an advance on the intermodal concept--would make vehicular traffic on that highway much safer and much less unpleasant.

Sincerely,

Randall A. Wells, Ph.D.

 *Floydiana*, a

serial and communal e-book
about life in Floyd County, Virginia. www.randallawells.com

From: [Cinny Poppen](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Trucks on rails
Date: Friday, August 3, 2018 1:34:08 PM

Traffic gets heavier all the time, and it's hard even to get around town. Putting trucks on rail would help considerably.

Cinny Poppen
114 ElderSpirit Court
Abingdon, VA 24210

Sent from [Mail](#) for Windows 10

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Truck accident fatality
Date: Friday, August 3, 2018 12:40:12 PM

https://www.roanoke.com/news/virginia/police-identify-man-killed-in-thursday-i--truck-wreck/article_19377fe8-ec6d-5c38-b569-da7bf18a1aaf.html

Fatal accidents like this one could be avoided if we made a reasonable goal of getting more trailers on trains.

--

Better Things for Blacksburg....Don Langrehr

From: [Ginger Jones](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: "I-81 Corridor Improvement Plan"
Date: Friday, August 3, 2018 12:28:44 PM

To Whom It May Concern:

I personally think separating the through trucks onto trains makes good sense and needs to be evaluated on a life-cycle cost and benefits basis versus new highway construction .

I am just an average person who drives I-81 daily. I see the damage to the road as well as the problems caused by so much truck traffic.

It seems as if it would be such a money saver to move some trucks off I-81. We already have the rails in place to move some trucks to rail. It would be less accidents by trucks due to the fact that there would be less trucks. It just makes sense.

I do hope "the powers that be" will seriously consider moving through trucks to rail. It could definitely be a win win for all involved.

Sincerely
Ginger A. Jones

From: ["David Tanks" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov; [David Tanks](#); [Martha Tanks](#)
Subject: I-81 Comments
Date: Friday, August 3, 2018 9:57:19 AM

Hello Mr. Mannell. I am David Tanks of Verona, VA. My comment on what should be done about I-81:

My opinion of the problem(s) on I-81 is that there is a lot more traffic on it than what it was designed for when it was built. 2 lanes are not enough now; 3 lanes are needed RIGHT NOW! But of course that can't happen, because of studies, bidding, and actual construction time/delays. So, by the time a 3rd lane is completed, IT WILL BE NOT BE ENOUGH to handle the traffic at that time. The only way I see to resolve this issue is to use some foresight and plan on making it 4 lanes STARTING AS SOON AS POSSIBLE. By the time it is completed, it will be just the right size or slightly larger than what is needed at that time period, and won't need to be enlarged for many years.

One comment I heard was that the problem is due to not enough law enforcement presence; I don't think that would help anything, as there is simply too much traffic now.

Thanks for listening.

Regards, David Tanks
1232 Laurel Hill Rd
Verona, VA 24482

From: [Rachel Denham](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 traffic
Date: Friday, August 3, 2018 8:42:45 AM

I've just travel North up I-95 where heavy traffic dominates. There is congestion, tolls, accidents, and slowdowns. It's miserable in fact.

I don't want to see I-81 become (more) like that. Moving big trucks to rail or special lanes would be a solution. Please consider these alternatives.

Rachel Denham
Glade Spring VA

Sent from my iPhone

From: ["denise_phillips" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 corridor improvement plan
Date: Thursday, August 2, 2018 10:09:46 PM

Hi

81 is a death trap. Get the trucks off the road and put the goods on trains. Virginia needs to raise the gas tax and charge tolls if we cant build the needed roads. Virginia needs to take a lesson from North Carolina on the road planning. NC is so much more advanced in their road system, Virginia does not even compare. We live in Virginia and it's embarrassing to see the difference in our roads and north Carolina.

[Sent from Yahoo Mail on Android](#)

From: james.lightner
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81/I-64 Interchange Improvement
Date: Thursday, August 2, 2018 9:49:45 PM

To Whom it May Concern,

My name is James Lightner, and I live in Staunton, VA. I am writing to bring attention to inadequacies surrounding the interchange of Interstates 81 and 64. While the 64W to 81N and 81S to 64E ramps work well, the ramp from 64W to 81S suffers merging problems mainly due to the short final merge lane. Many vehicles are forced to slow dangerously in this area. Lengthening the entrance ramp would help this situation, and connecting the entrance ramp to the next exit ramp (81S to 262), only a quarter mile away, would be ideal to provide better traffic flow for years to come. The other problem spot in the area involves the entrance ramp from 262 onto 81N. The tight radius of the ramp causes some vehicles to require more distance to accelerate and properly merge than is provided, creating a similar situation to the 64W/81S ramp. Again, this entrance ramp could be lengthened and even connected to the exit ramp from 81N to 64E with relative ease. Many vehicles which use these entrance ramps are in fact merging onto 81 for mere seconds before immediately exiting about 1,000 feet down the road, and connecting lanes between ramps would eliminate the need for numerous unnecessary merges, eliminating many opportunities for congestion and collisions. This stretch of 81 is flat grade and there is nearly enough existing pavement to achieve great improvement with minimal effort, in effect, painting new lines. I understand this will not be that simple, but it is actually quite close.

Another quick and easy fix involving the 64W to 81S ramp would be switching the initial merge lane from the right lane to the left lane. The long left curve of this ramp makes merging to the right lane unnatural, and creates opportunities for drivers to easily (and dangerously) overtake using the left lane. This improvement could indeed be accomplished by simply moving merge arrows and changing signage, and would provide for a safer traffic pattern which flows naturally and makes more sense to drivers unfamiliar with the area.

Thank you for your time and consideration in this matter, any improvement of any kind would be greatly appreciated by many people who use these roads on a daily basis.

Sincerely,

James Lightner

From: [Norma Naramore](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: "1-81 Corridor Improvement Plan"
Date: Thursday, August 2, 2018 8:04:16 PM

Finally a plan for a safe 81. Divert trucks to rails. Let's do it!

Every wreck almost always involves a truck on this road.

There is nothing more scary, when obeying the speed limit, than seeing a semi on your bumper. Diverting to rails is a no brainer for the safety of drivers of both cars and trucks.

Get 'er done.

From: [Courtney White](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: 81 Plan
Date: Thursday, August 2, 2018 7:47:17 PM

Please extend 81 to 3 lanes from Wytheville to Winchester. That small stretch north of Lexington is the only part of 81 that doesn't irritate everyone in my family. We recently drove back from Florida and didn't get irritated until we got onto 81 and we drove through 5 states.

Thanks!

Sent from my iPhone

From: [KENNETH](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Plan
Date: Thursday, August 2, 2018 6:11:30 PM

Thank you for the opportunity to comment. As a resident of a border state I use I-81 frequently and purchases gas frequently in Virginia so I recommend raising the gas tax in areas near I-81 to fund improvements.

I-81 is a vital north-south corridor and any delays or crashes affect everyone. Therefore, increasing taxes seems to be the solution to fix the problem and save western Virginia from delays and increased safety problems.

Ken Clohan, Jr.
409 Sycamore Ln.
Martinsburg, WV. 25401
304-264-4067

From: [Carol Tuckwiller](mailto:Carol.Tuckwiller@oipi.virginia.gov)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, August 2, 2018 4:58:35 PM

Ladies and Gentlemen,

Thank you for the opportunity to address you on the subject of the increasing congestion on I-81 through the Commonwealth of Virginia.

For several years I traveled I-81 between Roanoke and Strasburg (I-66) on my way to and from the D.C. area. Increasingly I found that traffic in general, but particularly the freight traffic, was getting heavier. After several trips I decided to get off of the Interstate and travel north/south via U.S. 11. It did take a bit longer, but it was certainly less stressful and less congested. These days I primarily use only the portion of I-81 between Roanoke and Troutville, but I often choose to avoid I-81 by taking U.S. 460 E and the Alternate U.S. 220 into Daleville just to avoid the heavy truck traffic.

I have been in several states where the highway department has decided to add more lanes to a busy highway to lessen the congestion, but that just means the cars AND freight trucks pick up their speed, which in turn makes the highways even more dangerous (a good example is what is happening in the I-66 corridor across northern Virginia).

After reading David Foster's letter to the editor in the Roanoke Times, Thursday, Aug. 2, 2018 ("Divert trucks on I-81 to rail"), I whole-heartedly agree that a plan like the one he is suggesting would be beneficial for the trucking industry, their drivers (who seem to be pushing the limits on their driving hours w/o a rest), and for the other Interstate drivers who are trying to "share the road".

Time management is very important in freight transport. As long as the rail transport is provided in a timely matter from one point to another, the fact that a trucker would not have to stop for a needed or a required rest break, for a gas stop, or even for regular highway accidents - yes, these will still exist, unfortunately - would be a more productive way to transport long-haul goods from one point to another.

I would like to see the Highway Departments of contiguous states come together with the railroad companies, the trucking industry, and local citizens to create a better, a safer, and a more efficient means of travel for everyone.

Thank you very much.

Respectfully,
Carol Tuckwiller

From: [Bill and Judy Dent](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Comments on addressing congestion and signage along I-81
Date: Thursday, August 2, 2018 4:22:13 PM

I wonder whether we could have more signs to divert traffic to alternate routes when the traffic is stalled or seriously congested. In cases of more serious tieups, could State Police enable motorists stuck in such a situation to make a U-turn to access an alternate route? People should not be left sitting in a jam for hours with no escape possible.

Signs warning of traffic problems sometimes have too much info on one sign to read easily at highway speed. The message might be split if necessary between two sign not too far apart.

Some signs warn of traffic problems but do not clearly say how far away the problem is and whether it is so serious as to advise or require a detour.

Coming from Richmond recently we saw a sign on I-64 approaching I-81 advising us of problems in West Virginia. It was not immediately clear to me, although the sign may have supplied sufficient information, whether the problem affected people driving northbound or southbound.

I hope these comments are useful.

Yours truly,

William H. Dent
1690 Glenside Drive
Rockingham, VA 22801

From: kpetesml@jetbroadband.com
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, August 2, 2018 3:36:06 PM

I encourage you to closely consider the cost/benefits of improving the railroad line along I-81 in your study to reduce truck traffic on the highway as well as just widening the road. Thank You, KP

From: [Steve Fisher](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, August 2, 2018 2:40:45 PM

I-81 widening won't work. It is very expensive, mind-numbingly disruptive and environmentally destructive. Instead, put heavy, through trucks on a far safer, double-tracked, truck-time-competitive railroad.

Steve Fisher
PO Box 992
Emory, VA 24327

From: ["Jerry Conner" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Plan
Date: Thursday, August 2, 2018 1:41:31 PM

To whom it may concern,

As a taxpaying citizen of the Commonwealth of Virginia and a lifelong resident I am amazed and disappointed that this important issue is just now being discussed when we are, in my opinion, years behind in making improvements to the I-81 corridor to save lives along this dangerous route. This inaction, again in my opinion, stems from diverting taxpayer's dollars from this region to other regions of the Commonwealth while ignoring our needs in southwest Virginia. I will not dwell anymore on this issue but I felt compelled to share my viewpoint.

While I can understand that it would seem putting trucks on rail that would parallel I-81 I would have to ask at what cost? Not only the cost to build, run and maintain this line but the cost of goods that would be loaded on rail and the delays in deliveries it would create. Some of this freight is time sensitive and cannot afford to be delayed whether its perishable goods such a produce but also parts/materials that are needed to put machines back in operation or make plant equipment operational, keeping people working instead of idling shifts or crews due to the shipping delays.

I believe the most expedient cost effective option is widening I-81 to 6 lanes along the entire route and 8 lanes in the more congested areas such as between exit 150 to exit 132 in the Roanoke area. While rail may help relieve SOME of the congestion it is not a "catch all" solution. I just don't see the costs of raling trucks or for that matter even cars as being economical in the long run.

Thank You

Gerald (Jerry) Conner
400 Windfield Lane
Wirtz, VA. 24184
540-334-1221

From: barbo@b2xonline.com
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor improvement plan
Date: Thursday, August 2, 2018 1:16:33 PM

I drive I81 a good bit and I have noticed that State Police visible presence is much better from Christiansburg south to Tennessee than it is from there north to Winchester. On this northern part, there is always evidence of rude aggressive drivers--trucks and cars--weaving in and out, passing on the wrong side, etc. This terrain is very hilly and there are always trucks pulling out into passing lane going 35-40 mph and causing problems. They should have to stay in the right lane all the time. I never see the new "slow moving" left lane restriction being enforced. If trucks were relegated to the right lane I believe there would be fewer crashes. Fewer crashes would allow troopers more time to patrol and to enforce the wreckless driving situations, speeding, weaving from lane to lane, slow left lane traffic.

Thank you,

Barney Woody

From: [L. David Roper](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 study
Date: Thursday, August 2, 2018 12:51:21 PM

I totally agree with the commentary by David Foster in The Roanoke Times of 2 August 2018 about diverting trucks to rail instead of creating more lanes on I-81. I remember the days when trucks' speed limit was 5 mph less than cars on I-81; it was great! A few days ago I traveled on an Interstate highway in the US where that applies and it was a joy to not get trapped between trucks at the common speed limit.

Dave Roper

L. David Roper, 1001 Auburn Dr. SW, Blacksburg VA 24060-8123

Prof. Emeritus of Physics, Va. Poly. Inst. and State Univ.

Personal web site: <http://www.roperld.com/personal/RoperLDavid.htm>

From: [LEO WATKINS](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: i 81 study
Date: Thursday, August 2, 2018 12:34:15 PM

As someone dependent on 181 for business travel, I look forward to a fact based study that looks at all possible resolutions. Including considering upgrading rail infrastructure as an alternative to road traffic for freight transport.

Thank you

Leo B Watkins

From: [Cindy Fortin](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81 Improvements
Date: Thursday, August 2, 2018 12:28:59 PM
Attachments: [image001.png](#)

Dear Ben Mannell, Project Manager:

I81 is hazardous at best through and needs to be widened and improved without raising taxes or imposing tolls. This has been a known fact for decades now. Further study is a waste of our tax dollars which would be better spent fixing I81.

There would be plenty of money if state government "fat" and duplicate jobs and regulations are eliminated.

Best Regards,

Cynthia B. Fortin
Advanced Telephone & Data, Inc.
Office: 540-337-1706
Fax: 540-337-2954
cfortin@advanced-telephone.com
www.advanced-telephone.com



This e-mail transmission may contain information that is proprietary, privileged and/or confidential and is intended exclusively for the person(s) to whom it is addressed. Any use, copying, retention or disclosure by any person other than the intended recipient or the intended recipient's designees is strictly prohibited. If you are not the intended recipient or their designee, please notify the sender immediately by return e-mail and delete all copies. Thank you.

From: [Rees Shearer](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, August 2, 2018 12:21:24 PM

Re: I-81 Corridor Study Planning.

Widening major highways doesn't work, is very expensive, disruptive and environmentally destructive. We need to embrace alternatives that are less expensive, less disruptive, less environmentally damaging - specifically embrace actions that reduce greenhouse gas emissions.

Instead of widening I-81 and making every driver and regional business owner miserable for years, put heavy, through trucks on a far safer, double-tracked, truck time competitive railroad. It's past time to challenge Norfolk Southern to play the 21st Century transportation role it is capable of.

Thank you for hearing the public on this issue.

--Rees Shearer
12042 Waterhouse Ln. (P.O. Box 117)
Emory, VA 24327

From: ["Catherine H DeLapp" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, August 2, 2018 10:19:01 AM
Attachments: [IMG_0875.jpg](#)
[Untitled attachment 00159.txt](#)

To the Improvement Planning Committee,

On Thursday, August 2, 2018, the Roanoke Times carried David Foster's editorial rebuttal. His remarks about diverting trucks to rail made a lot of sense to me. Please seriously consider the points Mr. Foster makes.

I have enclosed his letter to the editor, below.

Sincerely,
Kitty DeLapp



Does Interstate 81 need more lanes? Or would more lanes just produce more traffic?

Divert trucks on I-81 to rail

By David Foster

Foster is chairman of RAIL Solution, a (3) organization that promotes the energy, economic, and environmental advantages of rail transportation. He is based in Salem.

In your lead editorial of July 22 on Interstate 81, you state, "One obvious fix is to add more lanes." Sorry, I beg to differ. That won't help. More lanes beget more traffic.

It's been true everywhere, nowhere more dramatically than in California, where expressways now 8-10 lanes wide in each direction, are still gridlocked and become huge parking lots.

We can be smarter in Virginia. There's no reason to repeat the mistakes of others at massive cost to our taxpayers. Your editorial goes on to say, "The cost is pretty horrendous." And so. Widening the full length of I-81 would be economically prohibitive, and could also impose an enormously disproportionate environmental cost.

The problem with capacity on I-81 is, and has been, freight. There are too many trucks. If it were just cars, we would be fine with what we have. So any time someone complains about needing more lanes, it's a waste of the high density of truck traffic.

It follows, therefore, that if one could do something about the through-trucks, the severity of the situation would be considerably improved. Massive new highway construction could be avoided, or at the very least deferred, possibly for decades.

Not much can be done about local truck traffic, but a high percentage of trucks in Virginia on I-81 are passing through the state; either originating nor terminating their

hauls here.

Serious consideration needs to be given to handling the through-trucks on trains, not just for the 325 miles of I-81 in Virginia, but for the almost 600 miles between Harrisburg, Pa., and Knoxville, Tenn., where a Norfolk Southern line parallels the highway the whole way. This concept has various names, Truck Ferry, Land Ferry, and Rolling Highway. It is widely used in Europe by operators Hupac, RALpin, Ökombi, and others, but has never been tried in North America.

Entire trucks are driven on and driven off trains. Sleeping accommodations are provided for drivers. Attractive productivity benefits accrue to truckers by having their rigs continue to move while they sleep. As long as the rail service can be provided at highway

The state is currently taking public comments about Interstate 81. The deadline is Aug. 6. Want to weigh in? Email VA81CorridorPlan@OIPI.virginia.gov with "I-81 Corridor Improvement Plan" in the subject line.

competitive speed, reliability, and cost, why would a trucker want to drive?

This service partnership has benefits for railroads, truckers, and the public. Railroads get new business hauling through trucks, the truckers get to keep all their current business and make more trips per month, and the public gains from fewer trucks on the interstate. Not only is there more room for cars, but also significant health and safety benefits derive from less diesel particulate emissions and fewer crashes. A corollary benefit of railroad upgrades that can attract and handle

large volumes of diverted trucks is to allow passenger rail service to be extended from Roanoke and into Tennessee and through the Shenandoah Valley.

Unfortunately highway capacity, speed and reliability cannot be achieved today on the parallel NS rail line because it is mostly single-tracked. Too much time is lost taking sidings to wait for trains going in the other direction. Thus, a significant rail upgrading would be needed to support truck ferry operation. There would need to be at least two tracks throughout. But a second rail track takes only 20 feet of space, mostly on existing right-of-way, to provide up to a seven-fold increase in throughput capacity.

In studies seeking solutions to the current situation, separating the through-trucks onto trains makes good sense and must be evaluated on a life-cycle cost and benefit basis versus new highway construction.

SB-971 that passed in January, known as the I-81 Corridor Improvement Study, provides a new opportunity to make this a life-cycle cost/benefit analysis. Can the investments in new rail capacity yield a better return than highway widening? It's a good time to find out.

The text of the bill does not specifically require a multi-modal focus. But Transportation Secretary Valentine has assured us it will be a multi-modal study. "The bill does not preclude it, so we will do it," she said at a public hearing in Roanoke on Monday.

Let's hope so and let's encourage a multi-modal approach with our public comments. It's true that the new I-81 study is focusing on trucks. Having heavy trucks pass through more commensurate with the pavement and bridge impacts they inflict is a reasonable request. But separating the heavy trucks from the highway would be even better.

From: eblankenship@saalem.k12.va.us
To: VA81CorridorPlan@OIP1.Virginia.gov
Subject: I-81
Date: Thursday, August 2, 2018 10:13:20 AM

For safety reasons and for the Roanoke Valley/Southwest Virginia economy I-81 needs three lanes north and South from Bristol to Lexington.

Sent from my iPhone

From: [Mark Daugherty](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Interstate 81 Comments
Date: Thursday, August 2, 2018 9:45:59 AM

Mr. Ben Mannell,

I travel I-81 between Exits 220 and 300 twice a week.

I had the lucky vantage point in 2017 of driving northbound when all the traffic was going southbound on 81 to witness the eclipse of the sun in TN and SC. Incredible how much traffic volume was shoe-horned down the highway around the solar eclipse travel days.

I am against passenger tolls, but could tolerate a few pennies increase in the gasoline tax if the funds could be used to improve 81.

A few suggestions:

1. Truck climbing lanes on the hills just north of Exit 235 near the Augusta-Rockingham County line.
2. A continuation lane on the I-64 to I 81 southbound ramp at Exit 87/Exit 221
3. Reconfigure the competing on-ramp/off-ramp on northbound 81 at Exit 247
4. Place signs to drivers to Beware of: Careless lane changes, stopped traffic ahead, and Distracted driving. (It seems lane changes and secondary/tertiary accidents, are some of the leading causes of accidents.)

Thank you for your efforts to improve traffic flows and safety on Interstate 81.

Mark Daugherty
56 Fairfield Court
Staunton, VA 24401
trail100liberty@gmail.com

Sent from [Mail](#) for Windows 10

From: [Craig Coker](mailto:Craig.Coker@OIP.Virginia.gov)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: I-81 Corridor Study should evaluate rail-based truck ferries
Date: Thursday, August 2, 2018 9:22:45 AM

I drive I-81 a lot between Roanoke and I-64, I-66, Bristol and Winchester (>15,000 miles/year). The main issue I am concerned about is the proliferation of tractor-trailer truck traffic on this highway.

Please consider evaluating the cost of developing a dedicated rail-based truck ferry system for the I-81 corridor. Under this concept, interstate trucks (i.e. those not originating or terminating in Virginia) would drive up onto flatbed rail cars in Bristol (north-bound) or in Clear Brook (south-bound), and transit the state on dedicated rail lines. Not only would this get a significant number of trucks off I-81, but it would be beneficial to drivers to stay in compliance with the new Federal Motor Carrier Safety Administration's Electronic Logging Devices requirements.

The dedicated rail lines could be placed in the median of I-81 (widening the highway where needed to establish a 75'-100' right-of-way in the median, like in Bristol or Christiansburg), or it could be a parallel train tracks to the existing Norfolk Southern line running generally parallel to I-81/US Rt. 11 through the state. Obviously, truck ingress/egress stations would be needed, along with railcar storage/turnaround facilities at either end. Trains could be set up to run each way every hour.

Seems like this could be much less costly than widening I-81, even if widening is limited to current, or projected, congestion hot-spots.

Thanks for considering this idea.

Regards,

Craig Coker
2186 Mountain Pass Rd.
Troutville, VA 24175
540.874.5168

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Re: Another truck accident
Date: Thursday, August 2, 2018 8:53:43 AM
Attachments: [image.png](#)

Truck accidents on I-81 are pretty much a daily occurrence:
Here's another one: <http://www.wdbj7.com/content/news/Tractor-trailer-accident-closes-all-southbound-lanes-in-Rockbridge-County-489856181.html>



A truck to rail solution would really help alleviate these headaches at a much lower cost than never ending road widening.

On Thu, Jul 12, 2018 at 9:29 AM, Don Langrehr <donforblacksburg@gmail.com> wrote:
More trailers on rail would alleviate these types of numerous truck accidents on I-81.

<http://www.wdbj7.com/content/news/TRAFFIC-ALERT-Vehicle-fire-closes-northbound-and-southbound-lanes-on-Interstate-81-in-Montgomery-County-487938601.html>

Please talk with Norfolk-Southern about creating a rail option rather than just focus on building more highway lanes.

--

Thank you....Don Langrehr

From: [Sarah Macomber](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Comments
Date: Wednesday, August 1, 2018 8:52:29 PM

Hi there,

I'd like to offer some comments on I-81 to hopefully lead to some improvements. I live in Harrisonburg now, moving here from Bristol, VA, in 2009. For almost 10 years I've driven up and down I-81 for 240 miles each way every 4-6 weeks. A drive that should take 3.5 hours generally takes me close to 5. I've seen several things: many people do not follow the rule that the left lane is a passing lane and drive well below speed limit, blocking traffic. Also, the sheer amount of 18 wheelers has seemingly sky-rocketed on the interstate. Many times they drive in the left lane, ride directly next to another truck, blocking any traffic from moving, or are just negligent in their driving. I notice that the 3 lanes help sometimes where they are, but also many times 3 slow-moving cars or trucks just split up between all 3 lanes, still not allowing others to pass.

I don't have many suggestions other than maybe more enforcement of not using the left lane as a passing lane, but there's got to be something to make every single time I'm on 81 to not be a horrible and longer-than-necessary experience. I appreciate comments being taken and I hope we can figure something out to stop the ridiculous number of accidents, delays, and traffic jams on what used to be a nice scenic interstate drive!

Thanks,

--

Sarah Macomber
James Madison University MM '17, BM '13

From: [Mike Corbett](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: Comment
Date: Wednesday, August 1, 2018 8:02:52 PM

I know there is increased traffic problem.
But why not reduce the speed limits back to “55” and increase enforcement.
Seems a lot less costly.

--

[From the desk of:](#)

*Michael S. Corbett
Corbetts Custom Carpentry
Corbetts.cc.mike@gmail.com
540-430-2094 (text available)
201 Tuxedo Road
Staunton, VA 24401*

From: [Josh Humphries](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: 81 Comments
Date: Wednesday, August 1, 2018 3:46:39 PM

To whom it may concern:

I write to share my thoughts and comments about the current disastrous situation on I-81.

I travel this road at least several times a week, often for distances greater than 100 miles north or south. It is terribly unsafe with trucks constantly pulling out in front of drivers in the "fast" lane. I intentionally bought a new car with some of the modern safety features, which have saved me at least twice already, just because driving on this road is so unsafe.

Additionally, drivers traveling in the left hand lane who are traveling at the speed limit and who refuse to get over in the right hand lane are also a significant problem. There need to be signs, as there are in other states, indicating that it is the law to be in the right hand lane unless you are passing and the corresponding penalty for just riding in the left hand lane and obstructing traffic. Part of this problem would be solved with additional state troopers. There are many times where I travel over 100 miles and do not see a state trooper.

Frankly, the most obvious and glaring solution is the addition of a third lane both north and south. The funding to accomplish this, however, will continue to remain the greatest challenge. There are sections of 81 which have been modified for three lanes - and in those places traffic moves much better compared with the rest of the interstate. However, there are NO sections of 81 South in Virginia that are three lanes until you reach Salem. Understanding the funding challenges, I support the addition of tolls on 81. I would support tolls on cars as well, rather than just heavy trucks. The toll should be targeted at non-VA residents and the truck drivers, not regional commuters.

A compromise position has been to add more truck climbing lanes and restrictions on trucks in the left hand lane during certain stretches of the interstate. While these would potentially help, they are bandaids on a gushing head wound. In some areas where we already have truck climbing lanes - again only on the northbound side - trucks are often in all three lanes! On the few stretches of road that are three lanes, trucks MUST BE prohibited in the left hand lane.

Additionally, VDOT needs to do a much better job at clearing accidents quickly and allow traffic to resume moving. VDOT also needs to ensure that traffic signs for construction are removed at the appropriate time. Recently I was driving south on 81 at about 9 a.m. and at MM 243 or so the interstate became very congested. I drive this pretty frequently and knew they were doing paving just a few miles farther south - the ONLY think that had caused traffic to come to a complete stop in some places was the fact that the road signs were STILL up directing motorists to merge to the right. This is simply unacceptable. A digital sign along the interstate indicated that road work would be taking place from 8PM-7AM. Why were these signs still out at least two hours later?

Another problem is rubber-necking. While there are tragic accidents the public feels the need to slow down and stare, which leads to additional back ups. I would suggest putting the dividers or berm in high crash areas to help avoid this problem.

I certainly understand this is a complex problem, but those of us that drive this road frequently need some relief. Northern Virginia, Hampton Roads, Central Virginia have all gotten more than their fair share of transportation related projects. Improvements to 81 for the Roanoke, Shenandoah Valley areas are more than overdue.

Sincerely,

Josh Humphries
Harrisonburg

From: ["Andrew Pegram" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Fixes
Date: Wednesday, August 1, 2018 2:05:20 PM

The signs saying that trucks and combination vehicles traveling below 70 MPH must stay in the left lane, should be changed to **ALL** vehicles traveling below 70 MPH. Regular vehicles are often a much bigger issue than the tractor trailers.

Virginia should consider a law for trucks based on a horsepower to weight ratio. We can determine, based on a weight/horsepower ratio, whether or not a truck is capable of maintaining a sufficient speed to justify passing/driving in the left lane or on the interstate at all.

These would be temporary fixes to alleviate some congestion. The only permanent fix is to make I-81 a six lane highway between exit 221 and exit 251 (this project should start between mile markers 230 & 240, then go to 240-251, and finish with 221-230). The extra lanes should be HOV lanes during peak times and emergency lanes to allow traffic flow during accidents.

Andrew S. Pegram

Address: 209 20th St.

Grottoes, VA 24441

Phone# 540-209-3324

Email: aspencerp@yahoo.com

From: [Nicole Bunce](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Virginia Chamber of Commerce Comments on I-81 Improvement Study
Date: Wednesday, August 1, 2018 9:40:50 AM
Attachments: [VAchamber.pdf](#)

Good Afternoon Mr. Mannell,

I hope this email finds you well. My name is Nicole Bunce and I serve as the policy coordinator for the Virginia Chamber of Commerce. On behalf of the Virginia Chamber, please let the attached letter serve as our public comments on the I-81 Improvement Study. Should you need anything further please let me know. Thank you for your time and consideration.

Best Regards,
Nicole Bunce

Nicole Bunce

Public Policy Coordinator
Virginia Chamber of Commerce
919 E. Main St., Suite 900
Richmond, VA 23219
Direct: 804-237-1454
Mobile: 804-350-3083
n.bunce@vachamber.com
www.vachamber.com

VIRGINIA CHAMBER

THE VOICE of BUSINESS

August 1, 2018

Mr. Ben Mannell
Office of Intermodal Planning and Investment
1401 E. Broad Street
Richmond, VA 2319

RE: Interstate 81 Corridor Improvement Plan

Dear Mr. Mannell:

The Virginia Chamber of Commerce is the largest business advocacy organization in the Commonwealth with more than 26,000 members. As you are aware, we released *Blueprint Virginia 2025* at the end of last year which outlines our priorities and recommendations for making Virginia the best state for business. Throughout our Blueprint stakeholder engagement process, which included over 6,000 members of the business community, we heard time and time again the importance of strengthening Virginia's transportation system including its roads and highways.

We are very supportive of the efforts underway by the Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Department of Rail and Public Transportation to study and recommend improvements to I-81 and potential funding strategies. Moving people, goods, and services efficiently and effectively is critical for business productivity. Improvements to I-81 that will reduce congestion and improve reliability will help improve Virginia's ability to compete. We encourage the I-81 Corridor Improvement Plan to consider the objectives and recommendations of *Blueprint Virginia 2025*.

However, we ask that you consider the impact to the business community throughout Virginia and the I-81 corridor as you undertake your review of potential funding strategies including high occupancy toll lanes and tolls on heavy commercial vehicles. As you are aware, I-81 sees over 12,000 heavy vehicles a day, which is 42 percent of all interstate truck travel in Virginia and carries approximately \$312 billion in goods each year. Over 2,300 manufacturers, transportation and warehousing facilities, and truck transportation companies are located along Interstate 81. Given the commerce that occurs along this interstate highway, we ask that you consider options and alternatives that don't detrimentally impact current or future business operations along this corridor.

Thank you in advance for your consideration of our comments.

Best regards,

Barry E. DuVal
President & CEO



From: [Allen Ruliffson](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81
Date: Tuesday, July 31, 2018 11:00:00 PM

I drive 81 all the time between Broadway/Mauzy and Harrisonburg. The problem I run into routinely is trucks trying to pass another truck and taking several miles to do so, at speeds considerably under the speed limit. Today coming north from Harrisonburg a truck got out to pass at mile 248. After driving at 60 miles an hour all the way to mile 255, they finally passed the other truck and got back into the right lane.

These types of events are commonplace and cause miles of backups behind them. Compressing this traffic undoubtedly leads to more accidents than would otherwise happen.

The only solution I see that is financially feasible would be to have restricted passing areas for trucks. In these areas, trucks must stay in the right lane. These would be particularly useful in hilly areas where trucks have difficulty gaining the speed to pass each other.

Al Ruliffson
Broadway, VA

From: delegatewilt@gmail.com on behalf of [Tony Wilt](#)
To: va81corridorplan@oipi.virginia.gov
Subject: Fwd: I-81 Study Comments - Delegate Wilt Letter
Date: Tuesday, July 31, 2018 3:10:55 PM
Attachments: [Sec. Valentine I-81 Study Comments.pdf](#)

Per our phone call, please find attached.

Regards,

Chad Funkhouser
Legislative Aide to Delegate Tony Wilt

----- Forwarded message -----

From: **Tony Wilt** <deltwilt@house.virginia.gov>
Date: Tue, Jul 31, 2018 at 2:55 PM
Subject: I-81 Study Comments - Delegate Wilt Letter
To: shannon.valentine@governor.virginia.gov, 81corridorstudy@oipi.virginia.gov

Secretary Valentine and Mr. Mannell,

Please find the attached letter from Delegate Tony Wilt in regards to the I-81 corridor study.
Thank you for your consideration.

Regards,

Chad Funkhouser
Legislative Aide to Delegate Tony Wilt



TONY O. WILT

POST OFFICE BOX 1425
HARRISONBURG, VIRGINIA 22803

TWENTY-SIXTH DISTRICT

COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES
RICHMOND

COMMITTEE ASSIGNMENTS:
COUNTIES, CITIES AND TOWNS
AGRICULTURE, CHESAPEAKE AND
NATURAL RESOURCES
MILITIA, POLICE AND PUBLIC SAFETY

July 30, 2018

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475, Richmond, VA 23218

Dear Secretary Valentine:

In light of your charge under Chapter 743 of the 2018 Acts of Assembly to identify necessary improvements and potential funding solutions along the I-81 corridor, I would like to request that one potential funding opportunity be incorporated into the current study for consideration.

As I expect you are aware, the recent U.S. Supreme Court ruling in *South Dakota v. Wayfair, Inc.* reversed prior legal precedent and opened the door for states to collect sales tax from online retailers who previously have not been required to collect it from their customers. While the General Assembly would first have to enact legislation and establish reasonable parameters to authorize this collection, estimates from the federal Government Accountability Office show it could amount to anywhere from \$190 to \$300 million for the Commonwealth.

I believe this could serve as a potential source of revenue to fund transportation projects, including along the I-81 corridor. I would envision that it might be divided on a regional basis, similar to funding streams to the transportation districts or programs like GO Virginia. Given that many transportation projects run in the tens of millions of dollars, I recognize that several hundred million may not go far initially. However, this would be a consistent source of revenue year-after-year. One of the greatest advantages over traditional funding sources like fuel taxes is that it stands to be a growing source as e-commerce continues to increase market share.

Thank you in advance for your diligence in considering viable solutions to address this transportation challenge for our region and the entire Commonwealth. If I can provide any additional information or be of assistance, please do not hesitate to contact me. I would also welcome any feedback or dialogue you might have regarding this potential funding solution.

Sincerely,

A handwritten signature in black ink that reads "Tony Wilt".

Tony Wilt

From: [Rhonda Sechrest](mailto:Rhonda_Sechrest@ClassicHomesandFarms.com)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I 81 Corridor Plan
Date: Tuesday, July 31, 2018 12:26:22 PM

Mr. Mannell:

As residents of Wytheville, with a boat at Claytor Lake, my husband and I use I 81 frequently. We also frequent Christiansburg and Winston-Salem.

We have two suggestions for the I 81 corridor. One: Driving on I 81 has become frightening due to the truck traffic. Ohio dealt with this issue. Please use their model and require trucks to stay in the Right lane and to have a maximum speed limit of 55 MPH.

Two: Please keep the I 81 and I 77 corridors together through Wytheville, as Wytheville's economy depends on this. SW VA is fighting for its economic survival. Keeping I 81 and I 77 through Wytheville is essential to keeping Wytheville economically viable.

Thank you for allowing our input.

Sincerely, Rhonda and Mark Sechrest

--

Rhonda Sechrest, Broker
Classic Homes and Farms, LLC
145 B Tazewell St., Wytheville VA 24382
Rhonda@ClassicHomesandFarms.com
www.ClassicHomesandFarms.com
Office: 276-625-0525
Licensed in NC/GA

From: ["Paul Lange" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: RT 81 corridor repairs
Date: Tuesday, July 31, 2018 11:13:33 AM

Why not legalize marijuana and use that money? If this state had not had their heads up their proverbial rear ends we would have been looking into this years ago and been proactive instead of our usual reactive. Which is what has put us in this position to begin with. We have never been proactive only reactive to many of this states issues.

Marijuana and online sales will get us the money we need to fix Rt 81 and fund other statewide projects in the future. Any one who disagrees with me needs only to look at the success of Colorado and their program.

Instead we have let heroin take our state down and compromise our future.

Legislators, please wake up and think about the middle class or soon there will not be one and we will be in a situation like Detroit,Michigan is.

Sincerely,
Paul Lange
Winchester, Va

From: ["Sandra Cryder" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I 81
Date: Saturday, July 28, 2018 2:14:24 PM

Exit 235. Add a slow right hand lane for trucks. Many accidents between Mt Crawford and Weyers Cave exit are a result of trucks picking up speed on the long down hill, moving to the left lane and then slowing on the up hill as they approach exit 235 from the north.

Sandra Cryder
Harrisonburg

Sent from my iPhone

From: [Austin, Joseph L. \(Joe\)](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81
Date: Friday, July 27, 2018 2:20:25 PM

I travel on I-81 frequently and find it to be quite treacherous due to the density of truck traffic. We need 3 lanes north and south. I know it is expensive, but something needs to be done. In the interim, I would propose restricting tractor trailers to the right lane. North Carolina has a much better infrastructure (look at I-73) and I am sure that helps promote their economy besides the safety of travelers. Please do something about this and not delay any longer.

Joseph Austin
3163 West Ridge Rd
Roanoke, Va 24014

Notice: The information and attachment(s) contained in this communication are intended for the addressee only, and may be confidential and/or legally privileged. If you have received this communication in error, please contact the sender immediately, and delete this communication from any computer or network system. Any interception, review, printing, copying, re-transmission, dissemination, or other use of, or taking of any action upon this information by persons or entities other than the intended recipient is strictly prohibited by law and may subject them to criminal or civil liability. Carilion Clinic shall not be liable for the improper and/or incomplete transmission of the information contained in this communication or for any delay in its receipt.

From: [Andrew Jenner](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Media inquiry: I-81 preliminary solutions timeline
Date: Friday, July 27, 2018 2:06:58 PM

Hello Mr. Mannell,

I'm a freelancer based in Harrisonburg who works for a number of area newspapers. I've been asked to start covering the ongoing I-81 study. I see that the first round of meetings has been completed and the initial public comment period will end on Aug. 6, before a subsequent round of public meetings in the fall.

Do you have an anticipated date for publishing the initial recommendations that will be presented and discussed at the October meetings?

Thank you for helping me cover this issue,
Andrew

Andrew Jenner
540.560.9536

From: [Miceli John](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Letter from Volvo Group North America to Secretary Valentine
Date: Friday, July 27, 2018 12:27:54 PM
Attachments: [Volvo Letter to VADOT I-81.pdf](#)

Hello – Franky Marchand the VP and General Manager of Volvo Trucks in New River Valley sent the attached letter to Secretary Valentine regarding Volvo’s opposition to truck tolling on I-81 and I wanted to make sure we shared in the appropriate comment channel.

Thank you and have a good weekend,

John Miceli
Manager of Government Relations
Volvo Group North America
2900 K Street NW Suite #401
Washington DC 20007, USA
Direct: (202) 536-1551
Mobile: (202) 322-3025
Email: John.Miceli@volvo.com

This email message and any attachments may contain confidential information and may be privileged. If you are not the intended recipient or otherwise not authorized to receive this message, you are prohibited to use, copy, disclose or take any action based on this email or any information contained herein. If you are not the intended recipient, please advise the sender immediately by replying to this email and permanently delete this message and any attachments from your system.



Volvo Group North America

June 18, 2018

The Honorable Shannon Valentine
Office of the Secretary of Transportation
Patrick Henry Building, 4th Floor
1111 East Broad Street
Richmond, VA 23219

Dear Secretary Valentine:

I am writing to express Volvo Group North America's concern regarding the potential tolling of heavy commercial trucks as a financing mechanism to make improvements to Interstate 81 (I-81). Volvo Group North America is supportive of finding new financing options for improvements to I-81, but heavy truck tolling would be detrimental to Volvo Group and other local manufacturers.

Volvo Group North America has had a long and successful economic partnership with Virginia. In 2016, Volvo Group was directly responsible for providing 3,309 jobs and \$161.6 million in wages and salaries to Virginia residents, and generating \$290.0 million in economic output in the state, including over 2600 jobs at the facility directly impacted by the I-81 corridor, the New River Valley Truck Assembly Plant. The 1.6-million-square-foot New River Valley plant is located on nearly 300 acres in Dublin and is the largest Volvo Truck manufacturing facility in the world. We are very excited to work with Virginia further to expand the presence of our plant in the near future.

While Volvo Group is grateful for our partnership with Virginia, we are concerned with the potential impact that proposed heavy commercial truck tolling will have on our operations. As you know, SB 971 directs the Commonwealth Transportation Board to develop and adopt financing options for I-81 corridor improvements including "tolls imposed or collected on heavy commercial vehicles." During the legislative process, the bill was amended to "assess the potential economic impacts on Virginia agriculture, manufacturing, and logistics sector companies utilizing the I-81 corridor from tolling only heavy duty commercial trucks." Manufacturing is an important part of the regional economy of the seven localities that surround our plant in Dublin, and Volvo makes a critical contribution to that sector. Should heavy truck tolling be used on I-81, it would essentially put a tax on our supply chain, which would impact our ability to manufacture cost effectively and also hurt our competitiveness with truck manufacturers in other states.

While we very much appreciate the Virginia Department of Transportation exploring financing options to fix I-81 as improvements would greatly benefit our New River Valley Truck Manufacturing Plant, we ask that the Commonwealth Transportation Board consider a spectrum of financing options, and not rely on heavy truck tolling because of the disparate impact on Volvo and other Virginia manufacturers.

Sincerely,

Franky Marchand
VP & General Manager – Volvo Group Truck Operations, NRV Plant

From: [Dooley, John](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comments regarding I-81
Date: Friday, July 27, 2018 11:57:07 AM

Interstate 81 is vital to the economy of western Virginia.

Because of congestion and accident related delays, I- 81 is increasingly a less dependable and viable means of transportation, which has a negative impact on business and attempts to attract additional business to western Virginia.

An aggressive plan with immediate implementation is needed to address this. The piecemeal approaches of the past and present are not anywhere close to sufficient.

All funding options, including truck tolls and gasoline tax increases, must be evaluated to provide funding for I-81 and other transportation projects.

Thank you.

John E. Dooley
John E. Dooley, Ph.D.
Chief Executive Officer
Virginia Tech Foundation, Inc.
Suite 4000, University Gateway Center
902 Prices Fork Road
Blacksburg, VA 24061
540.231.2265
jdooley@vt.edu

From: [Kathryn Barnes](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Interstate 81
Date: Friday, July 27, 2018 7:47:09 AM

Please widen 81 to four lanes each way and separate the trucks from the cars. It is especially dangerous from Roanoke to Radford because of the mountains.

Sent from my iPhone

From: [Scott McLellan](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Extend entrance ramps and...
Date: Thursday, July 26, 2018 6:02:14 PM

We need longer highway entrance ramps and the mounds of dirt blocking the view between highway motorists and merging drivers should be razed. This is especially needed near Staunton and waynesboro.

Currently, It is almost impossible to see trucks from the entrance ramp until one is actually on the highway. A blocked view and short ramps don't seem to give trucks enough time to change lanes when merging and sometimes requires braking and slowing down at the point of merging increasing danger from being rear ended.

Thanks, Scott McLellan

From: [Travis Pietila](#)
To: ["VA81CorridorPlan@OIP.Virginia.gov"](mailto:VA81CorridorPlan@OIP.Virginia.gov)
Subject: SELC Comments on I-81 Study Problem Identification
Date: Thursday, July 26, 2018 5:46:51 PM
Attachments: [SELC Comments on I-81 Corridor Plan 7-26-18.PDF](#)

Good afternoon,

Please find attached comments from the Southern Environmental Law Center on problem identification for the I-81 Corridor Improvement Plan.

Thank you for your consideration,

Travis Pietila

Travis Pietila
Staff Attorney
Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
(434) 977-4090
SouthernEnvironment.org

Disclaimer

The information contained in this communication from the sender is confidential.

July 26, 2018

Mr. Ben Mannell
Study Manager
1401 East Broad Street
Richmond, VA

BY EMAIL

Re: Comments on Problem Identification for Interstate 81 Corridor Improvement Plan

Dear Mr. Mannell:

The Southern Environmental Law Center would like to provide the following comments as part of the first round of public input for the Interstate 81 Corridor Improvement Plan. SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life.

SELC and our partners have been involved in transportation planning in the I-81 corridor for over 15 years. We are pleased to see this new study underway to take a fresh look at options to address safety and traffic issues along the corridor, and we appreciate this opportunity to provide input at this stage of the study on the problems facing the corridor. Analyses have consistently shown that the problems along I-81 are far more complex than a simple lack of capacity or some other uniform, corridor-wide deficiency. Instead, there are a number of location-specific issues along the corridor. In addition, many of the corridor's safety and congestion problems are non-recurring, involving a combination of inadequate incident management, traffic enforcement, and driver notification systems, as well as a lack of travel choice and disproportionately high volumes of heavy trucks using this route.

Given the complexity of these problems, a variety of solutions will be needed rather than a "one size fits all" approach (such as the expensive and destructive large-scale widening options considered in the past). The problems with I-81 will be more effectively addressed through targeted improvements to the corridor and adjacent local road networks along the lines the Commonwealth has recently pursued, as well as lower-cost (but still-much needed) solutions such as lower speed limits and enhancements to traffic enforcement, incident management, and intelligent transportation system technologies. As part of this study, it will also be critical to thoroughly consider longer-term multimodal solutions to provide greater travel options for the corridor's residents, as well as to divert a substantial portion of the freight traffic along this route to the corridor's rail lines. Finally, it is essential that any improvements selected for further consideration be tailored to address identified problems and that improvements do not come at the expense of the significant environmental and historic resources in the corridor.

Inadequate Enforcement, Incident Management, and Driver Notification Systems

Recent data suggests that the I-81 corridor is unique among Virginia interstates in that a majority (51%) of travel delay in the corridor is related to incidents, with just 21% of delays related to recurring congestion.¹ Indeed, there have been approximately 11,000 crashes along this corridor over the last 5 years.² And of the 2,000 crashes that occurred in 2016, 30 of them took more than 6 hours to clear.³ Strategies such as lower speed limits, as well as enhanced traffic and speeding enforcement, incident management, and intelligent transportation system technologies can be implemented in the near-term and could go a long way toward reducing the number of incidents and related delays in the corridor. They have also been identified as some of the corridor's greatest safety needs at recent public meetings.⁴ To ensure the cost-effective use of funds, it makes sense for the Commonwealth to start with strategies such as these before pursuing more costly improvements to the corridor's transportation system.

Need for Targeted Improvements to I-81 and Local Road Networks

Although much of the corridor's safety and traffic problems are non-recurring, there are particular locations that need to be addressed. Recent studies of the I-81 corridor—including analyses provided in staff presentations to the CTB,⁵ as well as the VTrans Multimodal Transportation Plan (VMTP) 2025 Needs Assessment⁶—have identified a number of locations where targeted improvements to I-81 or adjacent local road networks are needed to address specific safety and traffic issues such as outmoded interchange designs and the need for improved alternatives to enable local drivers to reduce or eliminate their use of I-81. In addition to meeting identified needs, targeted solutions have generally scored better than major capacity expansion projects under SMART SCALE due to their cost-effectiveness and fewer environmental impacts. These considerations are particularly important for I-81 given the significant natural and historic resources located along the corridor, as well as the limited funding available to address the corridor's improvement needs.

Lack of Multimodal Options

Recent studies of I-81 have also identified the lack of multimodal travel options as a significant issue in the corridor,⁷ as have many members of the public in recent public meetings

¹ By contrast, among all Virginia interstates, recurring congestion comprises 72% of delays, with incidents comprising just 16%. Nick Donahue presentation to the CTB, "Interstate 81 Corridor Improvement Plan Update" (July 2018).

² Nick Donahue presentation to the CTB, "Interstate 81 Corridor Improvement Plan" (May 2018).

³ *Id.*; Senate Bill 971.

⁴ Nick Donahue presentation to the CTB, "Interstate 81 Corridor Improvement Plan Update" (July 2018) (reporting that of safety-related comments from the public, 43% pertained to a lack of enforcement, 29% to geometric/signing/pavement concerns, and 22% pertained to incident management).

⁵ *See id.*

⁶ VMTP 2025 Needs Assessment, Crescent Corridor, *available at* http://vtrans.org/resources/VTRANS2040_CoSS_B_Crescent_I-81_071816.pdf; VMTP 2025 Recommendations, *available at* <http://www.vtrans2040.com/Pages/Recommendations.aspx>.

⁷ *See* VMTP 2025 Needs Assessment, Crescent Corridor at 20, 33, 46, 59.

on this study.⁸ For the most part, there are few alternatives for local or through trips in the corridor other than driving. Among other things, there is a significant need for expanded public transit and passenger rail services, including both enhancements to regional transit services and additional intercity bus and rail options. Expanding these services can provide the corridor's residents with greater travel options, as well as divert automobile traffic from I-81. And, as discussed further below, there is a significant need to improve alternatives for freight trips as well. Enhancements to multimodal options should be considered in this study alongside, and in combination with, the improvement types noted above.

Excessive Heavy Truck Volumes

Underlying many of the safety and traffic issues noted above is the excessive amount of heavy trucks transporting freight along I-81 on a daily basis. Recent estimates are that 11.7 million trucks travel on I-81 each year, comprising a remarkable 20-30% of all vehicles along some stretches of I-81 and 42% of all truck vehicle miles traveled on Virginia's interstates.⁹ This disproportionately high volume of trucks has had considerable impacts on safety and delays in the corridor. Trucks are estimated to be involved in 22% of the approximately 2,000 crashes occurring annually on I-81.¹⁰ In addition, the traffic-related effects of these trucks are exacerbated by steep grades along the corridor. On highway segments with grades of greater than 3% (of which there are 48 miles on I-81 in Virginia), staff has estimated that each heavy truck represents the traffic equivalent of 4.5 passenger vehicles.¹¹

The strategies outlined above can help to mitigate the symptoms of having this level of trucks using I-81, but it is critical that the Commonwealth continues to consider options that get at the root of the problem by diverting more of this freight away from the interstate and onto rail lines. Freight rail has a number of advantages. Most obvious are the safety and traffic benefits to drivers along I-81 in not having to contend with as many trucks. But shifting to rail can also reduce the impacts of heavy trucks on the interstate's pavement and bridges, as well as provide significant environmental benefits. As noted in the recent *Virginia Statewide Rail Plan*, railroads are on average four times more fuel efficient than trucks, generating 75% fewer greenhouse gas emissions.¹² Freight rail also provides the potential to achieve these benefits while keeping this economic activity within the broader corridor. We urge you to make rail diversion a central component of this study, building from past diversion studies for I-81 and incorporating any new opportunities or innovations that may be available to improve the effectiveness of this option.

Minimizing Adverse Effects to Environmental and Historic Resources

Finally, the I-81 corridor is home to many communities as well as significant natural and cultural resources, including a number of historic sites and battlefields. In developing improvement options, it is essential that the Commonwealth prioritizes projects that would avoid

⁸ Nick Donahue presentation to the CTB, "Interstate 81 Corridor Improvement Plan Update" (July 2018) (reporting that of congestion-related comments from the public, 23% pertained to a "lack of multimodal options").

⁹ Presentation to CTB, "Virginia Interstate 81 Corridor Overview" (Jan. 16, 2017).

¹⁰ *Id.*

¹¹ This estimated "passenger car equivalent" figure is 1.5 for grades of less than 2%, and 2.5 for grades of 2-3%. *Id.*

¹² 2017 Virginia Statewide Rail Plan at 2, available at <http://www.drpt.virginia.gov/rail/reference-materials/virginia-state-rail-plan/>.

impacting these communities and resources, and would remain within the existing right-of-way to the greatest extent possible.¹³ Along these lines, we strongly recommend against pursuing major capacity expansion options for I-81 in this study. Large-scale widening, as has been considered in the past, would have serious impacts on the environment and communities along the corridor, including the potential to cause significant additional traffic and sprawl development in the Shenandoah Valley and beyond. This approach could also be incredibly expensive for Virginia taxpayers, and potentially of limited value given the non-recurring nature of many of the corridor's traffic and safety issues. Instead, we urge you to focus this study on the short- and longer-term improvement options outlined above.

Thank you for your consideration of these comments, and we look forward to continuing to participate as this study progresses.

Sincerely,



Trip Pollard
Senior Attorney



Travis Pietila
Staff Attorney

¹³ See, e.g., 2015 Budget Amendment Item 427(L)(2) setting out the parameters for the previous study of I-81 improvements (providing that in studying potential candidate projects for I-81, “the Board shall give priority to projects that minimize the impacts on adjacent communities, including historic battlefields, and to projects that can be implemented within the existing right-of-way or with minimal additional right-of-way”).

From: [Brad McCrady](#)
To: va81corridorplan@oipi.virginia.gov
Subject: 81 Suggestion
Date: Thursday, July 26, 2018 12:15:33 PM

Hi Ben-

I have lived in Roanoke most of my life, went to college in Bridgewater, postgraduate school at VT, a job for one year in eastern PA, and now living in Christiansburg so I have been using 81 for the majority of my adult life.

81 is the only direct route from the northeast to the midsouth. There is no easy answer or even perhaps an answer to the problem because of the amount of traffic and the topography the interstate traverses in VA. I have no experience in traffic, civil engineering, or policy so this is coming just from my observations.

I believe focusing on tractor trailers first would be the best approach because of their inability to handle the curves and hills in the state to maintain a consistent speed and the collisions involving them are typically more involved (and potentially more deadly).

Where are these trucks coming from and where are they going? I think this needs to be addressed. From my experience I feel that they are using VA as a cut through. Driving on 81 in southern PA near Carlisle you can see where these trucks originate- there are huge warehouses on either side of the interstate for stretches. How many of these trucks actually stop in VA for delivery or pick up?

My suggestion would be to start tolling tractor trailers only at the VA/WV and VA/TN borders. If their manifest/bill of lading does not have a VA stop then they would have to pay the toll.

This could potentially shift commerce into the state for companies to avoid the toll as well as potentially boosting rail traffic as companies may use rail to go through the state which could also enhance the state's economy.

Obviously logistics, use of technology to enforce, as well as the practicalities would need to be addressed but that would be for people with much more training and experience in this field.

Thanks for taking the time to read what I feel would be a best start solution to the 81 problem.

Brad McCrady
Christiansburg, VA

From: [Raymond Smoot](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comments regarding I-81
Date: Thursday, July 26, 2018 11:14:29 AM

Interstate 81 is vital to the economy of western Virginia.

Because of congestion and accident related delays, I- 81 is increasingly a less dependable and viable means of transportation, which has a negative impact on business and attempts to attract additional business to western Virginia.

An aggressive plan with immediate implementation is needed to address this. The piecemeal approaches of the past and present are not anywhere close to sufficient.

All funding options, including truck tolls and gasoline tax increases, must be evaluated to provide funding for I-81 and other transportation projects.

From: [Mannell, AICP, Ben](#)
To: [VA81 Corridor Plan](#)
Subject: Fwd: I-81 Corridor Improvements
Date: Thursday, July 26, 2018 11:06:00 AM

FYI

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

----- Forwarded message -----

From: **Cromwell, James** <james.cromwell@vdot.virginia.gov>
Date: Thu, Jul 26, 2018 at 10:04 AM
Subject: Fwd: I-81 Corridor Improvements
To: "Ben Mannell, AICP" <ben.mannell@vdot.virginia.gov>
Cc: Salyers Jennifer ekx32715 <Jennifer.Salyers@vdot.virginia.gov>, Amy Ettinger <Amy.Ettinger@vdot.virginia.gov>, "Cromwell, Jacqueline" <jackie.cromwell@vdot.virginia.gov>, "Habib, Faizan" <faizan.habib@vdot.virginia.gov>, wwwebbs@yahoo.com

FYI and inclusion in our public comments resultant from our upcoming public meetings in August on the corridor.

----- Forwarded message -----

From: **Hughes, Patrick** <patrick.hughes@vdot.virginia.gov>
Date: Thu, Jul 26, 2018 at 9:31 AM
Subject: Re: I-81 Corridor Improvements
To: Rod Webb <wwwebbs@yahoo.com>
Cc: James Cromwell <james.cromwell@vdot.virginia.gov>

Good morning Mr. Webb,

Thank you very much for taking the time to write and express your well reasoned thoughts with regards to the I-81 study. I am no longer a project manager on this project but I am forwarding your email to the correct Division.

Again, thank you for taking your time to write us.

Thank you very much,

Pat Hughes | Business Unit Manager
VDOT - Environmental Division
Cell: (804) 357-7364

On Thu, Jul 26, 2018 at 7:27 AM, Rod Webb <wwwebbs@yahoo.com> wrote:

Mr. Hughes,

Good morning. I am sure there have been numerous studies and plans for how to improve the I-81

congestion issues. I just read this morning on WTOP that the latest plan is to add tolls and drones.

Being a frequent driver on I-81, I am not quite sure tolls and drones will fix anything. The biggest problem I see is the increased semi-truck traffic and only two lanes of travel. When one truck goes to pass another, they do so at such a slow rate, that it backs both lanes of traffic up. Have that happen two or three times in a 10 mile stretch, then you have a big back up. Then, you get these people who are, in their own minds, more important than everyone else passing on the right, cutting off other drivers, weaving in and out of traffic, tailgating, and all the other actions that come with road raged driving and there is a recipe for disaster.

The logical solution would be to add a third travel lane and restrict the trucks from the farthest left lane. Obviously this will take some time and money. It could be done in phases where the heaviest congested areas could have third lanes added first with the rest of I-81 having third lanes added over a specified period of time. However, with I-95 traffic (semi-trucks) spilling over to I-81 to avoid the mess to the east, this is the only way to alleviate the overcrowded roadways and making them safer for all who drive them. What price tag can be put on a human life?

Thank you for allowing me to provide my input. I don't envy your situation and only hope you and VDOT can do the right things to make I-81 safer for all who travel there.

Respectfully,
Roderick Webb

--

James Cromwell
NEPA Programs Manager
Virginia Department of Transportation (VDOT)
[1401 E. Broad St.](#)
[Richmond, VA 23219](#)
(804) 225-3608 work
(804) 786-7401 Fax

From: [Jeanne Russell](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Rt 81 Improvements
Date: Thursday, July 26, 2018 9:18:10 AM

The intersection of Route 66 and Route 81 is dangerous. If we could lengthen the merging lane onto Rt 81, that would be a big improvement.

Thank you for your consideration.

Jeanne Ellen Russell
PO Box 19
Edinburg, VA 22824

Sent from my iPhone

From: [Roanoke Citizen](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Tuesday, July 24, 2018 4:17:26 PM

We have supported northern Virginia and eastern Virginia projects for long enough, it is now their turn to support a western Virginia project. Yes, they should help pay for I81 improvements. In fact they should pay more as they have received far more benefits in the past.

I think it is fine to have tolls for trucks, but I don't think passenger cars should have to pay tolls. Residents are paying enough in taxes to support our roads.

A Vass

From: [John M. Levitski](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Cc: [A1 Kathy](#); district19@senate.virginia.gov; [Charles Poindexter](#)
Subject: I-81 Corridor Improvement Plan
Date: Tuesday, July 24, 2018 3:38:56 PM

Since buying a house at Smith Mountain Lake in May of 2013, my wife and I have traveled back and forth on Route 81 from Lancaster, PA a couple times a month. We have seen many accidents and many near misses involving tractor trailers. Time and again we have gotten stuck behind tractor trailers traveling below the speed limit in the left passing lane while trying to pass another tractor trailer, essentially snarling traffic for miles on end. These concerns are commonly shared with friends, family and neighbors. It seems to me the expertise of today's truckers is sorely lacking compared to the good ole days when truck drivers were admired for their skill and professionalism.

I strongly encourage state officials to make every effort to widen the highway where feasible, enact tolls on the trucking industry and investigate implementation of a safe driver training program for truckers. The frequent accidents and congestion caused by poorly trained truck drivers has caused enough damage and hardship for the traveling public.

Thank you for the opportunity to comment.

John M. Levitski
Union Hall, VA

Sent from my iPhone

From: Rob.Abdelnour@hcahealthcare.com
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: "I-81 Corridor Improvement Plan"
Date: Tuesday, July 24, 2018 1:07:29 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello,

I am writing to plead for something to be done to widen 81. But please look toward the future. Adding one lane will not help as by the time that is done, we will wish we had another. Please choose a plan that can last at least 50 years. I would support any reasonable payment structure to pay for it. Not expanding is not an option, we can always look to diversify funding in the future, but we have to get started soon.

Thank you for the time,

-Rob

Rob Abdelnour PharmD
Clinical/Staff Pharmacist

LewisGale Hospital Montgomery
3700 South Main Street
Blacksburg, Va. 24060
Phone: 540-953-5128
Fax: 540-953-5283



From: ["David Vess" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Tuesday, July 24, 2018 9:14:41 AM

I-81 is a terrible death trap of a highway and should be increased to 8 lanes total - 4 each direction. My suggestions for improvement, in preferred order, are:

1. All 18 wheel truck traffic has a MAX speed limit of 55 mph. No change to car speed limits. These trucks are the MAIN CAUSE of most accidents. Slow them down.
2. Raise the gasoline tax 2.1 percent in the planning districts along I-81 for a set period (say 10 years) to immediately generate funds. But drop the tax once the improvements are finished.
3. Add TOLLS to I-81 using transponder system so there are NO TOLL booths. Truck tolls should be MUCH HIGHER than car tolls. Tolls are permanent for road maintenance.

I recommend ALL THREE of the above be implemented ASAP. The goal is to raise funds as quickly as possible to address the terrible situation.

David Vess
515 25th Street SW Apt 5
Roanoke, VA 24014

From: [Kimberly Separ](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Corridor Improvement Plan
Date: Monday, July 23, 2018 7:37:36 PM

I support tolls to increase funding for I-81 improvements and lane expansions. I regularly travel from Henrico, VA to care for family in Roanoke, VA. There needs to be a VDOT investment for I-81. I spend more time stuck on I-81 on the weekends due to accidents than I ever do on I-95 or I-64.

Kimberly R. Separ
Henrico, VA

From: ["Anna Hale" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, July 23, 2018 6:58:04 PM

The fairest way to get funds for highway improvement is to raise the gas tax on everyone. That way those who use it is who pays for it.

From: [Tammy Manning](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I 81 dilemma
Date: Monday, July 23, 2018 5:52:40 PM

I believe the interstates were originally constructed for commercial purposes to get our goods to stores, etc. I believe tolls should be collected from cars to use the interstate. And yes I do use this interstate.

Tammy Manning
Gazette Circulation Manager
Office: 276-236-5178, Ext. 222
Fax: 276-236-0756
circulation@galaxgazette.com
www.galaxgazette.com

Sent from my iPhone

From: JKirk@moog.com
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, July 23, 2018 1:06:44 PM

I saw an editorial in the Roanoke Times on Sunday July 22nd concerning needed improvements to Interstate 81 in Virginia . This is much needed, including overall road improvements in our state.

To fund any improvements simply raise the tax on fuel (gasoline, diesel, etc.) purchased in the state of Virginia.

Thanks,

John Kirk

Moog

(540) 443 4335 or

In-house dial ext. 4335

e-mail: jkirk@moog.com

FAX: 540 557 6351

From: ["Jonny Butler" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, July 23, 2018 7:02:13 AM

Increase the gas tax, charge tolls, and four lane the entirety of I-81 in the next decade. use the on-line sales tax if necessary, but do something to improve our highways. We are becoming known among travellers for our deteriorating roads, whereas once we were known for our superior highway system. I think that started when one of our governors gutted the Highway Department.

From: [Sally Miller](#)
To: VA81CorridorPlan@OIP1.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, July 22, 2018 4:01:30 PM

It's time to improve the infrastructure in the western part of the commonwealth. I-81 is so highly traveled in the 21st century that any obstruction/construction/accident brings traffic to a standstill for miles with few suitable alternate routes.

Traffic on I-81 has tripled since we moved here in 1979, with truck traffic increasing from 15% to 24% (and on some days as much as 40%)- [source: The Roanoke Times 07/22/18]. Back then our main complaints were against the poorly maintained roads in the PA corridor of I-81, when we traveled to visit family 2-3 times per year.

Just two months ago in the Roanoke Valley, I tried to get to Fincastle. Multiple accidents on I-81 between Exits 138 and 150 forced me to exit at 143 where I encountered traffic back-ups on PETERS Creek RD on my way to Route 11, which was taking on additional traffic at exit 146. A 20-minute trip turned into slightly more than two hours.

My suggestion:

Build a third (or more) lanes everywhere possible, creating truck lanes and HOV lanes.

Obviously building roads costs money, but the western part of the state has seen NOVA and the Tidewater area benefit from state funds for many years. It's our turn now.

Several possibilities exist to raise funds: additional gas taxes, tolls, online shopping taxes (which will soon be collected more aggressively), heavy commercial truck levies. What I propose (in addition to these ideas) is that we appeal to President Trump for federal funds since improving infrastructure is part of his agenda. Even if we only get a deal for matching funds (equivalent to what the state raises through the aforementioned methods), we'll be ahead.

As a lifelong user of this interstate (over 40 years driving) I am strongly in favor of widening and improving I-81, whatever it takes.

Sally Miller
8311 Willow Ridge Rd
Roanoke, VA 24019
540-529-0965
sallyamiller@gmail.com

It's all about the learning!

From: ["Sandra" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I81 corridor improvement plan
Date: Sunday, July 22, 2018 12:54:00 PM

The people using I81 should pay.

1. Increase in gas tax within 2 miles of the interstate should be enforced.
2. A toll would also help with an ezpass being available. I travel 81 often and would happily pay a toll to increase the safety.
3. Keep the speed limit at 65.
4. No trucks allowed in left lane (and steep tickets given and enforced).
5. A greater visible presence of state troopers.
6. Use funds to widen to 3 lanes everywhere.
7. Enforce and ticket drivers texting.
8. Defiantly add sales tax to online shopping and earmark all monies for transportation. Since online shopping directly causes more delivery trucks on the road, this tax would help pay for roads.
9. Encourage rail shipping.
10. In high accident areas, place an overhead road sign warning of accident prone road ahead. Thank you very much.

Sandra Teitloff Friedlander
205-903-5796

Sent from my iPhone

From: [Bob Bradley](#)
To: va81Corridorplan@OIP.virginia.gov
Subject: I-81 Corridor Improvement plan
Date: Sunday, July 22, 2018 12:53:10 PM

Robert N Bradley
PO Box 8187
Roanoke VA 24014
Cell: 561-309-3340
bob@studenthome.com

This communication may be a privileged and confidential. If you have received it in error, please advise the sender and then delete or destroy the message.

From: [JAMES PETERS](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: I81 Corridor Improvement Plan
Date: Sunday, July 22, 2018 11:39:03 AM

To whom it may concern,

Obviously, the plan to upgrade I81 should have been implemented 10 years ago. It is a bad case of ignorance on the part of anyone who does not understand that fact. To now argue about how to pay for it is totally stupid. We, the tax payers will have to do it whenever it happens.

To increase the gas tax is the only logical solution, everybody pays, whether it's gas to mow your lawn or ride your gas powered toys. Over the last 20 years, cars, truck, etc. have become twice as fuel efficient, meaning we pay only about half what we paid for fuel 20 years ago. A 5 cent/gallon increase would not create a hardship for anyone. Gas prices vary more than that on a monthly basis.

The loss of revenue, both time and money, runs into the millions every year with the delays we experience on I81.

All of that lost effort results in an increased price on the goods and services that we purchase.

It is way past the time that our elected representatives do the job they were elected to do without being concerned about what some individual or entity might not approve of today.

Now that this country does not have to rely on imports of fuel, the price of fuel will remain low compared to 5 years ago, when we were hammered by the foreign supply. Prices will rise, but so will everything else with the normal

inflation rate expected.

Nobody wants to pay more taxes, but our system dictates that to see change/improvements, we have to pay for them.

At 80 years of age, I understand the system well and I am perfectly satisfied to support improving I81.

I travel I81 frequently and have traveled in 40 plus states. A 3 lane highway will move twice the traffic of 2 lanes and

generally does not shut down the highway completely when accidents happen, obviously less frequently.

Jim Peters, 6035 Chicwood Drive, Pulaski, Va. 540-230-8214

From: tom.kennedy
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I 81 Corridor Improvement Plan
Date: Sunday, July 22, 2018 10:33:57 AM

I am a retired New York Trooper. Two suggestions. The first is partially being utilized on I77 in the Fancy Gap area and should be utilized for all of I81 and other Interstates.

1) Trucks of a certain weight (18000 or more) should be required to only use the driving lane. The passing lane only to be utilized when the truck is behind another vehicle that is not maintaining the speed limit. The passing truck should be able to keep the speed limit, and immediately return to the driving lane upon passing. This should be strictly enforced particularly in the high accident mountainous areas.

2) The use by local police and sheriff departments of I81 and all Interstates as an obvious revenue source, which has nothing to do with safety, needs examination. In addition to being an embarrassment to the Commonwealth reminiscent of the 1950s and 1960s speed traps, these unsavory activities do set the stage for unsafe conditions as does any unexpected interference with normal traffic on a high speed road. It is, of course, unknown how many accidents have resulted from the practice of an untrained officer standing on the shoulder waving his arms at high speed traffic for people to pull over, as to how many lives are saved by speed traps. From personal experience stopping violators on Interstates requires certain skills and training. Allocating all of the fine money to the state would settle the question of whether safety was the true concern, and hopefully convince potential visitors that "Keep Virginia Green" actually means that, and not fine money. It would be very informative to know how much money Virginia does lose to those who would have visited here, but avoid the state due to its reputation, in proportion to the amount of speed trap money collected.

Thomas Kennedy
3861 Amber Way Circle
Roanoke, VA 24018

From: [Bruce Rakes](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Sunday, July 22, 2018 7:32:03 AM

I will keep this simple

- Tolls for everyone
- Trucks maximum speed limit 55 - and enforce it
- Trucks must remain in right hand lane at all times except where there are climbing lanes (additional lane).

I realize at some point I-81 is going to have to be expanded but until then I believe these simple steps will help.

Respectfully,

Bruce Rakes
357 Salem Ave # 103
Roanoke, Va. 24016

•

From: [Cristina Finch](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Input
Date: Thursday, July 19, 2018 3:35:39 PM
Attachments: [I-81 Corridor Imp Plan Letter 6-28-18.pdf](#)

Please see the attached letter from the RVTPO Policy Board regarding the I-81 Corridor Improvement Plan.

Thank you,

Cristina D. Finch, AICP, LEED AP

Director of Transportation

Roanoke Valley-Alleghany Regional Commission

313 Luck Avenue, SW | Roanoke, VA 24016 | 540.343.4417 | cfinch@rvarc.org



June 28, 2018

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, Virginia 23218

Re: Comments on Development of I-81 Corridor Improvement Plan

Dear Secretary Valentine:

The Roanoke Valley Transportation Planning Organization (RVTPO) thanks the Commonwealth of Virginia for pursuing a plan to improve the I-81 corridor. Interstate 81 is the Roanoke Valley's primary connection with other regions and states, and the economy of the Valley depends on its ability to function efficiently. The importance of the I-81 Corridor Improvement Plan cannot be understated since identifying revenue sources to improve this critical corridor is paramount to provide economic growth for all western Virginia.

The RVTPO Policy Board is concerned about the safety of motorists, increasing truck traffic, incident management (i.e., clearance time and communication of such incidents to the traveling public), the availability of adequate alternate routes during incidents, as well as congestion during special events (games, graduation, move-in, etc.) associated with Virginia Tech and other universities along the corridor. The Policy Board supports exploration of any solution to address these concerns.

Recently, the RVTPO conducted a study to examine critical transportation needs that will help promote economic development in the region (see www.rvarc.org/plansandstudies). The study stated that improving I-81 is the region's top priority. In general, widening/improving I-81 between the Roanoke and New River Valleys (Exit 150 – Exit 118) is a key strategy for improving connectivity between these two areas. Specifically, the study calls for the following projects:

1. Widen I-81 from 4 to 6 lanes between Exits 140 and 141;
2. Widen I-81 SB from 2-3 lanes between Exit 150 and the Truck Weigh Station;
3. Widen I-81 from 4 to 6 lanes between Exits 137 and 140;
4. Study improvements for Exit 143 (the I-81 and I-581 interchange);
5. Study potential ITS and shoulder improvements to enable the use of I-81 shoulders as driving lanes during incidents and peak hours; and
6. Extend the VA Smart Road to connect to I-81.

The RVTPO Policy Board understands that accomplishing these projects will resolve many of the issues outlined above.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

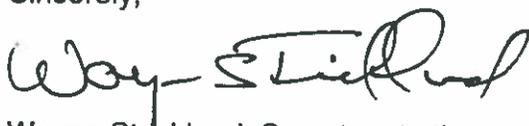
The Honorable Shannon Valentine

Page -2

In addition, the Board asks that the I-81 Corridor Improvement Plan be coordinated with the ongoing study to extend Amtrak service from Roanoke to Bristol, VA. If determined to be feasible, an extension of Amtrak would give the public another option for traveling through Virginia and to northern destinations thus removing some passenger vehicles from I-81. Similarly, for freight traffic, the Board supports the consideration of improving rail for moving freight.

The RVTPO Board thanks the Commonwealth for I-81 improvements made in the past. Again, we want to thank you for undertaking the I-81 Corridor Improvement Plan to identify relevant cost-effective solutions that will improve mobility for people and freight.

Sincerely,

A handwritten signature in black ink that reads "Wayne Strickland". The signature is written in a cursive, flowing style.

Wayne Strickland, Secretary to the
Roanoke Valley Transportation Planning Organization

cc: Mr. Nick Donohue, OIPI
Ms. Jennifer Mitchell, DRPT
Mr. Stephen C. Brich, P.E., VDOT
Mr. Ben Mannell, VDOT

From: [Brian Potter](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Maumees Express/MXI Environmental Comments
Date: Wednesday, July 18, 2018 3:36:52 PM
Attachments: [image001.png](#)

Dear VDOT,

I represent Maumees Express Inc. and MXI Environmental Services in Abingdon Va. We provide 100 jobs in the Abingdon area. We rely on I-81 for the vast majority of our business. The I-81 corridor is extremely important not just for our business but also for the livelihoods of the people living and working up and down I-81. Therefore, any tolls on I-81 are really just a tax on the hard working businesses and people contributing to the Virginia economy. We need to stop any funding plan that would involve tolls. The road desperately needs to be bigger for safety and efficiency. However, tolls are not the way to accomplish the funding. I would support a higher fuel tax before tolls.

Sincerely,



Brian Potter

VP of Operations

O: 276-628-6636 x214

C: 276-698-5941

www.mxiinc.com

www.ethanolrecycling.com

From: [Sandra Tunnell](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81
Date: Thursday, July 12, 2018 10:05:42 AM

Mr. Mannell,

I realize the difficulty of I-81 given the time it was built and the amount of current traffic using it at this time. I live in the Troutville area close to Exit 150 and travel I-81 to Salem on a regular basis. This area is extremely dangerous around 5:00pm and often the traffic goes 70 mph down to 20 mph on north I-81 from exit 141 to the scales. We also travel I-81 north and south on a regular basis due to where we live.

Suggestions

1. ENFORCE the speed limit. (I realize this is not a VDOT issue but that is one of the major problems when headed south.)
2. Add an additional lane and have trucks only in the right two lanes. This made a big difference on south I-81 toward Christiansburg.
3. Lengthen the truck entrance lane onto I-81 north at the scales. The trucks come in from the scales at 60-70 mph and do not yield. Usually, the two lanes are filled and unless you travel this road regularly you have no idea the danger that is about to occur.
4. Add additional truck rest area between Salem and someplace north of Buchanan. Since the truck stop closed we have trucks needing overnight stops and they are in area businesses and on entrance ramps to I-81.

I think the main thing besides enforcing the speed limit to make this area safer is to add an additional lane both north and south.

Thank you for your time.
Sandra Tunnell

P.S. I might add that the limited interactions I have had with VDOT Salem has been extremely positive and the individuals have been very professional.

From: [Don Langrehr](#)
To: VA81CorridorPlan@ojpi.virginia.gov
Subject: Another truck accident
Date: Thursday, July 12, 2018 9:29:24 AM

More trailers on rail would alleviate these types of numerous truck accidents on I-81.

<http://www.wdbj7.com/content/news/TRAFFIC-ALERT-Vehicle-fire-closes-northbound-and-southbound-lanes-on-Interstate-81-in-Montgomery-County-487938601.html>

Please talk with Norfolk-Southern about creating a rail option rather than just focus on building more highway lanes.

--

Thank you....Don Langrehr

From: [Stan Tretiak](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Question
Date: Monday, July 9, 2018 1:01:49 PM

Good morning, I was curious if comments regarding the plan were being posted as they were received and, if so, where can I access them. Thanks so much.

Stan Tretiak

HEFTY WILEY & GORE, P.C.

[StanTretiak](#)
100 West Franklin Street
Suite 300
Richmond, VA 23220
804.780.3143 (office)
804.399.9441 (cell)

From: [Mannell, AICP, Ben](#)
To: [VA81 Corridor Plan](#)
Subject: Copy of Comments from RVTPO
Date: Monday, July 9, 2018 9:54:38 AM
Attachments: [Scanned from a Xerox Multifunction Printer.pdf](#)

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

June 28, 2018

TRANSPORTATION & MOBILITY
JUL - 3 2018
PLANNING DIVISION

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, Virginia 23218

Re: Comments on Development of I-81 Corridor Improvement Plan

Dear Secretary Valentine,

The Roanoke Valley Transportation Planning Organization (RVTPO) thanks the Commonwealth of Virginia for pursuing a plan to improve the I-81 corridor. Interstate 81 is the Roanoke Valley's primary connection with other regions and states, and the economy of the Valley depends on its ability to function efficiently. The importance of the I-81 Corridor Improvement Plan cannot be understated since identifying revenue sources to improve this critical corridor is paramount to provide economic growth for all western Virginia.

The RVTPO Policy Board is concerned about the safety of motorists, increasing truck traffic, incident management (i.e., clearance time and communication of such incidents to the traveling public), the availability of adequate alternate routes during incidents, as well as congestion during special events (games, graduation, move-in, etc.) associated with Virginia Tech and other universities along the corridor. The Policy Board supports exploration of any solution to address these concerns.

Recently, the RVTPO conducted a study to examine critical transportation needs that will help promote economic development in the region (see www.rvarc.org/plansandstudies). The study stated that improving I-81 is the region's top priority. In general, widening/improving I-81 between the Roanoke and New River Valleys (Exit 150 – Exit 118) is a key strategy for improving connectivity between these two areas. Specifically, the study calls for the following projects:

1. Widen I-81 from 4 to 6 lanes between Exits 140 and 141
2. Widen I-81 SB from 2-3 lanes between Exit 150 and the Truck Weigh Station
3. Widen I-81 from 4 to 6 lanes between Exits 137 and 140
4. Study improvements for Exit 143 (the I-81 and I-581 interchange)
5. Study potential ITS and shoulder improvements to enable the use of I-81 shoulders as driving lanes during incidents and peak hours
6. Extend the VA Smart Road to connect to I-81

The RVTPO Policy Board understands that accomplishing these projects will resolve many of the issues outlined above.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

The Honorable Shannon Valentine

Page -2

In addition, the Board asks that the I-81 Corridor Improvement Plan be coordinated with the ongoing study to extend Amtrak service from Roanoke to Bristol, VA. If determined to be feasible, an extension of Amtrak would give the public another option for traveling through Virginia and to northern destinations thus removing some passenger vehicles from I-81. Similarly, for freight traffic, the Board supports the consideration of improving rail for moving freight.

The RVTPO Board thanks the Commonwealth for I-81 improvements made in the past. Again, we want to thank you for undertaking the I-81 Corridor Improvement Plan to identify relevant cost-effective solutions that will improve mobility for people and freight.

Sincerely,



Ray Ferris

Chairman of the Roanoke Valley Transportation
Planning Organization

cc: Mr. Nick Donohue, OIPI
Ms. Jennifer Mitchell, DRPT
Mr. Stephen C. Brich, P.E., VDOT
✓ Mr. Ben Mannell, VDOT

From: [Carol J. Alexander](#)
To: va81corridorplan@oipi.virginia.gov
Subject: My suggestion for I81 improvement
Date: Friday, July 6, 2018 1:15:07 PM

Hello Mr. Mannell,

I have been mulling over this idea for some time and am grateful to have someone to share it with. Before I share, I'd like you to know that I use I81 frequently for travel for my writing business. Also, my son drives a delivery truck for a vending company and clocks almost 300 miles a day, mostly on I81. Recently, he was stuck in back-ups three times in one week.

My idea:

Tolls. However, charge higher tolls for the shorter distance. The rationale behind this is to keep local folks from hopping from one exit to the next just to save a few minutes. For instance, going 1 exit? The toll is \$8. Going 2 exits? The toll is \$4. Going 3 exits? The toll is \$2. My plan would not penalize tourists coming into the area or truckers or folks using the roadway to make a living.

Would this put a strain on the secondary roads? Yes. But locals know how to navigate the backroads to avoid the traffic. Also, many of our small towns could stand to improve their sections of Route 11 anyway. Many could use a stoplight or two. This would be a higher priority if the traffic were increased.

I'm sure there are some other drawbacks I haven't thought of but nothing as bad as the loss of lives, time, health, and money caused by I81 occurrences.

Thank you for listening,

Carol J. Alexander
Freelance Sustainable Living and Lifestyle Writer
carol@caroljalexander.com
www.caroljalexander.com
www.linkedin.com/in/caroljalexander
540-333-6898

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81
Date: Friday, July 6, 2018 8:02:00 AM

There would be a lot less traffic disruption if more trucks were diverted to rail. Please emphasize collaboration and incentives with/for Norfolk-Southern to expand a north-south multi modal approach.

<http://www.wdbj7.com/content/news/Tractor-trailer-hazmat-incident-causes-lane-closure-on-Interstate-81-in-Rockbridge-County-487479561.html>

Tractor trailer hazmat leak causes lane closure on Interstate 81 in Rockbridge County

Thank you for your consideration....Don Langrehr, Blacksburg, VA

From: 4horses@shentel.net
To: va81corridorplan@oipi.virginia.gov
Subject: I 81 input
Date: Tuesday, July 3, 2018 9:05:20 PM

I am a resident of Shenandoah County along I-81 corridor. Yes, agree that there is a need to expand I-81 for the increased traffic. Serious traffic accidents occur on a regular basis in this area.

Local residents along the corridor should not be expected to shoulder the burden of extra taxes and/or toll fees that may be initiated by I-81 expansion.

As long as we, as consumers, continue to purchase items, trucks will need to haul those goods. They should be restricted to truck lane traffic only if truck lanes are added to the I-81.

However, on the flip side, with a concern for the environment and natural beauty of the Shenandoah Valley, I am fearful of the added air pollution that will occur with the increased traffic flow due to added lanes. Has an environmental impact study been done? I am afraid that the view of the Valley's mountains will diminish with increase in air pollution - kind of like the smog in Los Angeles prohibits a clear view of the Hollywood sign on the mountains in that area.

Sincerely,

Susan St. Amand

From: [Mark Lindsley](#)
To: va81corridorplan@oipi.virginia.gov
Subject: VA81 Corridor Plan
Date: Tuesday, July 3, 2018 3:46:22 PM

To whom it may concern,

I'd like to express my concerns with the I-81 corridor between Winchester and Harrisonburg. We have 435 employees, many of whom travel on I-81 to Strasburg from points north and south. I personally travel in from Winchester. It's clear to anyone traveling this route that the traffic congestion and semi-truck traffic volume has outgrown the current hwy and a 3rd lane is necessary for safety and timely travel. We also receive and dispatch numerous trucks with very timely products that are challenged with the congestion and delays due to accidents along the route. I'm a proponent of electronic tolling to help pay for the work that must be done.

I urge the committees involved with discussing improvements to seriously consider these or similar projects during your planning phase. These are my personal beliefs and I am not representing LSC Communications officially in this matter.

Respectfully,

Mark

MARK LINDSLEY

Vice President of Operations - Magazine/Catalog/Retail

D 540-465-6655

M 717-940-3923

LSC Communications
One Shenandoah Valley Drive
Strasburg, VA 22657
www.lsc.com

The information contained in this email message is intended for the named recipients only. It may contain confidential information. If you are not the intended recipient of this message, you may not disclose, use, print, copy, or disseminate this information. If you have received this in error, please reply to and notify the sender (only) and delete this message. Unauthorized interception of this email is a violation of federal criminal law.

From: [Don Langrehr](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Fwd: Tractor trailer accident causes backup on Interstate 81 in Pulaski
Date: Tuesday, July 3, 2018 1:30:46 PM

Discussion on improvements to I-81 need to include solutions that focus on moving trucks onto rail. Please elicit/include Norfolk-Southern in these discussions.

<http://www.wdbj7.com/content/news/Tractor-trailer-accident-causes-backup-on-Interstate-81-in-Pulaski--486808671.html>

This type of disruption is occurring almost daily because of truck trailer congestion.

<http://railsolution.org/>

From: [Bill Tanger](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Corridor Study comments
Date: Tuesday, July 3, 2018 11:05:30 AM

Comment 1: please raise the gas tax or gas tax rate to fund the improvements. Virginia is way behind nearby states around us.

It is no wonder Virginia does not have enough funds. Virginia is at 22 cents. NC and WV are at 35 cents. MD is at 33 cents. PA is at 58 cents. Let's get with the program!

Comment 2: Please consider closing Exit 167 southbound. It is unsafe for several reasons, including a very short deceleration lane. It is

also duplicative as Exit 168 is only a very short distance away. Exit 167 northbound could also be closed as well, since Exit 168 is so close.

Comment 3: The VDOT technologies to match bridge surfaces with the highway surfaces is awful.

There is very often a bump that should not be there and which can be better done to avoid or reduce. Look into European highway surface standards. There is much less of a hit on European interstates.

Thanks for listening...

Bill Tanger, 257 Dancing Tree Lane, Hollins VA 24019



Virus-free. www.avg.com

From: [O'Connor Kelly](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan.
Date: Tuesday, July 3, 2018 7:23:24 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Dear Sir,

I travel I-81 daily from Hershey, PA to Buchanan, VA and I worry about the overwhelming traffic conditions. There are days when it is bumper to bumper. We need to get in front of this and start adding extra lanes now, before more lives are lost.

All along the I-81 corridor giant warehouses and distributions centers are being built. Once a month I see a new one starting construction. The truck traffic is only going to go up and in a match between an 18 wheeler and a car, the 18 wheeler wins every time. So many lives have been lost on 81. So sad.

The locals all know when it's raining, not to take 81. There will inevitably be an accident somewhere between Woodstock and Winchester.

Please beginning improving the safety conditions on I-18.



M. Kelly O'CONNOR
Area Quality Assurance Manager

NoVA Operations
1691 Oranda Road, Strasburg, VA 22657
Tel: (540) 465-6808 Cell : (865) 403-2402



• contributing • to • a • better • world •

From: [Carolyn Foyle](mailto:Carolyn.Foyle@va81corridorplan@oipi.virginia.gov)
To: va81corridorplan@oipi.virginia.gov
Subject: I 81 Corridor Improvement Plan
Date: Monday, July 2, 2018 8:11:44 PM

Mr. Mannell,

I am a native of Shenandoah County, born and raised here, I have owned my own business for over 15 years in Woodstock, VA. I am now 73 years of age and remember well when 81 was being built! I rode horseback on it many times when it was just dirt! At that time 2 lanes on both North and South were sufficient. Now since we have done away with the railroad, which doesn't make sense to me, we have added so much stress to our highways and on I 81. I try not to travel it because of the congestion and slow pace on it. Tractor Trailers dominate the lanes regardless causing people to have road rage. I winter over in Florida and we tow my car back in forth but we are always so very glad to leave the state of Virginia because of the uneasiness we feel traveling 81. Until you get out there and really travel it on a daily bases you can't get a good understanding of the situation. I also live 3 blocks from 81 and can see and hear the issues, and when an accident happens and reverted to Rt 11 its truly a mess. Cars, trucks, motorcycles and anything thats traveling the I 81 is put on this little 2 and 3 lane road of Rt 11. Really!!!!

My opinion is we desperately need 2 more lanes on both sides of I 81, don't think just one lane on both sides will suffice, no it won't, because your going to have to turn around and add another lane as fast as you get one in, just do 2 lanes on both sides and for heaven sakes put a toll on the exit ramps. Lets get on with our saving lives. I probably won't get to see it but please save peoples lives, save your life, it can happen to any of us, what it you lost your wife or any of your children or all of them due to the stress on I 81. People are dying on that road, really! Think about that! Think about your families and friends, really think about it!

One last note, going to Florida for the winter is a pleasure and a gift from my Lord and Savior. But no other states are like this they have attack the issues and solved them before it got out of hand like Virginia. Keep that in mind people, the ONLY state. I pay toll's in Florida to get around congestion and don't mind at all! SunPass is great! Stop stalling and get moving please!

Blessings,

Carolyn J. Foyle
5139 Dogwood Drive
Mount Jackson, VA 22842
540-325-6570
Call me anytime

From: [Chris Nuckols](mailto:Chris.Nuckols)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement plan
Date: Friday, June 29, 2018 6:17:24 PM

Attn: Ben Mannell-

June 29, 2018

I attended the briefing held in Roanoke in June regarding the above. Though I'm now retired from Norfolk Southern, I received my MS degree in Transportation engineering, so I can appreciate the challenges involved here.

I just completed a trip on I-81 between MP 140 and MP 300. There were no less than 3 crashes in the southbound lanes the morning of June 26. Traffic backed up for miles. Some thoughts: (1) install more message boards to inform drivers of problems ahead; (2) make sure enough guard rails are in place to eliminate head-on collisions; (3) straighten out the curves around MP 167-Arcadia, It's beyond dangerous; (4) politicians need to do their jobs: it takes money for improvements. Fees/gas taxes are essential for funding! Why weren't gas taxes increased when gas prices were lower when it would have been more palatable?

Best of luck in your efforts. I am impressed with the data available. The Achilles heel seems to be funding. Here's hoping legislators will do their job!

Chris Nuckols
807 McDowell Dr.
Salem, VA 24153

chriskdx1968@gmail.com

From: [Susan L. Petriella](mailto:Susan.L.Petriella)
To: VA81corridorplan@oipi.virginia.gov
Subject: 81 Corridor Improvement Plan
Date: Thursday, June 28, 2018 10:37:00 AM

Dear Mr. Mannell:

I am writing to share my comments regarding the corridor study/improvement plan. As someone who commutes on Interstate 81 daily from Raphine to Lexington and back again, I have made many observations driving back and forth and experienced some peril as well.

First, the tractor trailer trucks are nothing short of a nuisance. They are rude and inconsiderate of car drivers. I understand that time is of the essence for them, but if they cannot go at least 70 mph, they should never be in the left lane. When one truck is traveling even 1 mph faster than the one in front of it, the faster truck will move into the left lane, even when approaching an incline and oftentimes cutting in front of a vehicle in the left lane traveling the posted speed limit. These trucks make this move to the left lane in order to maintain whatever speed they are going.

Just the same, this move, at below 70 mph, slows down all the traffic because now both lanes are congested due to one truck trying to pass another with little speed differential. Consequently, the passing takes quite some time and sometimes, if there is a hill involved, the truck ends up getting back in the right lane behind the truck it was trying to pass in the first place. Typically though, the truck in the left presses on. This creates a congestion issue, but it also creates a safety issue. Trucks should not be allowed in the passing lane if they cannot maintain 70 mph.

Secondly, at certain points in the commute, specifically northbound at Timber Ridge, the interstate opens up to 3 lanes, giving the trucks, essentially, a climbing lane. Almost daily (no exaggeration), trucks are in the far left lane where they are not supposed to be by law. There is a posted sign stating as much yet there they are. Once again, they are trying to make time and once again driving well below the posted speed limit. This creates even more of a hazard as cars start trying to maneuver, so all the bobbing and weaving begins. Those of us trying to obey traffic rules remain stuck behind slow moving trucks. Once again congestion ensues. This scenario, however, poses more of a safety concern than the other.

In both cases, there should be more monitoring by police and if needed pulling over offending drivers, be they trucks or cars. Passing lanes (except in instances of bad weather, road construction/maintenance, or accident, etc) should have a posted minimum speed limit (70 mph - it is a passing lane after all). Trucks should be heavily fined for these infractions.

Last, Coming down toward the Raphine exit northbound, the lanes go from 3 to 2. There doesn't seem to be enough room for trucks to make this transition. Consequently, the merge to the reduced number of lanes often results in quick lane changes creating yet another safety hazard and log jam. Maybe this merger area can be extended so truckers have more time to get back into what was the middle lane but quickly becomes the right lane. Also maybe more notice sooner about the impending merge might help (signage). If you don't know it's coming, it comes rather quickly.

Thank you for your time and consideration.

Susan L. Petriella
775 Newport Rd.
Steeles Tavern, VA 24476

From: [Mark Jamison](mailto:Mark.Jamison@oipi.virginia.gov)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81 Corridor Improvement Plan
Date: Thursday, June 28, 2018 8:17:44 AM

Please accept these comments on the I-81 Corridor Improvement Plan.

Thank you for the in-depth evaluation of existing conditions along the I-81 corridor. The data presented was both interesting and informative. Of particular interest was the high percentage of delay related to incidents (rather than recurring congestion) and the frequency of crashes that took more than six hours to clear. The use of the performance measures relative to crash frequency, crash severity, person-hours of delay, and lane closures longer than one hour after incidents is excellent and the display of those measures for those segments in the top 20% of all segments of 81 was meaningful and understandable.

After reviewing displays for all three districts along the 81 corridor, the data generally seems to suggest that improvements are needed between mileposts 118 and 150 and at a number of more isolated locations along the corridor. According to the data, these are the locations that are in the top 20 percent of the entire 81 corridor for most, if not all, of the performance measures and based on that data, should provide the appropriate guidance on where to focus priorities. Further, given the extent of delays caused by incidents, it seems that incident management is equally as important as physical improvements in the corridor.

The data shows very positive safety and congestion benefits from the addition of truck climbing lanes in the southbound direction between mileposts 118 and 128. Interestingly, the northbound lanes in this same segment are identified as areas of concern for both safety and congestion. What conclusions can be drawn about the benefits of the additional lane southbound and can that improvement be translated in similar fashion to the northbound direction? What might the benefits be of an additional lane northbound in this stretch?

Traffic on I-81 between mileposts 132 and 150 is significantly influenced by daily commuter traffic. While the focus of this study effort is on 81, what improvements on alternate corridors might influence commuting traffic to use alternative routes? Those improvements may be able to be achieved less expensively and with fewer impacts than interstate improvements.

In the areas outside of the corridor between mileposts 118 and 150, the primary issues generally appear only at interchanges. This leaves an impression that interchange reconfigurations or improvements to alternative routes may have a positive influence on safety and congestion in those locations and potential widening of 81 may only be required in select other locations. Further research may be needed to assess the affect of commuting traffic and the interchange configurations in these locations.

It is interesting to note that in Harrisonburg and Winchester, relatively few issues appear to exist on the mainline of I-81 according to the data (these segments don't generally appear among the top 20%.) My recollection is that issues with congestion in these localities are at interchanges because few options exist for local traffic to travel east-west across the interstate without passing through an interchange. Consideration should be given to constructing alternative local routes, for example, bridges over the interstate at non-interchange locations, that remove east-west traffic from conflicts with interstate interchange traffic.

Incident Management strategies are identified as a priority for the corridor as well. The data for I-81 which indicates that 51% of the delays are caused by incident is indicative of the challenges faced by highway users and will also be more difficult to address, given that these incidents don't likely occur in the same locations and don't lend themselves to specific corrective actions. Possible actions to address incident management may include the following:

- Improve the shoulders so they might be used by vehicles during incidents - similar to shoulders used in NoVa along I-66 during peak periods.
- Implement variable speed limits in an effort to keep vehicles moving at least a little bit around incidents - if

vehicles can keep moving even at significantly reduced speeds, drivers may be convinced to stay on the interstate and to not divert to the few alternate routes

- Consider adding emergency vehicle ingress/ egress ramps in select locations to allow emergency vehicle improved access. My impression is that first responders are sometimes delayed by the queues behind incidents. If access can be expedited, the time necessary to clear the incident could be reduced. In many locations, frontage roads or other local roads parallel the interstate and could provide an opportunity for quick and easy access for emergency vehicles.
- Restore/ increase funding for safety service patrols and incident management to clear accidents more quickly
- Consider working with adjacent localities to take over control of local traffic signal systems to assist with diversions. Incidents in the Roanoke area typically affect Route 460 through the City of Salem or Routes 11, 117 or 460 in the City of Roanoke and Roanoke County. Partnerships with the localities may provide opportunities to modify signal timings to ease congestion on city streets during incidents on I-81.

Thank you for the opportunity to comment and I look forward to following the process of identifying improvements this corridor vital to the economic development and transportation future of western Virginia.

Mark D. Jamison, P.E., PTOE
Transportation Division Manager
1802 Courtland Road
Roanoke, Virginia 24012
Phone (540) 853-5471
Fax (540) 853-1270

www.facebook.com/roanoketransportation

From: [Mark Oldham](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Additional lane Roanoke/Salem
Date: Wednesday, June 27, 2018 9:45:28 PM

There needs to be additional lanes added between the Troutville exit 150 and Elliston exit 126. Today at 5:30 there were two wrecks (tractor trailer) on both the north and south bound between these two exits with traffic backed up five miles. Wrecks on this stretch of I- 81 are almost weekly. I am sure you are aware of deaths on this section. What needs to be taken into consideration is the population in Roanoke County, Roanoke City, Salem, Montgomery County and Botetourt County. According to the Virginia Employment Commission "Community Profile" report for each, www.Virginia.MI.COM these Counties and cities have a combined population of 448,665. This would not include the influx of students who attend Virginia Tech. If you were to fly a drone over this section of I-81 around 5:00 pm you would see gridlock when you throw in all the tractor trailers who are on the road at the same time.

According to the Community Profile for Roanoke County, employment between 2014 and 2024 will increase by 7.32%. This of course will increase the population and number of vehicles. You can find similar statistics on the other counties and cities in their Community Profile.

The possibility of three sectional tractor trailers on the I-81 corridor is just idiotic! The possibility of taxing the through state tractor trailers makes sense. Use trucking to build the corridor not destroy it.

Mark L. Oldham
Salem VA 24153

Sent from [Mail](#) for Windows 10

From: [Bill Overstreet](#)
To: VA81corridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Monday, June 25, 2018 7:31:48 PM
Attachments: [I-81 corridor Improvements.pdf](#)

Thank you for the area comment meetings and the opportunity to make comments.
Please see the attached sheet.

Regards,

--

Bill Overstreet
Hebrews 12:1-3

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: THE SOUTH-BOUND LEFT EXIT
ON RAMP AT EXIT 143 ARE
A DANGEROUS SEGMENT.

Congestion: THE TRUCK WEIGH STATION
IS A HIGH CONTRIBUTOR TO CONGESTION
BETWEEN EXITS 143 & 150 - BOTH IN
DIRECTIONS. NEED ADDITIONAL
TRUCK LANE FOR THIS SEGMENT

Other: _____

Commenter Name: WILLIAM OVERSTREET

E-mail Address: BOSTREET1121@GMAIL.COM

Zip Code: 24083

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

From: [KT Treat](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: SB-971 Feedback
Date: Monday, June 25, 2018 5:58:45 PM

All,

I am a member of the Transportation Advocacy Group for Roanoke, VA. Lawrence Transportation is a trucking company located between mile marker 146 and 150. Lawrence and our customers would be impacted severely with a truck only toll solution and would not be fair for all the users of I-81.

Here at Lawrence we value a safe and reliable I-81 and we are advocates of improving this highway. We believe a truck-only toll will not be a fair way to provide the needed revenue for this project.

The trucking industry is getting increasingly bombarded from every direction in our cost of doing business. The trucking industry moves 98% of every good at some point in the transportation cycle. If we Truck-Only Toll we will adversely affect any economic development on the I-81 corridor. The Roanoke Chamber put out data stating the Roanoke and New River valley economic growth has been at a 5% rate as compared to the rest of VA at a 16.4% growth rate. A Truck-Only toll will slow this growth rate down.

We can raise a sales or fuel tax and immediately start receiving revenues for I-81 improvement projects and use 100% of the revenue produced. With toll plazas we will not collect 100% of the revenue generated because a certain percentage will go toward maintaining infrastructure. The revenue will not be seen for months down the road regardless of whether we toll truck-only or all users.

My son lives in Richmond, VA and he was buying fuel at \$2.79 per gallon on the day I was buying fuel at \$2.49 per gallon. We have plenty of room to create revenue in the form of a regional sales or fuels tax. This is the rule we learned a few years ago when VA was trying to toll I-95.

Thank you,

KT

Ask me about our warehousing and distribution capabilities.

KT Treat

Vice President of Freight Division



Lawrence Transportation Systems, Inc.

872 Lee Highway

Roanoke, Virginia 24019

Phone: (540) 966-4589

Cell: (540) 471-7884

www.LawrenceTransportation.com

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information or otherwise be protected by law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: [Bill Cohee](#)
To: VA81Corridorplan@OIP1.virginia.gov
Subject: I 81
Date: Sunday, June 24, 2018 9:02:30 AM

Dear Mr. Mannell,

I attended the presentation at BRCC and appreciated the presentations and information regarding plans and proposals to make I81 a safer and less congested interstate. I travel the section from Harrisonburg to Staunton everyday and have family in Bristol and am very familiar with the problems of traffic flow on this long stretch of highway. I realize this is a major initiative and will take extensive planning and resources to accomplish the needed goals. When driving this highway, one thing that is very apparent are the number of vehicles blocking the left lane and obstructing traffic. Traffic can be backed up for a mile waiting for one slower vehicle to creep around another vehicle. This happens with trucks and cars and certainly not limited to large trucks. This obstruction causes congestion, impatience, aggressive drive and certainly impacts the safety of everyone. I have driven the interstates of Europe where obstructing the left lane is unlawful and traffic flows better with fewer traffic obstructions. I know that the solution to I81 has to be multifaceted but reducing the obstruction of the left lane would be relatively inexpensive in comparison to the total project and would have a major impact on traffic flow and safety.

Thank you for allowing me to share my opinion.

William Cohee,
Harrisonburg

From: [DGK](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Corridor improvement mtg
Date: Saturday, June 23, 2018 10:50:08 PM
Attachments: [DGK Comments on I-81 to VDOT June 2018.pdf](#)

Roanoke, VA mtg

June 2018

David Kidd

600 Frey Street

Salem, VA 24153

Sent from [Mail](#) for Windows 10

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: _____

_____ VDOT seems to be more concerned with dollars/cost than it is about safety. I would venture _____
_____ to guess that the traffic accidents & deaths along the already constructed 3-lane areas of I-81 _____
_____ is almost non-existent compared to the other stretches of the highway. It doesn't take a _____
_____ rocket scientist to see the comparisons & determine why the difference. _____

Congestion: _____

_____ VDOT is dragging feet wrapped up in bureaucracy & takes a generation's life time to get _____
_____ anything accomplished. There has been talk that I-81 was going to be 3-laned starting 20 yrs _____
_____ ago. Knowing your track record, it will be another 20 yrs before you deem it worthy of _____
_____ funding such a dangerous highway system. I have little to no faith in the VDOT system. The _____
_____ only thing VDOT is commendable on is snow removal, have to give you credit for that. _____

Other: _____ I-81 needs to be 3 lanes each direction the entire 323 miles. If the burearates of _____
_____ VDOT had to travel the entire length of I-81 as much as 3 times a week I'm sure _____
_____ the conjection & truck traffic problem would have been solved many years ago. _____

_____ VDOT needs to take lessons from our neighbors in the south, ie..North Carolina. _____
_____ NCDOT has been excellent in the past 10 to 20 years in building one of the _____
_____ greatest highway systems in America. It is really embarrassing to have to travel in _____
_____ NC then venture into VA on the same road. _____

Commenter Name: DAVID KIDD

E-mail Address: RVPULLERIZ@GMAIL.COM

Zip Code: 24153

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

2018 SESSION

CHAPTER 743

An Act to direct the Commonwealth Transportation Board to study financing options for Interstate 81 corridor improvements; report.

[S 971]

Approved April 4, 2018

Whereas, an adequate, efficient, and safe Interstate 81 corridor is important to the economic well-being of the communities located along the corridor; and

Whereas, Interstate 81 carries 42 percent of all the truck vehicle miles traveled on interstate highways in the Commonwealth and, in 2016, there were more than 2,000 crashes on Interstate 81 and, of such crashes, 30 took more than six hours to clear; and

Whereas, Interstate 81 is a crucial corridor for interstate truck traffic and an efficient artery to promote the flow of goods and continued economic development; and

Whereas, losing one lane of traffic due to a crash reduces the highway capacity by 65 percent; and

Whereas, the lack of parallel routes and automated traffic management systems increases the impact of such crashes on users of Interstate 81; and

Whereas, due to these conditions, the Interstate 81 corridor today does not meet the needs of these communities, and current statewide transportation revenues are not sufficient to implement necessary improvements to the Interstate 81 corridor; now, therefore,

Be it enacted by the General Assembly of Virginia:

1. § 1. That the Commonwealth Transportation Board (the Board) be directed to study financing options for Interstate 81 corridor improvements.

In conducting its study, the Board shall evaluate the feasibility of using toll financing to improve Interstate 81 throughout the Commonwealth. Such evaluation shall not consider options that toll all users of Interstate 81, and shall not consider tolls on commuters using Interstate 81, but may consider high-occupancy toll lanes established pursuant to § 33.2-502 of the Code of Virginia and tolls on heavy commercial vehicles. The Board, with the support of the Office of Intermodal Planning and Investment, shall develop and adopt an Interstate 81 Corridor Improvement Plan (Plan). Such Plan shall include the examination of the entire length of Interstate 81 and the methods of financing such improvements, and such Plan may include tolls imposed or collected on heavy commercial vehicles but shall not include tolls on commuters using Interstate 81.

At a minimum, in the development of such Plan, the Board shall:

1. Designate specific segments of the Interstate 81 corridor for improvement;
2. Identify a targeted set of improvements for each segment that may be financed or funded in such segment and evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia;
3. Ensure that in the overall plan of expenditure and distribution of any toll revenues or other financing means evaluated, each segment's total long-term benefit shall be approximately equal to the proportion of the total of the toll revenues collected that are attributable to such segment divided by the total of such toll revenues collected;
4. Study truck travel patterns along the Interstate 81 corridor and analyze policies that minimize the impact on local truck traffic;
5. Identify incident management strategies corridor-wide;

Handwritten red text: THE ONLY THING YOU LOOK @ IS STATISTICS. HOW ABOUT DRIVING A I-81 300 TO 600 MPH WEEK - A LOT MORE INFO THAN STATS PROVE.

From: [Bill Bushman](#)
To: VA81corridorplan@oipi.virginia.gov
Subject: Plan comments
Date: Saturday, June 23, 2018 10:42:17 AM

I am a retired VDOT Resident Engineer and Senior Research Scientist. I served VDOT for 39 years and for nearly 17 of those years I was professionally responsible for the northern-most 62 centerline miles of I-81 (Edinburg Residency; Shenandoah and Frederick Counties).

I recognize the enormous cost of a universal widening of the facility (the need for which is well documented and justified), as well as the significant expense of reconstruction and enhancement of most if not all the interchanges in the corridor. However, the economic importance and benefits the corridor provides to our commonwealth, even those regions well removed from the corridor, cannot be overstated. That decision--to widen universally--is being deferred, yet again.

Be that as it may, my immediate recommendation for the corridor directly addresses what Deputy Secretary of Transportation Donahue stated is the chief cause of delay along I-81: accidents/incidents. As anyone who drives any portion of the corridor on a regular basis knows, delays due to incidents management are the fear of driving any stretch. The constant sub-thought to an I-81 drive is: will I be delayed due to an accident?

I think that serious consideration should be given to providing a full-width emergency shoulder along the ENTIRE corridor. This means that the numerous structures on the mainline should be widened to provide the width across them that is not there now. Existing parts of I-81 were designed and constructed at a time when it was deemed not necessary to carry the outside shoulder (10' then; 12' now) across 'long' structures. Consequently, there are numerous bridges on I-81 that do not allow safe stoppage of vehicles due to minor issues like flat tires. More significantly, emergency first-responders are not able to get to incidents effectively to deal with the many issues related to accidents and emergencies. Furthermore, if the full emergency lane were available continuously, there would be more likelihood to have a place where traffic could be temporarily routed, albeit slower.

I also recognize that these locations, e.g., the North Fork Shenandoah River bridges in Shenandoah County, Cedar Creek bridges at Warren/Shenandoah county line, and the Middle River bridges in Augusta County, are significant structures and therefore expensive compared to the widening of mainline roadway for a truck climbing lane. Current AASHTO guidelines would more than likely cause the complete reconstruction of such structures, but the economic benefits would be significant in reduced delay and increased safety (the too-short SB on ramp at the North Fork Shenandoah River bridge comes to mind).

I look forward to seeing this process move forward and will be appropriately participating as much as I can.

William H. Bushman, P.E.
Staunton, VA

From: [Susan Baker](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Attention: Ben Mannell
Date: Friday, June 22, 2018 2:33:44 PM

Dear Sir,

Thank you for this opportunity to comment about the traffic problems on Interstate 81.

I live in Augusta County and travel frequently to Rockbridge County.

My observations are

1. There should be **more third-lanes for stretches to let traffic pass trucks**. Slow trucks passing slow trucks cause a lot of problems. Passenger vehicles get so frustrated with waiting on slow truck that back up traffic for miles.

Also,

2. **Truckers should pay a toll on 81**. They cause a great deal of the wear and tear on the roads, and they cause a great deal of the problems. And there are SO MANY trucks. Local trucks for local hauling that don't leave a small radius should be exempt.

And finally,

3. When there is a back up, **don't let trucks fill up and create traffic problems on Highway 11**. We've already got a back-up on 81, so why do the same thing on our local road? Lots of local people use only Highway 11 to travel to home, work, and between towns along the highway. I usually use Highway 11 during the summer and during vacations times when we expect back-ups on 81

Thanks you again.

Sincerely,

Susan Baker

Staunton, VA 24401

540-414-4170

From: [John Griggs](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comments Concerning Interstate 81 Improvements
Date: Thursday, June 21, 2018 2:57:58 PM

I'm being brief and direct by intent.

The number one issue for highway travel is safety. Interstate 81 is not safe because there are not enough lanes to carry the volume of traffic.

The solution for the future is to provide enough lanes for safe travel. My opinion is that this would require three lanes in each direction over the entire length of the highway, more in extremely urban areas. Until this can be accomplished (years), truck travel should be restricted to only the single outside lane in areas where the highway grade is at or above a level that causes side by side truck situations. Trucks are the biggest safety problem on Interstate 81, not because they are inherently unsafe, but because they block traffic.

Thank you.

John Griggs
109 Chadwick Circle
Bluff City, Tn.
37618

423-797-0193



Virus-free. www.avg.com

From: [Daren Lam](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: my comments on I-81
Date: Thursday, June 21, 2018 10:07:32 AM

Good morning Ben,

I wasn't aware of the meetings unit this morning so I wanted to send some of my thoughts about I-81. I personally travel this interstate about 100 miles a day from exit 264 to exit 313. With the amount of trucks that travel this road and the unwilling persons not willing to merge over into the non-passing lane, I consider this road one the most dangerous highways In Virginia, if not the most dangerous.

In the 5 plus years driving this amount of miles on I-81, I have had at least 7 times where a tractor trailer has either merged over into the left lane while I was passing or merged over into the Left lane when there is someone coming onto I-81. All of these times, I was very fortunate not to be hit. There needs to be some lanes for designated for them only. The other big issues is everyone traveling

In the passing lane. I know there have been laws put into place to try and prevent this but I have never seen anyone get pulled over for this. I personally seen a sheriff pass a tractor trailer on the right side.

Usually in a 5 day period, 3 of the five days, I see accidents on this road and usually there are large backups. There needs to be something done asap, I have been listening to VDot talk expansion for the last 25 years

And still nothing. I hope this helps with making a decision and I thank you for your time.

Thanks,

Daren Lam

From: [Ralph Grove](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81 future
Date: Wednesday, June 20, 2018 1:48:06 PM

The most pressing need in the I81 corridor is for intermodal rail transportation to carry freight from New England to and from the southern ports and Mexico. Hauling freight via rail is more efficient and safer than using trucks. We need a new and expanded freight and passenger rail system that goes from the northeast to the south. The best proposed solution that I've seen is from RailSolution, who have proposed a dual-track electrified train route through the I81 corridor. Such a train could carry freight on railcars, freight on trucks, passengers, and automobiles efficiently and quickly. This is the best use of our transportation funds.

Ralph Grove

From: [Carl Bumgarner](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Tolling I-81
Date: Wednesday, June 20, 2018 10:06:06 AM

Dear Sirs,

Tolling existing interstates is not the answer. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81.

Tolling hurts local business, causes higher prices for consumers and puts new traffic onto rural backroads. As a Virginia citizen, I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions.



**Carl Bumgarner | Fleetmaster Express, Inc.
President / CEO**

1814 Hollins Road, NE | Roanoke, VA 24012

Phone: 540-344-8835

Toll-Free: 800-476-1050

CarlB@FleetmasterExpress.com | www.FleetmasterExpress.com

From: ["David Malbuff" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.virginia.gov
Subject: Say NO to Tolls on Interstate 81
Date: Tuesday, June 19, 2018 11:47:13 PM

Tolls for anyone on Interstate 81 are a terrible idea, and will result in unintended consequences that will degrade the quality of life throughout western Virginia and beyond.

Tolls on heavy trucks will cause trucks to overuse US 11, to the point that local towns and communities will become plagued with the sort of traffic delays we are used to seeing in Washington DC and the northern Virginia suburbs.

Tolls across the board would be even worse. Local and rural routes will become commuter and commercial corridors-- and speedways-- all to the detriment of Virginia's farmers and ranchers.

It takes little imagination to see that the imposition of tolls on this road will be devastating, with negative effects felt across the entire state.

Then there are the ethical questions. Tolls are proper only on roads developed and built for that purpose. Tolling a road already built and funded by the citizens of Virginia through their highway taxes is a breach of good faith, essentially forcing Virginians to pay twice for the same road. Even more unethical is the practice of turning the tolling operation over to private companies, which we have seen in other states. Is there any promise or guarantee that no such option is under consideration?

Interstate 81 needs an upgrade. We all agree on that. The most effective approach is to add a cars-only left lane to both sides of the road for its entire length within Virginia.

If your office takes this simple and straightforward proposal to the people of Virginia, even if it would take an increase in highway or gas taxes to fund it, you might be surprised at the level of support you would get. People are suspicious of new taxes primarily because they suspect the tax money will be diverted to uses for which it was not proposed or intended. This is a chance to play fair with the people of the Commonwealth. Present a plan that works, that does what it was intended to do, that is clear and direct. Give the people of Virginia an opportunity to see their state government do something right and proper!

This affects everyone. Tolls are wrong. Do it right!

David Malbuff
486 Crim Drive
Strasburg VA 22657
malbuff@yahoo.com

From: [Greg Gaydos](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Do not place tolls on I-81
Date: Tuesday, June 19, 2018 7:43:29 PM

To whom it may concern,

Tolling existing interstates is not the answer. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81.

Tolling hurts local business, causes higher prices for consumers and puts new traffic onto rural backroads. As a Virginia citizen, I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions.

Toll roads have done nothing for this country. They never stop charging tolls, even after they are paid off. They have limited access to restaurants and gas stations (except the ones they approve of to go into their toll road plazas). They have limited and complex entrances and exits via toll plazas. The privately owned ones charge excessive tolls and take advantage of rush hour traffic to unfairly raise tolls.

Toll roads are not the answer.

Sincerely,

Greg Gaydos
6910 Sprouse Ct.
Springfield, VA 22153

From: kingtilley@verizon.net
Subject: Current study to place tolling on I-81
Date: Tuesday, June 19, 2018 6:38:57 PM

Tolling existing interstates is not the answer. Interstates were built with taxpayers dollars and are a basic duty of government to provide suitable infrastructure for the populace. It's time for Virginia's leaders to look elsewhere. This toll study is a waste of taxpayer dollars and the first step towards new toll taxes being placed on I-81.

Tolling hurts local business, causes higher prices for consumers and puts new traffic onto rural backroads. As a Virginia citizen, I ask that the Commonwealth abandon any plans to toll I-81 and start finding more sustainable solutions.

The Commonwealth can and must examine all of its current expenditures and prioritize them. While I am against any new taxes (I am adamantly opposed to toll roads especially on existing roads) additional money could be raised by a minimal increase in the gas tax.

King Tilley

Richmond, VA

From: [Rick Mattioni](mailto:Rick.Mattioni)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Public Feedback On I-81 Corridor Improvements
Date: Tuesday, June 19, 2018 11:25:19 AM

My wife and I could not make the public VDOT meeting in Salem last week but we both feel passionate about improving I-81 and would like our comments to be made part of the record for consideration by decision makers. Please confirm the receipt of this email as we wish our comments to be entered along with those of other Virginians concerned about the state of I-81.

We have witnessed the progressive congestion along I-81 as well as more wrecks and subsequent lengthier backups each year. We don't see any improvement in the near or far off future because of the increase in traffic along I-81, mostly by semis that cause a disproportionate amount of stress on the road's infrastructure as well as accidents with horrendous backups and adversely impeding traffic flow and safety. In our opinion, one solution to fixing I-81 is to reduce truck traffic on the highway along with beefing up enforcement of existing regulations that truckers are supposed to be adhering to but are, for the most part, ignoring.

Adding more lanes won't fix I-81. In fact, it will encourage even more truck traffic. Rather than adding lanes why not consider the following sensible and less costly options that can be put into place quicker?

1. Work with CSX and NS on incentives to get long-haul over-the-road tractor trailer shipments onto rail. For those big rigs that reject the rail option and choose to use our highway instead, their owners should be charged accordingly for each mile they run on Virginia's portion of I-81. The concept is to persuade use of viable alternatives to long distance shipping by truck on our Interstates. I'm not talking about Bristol to Wytheville or Lexington to Harrisonburg but longer runs that can be and should be routed through rail. It's what we used to do when I-81 was first opened in Virginia. Don't NS and CSX have "inland ports" for such purposes? And aren't railroad tunnels now able to handle double stacking of trailers? So why are we seeing more truck traffic on 81?

2. Increase the number of state troopers patrolling I-81. Adding at least 100 troopers spread out along the entire length of I-81 will help to enforce our laws and allow for quicker response to ever increasing incidents on the Interstate that threaten our safety and create insane backups. The salaries for these additional officers could be accommodated by an increase in Virginia's tax on gasoline/diesel fuel which has not been raised in nearly 30 years. This tax would serve to even out the burden fairly among all who use our roads including out of state motorists on I-81 and other highways in VA.

3. Steeply increase the fines for all motorists who cause accidents along the I-81 corridor. As for truckers, those who cause accidents that result in major damage to the road and/or that require extensive cleanup, should pay accordingly. As things stand now, they get away with a slap on wrist after such accidents. This new source of revenue would also go toward offsetting the cost of additional state troopers to patrol the Interstate. And it will send a message that Virginia is serious about safety, especially if signs to that effect are placed strategically along I-81.

We believe these are pretty straight forward, common sense ideas that would cost the state little to implement and which could be put into play within a reasonable time frame as opposed to road building which would take decades to complete (if the money is ever appropriated) during which time the problems will only be exacerbated.

Thanks for letting us express our opinions to the problems plaguing Interstate 81.

Rick & Cathy Mattioni
Roanoke County

From: [Todd Robertson](#)
To: ["VA81CorridorPlan@OIP.Virginia.gov"](mailto:VA81CorridorPlan@OIP.Virginia.gov)
Subject: I-81
Date: Monday, June 18, 2018 8:02:17 PM

To whom it may concern,

It is way past time that we make improvements to I-81 for the following reasons:

1. It is a drag on the region's economy. It is difficult to connect the economies of the I-81 corridor because commuters have a fear of tractor trailer traffic and it is a detriment to getting families to see the Roanoke and Blacksburg as one economy where spouses can work and play. Many people from New River Valley that commute to Roanoke for health care travel route 11 just to stay off of I-81 even though the commute is 30-45 minutes longer
2. It is DANGEROUS. How many deaths need to occur to justify an increase in gas tax to fund this road.
3. It is a bottleneck and a small accident turns into hours of delays.

I fully support:

1. An increase in gas taxes to fund new roadways, make improvements to existing infrastructure, and maintain current roads.
2. Tolls on Tractor Trailers

Todd Robertson
President, Stateson Homes
618 North Main Street
Blacksburg, VA 24060
540-921-7484
www.StatesonHomes.com

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

From: [Roy W Powell, Jr.](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [Roy Powell](#)
Subject: I-81 Study
Date: Monday, June 18, 2018 11:04:08 AM

Long long time ago I-81 was billed as a sleepy western VA rural interstate ?? Well, that has gone by the wayside and with 40 or 50 or 60 %% heavy truck traffic it is definitely an industrial corridor for most of the east coast ! Except for having to rebuild all the over head bridges from TN to MD there is enough room most of the way to install 4 additional lanes for traffic in the current media strip with little need to buy more land ?Putting freight on rail traffic is a pipe dream because if it was cost effective and met the time frame for shipping it would already be done now ! As far as cost what happens to the current 38 cent a gallon gas tax that is suppose to pay for roads ????

Roy W. Powell, Jr.

Home 540-291-2136

Cell 540-467-0482

***"Democracy is two wolves and one lamb voting on what to have for lunch ?
Liberty is a well armed lamb contesting the vote. " Ben Franklin***

From: [Brian Feldman](#)
To: VA81CorridorPlan@OIPI.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Saturday, June 16, 2018 6:15:42 PM

Hi Ben

I recently became aware of the I-81 Corridor Improvement Plan that you're heading up. I'm a Pennsylvanian who drives I81 through Virginia quite frequently and I'd like to provide my input.

I-81 through Virginia is definitely a slog to drive – it's very fatiguing because of the amount of traffic, constant changing of lanes, constant changes in speed due to speed limits and traffic, towns along the Interstate, and trucks that slow down traffic especially on hills.

Here are my suggestions to improve safety:

The speed limit is currently 70 mph along much of I-81, and Virginia is known for strict enforcement of the speed limit, not allowing motorists to use radar detectors, and citing people with reckless driving above 80 mph (which is a speed that is perfectly legal in many states). This makes it very difficult for motorists who want to comply with the law and not risk their license to maintain the prevailing speed of traffic, especially on the stretches where the limits are lower than 70 mph, such as "safety corridors" where fines are increased near large towns. One such example is the 15 mile "safety corridor" near Salem where the speed limit is reduced to 60 mph, even though traffic generally travels much faster through there. My recommendation would be to perform traffic studies along the length of I81 and set the speed limit to the 85th percentile speed of free-flowing traffic, which has been determined to be the safest way to set it and one that motorists will most likely comply with, and eliminate the heavy-handed speed enforcement tactics. I think the speed limit would be increased to 75 mph or 80 mph along much of I-81. This will reduce driver fatigue/frustration and lane changing, which is a cause of accidents. A lower speed limit does not equate to an increase in safety.

Secondly, VA has many major towns along I-81, including many where there is a high volume of local traffic and speed limits are often reduced around these towns in the name of safety. I would recommend that through every one of these towns at least two lanes of highway in each direction are dedicated "express lanes" where through traffic can bypass the town at the full legal highway speed and local traffic can enter and exit local lanes of the highway at a more appropriate speed without causing congestion for through traffic. This will also minimize lane changing (which is a cause of fatigue and accidents) as through traffic will not have to yield for local traffic entering the highway.

Third – through many of these towns there are likely a lot of exits that get backed up during rush hour. Measures need to be taken to increase the capacity of vehicles exiting I-81 at these interchanges so that they don't back up onto the highway. This could be done relatively inexpensively (comparatively) by adding additional turn lanes or adjusting the timing of traffic lights.

Fourth – there's no real away around this – I-81 needs more lanes along the entire length. I'd

recommend 4 lanes for each direction. I know a lot of people may suggest 3 lanes, and 4 would be more expensive to build initially, but having a fourth lane would allow for extra capacity during incidents and construction, and any wear to the road from traffic would be spread out among the additional lanes, requiring less frequent maintenance than what would be necessary for 2 lanes that are overused. The vast majority of I-81 has sufficient room in the median for the addition of extra lanes without acquitting more land. Truck climbing lanes are very helpful too. This would all go a long way to reducing the number of lane changes and driver fatigue – both of which lead to crashes. Additional lanes will also reduce incident response times.

How do we pay for this?

Based on this study referenced here done 20 years ago, I'm going to assume the cost today would be maybe \$6 billion.

http://www.roadstothefuture.com/I81_Widening_VA.html

VA has a gas tax that's at least \$0.10 lower than all surrounding states (except for TN) and with a length of 323 miles every car will need to fill up at least once. Being a Pennsylvanian, our gas tax is much higher than yours down in VA, and I'd recommend raising your gas tax at least \$0.10 a gallon to match surrounding states.

According to this:

<http://ipsr.ku.edu/ksdata/ksah/energy/18ener6a.pdf>

<https://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/chapter5.cfm>

There are approximately 94 million barrels (4 billion gallons) of gasoline consumed in VA yearly (2016 data). \$0.10 per gallon would work out to \$400 million per year. And much of this would be paid (involuntarily) by out-of-staters traveling through VA and would require no additional infrastructure to collect. Further, another 1 billion gallons of diesel is consumed in VA each year – another 10 cents on that would bring in another \$100 million per year.

There are 7.5 million vehicles registered in VA. If the annual registration fee is increased by \$15, there's another \$100 million per year.

VA state cigarette taxes are \$0.30 a pack, which is lower than every state except Missouri. There are approximately 570 million packs of cigarettes sold each year in VA.

http://www.roanoke.com/news/virginia/million-cartons-of-cigarettes-trafficked-out-of-virginia/article_ae4c5e09-4ede-5b81-8469-b8c7c7c577d2.html

If the per-pack tax was increased by \$0.25 per pack, which be \$0.10 more than NC charges (but not high enough to induce illegal smuggling) and is a very modest increase to \$0.55 per pack, considering that neighboring MD charges \$2 per pack, that would provide an additional \$140 million per year.

Adding together these 4 very modest increases (gas tax increase, diesel tax increase, car registration

increase, cigarette tax increase) would provide \$740 million per year in additional revenue, which would cover \$6 billion in 8 years and then be available to fund improvements throughout the rest of the state.

Note that Pennsylvania passed Act 89 in 2013, which raised gas taxes (to the highest in the nation) and other fees to provide an additional \$2.3 billion per year for road funding.

--

Brian Feldman

feldmanbd@feldmanbd.com

<http://www.feldmanbd.com>

484-6955651

From: [Mary Sue Socky](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [Mary Sue Socky](#)
Subject: I-81 comments
Date: Saturday, June 16, 2018 1:12:46 PM

Hello,

I remember when I-81 was built in SW Virginia.

Since that time, I have seen traffic explode exponentially. Especially truck traffic.

What once was a pleasant drive to Harrisonburg, VA, or to Marion, VA is now a nerve-wracking trek.

I-81 in Virginia:

- The roadbed is old, outdated, and has not been kept up to modern standards. (It reminds me of the Pennsylvania Turnpike in the 1960's, or the West Virginia Turnpike.)
- Most of the Virginia section of I-81 is two-lanes, in each direction, with:
 - narrow lanes,
 - narrow shoulders,
 - no breakdown lanes,
 - uneven pavement (asphalt patches over asphalt patches from numerous wrecks and fires)
 - twisted, crumpled guardrails from numerous truck crashes.
- Several sections of I-81 are curvy and steep, and have never been updated from the 1960s.
- The I-81 roadbed is sagging, collapsing in places due to heavy trucks pounding the pavement. I have seen this in Rockbridge Co. and Botetourt Co. VA.
- If there is a wreck, ALL traffic stops. For Hours. There is no emergency access off the interstate, because there are no breakdown lanes. There is no escape.
- I found if I leave my house early in the morning, traffic was sort of nice, until 9am or so. Well, it used to be - two weeks ago, I found myself trying to avoid a six-truck convoy heading north at 7:30a.

The I-81 corridor is a thoroughfare for trucks. Drive the entire length of I-81. I have. From its beginnings in North Carolina, through Virginia, West Virginia, Maryland, Pennsylvania, I-81 is a conveyor belt of trucks. However, just north of Harrisburg, PA, 80% of the truck traffic turns east, to go to Philadelphia, New York and New Jersey. Fewer trucks = more pleasant drive, less congestion, fewer wrecks. The northern stretch of I-81 to I-20 is nice!

- There are way too many trucks on I-81. They have become "warehouses on wheels". The semi-tractor trailers are increasingly wider, longer (double trailers) and haul heavier loads. Trucks are not paying near enough what they need to pay to compensate for the damage they do to I-81. Enact tolls on semi-tractor trailers!

- If you are a semi-tractor trailer hauling a double trailer, a school bus towing another school bus, a van hauling a horse trailer, a Dodge Ram pickup hauling a camper, an SUV hauling a boat, etc., then 70mph is too fast - **lower and enforce the speed limit on anyone hauling anything.**
- **Keep trucks in the right lane. AND - severely limit truck passing zones!** Nothing evokes road rage like one truck doing 68 mph (in the left lane) attempting to pass another truck doing 65 mph on an uphill grade.
- Call it what it is - **Dangerous Traffic Congestion Zones.** I have had local people tell me that the I-81 corridor between Roanoke and Christiansburg is now "safe" because the state put up "Safety Corridor" signs. (D'Oh! You can't fix stupid, but VA does give them driver's licenses.)
- **Quit wasting money doing another 'study' on the situation, and FIX IT!** California and other states have had this problem for years. Learn from them! Because, in the past 40 years, you have seldom listened to the public, who keep telling you what is wrong and dangerous with I-81.

My nickname for I-81 is "the Black Ribbon of Death". So many wrecks, so many people were killed on I-81 where it crosses Buffalo Creek in Rockbridge Co. VA, that FINALLY improvements were done, the lanes over the creek were raised, the lanes were increased to 'three per direction', including a truck lane - and guess what? - that section of I-81 is now much safer.

Please make the rest of I-81 like the section around Buffalo Creek/ Lexington VA, the section around Fairfield VA, and the section around exit 118/Christiansburg VA.

The worst? The section of I-81 between exit 156 and exit 175. **Especially around Buchanan and Arcadia (exit 162- exit 168).** This section of I-81 is all of what I listed above - narrow, curvy, and no breakdown lanes. Trucks wreck there on an almost daily basis, despite the 'flashing arrows'. A few trucks have left the pavement and "dropped in" on the Buchanan VDOT maintenance building and lot beside I-81. If you don't want to straighten and widen this dangerous section of interstate, then:

- Interstate speed should immediately be lowered to **60 mph** for all vehicles - this is a **Dangerous Traffic Congestion Zone.**
- TRUCKS stay in Right lane, **NO PASSING.**

Finally, One good thing that has been done to help drivers along I-81? Installation of rumble strips along the edges of the roadbed for the length of the road. THANK YOU! This simple fix saved my life!

Please do this to all Virginia highways!

Thank you for listening to my observations.

Mary Sue Socky

6572 Woodbrook Drive SW

Roanoke, VA 24018

540-989-7693

From: [Barry](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Feedback on I81
Date: Friday, June 15, 2018 8:14:22 PM

As a local truck driver/ owner operator, having close to 40 years experience driving and living here in Va. I can promise that tolls are not the answer. Someone has to have the will to raise the gas tax and earmark every penny to road construction. We need 4 lanes from Bristol to Winchester with a 5th for on/off ramps in high traffic areas. Pls, this was discussed 20 years ago with NO results. Just get it done. A gas tax IS the answer and I will gladly pay my share.

Roger Martin
Roanoke, Va.

Sent from my iPhone

From: ["Bob Hess" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov; va81corridorplan@OIP.Virginia.gov
Subject: Fwd: I-81 study meeting
Date: Friday, June 15, 2018 10:26:01 AM

FYI

BOB HESS
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: lopakaca@aol.com
To: ndonohue@ctb.virginia.gov
Cc: f.whitworth@ctb.virginia.gov, r.kiser@cbt.virginia.gov
Sent: 6/15/2018 10:16:28 AM Eastern Standard Time
Subject: I-81 study meeting

Gentlemen:

I was very disappointed in the format of the meeting at BRCC yesterday. Friday the 8th I e-mailed Ben Mannell a list of 12 questions and several comments pertaining to the SB 971 study requesting answers on the 13th. The questions were never answered or time allowed for me to bring up same . Mr. Mannell was not introduced or even present? Too much time pasting colored dots on aerial pictures!

BOB HESS
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

From: [trackers](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Comments
Date: Friday, June 15, 2018 6:01:06 AM

Why hasn't there been a program where people can email comments on the i81 traffic? Some people do not have the time to attend these meetings. I feel you would gather a lot of information this way.

David Pennington
Barren Springs Va

Sent from my Galaxy Tab® A

From: [Gary Miller](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I81
Date: Thursday, June 14, 2018 10:19:17 PM

The biggest problem on 81 is trucks constantly changing lanes. They cut into the fast lane without regard to the cars they are cutting off. When they change lanes it greatly slows the traffic in fast lane. This also causes accidents. Ten trucks in a row in fast lane makes no sense especially going below speed limit. No trucks in left lane would solve some issues and costs nothing.

From: [Harkrader](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: wstrickland@rvarc.org; [John Garland](#)
Subject: Interstate 81 Corridor Improvement Plan
Date: Thursday, June 14, 2018 9:55:27 PM

Dear Ben Mannell and Members of FCTB:

Interstates worked okay for America for 50 years, but unfortunately nationwide passenger rail and city trolley's were systematically dismantled, leaving America at a disadvantage as the United States transportation system fall woefully behind the amazing high speed rail projects in China and Europe.

The longer America passenger and freight rail is neglected and underfunded, the farther the United States falls behind the rest of the world's amazing modern transportation.

Meanwhile in America—like Charlotte, NC; proof you cannot asphalt your way out of traffic gridlock. Locally not building the intermodal transfer station in Elliston, Virginia crippled SWVA's economy and resulted in N&S's last remaining offices to leave their downtown tower. A quote from Ray Smoot: "As a resident of Montgomery County, which has filed suit against the intermodal facility, I find that absolutely mystifying, embarrassing and wrong-headed," Smoot said. "The intermodal facility should be embraced...The rail transportation industry is growing."

Big Solutions:

- 1) Begin transferring transportation budgets from Interstate centric projects (VDOT) to rail road infrastructure improvements (DRPT).
- 2) Build the previously planned intermodal transfer station in Elliston, Virginia.
- 3) Brand the state of Virginia as the first state to declare major rail improvements; increase rail beds, modern trains, and modern train stations.
- 4) Electrify existing passenger rail south of Washington, DC.
- 5) Build a Modern Rail Road Passenger and Freight Research Center in Roanoke, Virginia.
- 6) Help cities plan and build light rail networks and connecting public transportation options that 'get the middle class on board.'
- 7) Move forward building the proposed multi-modal passenger rail station in Roanoke, Virginia without more delays.
- 8) Federal funding for modern bicycles trails that connect commercial and residential area to existing greenways and multimodal stations.

Small Solutions:

- 1) Trailer trucks are allowed to speed and drive aggressively while only primarily passenger vehicles are ticketed by police. Begin 'Fair Enforcement.'
- 2) Install more cameras and digital signs on Interstates.
- 3) Reduce time clearing I-81 of accident scenes and keeping minimum of one lane open.
- 4) Ticket Trailer Trucks drivers that block traffic during congestion and accidents.

Respectfully,

G. Stephen Harkrader
Roanoke City, Virginia

From: [railsolution via VA81 Corridor Plan](#)
To: VA81corridorplan@oipi.virginia.gov
Cc: ben.mannell@vdot.virginia.gov
Subject: Prepared Statement of David Foster
Date: Thursday, June 14, 2018 6:40:28 PM
Attachments: [PreparedStatement.doc](#)

Ben--

When I sent the e-mail below on Tuesday, the address I used at OIPI failed, even though it was the one given in all the public announcements of the hearings in newspapers.

At today's hearing in Roanoke, I found out that that address is wrong, and I am forwarding my comments to the new one given me today.

--David

Subject: Prepared Statement of David Foster, Chairman, RAIL Solution
Date: 6/12/2018 10:36:35 PM Eastern Standard Time
From: railsolution@aol.com
To: ben.mannell@vdot.virginia.gov
Cc: 81corridorstudy@oipi.virginia.gov

Ben--

Thanks for chatting with me during the May 10 public hearing in Roanoke. I enjoyed meeting you. I mentioned at that time that RAIL Solution had a long history of pushing for a multimodal approach to new capacity in the I-81 Corridor and I was very happy that Secretary Valentine endorsed this approach unequivocally.

We would be pleased to share our insight, our advocacy, and our archive of past history on this matter if it would help you as the study moves ahead.

Now attached is a copy of my prepared statement to be submitted in Roanoke on Thursday, June 14. I wanted you to have an electronic copy, because it is far easier to share or distribute, and I cannot bring hardcopies to the hearing for everyone.

--David

David Foster, Chairman
RAIL Solution
342 High Street
Salem, VA 24153
(540) 389-0407
www.railsolution.org
www.steelinterstate.org

I-81 Corridor Improvement Study Public Hearings

Prepared Statement of David L. Foster, Chairman, RAIL Solution

Studying I-81 – In Context

The problem with capacity on I-81 is, and always has been, freight. There are too many trucks. If it were just cars, we would be fine with what we have. So any time someone complains about needing more lanes, it's because of the high density of truck traffic. It follows, therefore, that if one could do something about the through trucks, the gravity of the situation would be considerably ameliorated. Massive new highway construction could be avoided, or at the very least deferred, possibly for decades.

RAIL Solution got its start in 2003 faced with this identical situation. The STAR Solutions consortium, headed by Halliburton, moved to privatize I-81 across the 325 miles of western Virginia, double its size by adding truck-only lanes, and make it a tollroad. They called their concept the “concrete freightway”. Citizens up and down the Corridor found the idea abhorrent. Not just because of the tolls, but because the scenic beauty of the road would be at risk, resulting in an adverse impact on the vital tourism industry.

From the outset RAIL Solution had an uphill battle. It was not enough to be NIMBYs, and founder Rees Shearer was perceptive enough to realize we needed to propose an alternative. That was to upgrade the Norfolk Southern (NS) rail line running parallel to I-81 roughly 600 miles from Harrisburg, PA to Knoxville, TN, and put the heavy flow of through trucks on trains.

Halliburton was extremely well-connected politically, and strongly supported by the highway engineering and construction lobby. RAIL Solution and its allied groups in the Corridor had to undertake intense grassroots organizing, town by town, county by county, securing resolutions of support for a rail alternative. In the end, at the public hearings conducted by VDOT, 73% of those commenting were in favor of the rail alternative. Ultimately the STAR Solutions initiative failed when only a trickle of anticipated federal funding was forthcoming for the \$13 billion project.

In 2006 RAIL Solution sponsored a bill, HB-1581, before the VA General Assembly that would study the maximum feasible truck diversion on I-81. It passed unanimously, but later encountered headwinds, being declared an unfunded mandate. Norfolk Southern came forward and offered to make an in-kind contribution by having its consultant Cambridge Systematics (CS) perform the analysis.



The result was unsatisfactory. Instead of following the scope of work carefully spelled out in the enabling legislation, CS and NS used the opportunity to advance the NS Crescent Corridor initiative, a multi-state upgrade of the NS rail route for its double-stack intermodal trains.

Throughout the course of the study, whenever a draft was available for comment, RAIL Solution zeroed in on how the unsatisfactory focus exclusively on this one alternative would prevent knowing what more could be feasibly diverted. In the final study report CS enumerated, **but did not study or evaluate**, other truck diversion concepts and possibilities, labeled Strategy #2 – Strategy #5, with potential to divert more trucks than the NS preferred option alone (Strategy #1).

SB-971 that passed in January, known as the I-81 Corridor Improvement Study, is a **renewed window of opportunity to pick up where we left off with HB-1581**. The final CS study document, entitled *Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor*, dated April 15, 2010, contains useful material and is a logical and essential starting point for the current study to begin its intermodal analysis. RAIL Solution can provide its detailed critique of the CS effort, including where and how it failed to determine maximum feasible truck diversion as HB-1581 intended. We also have a number of background and supporting documents related to that study that may be useful to the new study.

We tried but failed to have the SB-971's text modified in Committee to specify a multimodal scope. But Transportation Secretary Valentine has assured me that it will be a multimodal study. "The bill does not preclude it, so we will do it," she told me at a public hearing in Roanoke on May 10.

Railroad Intermodal – In Context

America's railroads have done a fine job with double-stack intermodal. We can only imagine how much worse highway congestion would be today without it. But it is a mature concept and cannot do much to capitalize on the huge freight volume still moving by truck. Double-stack is limited by the enormous costs of the terminals, inherent loading and unloading delays, few origins and destinations, the feasible drayage radius, and capability to handle only containers and specially-equipped dry van trailers.

In October, 2006, then NS CEO Wick Moorman gave a well-crafted after-dinner talk in Roanoke, which he termed a coming out party for Norfolk Southern's competitive strategy in the Interstate 81 corridor. I-81 comprises much of the western leg of what later became known as the NS Crescent Corridor.



What really distinguished Moorman's speech that evening was not only his ability to relate rather complex transportation matters to ordinary citizens, but his candid recognition of the difficult challenges NS faced in gaining greater market share from trucks.

In unveiling the NS I-81 Corridor strategy he exhibited a broad appreciation of how rail competitiveness and successful diversion of through trucks would require an approach very different from the conventional railroad intermodal business model. He mentioned specifically that the I-81 market is highly fragmented; that it is mostly trucks (in contrast to the conventional container orientation of, say, the Chicago – New York market); that many are mom and pops; and that a prerequisite for capturing the I-81 truck traffic would be a more open intermodal strategy that can carry all kinds of trucks.

This recognition, coming from the head of a major Class I railroad, seemed promising. Yet later when NS established a website and PowerPoint presentation to encourage multi-state participation in its Crescent Corridor project, the focus was entirely on standard double-stack intermodal trains to begin in 2012. Open intermodal opportunities were pushed well into the future, with scant mention, for 2020 –2035.

To the best of our knowledge, NS has succeeded in running only one double-stack train each way daily except Sunday in the Crescent Corridor paralleling Interstate 81. These are trains #201 and #202, between Greencastle, PA and Memphis, TN. It is safe to say that this one train has had little perceptible impact on the heavy flow of truck traffic on I-81.

If railroading is to compete in any meaningful way, a more nimble and responsive intermodal strategy is needed to complement double-stack successes, one that can handle not just containers and certain dry van trailers, but all trucks, one that can make rail competitive in shorter-haul corridors of 500 – 600 miles.

The trucks have the business, so carry the trucks! This concept has various names, Truck Ferry, Land Ferry, and Rolling Highway. It is widely used in Europe by operators Hupac, RAlpin, Ökombi, and others, but has never been tried in North America.

Several advantages are immediately apparent. By partnering with trucks, no business is being taken away from the truckers. They keep all their customers and accounts, and, in turn, become the railroads' customers. This means railroads don't have to spend marketing effort visiting shippers and luring business away. A rail-truck partnership can result in each doing what it does best, with the trucks doing load origination and termination and railroads performing the linehaul. Truck ferry brings out the best of trucking and rail.



For many independent truckers (owner operators and fleet operators) the tractor, trailer, and driver are an inseparable unit, and nearly impossible to lure to conventional rail intermodal. But a drive-on, drive-off ferry move by rail can greatly enhance trucker productivity by keeping the truck moving while the driver sleeps instead of being parked at a roadside rest area or truckstop. If a truck ferry service were available at highway competitive speed, reliability, and cost, why would a trucker want to drive?

Unfortunately an open-intermodal, truck ferry operation on the NS route parallel to I-81 would be impossible today. The line is mostly single-track, much of it on alignments laid out in the latter part of the 19th Century. Substantial upgrading and expansion would be needed to achieve necessary speed and reliability. At peak times such as northbound on Sunday evening, the truck trains would need to operate on headways as little as 15 minutes. The current lack of rail capacity and reliability also makes it nearly impossible for this truck ferry type service to be undertaken. If such a service operator advertises 12-hour transit time on, for example, a 600-mile run, the railroad has to be able to do that, and do it consistently.

Fortunately, however, the right of way is there already. Addition of a second track can improve throughput as much as seven-fold, in as little as 20 feet. And the cost would likely be far less than Halliburton's \$13 billion cost to double the footprint of I-81, and that was almost 15 years ago! The concrete freightways concept would undoubtedly be far more expensive today.

The Freight Railroad Challenge

Freight railroads are privately owned. As a result they receive little public funding or attention. This has resulted in a lack of balance in transportation infrastructure investment, with the vast majority of public money going to support highways. Increased truck competition during the decades of the build-out of the Interstate Highway System has caused significant atrophy of the freight railroads. Employment, track miles, equipment, and facilities have all been significantly downsized to conform to reduced business levels. In each economic downturn more such disinvestment occurs, making the rail system network less and less capable of supporting future growth.

Efficient freight movement is vital to a vibrant economy. Because freight railroads are consistently overlooked by policymakers, their role, contribution, and capabilities have been increasingly marginalized. The current preoccupation with development of autonomous vehicle technology and self-driving trucks



further threatens future rail viability, and platoons of driverless trucks portend further stress on highway capacity and delays to the driving public.

Movement of mid- to long-distance freight by rail offers compelling energy, environmental, and economic advantages that will be forfeited if a healthy freight rail system is lost. No longer is it economically practical or environmentally acceptable to address every problem of congestion and growth with more lanes of highway. Rail transport moves a ton-mile of freight with less than a third of the fuel required for trucking. Less fuel burned means less pollution generated and lower greenhouse gas impact. Railroad electrification can double this comparative advantage and greatly reduce our current near-100% dependence on oil in the transportation sector.

Where a need arises for expanded freight capability in a corridor, it may well be possible to achieve greater public benefit from investment in rail. Rigorous assessment of **life-cycle costs and benefits** should be required to weigh alternative investment in highway and in rail. Just because railroads are privately owned is no reason to deprive citizens of their optimal potential use if such investments can demonstrate better rates of return. Preserving a healthy and growing freight rail system can also postpone and mitigate future more costly and environmentally disruptive new capacity on our highways.

Public Involvement in Freight Rail

Freight rail is an awkward topic. If public policy tilts toward investment in freight rail infrastructure, there is the risk of criticism for enriching private industry executives and/or shareholders. If public policy ignores freight rail infrastructure, however, there is a risk that a viable freight movement alternative may be lost. Were that to be the case, much more future freight movement growth would have to be accommodated on highways, likely at much larger public cost than what would have been needed to upgrade and preserve the railroads.

Public policy needs a new awareness of the precarious state of the freight railroads now facing new threats from autonomous trucking, where billions of dollars of research and development funding are flowing.

Transportation professionals need to understand the thorny issues here and the rail alternative needs to be more prominent in public discussion and debate. It is too easy to overlook railroads altogether when exploring new freight movement capacity needs of a corridor. Public policy can be enhanced and taxpayer value maximized by rigorous life-cycle cost/benefit analysis of whether new capacity makes more sense on highway or rail. This exercise needs to include all economic and environmental costs and benefits.



Tolling Reconsidered

A key part of the SB-971 study is to evaluate tolling of trucks on I-81. Damage to pavement and bridges is overwhelmingly attributable to heavy trucks, yet historically there has been little attempt to recoup the costs of this differential impact. Tolling is the simplest, fairest, and most direct way to do so.

As mentioned above, earlier attempts by Halliburton to convert I-81 to a tollroad were widely opposed. In that case, however, cars would also have been tolled. Residents up and down the Corridor were energized to turn out at public hearings to speak in opposition. At least partly as a result of this groundswell, the General Assembly later passed a measure to prohibit tolling on I-81. That restriction, which we believe to be still in effect, would have to be changed if the SB-971 study concludes that truck tolls are recommended.

Possible benefits of truck tolling include recouping their disproportionate wear and tear impacts, as well as helping to restore a more competitive balance in the I-81 Corridor between rail and truck. Possible adverse effects include imposition of incremental transportation cost burdens on economic growth in one corridor alone, and diversion of trucks onto parallel State Route 11 and other secondary roads. The study will need to weigh these positive and negative impacts.

Conclusion

The most critical element at the hearings up and down the Corridor this summer, needs to be reinforcing an appreciation that the study rigorously analyze the life-cycle costs and benefits of adding new capacity on the highway vs. on rail, including both economic and environmental costs.

The *Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor* final report dated April 15, 2010 contains useful background and scoping information as a start point for this work. The new study has a chance to fulfill the original intent and promise of that effort left unfinished.

Public opinion solidly favors fewer trucks on I-81. Spreading them out on more lanes is a false fix. Tolling them can reduce the *de facto* public subsidy of trucking. But diverting a significant percent of the through trucks onto an upgraded railroad offers compelling advantages, representing a true fix that should not be overlooked.



From: [Toll Free Interstates](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan Written Testimony
Date: Thursday, June 14, 2018 3:18:04 PM
Attachments: [ATFI-Logo-MARK-Transparent.png](#)
[Testimony for VA Commonwealth Transportation Board I-81 Truck Tolls 06.14.18 FINAL.docx](#)

Hello,

On behalf of the Alliance for Toll-Free Interstates, please see the attached and below written testimony regarding tolls and the I-81 Corridor Improvement Plan.

Regards,
The Alliance for Toll-Free Interstates
www.tollfreeinterstates.com



TESTIMONY FOR THE VIRGINIA COMMONWELATH TRANSPORTATION BOARD REGARDING 2018 ACTS OF ASSEMBLY CHAPTER 743'S TOLLING PROVISIONS

June 14, 2017

The Alliance for Toll-Free Interstates (ATFI) is a grassroots group formed to educate the public about the negative impacts of tolling and advocate against public policy that would toll existing interstates. As an organization that monitors tolling efforts around the country, we believe the Virginia General Assembly has failed to consider its own history in studying this issue when it incorporated pro-tolling language in Senate Bill 971 (now 2018 Acts of Assembly Chapter 743). While we are glad to see the Commonwealth Transportation Board looking for serious solutions to western Virginia's transportation problems, we urge the Board to exclude recommendations of tolls from their report to the Virginia General Assembly at the end of this year. Tolls on existing interstates can inflict numerous harmful impacts on drivers, families, communities and businesses, and ATFI and its many Virginia members continue to oppose tolls in Virginia, just as we have in years past.

Virginia has a long history of rejecting tolls on existing interstates. It was one of three states that held a slot in the federal Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). Between 1998 and 2016, the period when Virginia held the ISRRPP slot, the commonwealth never instituted a toll. In fact, state legislators ultimately acted to pass legislation that discouraged tolling pilot programs. Proposals that floated tolling on Interstate 81 in 2005 and Interstate 95 in 2012 triggered a resoundingly negative public response, with residents decrying tolling as the short-sighted and counterproductive funding mechanism that it is. Nevertheless, Virginia lost millions of taxpayer dollars studying tolling as a possibility during that period.

Now, Virginia's legislators are again steering toward old ideas in hopes of arriving at a different conclusion than in years past. This is wasteful spending motivated by wishful thinking. Imposing tolls on heavy trucks that use existing lanes on I-81 will increase shipping costs for goods, suppress consumer activity, waste revenues on bureaucratic administration, double-tax businesses, divert traffic onto local roads, and negatively impact residents and communities located around toll facilities. Efforts to make tolling easier are simply efforts designed to hurt Virginia's economic future and reroute prosperity around the western half of the commonwealth.

Tolling trucks using I-81 will raise business costs for moving goods through the supply chain, hurting the competitiveness of local companies. Restaurants, convenience stores, travel plazas and gas stations operating near the interstate will face higher costs from manufacturers and shippers, who will be forced to charge more to transport goods by truck. Everyday consumers will be shouldering the burden by paying more for goods, demonstrating the fact that the toll is nothing more than an underhanded tax on the general public. Inevitably, truck tolls will have a chilling effect on consumer activity.

In addition, tolling is fiscally irresponsible and financially inefficient. Toll gantries cost millions of dollars to build and maintain. Even with the latest technology, collection costs are at least 8 to 11 percent of revenue collected, according to the Congressional Budget Office. On the other hand, increasing fuel taxes, which have a less than 1% administration fee, and registration fees does not increase collection costs, so nearly 100% of revenue can go toward infrastructure improvements. America's interstates were built using tax revenue, and fuel taxes have paid to maintain them since. ATFI applauds the 2018 gas tax increase for I-81 as part of I-81's Corridor Improvement Plan.

To toll drivers on top of these fuel taxes is double taxation. Since the inception of the Federal Interstate Highway System, the federal gas tax has always been the primary source of revenue for the construction and maintenance of federal interstate lanes. Every time a motorist puts gas in his vehicle, he is upholding his end of the deal for interstate maintenance. A new toll on an existing interstate, even when relegated to trucks only, forces drivers to pay two taxes for that same road: a gas tax and a toll tax.

Furthermore, tolls will force truck drivers to use secondary roads to avoid these new taxes. This diversion causes congestion and delays response times for emergency personnel who rely on these secondary routes to quickly get to and from accidents and emergencies. A 2013 study on the consequences of tolls in North Carolina, another state which held but did not use an ISRRPP tolling slot for 18 years, predicted that tolls would divert up to 36% of traffic to alternate routes, contributing to delays, traffic accidents, and wear and tear on smaller secondary roads that were not built to handle high traffic levels.

As policymakers consider truck-only tolls for I-81, they should be aware of the actions of their counterparts in Rhode Island. Truck-only tolls were implemented there this month, and it is likely to be challenged – and overturned – in court. That lawsuit will consume taxpayer dollars in defense of a policy that simply doesn't serve the taxpayers' interests. Virginia would do well to avoid this path altogether.

The western part of Virginia, especially Southwest Virginia, is facing an economic crisis and a demographic crisis. We need to make it easier for businesses to succeed, not harder. We need more opportunities in order for more people to relocate here and lift the region's economy.

State and local officials have spent years working on plans to promote growth and opportunity

here; tolls would undercut all of those efforts and hamstring future progress.

The region and the commonwealth need a transportation plan that works. ATFI urges Virginia officials to reject tolling and focus on effective, sustainable solutions.

From: [Winona A. Jenkins](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Thursday, June 14, 2018 12:14:47 PM

Good afternoon!

Living in Strasburg for the majority of my life, I am very aware of the issues with I-81 and the need for something to change. Over the last 30+ years, the sheer volume has quadrupled for both tractor trailers and automobiles. I can no longer drive on the highway because of the anxiety it causes me. We now only travel on two-lane roads when we need to travel any distance. If you live near I-81, you know to avoid the highway at all costs on Friday and Sunday afternoons. When there is an accident, people divert onto Route 11 through all of the small towns. Worse yet, they reroute onto more narrow roads like Middle Road in Frederick County or Back Road in Shenandoah County, causing backups and crashes on those roads.

Our son is a first responder and some of the calls that he has answered over the years are horrific. He has almost been struck a number of times by drivers who are inconsiderate to those who are trying to assist others in need. People drive too fast, pass on the right, pass on the shoulder, pass on the off-ramps and then get back onto the highway, cut each other off, are on their electronic devices, etc. I know that this is not the objective of your meetings, but an increased enforcement of the law would also be nice to see until you do come up with a plan.

At this point, any and all help with I-81 is appreciated!!

Winona Jenkins

Winona Jenkins
Assistant to the Dean of Students
Lord Fairfax Community College
173 Skirmisher Lane
Middletown, VA 22645
(540) 868-7085

Along with success comes a reputation for wisdom.



From: [Nancy Gourley](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Subject: Comments
Date: Thursday, June 14, 2018 10:45:59 AM

I attended the I 81 Public Meeting last night at BRCC and was thinking about the discussion and information afterwards. Here are some thoughts:

- The corridor is at capacity at certain times of day, most days.
- There is excess capacity in the corridor during nighttime hours.
- If tolling of trucks is a final recommendation, could nighttime hours be toll free to encourage truck travel during times when there is available capacity?
- Could road markings and lighting be added in certain areas as safety features for nighttime travel?
- Could additional, convenient and well-signed truck driver pull-offs and amenities be added to the corridor to encourage drivers to take breaks, etc.?
- Would tolls fluctuate based on day of week / time of day to discourage travel during highly congested times (similar to what is done with HOT lanes)?

Nancy Gourley
Transit Manager
Central Shenandoah Planning District Commission
(540) 885-5174 Ext. 104

From: [Greg Palmer](#)
To: va81corridorplan@oipi.virginia.gov
Subject: Interstate 81 route 66
Date: Thursday, June 14, 2018 10:15:11 AM

Hello VDOT,

Something I noticed about a year ago that would help lower congestion and accidents. All it would take is a sign on northbound 81 before the 66 interchange just past the Strasburg route 11 exit.

A simple sign saying both lanes for through traffic. Drivers that are not familiar with the highway are lead to believe they must be in the right lane to go east on 66. That they must be in the left lane to continue North on 81. This creates congestion and accidents. Slower drivers switch lanes including trucks and cause a lot of problems.

I hope this correspondence is read and something is done about it. I live locally and see this happen on a weekly basis. I often wait and and get on 81 at Middletown for this reason.
Thanks Greg A. Palmer

From: bseldon@frontiernet.net
To: va81corridorplan@oipi.virginia.gov
Subject: I81 Truck Problem
Date: Thursday, June 14, 2018 8:05:26 AM

I read your items in regard to the truck traffic on I81 and I know it is really a problem. BUT I call and write letters with suggestions that I think may help but nobody listens to me. I live in West Virginia and when Corridor H was completed to Wardensville, West Virginia we all were under the impression that Virginia would complete their section to VA Route 55 and all the trucks would go that way. BUT VA did not work on that road so all the truck now travel down WV Route 259 and VA route 50E and I81 to Winchester. We live on WV Route 259 which is a two lane road and just watch all the trucks heading to I81. Wy not finish this Corridor H (think it is call I64 Now) and let these trucks by pass the I81 Parts in the section of Virginia in Question?

Barbara Seldon

From: ["Yahoo" via VA81 Corridor Plan](#)
To: va81corridorplan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan
Date: Wednesday, June 13, 2018 10:32:03 PM

Good evening,

Thanks for taking feedback from citizens on this matter. I live in Woodstock work in pharmaceutical sales so I am on 81 every day going one direction or the other. Simple fix for me:

- the whole northern corridor of 81 needs at minimum 3 and probably best case is 4 lanes going each way
- there needs to be clearly marked signs everywhere stating "no trucks in left lane" with strict enforcement
- speed limit should increase to 75mph- the road with 4 lanes will be plenty open enough

The biggest problem is the trucks that ride in the left lane going 10-20 mph below the speed limit that end up riding side by side for miles.

Thank you
Bill

Sent from my iPhone

From: [Wes Noneya](#)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: 81
Date: Wednesday, June 13, 2018 9:47:17 PM

I honestly feel the interstate 81 should have another lane added per side. Yes I understand it costs money and alot..but the State of VA always finds ways and money for everything else. This should be priority safety for us residents in VA! It would allow for smooth travel without so many lives being lost and or crashes.
Figure out the money and make it happen.
Wesley Rosser

From: [Jeff Fleming](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81
Date: Wednesday, June 13, 2018 7:23:54 PM

It needs to be more lanes on both north and south bound lanes.
There is so much traffic the road is just not big enough.
But then you knew this 10 years ago but the state never has enough money for western Va.
Jeff Fleming.

Sent from my iPhone

From: gregfin3@gmail.com
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvement Plan 06 14 2018 4:00 pm - 7:00 pm Valley View Roanoke, VA
Date: Wednesday, June 13, 2018 5:45:00 PM
Attachments: [Liniel Gregory I - 81 Tolls June 2018.rtf](#)

Attn: Ben Marshall:

Mr. Marshall, as concerns the above, I plan on attending the meeting and would appreciate an opportunity to comment and/or distribute the attachment I have prepared in order to expedite the proceeding. I am sending this via my home email, however, my business email is translawllc@gmail.com and my cell number is (540) 580-1366 for your use. I look forward to the meeting and hope it is the beginning of a successful plan to meet everyone's needs. Thank you, Liniel Gregory, Transportation Consultant.

Sent from [Mail](#) for Windows 10



Virus-free. www.avast.com

I-81 CORRIDOR IMPROVEMENT PLAN

Thursday, June 14, 2018, Salem District - Public Input Meeting

To: Members of the Office of Intermodal Planning and Investment, Virginia Department of Transportation and Department of Rail and Public Transportation.

I am Liniel Gregory, a native Virginian and resident of Botetourt County. I am a Transportation Consultant, Owner- Managing Member of TranslawLLC and a Member of the Association of Transportation Law Professionals since 1987.

I don't have a dog in this fight, but, what I do have is 55 years of experience in the transportation industry primarily in state and federal compliance and safety. All of you members and the general public are recipients of the service of heavy commercial trucks to your homes and businesses with food, clothes, building materials, medicine and commodities you use every day.

I do not disagree with a need for improvements for all segments of the I-81 corridors, but, I am concerned that everytime something comes up about I-81 it always focuses upon commercial trucks to meet the costs and use of I-81. The current plan considers the tolling of all commercial trucks, restrictions on lane usage and penalties for trucks in no fault crashes and delays in clearance times to clear the road of multi-closures caused by wrecks. This was published in The Fincastle Herald in January of this year with a letter to the General Assembly asking to "**limit trucks to the right lane at places and study truck tolls to raise money for the improvements**".

I opposed the toll question in April 2006 during the I-81 hearings conducted in Roanoke. I continue to oppose tolls today that would add more financial burdens to the trucks to bring your and my stuff to our homes and businesses that will result in higher costs to each of us with higher freight rates. Trucks already pay more for diesel fuel and road taxes than gas powered vehicles, plus thousands of dollars in license fees, insurance rates, compliance with Federal Motor Carrier rules and regulations and hundreds of thousands of dollars for the commercial equipment to provide jobs that bring us our necessary products.

The proposed tolls seem to partially address the involvement of commercial truck crashes which is simply not fair. Of course crashes causing fatalities, injuries and property damages are tragedies! However, studies by the Federal Motor Carriers Safety Administration, the National Highway Safety Administration, AAA

Foundation for Traffic Safety and the University of Michigan Transportation Research Institute found in 8,309 fatal car-truck crashes that 81 % of the time car drivers were assigned at fault. Other studies for all types of accidents over a six year period determined cars were at fault from 71% to 91% of the time. (Commercial Car Journal - ATA Report 80% of car-truck crashes caused by car drivers)

That's just one more reason the proposed toll is unfair to assess all trucks tolls on I-81.

What's the solution? I certainly do not have a crystal ball or magic wand, but there are some alternatives that should and would reduce the crashes and faults on I-81. Number one would be more and stricter enforcement by local, state and federal law. Over the past three years I have had to travel between Botetourt and Northern Virginia many, many times using I-81 and have noted how few enforcement vehicles have been on I-81. Signs on highways regarding speed, curves, hills, school zones, towns, hospitals, gas stations, food and rest are nice but they are only advisory in nature and are no substitute for enforcement. More emphasis in school driver training classes about trucks and sharing the road with trucks like the the No Zone programs and street smart programs for new young drivers must be utilized. The DMV should issue special licenses to operators of recreational vehicles and motor homes, etc. that require specific rules of operation, health, vision and driving record reviews. More attention should be given to compliance and safety when renewing all driver's licences.

Lane usage should be required and enforced on I-81 and left lane users who drive the entire length of I-81 at 10 - 15 - 20 MPH under the the posted speed limits should be cited accordingly. If you want to admire the scenery and views go on the Blue Ridge Parkway or Skyline Drive and stay off I-81!

I could go on *ad infinitum* with my 55 years experience and bore everyone to tears, so in conclusion, let me say these planning sessions are very important for public input, but the folks in charge must include more members of the commercial trucking industry in their studies and planning so that everyone can better understand the problem and help arrive at mutually acceptable and satisfying solutions.

Respectfully,

Liniel Gregory

Liniel Gregory, P. O. Box 516 , Fincastle, VA 24090

From: [bony00](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I81
Date: Wednesday, June 13, 2018 2:18:48 PM

As you all know we will see no changes to 81 in our life time so while the plans are being developed there needs to be a change on how we mitigate accidents on I81 and I64.

I have been in the fire service over 30 years and have responded to many interstate calls and seen how dangerous it is if traffic is not shut down while first responders are working.

But there needs to be a rapid response and removal of incidents when minor or no injury occur.

Please put a team and effort together to make changes now and not 30 years from now.

Sincerely,
David Werner

Sent from my Sprint Samsung Galaxy S® 6.

From: [Suzanne Davis](#)
To: VA81CorridorPlan@OIP1.virginia.gov
Subject: I-81 Additional Comment
Date: Wednesday, June 13, 2018 12:18:10 PM

VDOT:

I attended the I-81 Corridor Meeting yesterday at the Strasburg High School and there is one suggestion I forgot to mention. In Europe they have an electronic signs that span across the entire highway and over each lane it indicates if it is open to traffic and posts the speed limit for that lane. This could be used in high traffic areas and areas that have been prone to accidents or if there is an accident, indicate that a lane is closed.

Ideally, a 3rd lane is needed and make lane #3 for cars only. This would let automobile traffic flow and still allow trucks to pass slower trucks.

Another suggestion my husband thought of for the I-66 ramp onto southbound I-81 would be to make it a clover leaf going over I-81 and circling around with the ramp entering I-81 on the right side of of I-81S.

Thanks you for taking these suggestions and we forward to updates to the I-81 corridor plans.

Suzanne Davis
Strasburg, VA

Sent from [Mail](#) for Windows 10

From: [Kelly Zitzer](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: June Public Input Meeting Comments, Douglas P. Stanley
Date: Wednesday, June 13, 2018 11:07:26 AM
Attachments: [Stanley Comments June 2018 Public Input Meeting - I-81 Corridor Improvement Plan.pdf](#)

Attention: Ben Mannell

Please see the attached June 2018 Public Input Meeting Comments

Thank you,

Kelly A. Zitzer
Office Associate
County of Warren
220 North Commerce Avenue
Suite 100
Front Royal, Virginia 22630
kzitzer@warrencountyva.net
(P) 540-636-4600
(F) 540-636-6066

I-81 CORRIDOR IMPROVEMENT PLAN
June Public Input Meeting Comments



Safety: EXTEND I-660/I-81 SB ON RAMP
TO MAKE MERGE SAFER

IMPROVE MERGE FOR I-81 SB/NB
TO I-660 EB.

Congestion: ADD TRUCK CLIMBING LANE
BETWEEN MM 298 AND MM 300

Other: FIND A DEDICATED FUNDING SOURCE!

Commenter Name: DOUGLAS L. STANLEY
E-mail Address: DSTANLEY@WARRENCOUNTYVA.
Zip Code: 22630 BN

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:
Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

From: ["RES" via VA81 Corridor Plan](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81
Date: Wednesday, June 13, 2018 8:21:29 AM

Good day,

I am a resident of Stephens City. In our area it is almost impossible to go places without having to travel I-81. It causes me significant anxiety to travel our stretch of highway as there are frequent accidents, with several of them fatal. In fact, when I was in grad school I would have to monitor VDOTs twitter to know if I would have to avoid any sections of the highway due to accidents. I ended up missing two classes as a result of accidents. I am willing to pay any amount in taxes, gas increases, etc to fund improvements. The cost of human life right now is more than I am willing to pay, and is absolutely worth any monetary increase. I know that is not a popular option, however, I feel very strongly it is worth it.

Thank you,

Rachel Connell

From: [Dooley, John](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Improvements
Date: Tuesday, June 12, 2018 3:58:40 PM

Regrettably, I am unable to participate in the June 14 public meeting. However, I appreciate the opportunity to participate in the process by commenting via email.

I can't overstate the importance of I-81 for the future economic vitality of the Roanoke and New River Valley region. Unfortunately, the reliability of the section of the interstate between Christiansburg and Roanoke is frequently compromised due to accidents and other traffic disruptions. I make the trip between Blacksburg and Roanoke regularly and frequently find myself held up. With much of the student population of both Virginia Tech and Radford University traveling the road, I am concerned about their safety.

State leadership including the General Assembly must create and implement a plan to address the viability of the corridor as a reliable transportation artery through the western part of the Commonwealth. As part of the solution, the state must identify and implement new sources of revenues, including an increase in the gasoline tax, to finance improvements.

Thanks again for the opportunity to comment. I hope the public hearing draws the attention to the issues related to I-81 to the forefront for future investment.

John E. Dooley, Ph.D.
Chief Executive Officer
Virginia Tech Foundation, Inc.
Suite 4000, University Gateway Center
902 Prices Fork Road
Blacksburg, VA 24061
540.231.2265
jdooley@vt.edu

From: lewis@thehopkinsgroup.biz
To: va81corridorplan@oipi.virginia.gov
Cc: [Lewis Hopkins](#)
Subject: Request For Support for The AUTO-TRANS Land-Ferry Transportation Research Project
Date: Tuesday, June 12, 2018 2:40:33 PM
Attachments: [A-T Graphic 1.pdf](#)
[A-T Graphic 2.pdf](#)
[A-T Graphic 3.pdf](#)
[A-T Graphic 4.pdf](#)
[A-T Graphic 5.pdf](#)
[A-T Graphic 6.pdf](#)
[A-T Graphic 7.pdf](#)
[A-T Graphic 8.pdf](#)
[A-T Graphic 9.pdf](#)
[VTRC Letter 030518.jpg](#)
[VDOT Ferguson Letter.pdf](#)
[VDOT Ferguson Letter 2.pdf](#)
[VA State Police Letter.pdf](#)
[TDOT Allen England Letter 030718.jpg](#)
[GMU Survey 052095.pdf](#)
[Fed Hwy Letter A p1.pdf](#)
[Fed Hwy Letter A P2.pdf](#)
[Fed Hwy B P1.pdf](#)
[Fed Hwy B P2.pdf](#)

Dear Ben,

I enjoyed talking with you yesterday and thanks for allowing me to pass out survey forms at the I-81 Corridor meeting in Roanoke on 6/14.

As a transportation innovator, I would like to ask VDOT for support to help me continue researching and possibly begin a market test of The AUTO-TRANS (A-T) Intercity Interstate Highway (Automobile and Passenger) Land-Ferry Transportation System that I have developed over the past few years.

The A-T is designed to give intercity automobile users an optional alternative mode of transportation that uses existing highways and current technologies to economically transport people (while riding inside their own vehicles) more efficiently and more safely between cities, with less pollution. (See Attachments)

A-T will allow passengers to better use their highway travel time to rest, talk on the phone, or to work. With a projected ticket price of approximately \$0.50 to \$0.60 Per Mile, I believe this alternative transit system will attract a large potential market on many intercity routes in Virginia and across the country.

A-T can be used (on an as needed basis) for short intercity trips of 50 to 200 miles, and will help tired and busy people travel more safely while utilizing their own automobiles. With a projected loading and unloading time of only 10 minutes, these Auto / Passenger Transporters could be leaving existing rest areas, or other loading terminals, every 15 to 30 minutes.

The A-T could be the needed (bridging) transportation technology that can help

improve highway safety, and allow automobile drivers to transition more rapidly to electric and automatically guided vehicles, along with other developing transportation technologies. Over the past few years, the A-T concept has gained government, corporate and potential user endorsements. A-T would be relatively inexpensive to test and introduced on various intercity routes (I-81, I-64, or I-95 in Virginia), or on other interstate routes and could possibly operate out of many existing rest areas, or interstate exists, in a very short period of time.

I have developed detailed business plans, built models and prepared conceptual designs, created information and animation videos. Two marketing studies have been completed by George Mason University and The University of Memphis, in Tennessee. I believe a market demonstration test of the AUTO-TRANS system could now be done relatively inexpensively, using three car transporters and would lead to the development of a new and lucrative interstate highway transportation option for many inter-city travelers across the country. Today more than ever, Interstate highway users need safer, and more efficient, alternative modes of transportation.

I would like to meet with you ASAP to review the work that I have done on this needed multi-modal transportation project. Please see the attached Federal Highway Administration letters, and other information.

Many thanks for your consideration of the A-T concept, and I will look forward to meeting with you and getting your advice.

Sincerely,
Lewis W. Hopkins - Phone: 540-354-2791
Email: Lewis@TheHopkinsGroup.biz

Lewis W. Hopkins, ABI Business Broker



The Hopkins Group Business & Real Estate Brokers

80 Oriskany Square - Oriskany, VA 24130

Ph: (540) 354-2791- Fax: (888) 291-6536

Email: Lewis@TheHopkinsGroup.Biz

Web: www.TheHopkinsGroup.Biz

NOTICE: This communication from The Hopkins Group, including attachments, if any, is intended as a confidential and privileged communication. If received in error, you should not copy, save or reproduce in any manner or form, but delete immediately and notify the sender.

From: [Kathy Frazier](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Cc: [Burgess, R. M. "Rick"](#)
Subject: I-81 Comments
Date: Tuesday, June 12, 2018 9:54:39 AM

Thank you for the opportunity to comment on safety and congestion concerns of I-81.

Background: We have lived in Staunton for almost 40 years. I grew up in Roanoke and went to Mary Baldwin in 1974 and then the University of Virginia. I-81 at that time was not crowded and was a pleasant drive.

Today: My husband, Bill, and I began our business, Frazier Associates in 1986 and provide planning and architectural services throughout the Commonwealth. Specifically, we have been the design consultants for the Virginia Main Street communities since the program's inception in 1986. In that time 44 communities have been in the program from all over the state and many site visits were made to these communities over the years. On I-81, those communities range from Bristol to Winchester, hence the entire length of the road. Needless to say, we know I-81 very well. Could probably drive it blind-folded but that probably would not be a good idea!

Issues: There are issues that, in our opinion, could be addressed EASILY in the short term with updated policies and signage. The bigger issues relate to the design of the road itself and how it interfaces with the topography of the Valley. So here are our thoughts on the issues we encounter regularly on I-81 with the ideas and thoughts we have had as potential solutions. We'll start with the "lighter, cheaper, quicker" thoughts and move to the "heavy, expensive and long term" thoughts:

"Lighter, Cheaper, Quicker":

1. Speed limit signs: It was great when the speed limit was raised to 70 and it makes complete sense when it drops at places where there is heavy traffic such as Harrisonburg, intersections with other interstates like I-66 and so on. There are yellow signs on both sides of the direction of travel warning you that the speed limit is reducing and then, again on both sides of the direction of travel, there are signs with the new speed limit. The same is not true, however, when the speed limit increases. Only one sign exists on the right side usually after the on-ramp of an exit. Consequently, you have random cars going slower than the speed limit (and half the time hanging out in the passing lane) causing traffic backups and ticked off drivers that then decide to pass on the right. Why not put the same yellow signs on both sides of the direction of travel telling drivers the speed limit is increasing? There is a particularly bad example heading south on I-81 after Harrisonburg where the speed

INTRODUCING

AUTO-TRANS



**THE FIRST INTER-CITY
HIGHWAY LAND-FERRY SERVICE**

Need A Rest?

Auto Trans Land-Ferry
Next Exit





TRANSPORTER WITH TERMINAL



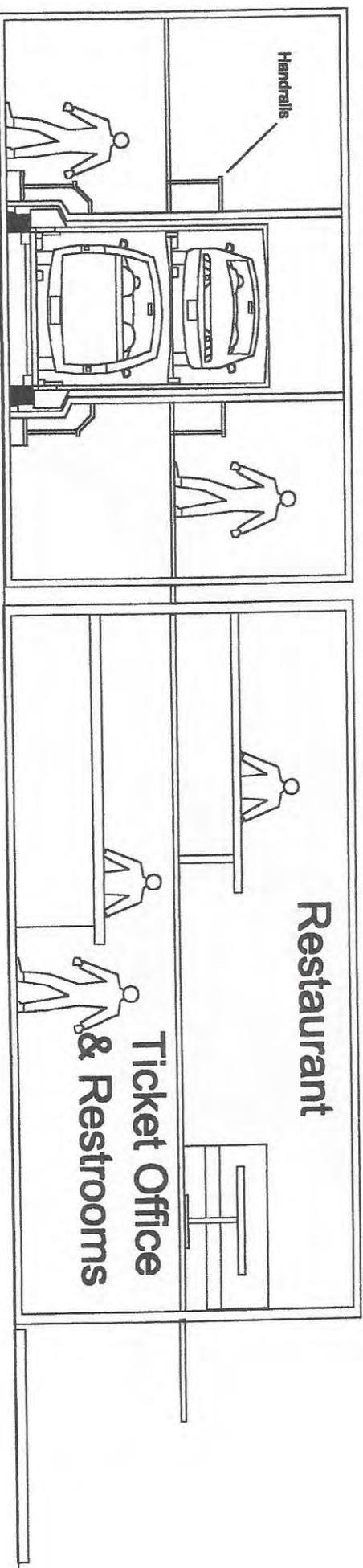
TRANSPORTER LOADING

TRANSPORTER UNLOADING

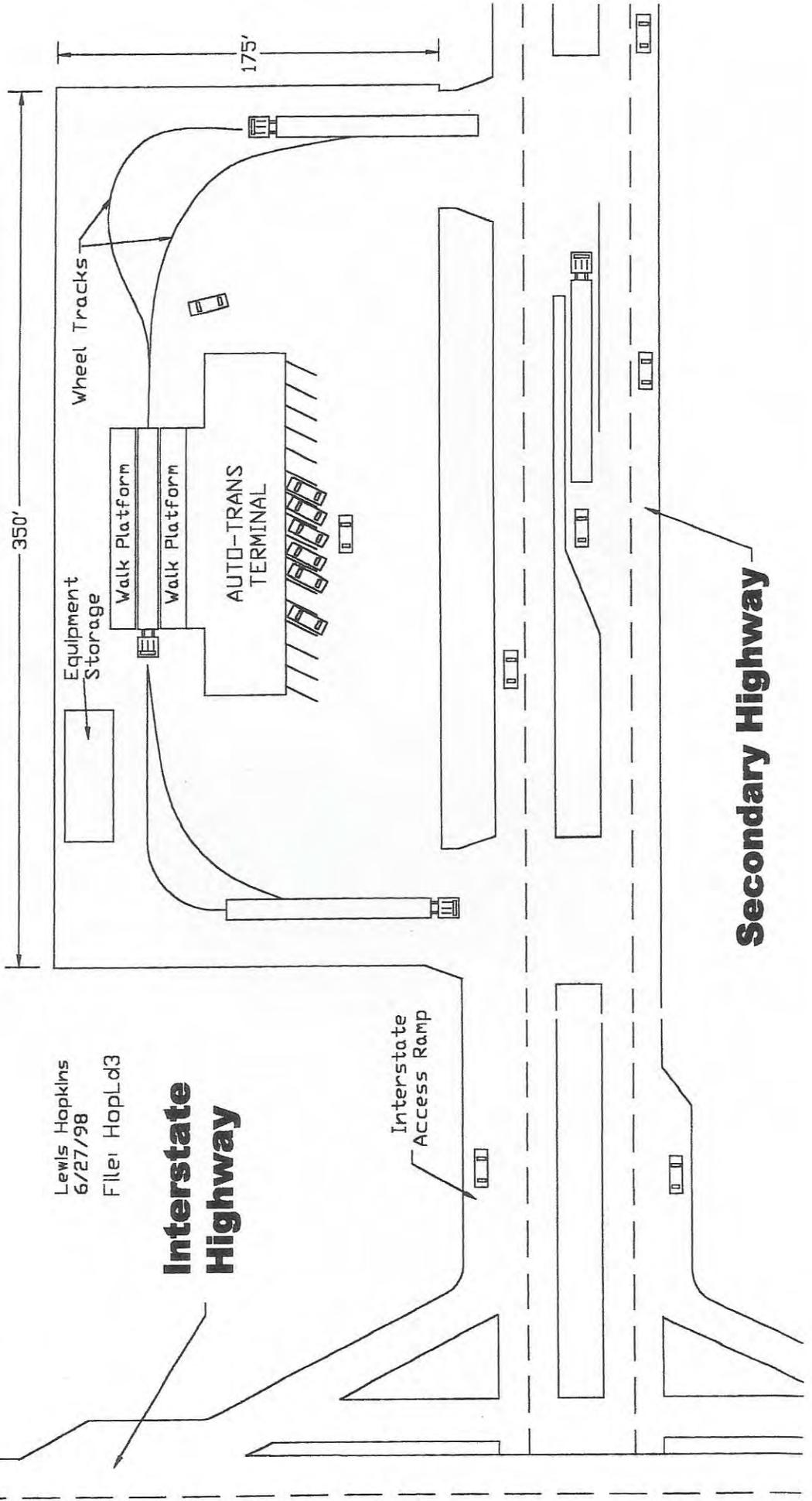


AUTO-TRANS Loading Terminal

Loading Terminal Platforms



AUTO-TRANS LOADING TERMINAL

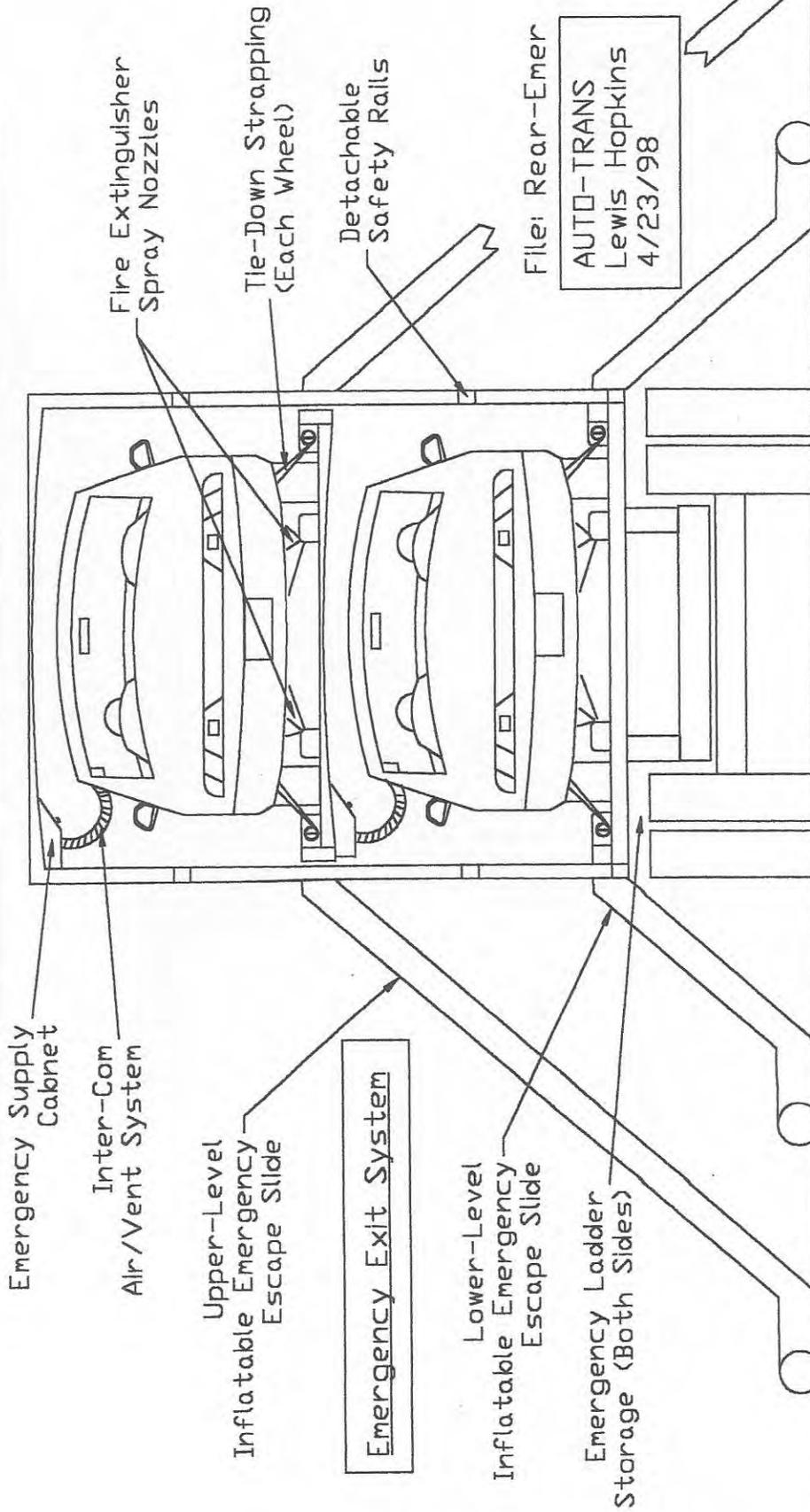


Lewis Hopkins
6/27/98
File: HapLd3

Interstate Highway

Secondary Highway

AUTO-TRANS Transporter Safety Equipment





U.S. Department
of Transportation
**Federal Transit
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

August 5, 1996

Mr. Lewis Hopkins
2356 Ridgefield
Memphis, TN 38111

Dear Mr. Hopkins:

Following our telephone conversation today, I re-read your proposal concerning the development of the "Auto-Trans" "land ferry" transportation system. Our conversation was illuminating to me.

First, I must remind you that the Federal Transit Administration has very limited discretionary funding to pursue research ideas. During the budget process the Congress directed this Administration's focus toward selected projects; the very limited remaining funds have been obligated.

Your concept, once implemented, could be used to demonstrate several Intelligent Transportation System (ITS) concepts. These concepts include navigation systems using Global Positioning System satellites to track "Auto-Trans" vehicles, Electronic Passenger Information, Electronic Trip Reservation, advanced communication systems, electronic fare collection, etc.

I understand how these ITS technologies could be used to make the "Auto-Trans" more customer friendly and easier to use. This could prompt greater use of the system. You mentioned how you are endeavoring to develop a team consisting of truck and trailer manufacturers, universities, states, etc. to further develop the concept. Once you assemble the team, I will be pleased to meet with you and discuss how ITS technologies can be integrated into the Auto-Trans concept to encourage their adoption. I believe that comprehensive market studies must be undertaken in order to determine the market feasibility of the "Auto-Trans" concept.

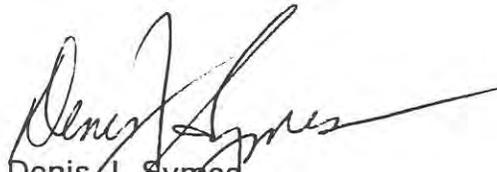
The Auto-Trans concept involves inter-city highway travel, as opposed to urban travel. The Federal Transit Administration concentrates its program activity on urban travel while the Federal Highway Administration is concerned with

inter-city highway transportation. They may be a more appropriate agency to review your concept.

I support your enthusiasm for this concept and endorse your efforts.

My telephone number is (202) 366-0232. If you have any questions or wish to talk further, please call me.

Sincerely,



Denis J. Symes
Acting Chief, Advanced Public
Transportation Systems Division



U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

OCT 24 1997

Refer to: HCS-10

Mr. Lewis W. Hopkins
President
AUTO-TRANS
P. O. Box 771118
Memphis, Tennessee 38177

Dear Mr. Hopkins:

This is in response to your August 5 letter to Mr. Neill Thomas, Chief of the Vehicle and Operations Division, concerning your company's automobile and passenger transportation system. Your company is marketing a transportation service in which passenger cars (with the occupants inside the cars) are transported on tractor-semitrailer vehicles. You requested that the Federal Highway Administration (FHWA) advise you of whether this transportation service would meet current Federal safety standards.

Based upon the information you provided in your letter and the discussions you had with Mr. Larry Minor of my staff, we believe your company's vehicles could, if built and maintained in accordance with all applicable Federal safety regulations and standards, be operated in interstate commerce. As Mr. Minor indicated, your vehicles must meet all of the FHWA's safety regulations. Of particular concern for your operation are the FHWA's exhaust system requirements, cargo securement, and emergency exit capabilities for the occupants of the passenger cars.

Your commercial motor vehicles (CMV) must be designed to ensure that the occupants of the passenger cars being transported on the trailer are not exposed to exhaust fumes, and that the passengers can quickly exit their cars in the event of an emergency. It is also important to ensure that the vehicles are properly secured in accordance with the FHWA's cargo securement regulations. When Mr. Minor discussed these concerns with you, you indicated heating and air conditioning will be provided by a ventilation system installed on the CMV so that passengers will not have to run their engines while on board the trailer. You also indicated the truck tractor will have the exhaust system arranged to avoid exposing the passengers to exhaust from the truck tractor. You stated that the passengers will be able to quickly exit their cars in the event of an emergency and that communication would be provided between the passenger cars and the driver of the truck tractor. You also stated that the cars will be secured in accordance with the FHWA's cargo securement requirements. Therefore, we are not aware of any safety regulations that would prevent the operation of the AUTO-TRANS.

Please note the FHWA does not approve or endorse products or commercial services. Also, note that this letter does not constitute a certification that the AUTO-TRANS meets all applicable Federal regulations. It is the responsibility of motor carriers to obtain a copy of the Federal Motor Carrier Safety Regulations (FMCSRs) and, if the carrier is also designing and/or manufacturing vehicles, a copy of the National Highway Traffic Safety Administration's regulations and safety standards. The motor carrier should review the requirements to determine what steps must be taken to ensure compliance. In the event that a motor carrier does not understand a specific FHWA requirement, the carrier should contact the Office of Motor Carriers' local office in the State in which its business is located.

With regard to your reference to the California Highway Patrol, your company is responsible for reviewing all applicable State regulations to determine what actions must be taken to ensure compliance with the State laws. We recommend that you contact the appropriate State agencies to determine if there are any State requirements that could adversely impact your efforts to implement the AUTO-TRANS program.

We hope this information is helpful.

Sincerely yours,



Paul L. Brennan
Director, Office of Motor Carrier
Research and Standards

Subject: RE: A Proposed Intercity (Highway Based) Automobile / Passenger Land-Ferry Transportation System

From: Allen England <Allen.England@tn.gov>

Date: Wed, Mar 07, 2018 3:59 pm

To: "lewis@thehopkinsgroup.biz" <lewis@thehopkinsgroup.biz>

Attach: image005.png

image002.jpg

image004.jpg

Mr. Hopkins,

We have reviewed your proposal with our legal department and we agree the State has no laws that would prohibit your business concept. You would be required to meet the regulations that would be imposed by Federal Highways and FMCSA. The State of Tennessee would require you to meet all applicable State laws such as registration, intrastate authority etc. I hope this helps in your business planning.

Thank you

Lt. Allen England



Allen England | Lieutenant
Tennessee Highway Patrol
Commercial Vehicle Administration
1150 Foster Avenue, Nashville, TN 37243
p. (615) 743-4973
Allen.England@tn.gov

March 5, 2018

Mr. Lewis W. Hopkins
AUTO-TRANS Systems

Dear Mr. Hopkins:

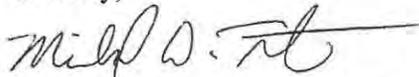
I appreciate having the opportunity to talk with you about your proposed AUTO-TRANS Land Ferry System on February 27. I also appreciate the opportunity to review the supporting material that you sent as well.

The Virginia Transportation Research Council (VTRC) serves as the research arm of the Virginia Department of Transportation (VDOT). One of the goals of VDOT is to move people and goods as safely and efficiently as possible, and VDOT is generally supportive of techniques and applications that could reduce the number of vehicles on the road. Likewise, the agency is generally supportive of approaches that could ensure that fatigued and distracted drivers are not behind the wheel.

I believe your appropriate next steps would be to pursue resolution of the regulatory issues that were raised in the letters that you forwarded to me from the Virginia Department of Motor Vehicles and the Federal Highway Administration. As noted in the FHWA letters, there are likely vehicle design issues that would need to be satisfied before the proposed system could begin service. Since VTRC does not have a regulatory role, you should contact the appropriate agencies directly to ensure that your vehicle design and service can meet relevant standards. Those agencies would be able to provide definitive answers and comments on your concept. Once you know the vehicle design implications, you could determine if your business model is viable.

VTRC does not endorse private sector vendors, nor do we assist in product development for private sector entities. While the goals of your system are broadly in line with the goals of VDOT, the service is still at the conceptual stage, as we discussed on the phone. Since VTRC does not assist in private sector product development, I do not see a role for us at this time. I appreciate the enthusiasm and energy you have for your concept, and I wish you the best of luck in developing it further. Please let me know if you have any further questions.

Sincerely,



Michael D. Fontaine, P.E., Ph.D.
Associate Director
Virginia Transportation Research Council

Bringing Innovation to Transportation

George Mason University

Fairfax, Virginia 22030-4444

(703) 993-1000

TDD: (703) 993-1002

May 20 1995

Mr. Lewis W. Hopkins
Auto-Trans System
PO Box 585
Fairfax, VA. 22030

Re: GMU Grant Proposal 095365

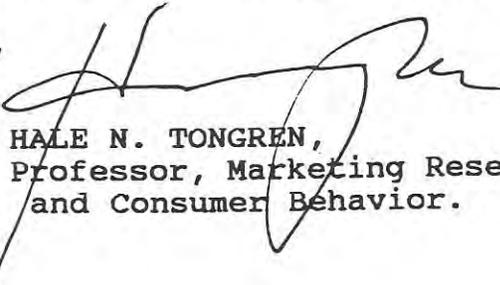
Dear Mr. Hopkins:

I am pleased to share with you the results of an exploratory marketing survey designed to measure consumers' perceptions of the proposed AUTOTRANS transportation system, their willingness to use it, and any problems they foresee that might inhibit such use. The survey was conducted by students of the Consumer Behavior course, Marketing 312, in April 1995. Primarily, the project provided students with a "real-life" experience in obtaining consumer information, analyzing data and arriving at conclusions and recommendations.

The research was conducted at four locations on Interstate I-95 and I-66 in the Northern Virginia area. 240 interviews were conducted with randomly selected travelers. Results of a qualitative and quantitative analysis suggest that respondent's opinions of the proposed system were generally favorable, but many were concerned about safety, frequency of rest-room stops and a feeling of confinement.

If these and other consumer concerns can be addressed by re-design of equipment, consumer education and advertised testimonials from users in an actual test situation, a viable market can be developed. At least initially, the greatest market potential appears to be in the more congested, heavy-truck-use interstate corridors. The exploratory research just conducted provides the basis for the detailed studies needed to more clearly identify consumer needs and determine potential demand for the service.

Sincerely,



HALE N. TONGREN,
Professor, Marketing Research
and Consumer Behavior.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF STATE POLICE

Col. M. Wayne Huggins
Superintendent

(804) 674-2000

491 Southlake Boulevard, Richmond, Virginia 23236

October 20, 1999

Mr. Lewis Hopkins, President
AUTO-TRANS Systems
P. O. Box 228
Lexington, Virginia 24450

Dear Mr. Hopkins:

I appreciate having had the opportunity to talk with you and review your preliminary drawings and support material relating to your Land-Ferry System.

It appears there are no provisions in Title 46.2 of the Code of Virginia to prohibit you from establishing your Land-Ferry System in Virginia. As we discussed, you will need to apply to the Department of Motor Vehicles for a Certificate of Public Convenience and Necessity.

Your vehicle must conform to applicable federal mandates for equipment and design to meet the provisions of Virginia law. Since your vehicle will be transporting passengers, you will have to comply with many of the design requirements applicable to buses and other common carriers of passengers.

Your interest in highway safety is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "W. S. Flaherty".

W. S. Flaherty, Captain
Safety Officer

WSF/dc

C:\Msoffice\Winword\Corres\Hopkins.Doc



COMMONWEALTH of VIRGINIA

VIRGINIA DEPARTMENT OF TRANSPORTATION
DAVID R. GEHR, COMMISSIONER

RESEARCH COUNCIL
GARY R. ALLEN, Ph.D., RESEARCH DIRECTOR

VIRGINIA TRANSPORTATION RESEARCH COUNCIL

530 EDMONT ROAD
CHARLOTTESVILLE, VA 22903

August 10, 1998

UNIVERSITY OF VIRGINIA
JOHN T. CASTEEN, III, PRESIDENT
DEPARTMENT OF CIVIL ENGINEERING
NICHOLAS J. GARBER, CHAIRMAN

Mr. Lewis W. Hopkins
President
AUTO-TRANS
Automobile/Passenger
Transportation System
P. O. Box 771118
Memphis, TN 38177-1118

Dear Lewis: *Lewis*

Thank you for your telephone call of August 7th with an up-date regarding the status of Auto-Trans. I appreciate your periodic progress reports.

As you know, many of us here at the Research Council remain quite interested in the core idea behind Auto-Trans—using a truck/trailer-type vehicle to ferry automobiles in order to free up lane space and thereby improve traffic flow efficiency. We are also hopeful that you can soon achieve resolution of the practical and operational concerns that have delayed steps toward implementation.

This letter is simply to reassure you that people here in Virginia are monitoring your progress with great interest and will be happy to see experimental operations begin in order to gauge customer acceptance and market penetration.

With best personal regards, I am,

Very truly yours,


Wayne S. Ferguson
Research Manager

WSF/mam



COMMONWEALTH of VIRGINIA

VIRGINIA DEPARTMENT OF TRANSPORTATION
DAVID R. GIBBS, COMMISSIONER
TRANSPORTATION RESEARCH COUNCIL
GARY R. ALLEN, PH.D., DIRECTOR

TRANSPORTATION RESEARCH COUNCIL
530 EDMONT ROAD
CHARLOTTESVILLE, VA 22903

UNIVERSITY OF VIRGINIA
JOHN T. CASHEB, PRESIDENT
DEPARTMENT OF CIVIL ENGINEERING
RICHARD W. BARTON, CHAIRMAN

April 12, 1995

Dr. K. T. Thirumalai
IDEA - Program Manager
Transportation Research Board
National Research Council
2101 Constitution Avenue, N.W.
Washington, D.C. 20418

Dear Dr. Thirumalai:

This letter is to extend my endorsement to the IVHS-IDEA program proposal for AUTO-TRANSTM offered by Mr. Lewis Hopkins in cooperation with the Center for Transportation Research at Virginia Tech and the Center for Alternative Energy and Propulsion Systems at George Mason University.

Members of our staff have met and conferred with Mr. Hopkins on several occasions over the past year or so, as well as having critiqued his proposal and offered suggestions and observations. His is a unique and untested concept and we are eager to see if its feasibility can be established.

As I have noted before in correspondence with Mr. Hopkins and others, we stand ready to assist him to the extent that VDOT's interests are engaged and we wish him every success with his endeavors.

I hope that you will give AUTO-TRANSTM very serious consideration in your deliberations for IDEA program funding for the coming year.

Very truly yours,

Wayne S. Ferguson
Research Manager

WSF/mam
cc: Dr. G. R. Allen

limit increases after Exit 243. There seems to be a regular occurrence of wrecks and backed up traffic on this stretch of road between Harrisonburg and Weyers Cave. We have experienced cars going slowly and not realizing the speed limit has changed. Hence, an easy solution would be to add the yellow warning signs on both sides of the direction of travel, as well as speed limit signs on both sides no matter whether the speed is increasing or decreasing.

2. **Passing Signs:** Add regular signs on the left side of the interstate that say: "Left Lane for Passing Only". Texas does this and the result is that most of the drivers move over to the right after passing. It seems to improve lane discipline tremendously and is a very cheap fix. This step could also help with the enforcement of the (great) new law that tickets slow drivers in the passing lane.
3. **Truck No Passing Signs:** The topography causes challenges particularly when it comes to passing on hills. Time and time again, trucks decide to pass another truck while they are going up hill. Traffic backs up and, again, there are frustrated drivers in cars who start to do unsafe things like passing on the right. Mostly the speed of traffic slows to a crawl as this truck thinks he can pass this other truck going uphill (what are they thinking?). Yes, there are general signs out there that say "slower traffic keep right" or something similar but they are ignored. We have wondered if these signs should be more specific and say: "trucks remain in right lane, no passing" and put these at the base of EVERY major hill on I-81 on BOTH sides of the direction of travel. Frankly, all traffic would be moving faster if this step was taken – even the trucks. Truck Lobby: Yes, we know that there is a strong lobby for the trucking industry but guess what? Many of us in the long line of cars behind these trucks are traveling for business too and their bad behavior impacts our travel time for business as well.

Note: You may need to add blinking lights to any of these signs, above, to catch attention in the beginning. Again, cheap compared to road improvements and they could maybe be solar powered.

4. **Alternate Route:** Many times we will get off onto Rt 11 that parallels I-81. How pleasant! Most of the way is a four-lane divided highway with no traffic. Yes, the speed limit is slower, you go through some small towns and there are cars turning onto 11. But honestly, there are hardly any cars and, again it is so pleasant and stress free! Wonder if there is any way to promote this as a scenic alternate route for cars.

"Heavy, Expensive, Long-term":

5. **Road Improvements:** Over the last 20 years a few places have received an additional lane going uphill – north-bound lanes south of Lexington for instance. That has made a

huge difference and probably makes the most sense in terms of improving the flow of traffic on I-81. Trying to flatten roads or reroute would be costly but adding that third passing lane, where feasible, would be very helpful.

Note: Our firm designs wayfinding sign systems and we have been the designers for quite a few regional systems requiring VDOT review. We know Rick Burgess well and have worked with him on these regional systems. We also assisted him with VDOT's new wayfinding sign guidelines. I am copying him on this email since we are suggesting some sign changes on I-81.

Again, thank you for this opportunity and would be happy to assist as the project moves forward.

Best regards

--

Kathleen O. Frazier, AIA

Principal

540-886-6230 office 540-255-5924 cell

kfrazier@frazierassociates.com

www.frazierassociates.com



From: [Raymond Smoot](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: FW: I-81 improvements
Date: Monday, June 11, 2018 12:36:06 PM

Subject: I-81 improvements

I regret that I will be away and unable to participate in the June 14 public meeting and offer the following comment:

I-81 is the primary economic artery for western Virginia and important to business across the Commonwealth. Its viability, dependability, and safety continue to decline thereby diminishing its contribution to our economy.

A plan including schedule and funding should be promptly put in place to address this.

Financing of transportation improvements, including I-81, must be addressed by the General Assembly and new and additional sources of revenue committed, including a gas tax increase dedicated to transportation.

Raymond D. Smoot
Chairman, Union Bank

Sent from my iPad

From: [Jana Bean](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: Harrisonburg
Date: Monday, June 11, 2018 11:59:16 AM

With all the development taking place south and east of Harrisonburg plus at Massanutten, it may be time to start thinking about a way to move traffic from I-81 north of Harrisonburg to Highway 33 southeast of Harrisonburg. Perhaps an interchange at Smithland or a bypass from the Exit 251 interchange headed east and then south to Highway 33.

Jana Bean

Sent from my iPhone

From: [Richard Pynn](mailto:Richard.Pynn)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: Interstate 81
Date: Monday, June 11, 2018 7:24:44 AM

Hello,

I cannot be at the public meeting due to a work conflict, but wanted to participate.

Problems I see, and I use the highway a lot:

Too many trucks
Aggressive driving by trucks
Speeding (trucks & cars)
Aggressive driving by cars

The road has become unreliable - as in all too frequently, you make a plan to be somewhere at a certain time, be it a job interview, a concert, a friend's birthday celebration, meeting friends for dinner, you name it, get on the highway and bam! - traffic stops for an hour or more, and the resulting congestion caused by the delay leads to dangerous driving conditions for miles ahead. This has happened to me so many times, and the examples above all are personal examples.

I'd recommend:

- Restricting trucks to the right lane. If not for the entire length of the highway (my preference) then certainly through the mountains and hillier sections where the trucks get bogged down uphill, then make time by going 80 mph downhill and barreling past everything they can.
- Drop truck speed limit to 55 or 60 with heavy penalties.
- Eliminate 70 mph zones where people routinely drive 80 - the 10 mph free zone is well known. There's even a sign reminding people that over 80 is reckless driving - why need that sign since over 70 is against the law anyway!
- Increase enforcement of speed limits and aggressive driving laws- use of more marked police cars, use of camera based enforcement, etc.
- Enforce texting/driving laws - we all see it happening so the police must see it too - start enforcing the law.
- Something about leaving the highway when there is an accident to use local roads, esp the truckers, who use WAZE or GPS and then clog local roads. Trucks especially should be prohibited from doing that, they clog stoplights such that only a few vehicles get through at every light change and completely disrupt life for people who aren't even using I-81.
- This is safety - lives, my wife, my kids, me. Do not let the trucking lobby in the room. Do what's right.

Thanks for listening. Feel free to contact me if need be - but please DO SOMETHING.

Best regards,
Richard Pynn
4215 Oakwood Court
Radford Virginia 24141

From: [Chip Warren](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81 Comment
Date: Sunday, June 10, 2018 7:34:46 AM

Keep Trucks and slower traffic out of the Passing Lane

Congestion on I-81 is worsened when trucks and slower moving cars block the passing lane. On steep climbs it is not unusual to see trucks three wide backing up traffic.

There are already laws in place for this and I wonder if they are ever enforced. Violators should be easily identified by traffic cameras and fines should be sent by mail.

If you want to change driving behavior you need to hit people in the pocketbook.

From: [Constance Birch](#)
To: VA81CorridorPlan@OIP.Virginia.gov
Cc: cwbirch@verizon.net
Subject: I 81 Corridor
Date: Friday, June 8, 2018 4:28:34 PM

To: Ben Mannell, Study Manager

From: Constance W. Birch, Staunton, VA

The solution to reducing truck traffic on I 81 has been proposed: Move long distance freight to railroad. Studies show that box cars can move freight more efficiently than big rig trucks. Fewer tractor trailers would mean fewer accidents. This would leave I 81 for local trucks and passenger vehicles, eliminating the problem of how to charge tolls only long distance trucks and not locals. Adding lanes to I 81 would make it even more dangerous. Local trucks could move freight from depots to businesses, as they used to do. Concern has been expressed about eliminating jobs for truck drivers, but there always seem to be ads for drivers, and that was said about livery stables when people moved from horses to autos. Trains may be more environmentally clean than motor vehicles. There may be a right of way already for at least part of the north south corridor where a single rail now exists. This would need to be widened and upgraded, of course. And it would be expensive. But it would not disrupt current traffic during construction. In the long run, it is hoped that rail could be made more convenient for passengers. The current U S use of one car for almost every driver is very inefficient.

Thank you for considering my letter. Please reply.

Constance W. Birch
319 Mary Gray Lane
Staunton, VA 24401

From: [Ivan Herndon](mailto:Ivan.Herdon)
To: VA81CorridorPlan@oipi.virginia.gov
Subject: I-81 Corridor Improvement Plan Comment- Third Lane
Date: Friday, June 8, 2018 3:06:25 PM

To whom it may concern:

I wish to make a public comment on the I-81 Corridor Improvement Plan. That comment is as follows.

The Problem

One of the characteristics of I-81 that pose both a congestion and a safety issue is the presence of trucks in the passing lane moving at a significantly slower speed than the posted speed limit while attempting to pass other traffic. This is already against the law and posted as such on numerous signs, but this law and the signs often ignored.

From a congestion standpoint, this slows down the flow of traffic by effectively restricting the speed of both lanes, sometimes causing a line of cars stretching a quarter of a mile or longer. With that long of a backup, even once the offending truck moves back to the right lane, there may still be vehicles (including trucks) in the left lane still moving slower than the speed limit and continues to tie up traffic.

From a safety standpoint, these backups pose several problems.

1. Tailgating: Although illegal, many drivers when moving at a speed slower than the speed limit will follow far too close to the vehicle in front of them, even if that vehicle is not able to accelerate due to other vehicles ahead. This causes the potential for accordion style crashes where one driver panic brakes (or maliciously "brake checks" due to tailgating) and the vehicles behind do not have enough time to stop. Tailgating can also be made worse by the second safety risk.
2. Reckless speeding/weaving in order to pass a line of traffic: Again, although illegal, it is common to see vehicles using the right lane to pass other vehicles in the left lane that cannot accelerate due to other vehicles ahead. These vehicles will often speed in order to pass as many vehicles as possible. Sometimes, these drivers will be careful when they merge into the passing lane, but sometimes they will not and will merge in between vehicles that are already too close and "cut-off" another driver. This leads to tailgating, panic braking, and even road rage.
3. Emergency vehicles: Not as common of a risk as the other 2, but a situation where dire consequences can result is when an emergency vehicle is attempting to respond to an emergency call. If they approach one of these backups, it may be hard if not impossible for all vehicles ahead to pull over to allow the emergency vehicle to pass without delay. Drivers may not be aware of the emergency vehicle behind them due to the other vehicles between them and the emergency vehicle, and even once they become aware of the emergency vehicle, they may find it difficult to find a place to merge into the right lane.

Possible Solution

I would like to suggest that a third lane be added to the interstate throughout the entire I-81 corridor, similar to truck climbing lanes in certain locations, except the third lane is on the *left*

side of the road (similar to I-81 in Martisburg, West Virginia).

I understand this may not be feasible to add to the entire corridor, so in lieu of a continuous third lane, a third lane could be provided at specific locations:

- The entirety from the southern VA-37 interchange south of Winchester to the I-66 interchange.
- The entirety from the northern I-64 interchange near Staunton to the southern I-64 interchange near Lexington.
- The entirety from the eastern I-77 interchange near Fort Chiswell to the western I-77 interchange near Wytheville.
- In 1-2 mile stretches every 10 miles from the West Virginia state line to Roanoke or Christiansburg, and then every 20 miles from that point to the Tennessee state line.

The locations where I suggested a continuous third lane are often heavily traveled due to mixing of traffic from other interstates and their proximity to population areas.

Additional, in locations where a third lane is provided, it would be illegal for trucks to be in the left lane altogether, regardless of speed, and not only would signs be posted to warn drivers of the restriction, it would be regularly enforced, perhaps with the revenue going into the I-81 maintenance budget or to pay back any bonds needed to expand the interstate to three lanes.

Thank you for taking the time to read my comment.

Ivan Herndon
Charlottesville, VA
eaglescout1984@gmail.com

From: [Mannell, AICP, Ben](#)
To: [VA81 Corridor Plan](#)
Subject: 81 corridor comments
Date: Friday, June 8, 2018 1:22:54 PM

Left as a voicemail on 6/8/18

Phyllis Moon:

Restrict some or all truck traffic to nighttime hours.

Ben Mannell, AICP | Assistant Planning Director | Virginia Department of Transportation |
Transportation and Mobility Planning Division | Phone 804-786-2971 |

From: [Tom Long](#)
To: VA81CorridorPlan@OIPL.Virginia.gov
Subject: I-81
Date: Thursday, June 7, 2018 5:21:52 PM

Some suggestions for consideration concerning congestion and safety on I-81

VA's fuel taxes appear to be lower than most states in the region. Increase the gas tax statewide. Sharply increase the tax on diesel fuel, perhaps a surcharge in the I-81 corridor, but statewide consistency is preferred. The state must raise revenue to fund improvements whether adding infrastructure or police/first responders.

More areas, especially those with long grades, could benefit from 3 lanes each direction with designated non-truck lane. Study safety and congestion data to identify those sections of I-81 most in need of these improvements.

Explore improving other roads in cities and towns (Harrisonburg and Winchester come to mind) that would encourage local traffic to NOT use the interstate for short jumps to dodge stoplights and congestion.

Employ more signs and technology to warn drivers of accidents and construction in real time.

Revisit the decision to have fluctuating speed limits in certain stretches of I-81.

Long term, much of the long haul tonnage should be shifted to a parallel rail line.

Tom Long
10 Nash Road
Mount Solon, VA 22843

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.5058429	38.8817784	763	ho1785@shentel.net	22664	Safety	1. Tolls for trailer trucks, 2. When congestion in heavy traffic limit trucks to right lane.	2018-07-26T11:26:00.545Z	2018-07-26T14:16:00.545Z
-79.66731367	37.54219162	734	marksherry7@gmail.com	24018	Congestion	3 lanes from 150 to 118 minimum	2018-07-16T13:43:12.338Z	2018-07-16T17:21:12.338Z
-79.94057	37.27152	749	gordo401@yahoo.com	24012	Congestion	3 lanes would reduce congestion through roanoke county	2018-07-17T02:49:23.5Z	2018-07-17T14:29:19.235Z
-79.07272	38.15001	724	Tbrooks2828@gmail.com	24401	Safety	81 is dangerous	2018-07-14T02:30:51.951Z	2018-07-16T17:22:33.951Z
-79.91244612	38.29835326	41	sfc_austin@yahoo.com	24401	Congestion	A good part of the congestion and, consequently, the cause of some accidents, is commercial vehicles. A third lane with a 'no trucks' restriction between Lexington and Harrisonburg, would help.	2018-06-14T12:34:07.078Z	2018-06-21T15:05:56.078Z
-79.68434247	37.53522234	775	d.jessie81@gmail.com	24014	Safety	Add a third lane from the James River Bridge to north of the Arcadia exit. Limit trucks to the 2 right lanes. Reduce the speed limit for that section to 60-65 mph.	2018-07-31T18:47:32.141Z	2018-08-06T19:32:32.141Z
-79.90921674	37.38045273	754	josuegroundhog@gmail.com	24019	Congestion	Add another Lane	2018-07-19T02:10:13.465Z	2018-07-19T14:09:13.465Z
-78.82593	38.26775	46	dreambigtrucking@gmail.com	24441	Other	Adding tolls will definitely affect my family business and many others that we know! Owning a trucking company is not cheap and adding more expenses just to get around locally is going to make trucking even harder!!!!!!	2018-06-14T20:22:56.078Z	2018-06-21T15:05:56.078Z
-78.16405	39.184	37	Mmbouchillon@gmail.com	22602	Congestion	Additional lanes are needed.	2018-06-13T13:19:16.744Z	2018-06-21T15:07:16.744Z
-79.82730208	37.46172018	175	edmccoy@ujroutdoors.com	24066	Other	Additional truck parking is needed, and perhaps enlarging the rest area just north of Exit 156 should be a consideration and providing northbound truck parking	2018-06-18T20:50:33.1Z	2018-06-21T14:58:50.331Z
-79.0388291	38.13526379	49	Kent.odonohue@gmail.com	24467	Safety	All of Augusta County is ridiculous. Every time I get on the interstate it feels as if the trucks outnumber the cars 3:1. But its not just the volume, they now are some of the most aggressive lane shifters amd drivers trying to fight the grade changes.	2018-06-15T04:28:56.078Z	2018-06-21T15:05:56.078Z
-80.57442777	37.09228182	707	rhajny78@gmail.com	24141	Safety	All of the trees/brush at the 105 SB entrance ramp should be removed so oncoming traffic can see the cars merging as they enter the final curve on to the ramp. Also, all through traffic should be encouraged to KEEP LEFT one mile prior to the entrance ramp	2018-06-22T23:56:20.9Z	2018-06-25T13:36:55.209Z
-81.08353	36.94984	713	Gcrane82@gmail.com	24382	Congestion	Allowing extra hours for congestion is not working, had to reschedule medical appointment. Attended meeting this week half of the class arrived late because of congestion,some over an hour late.	2018-07-03T23:37:38.740Z	2018-07-06T15:19:38.740Z
-79.37699996	37.82650039	787	vipcowles@gmail.com	23230	Safety	Although I do not live in the Shenandoah Valley, I have occasion to drive on I-81. The number of 18-wheelers, often driving side-by-side, in the hilly terrain is dangerous. Divert freight to rail. Expand railroads, not highways.	2018-08-20T15:52:26.160Z	2018-08-28T19:25:26.160Z
-80.05732832	37.31317449	729	Kati6403@yahoo.com	24087	Congestion	Always congested and leads to accidents	2018-07-16T13:18:30.937Z	2018-07-16T17:21:30.937Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.65695996	38.70344604	764	msbonniegood@yahoo.com	22842	Safety	At exit 269 going south onto I-81, the entrance ends at a bridge and is difficult to see oncoming traffic when enterint the interstate there, so merging is horribly dangerous. Could the speed be reduced for that area to assist merging?	2018-07-26T14:26:01.736Z	2018-07-26T15:40:01.736Z
-79.87605391	37.39613776	720	jffralin@gmail.com	24019	Congestion	Can big trucks be excluded from traveling in the left lane?	2018-07-13T12:29:20.958Z	2018-07-13T13:58:20.958Z
-79.52422583	37.59048875	56	gwenmason@cox.net	24014	Other	choke points and steep grade	2018-06-15T12:54:33.117Z	2018-06-21T14:58:50.331Z
-80.33546703	37.14902606	786	designify@protonmail.com	24060	Safety	Christiansburg Mountain Climb - Heading South - B'burg/C'Burg exits - Chaos and Death	2018-08-20T12:57:19.431Z	2018-08-28T19:24:19.431Z
-81.08353	36.94984	794	walterbenda@yahoo.com	24360	Safety	Commerical trucks need to be restricted to right hand lanes only, and required to drive no more than 55 mph in the mountainous sections of I-81 from Wythe County on the south up to Roanoke on the north.	2018-09-15T21:15:52.398Z	2018-09-17T18:22:52.398Z
-79.92961226	37.36285431	725	Matthew_hull@live.com	24175	Congestion	Congested b/c of tractor trailers switching lanes to get to scales.	2018-07-14T11:50:30.937Z	2018-07-16T17:21:30.937Z
-79.03903303	38.1224673	712	rj.will85@gmail.com	23116	Congestion	Congestion	2018-07-02T19:43:08.274Z	2018-07-03T19:26:08.274Z
-79.98996313	37.34529319	784	malexander161@gmail.com	24019	Congestion	Congestion AND safety -- too many tractor trailers, especially in the left lane. Dangerous passing maneuvers as they try to get around other trucks.	2018-08-06T13:46:27.070Z	2018-08-06T19:32:49.270Z
-79.99801387	37.33880195	723	evanschrantz@gmail.com	24153	Congestion	Congestion is constant between exit 150 and exit 137 due to tractor trailers and the left exit 143 on southbound. Adding a third lane would help greatly in this area.	2018-07-13T22:57:30.937Z	2018-07-16T17:21:30.937Z
-79.71399729	37.50832822	173	edmccoy@ujroutdoors.com	24066	Congestion	Congestion on I-81 in the vicinity of Buchanan prompts drivers to exit the interstate and use US 11. This causes backups and heavy traffic in the Town of Buchanan and along US 11 south of town between Exits 168 and 156/150; both north and southbound.	2018-06-18T20:44:50.331Z	2018-06-21T14:58:50.331Z
-79.66762524	37.54669926	715	bill.tanger@verizon.net	24019	Safety	Consider closing Exit 167. It is unsafe and unnecessary.	2018-07-09T12:36:16.333Z	2018-07-10T14:48:36.163Z
-79.18666182	37.54654705	47	Johnwrader@aol.com	24175	Other	Corridor wide: build two truck lanes, keep trucks separate from passenger cars. Also in favor of tolling for trucks.	2018-06-14T20:51:05.078Z	2018-06-21T15:05:56.078Z
-79.71400557	37.4811889	750	Jwashodeals@gmail.com	24018	Congestion	Could use more than 2 lanes the whole way through. Widen the road, maybe add a truck lane, something so that a single accident doesn't back us up for miles	2018-07-17T10:42:51.313Z	2018-07-17T14:27:51.313Z
-79.99003706	37.34661853	774	d.jessie81@gmail.com	24014	Congestion	Daleville to Christiansburg needs to be 3 lanes in both directions. Need extended exit ramps for 220, 581, 419 and 112.	2018-07-31T18:43:27.070Z	2018-08-06T19:32:49.270Z
-80.40823	37.1303	760	Luracharlotte@gmail.com	24015	Safety	Dangerous--to many accident involving semi's between Buchanan and Christiansburg. Need a truck only lane.	2018-07-23T02:14:39.515Z	2018-07-23T18:03:39.515Z
-79.98317061	37.33283197	732	C1sara@cox.net	24019	Safety	Driving too fast cars and trucks	2018-07-16T13:34:30.937Z	2018-07-16T17:21:30.937Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.2417625	39.05399758	744	compctech@gmail.com	22602	Congestion	During rush hour, trucks backup on to the interstate traveling lanes waiting to pass threw the scales. Traffic then backup to the exit 307	2018-07-16T17:49	2018-07-17T14:28:54.627Z
-80.40823	37.1303	703	Jwood4vt@gmail.com	24149	Safety	Exit 114 interchange is unsafe. Traffic backs onto southbound lanes during peak hours. Left turns into Rt. 8 must cross 4 lanes of heavy traffic	2018-06-22T15:35	2018-06-25T13:36:55.209Z
-80.57540395	37.09165965	698	esharp@nrvc.org	24141	Safety	extended acceleration lane needed here	2018-06-21T17:34	2018-06-21T19:10:55.747Z
-78.85092689	38.43614806	54	gwenmason@cox.net	24014	Safety	Fatal car accidents, multihour incidents, winding twists and changes in grades, truck congestions are all issues.	2018-06-15T12:52	2018-06-21T15:05:56.078Z
-79.00985199	38.15335165	60	Joshuajeep2017@gmail.com	24401	Congestion	From the Verona exit to mount Crawford maybe a little past Harrisonburg, there needs to be 3 lanes northbound and southbound. Toooooo misch congestion which leads to a number of accidents. This is my commute	2018-06-18T01:10	2018-06-21T15:05:56.078Z
-78.93094538	38.29538896	42	MITITYUKVITA@GMAIL.COM	22821	Congestion	harrisonburg area always has traffic.	2018-06-14T13:24	2018-06-21T15:05:56.078Z
-80.24325446	37.22880612	711	jehokies@gmail.com	24073-468	Safety	I am concerned with the number of accidents in our area that result in major damage to property and/or life. In other words, a minor accident is a fender bender but our area cars seem to be totaled beyond repair.	2018-06-26T15:38	2018-06-28T12:03:28.743Z
-81.97062	36.70872	788	bhoward@abingdon-va.gov	24210	Safety	I am very concerned about safety on Interstate 81. I am a member of the Abingdon Fire Department and we have answered 64 calls this year for accidents on Interstate 81 from Exit 13 to Exit 22. This is 16.5% of our total calls for 2018 so far	2018-08-20T18:35	2018-08-28T19:24:41.980Z
-80.03672896	37.31208226	735	Debpitts1@outlook.com	24019	Congestion	I avoid traveling on I81 south through Salem at all costs because of the congestion and delays.	2018-07-16T13:52	2018-07-16T17:21:30.937Z
-79.88161031	37.42135431	752	jason.clary@comcast.net	24066	Congestion	I commute 81 every day, exit 156 to I-581 exit. The I-581 intersection in the morning is always slowed sure to purple being in the left lane 5 miles before the exit. Returning home is a struggle as well, die to the weigh station congestion.	2018-07-18T23:07	2018-07-19T14:09:00.213Z
-78.93379	38.2857	770	Mfaria87@gmail.com	24502	Safety	I commute 81 every week. Trucks nee more regulations and 81 is over congested with trucks the. It was ever intended. Trucks should be required to stay in the right hand lane at no more than 55 mph Or add addl exits from Staunton thru Harrisonburg for back	2018-07-28T02:58	2018-08-06T19:33:58.745Z
-79.07811658	38.13867833	766	wilson.rnicole@gmail.com	24401	Safety	I commute between Staunton and Harrisonburg 5 days per week (for the past 15 years). I see aggressive driving, trucks cutting people off, drivers on phones, wreckless driving....all on a daily basis. Trucks should not be allowed on left lane	2018-07-28T02:02	2018-08-06T19:33:43.479Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.93007097	38.30693182	762	jonathan@cspdc.org	24401	Safety	I feel unsafe driving in this location. I often get boxed in by large trucks when passing this tiny bridge. The incline also slows traffic down greatly. I often divert to Route 11 from I-81 at exit 235 to avoid I-81 backups.	2018-07-24T14:00	2018-07-24T14:21:46.777Z
-78.85088021	38.43916784	719	brdownj@msn.com	22802	Safety	I had an accident on an on-ramp that I believe has some design flaws. The on ramp is 81 southbound at mile marker 247.	2018-07-10T14:10	2018-07-10T14:49:14.716Z
-79.85133467	37.36776591	746	Todeanholmes@gmail.com	25090	Safety	I have 2 high school kids that drive I-81 between 156 and 137 everyday during school. This road is so dangerous with tractor trailers.	2018-07-16T19:34	2018-07-17T14:28:08.105Z
-79.99846995	37.23740778	782	lhthompson13@gmail.com	24018	Safety	I have two small children and it scares me to drive on the interstate so I have to go through town which adds time to my drive everyday.	2018-08-04T01:37	2018-08-06T19:32:49.270Z
-79.59864912	37.59443997	722	nsummo@yahoo.com	24012	Congestion	I spent some time in Germany recently and was impressed with the signage on their highways that completely prohibited trucks from using the left lane to pass each other. It definitely helped.	2018-07-13T13:06	2018-07-13T13:57:49.318Z
-78.93240396	38.28548295	768	wraywray@Comcast.net	24441	Safety	I think a third lane would do wonders between 235 and 227 if u ride on the parts of 81 with 3 lanes traffic flows great then when it reduces down it gets crazy again I know it cost a lot but the price is just going to keep rising	2018-07-28T02:24	2018-08-06T19:33:58.745Z
-79.71125898	37.43104223	738	Caleb2020cooper@gmail.com	24018	Other	I think that tractor trailers are an issue I think providing a trunk lane would be a great idea. The tractor trailers seem to slow traffic down I travel a lot up and down Virginia and that is my biggest concern	2018-07-16T15:05	2018-07-16T17:21:30.937Z
-78.55391798	38.82720112	44	cornersuite@gmail.com	22824	Safety	I think we should consider adding commuter rail up and down traffic 11 to decrease traffic on I-81	2018-06-14T17:25	2018-06-21T15:07:16.744Z
-80.36975203	37.12863568	736	stratmann.alex@gmail.com	24015	Safety	I travel 81 most for work. I am a sales rep that lives in roanoke and works in the Southeast (DC to Florida) I have found that 81 can either flow or not nothing inbetween I think some sections need a slower speed limit and a 3rd lane per side to many crash	2018-07-16T14:25	2018-07-16T17:21:58.073Z
-79.57667646	37.6205504	745	Wmfdkh@aol.com	13204	Congestion	I travel I-81 at least once a month through Virginia from the border to the Roanoke area. Always a heavy amount of semi truck traffic that when passing slows everything down to 50 mph or less at times	2018-07-16T17:53	2018-07-17T14:27:51.313Z
-78.8496562	38.44305834	34	xsenatro@yahoo.com	22831	Safety	I travel I-81 between Staunton and Winchester regularly for both business and personal errands. Truck traffic is extremely heavy. I would like to see a truck-only lane added and would be willing to pay a reasonable toll (up to \$2 for this segment).	2018-06-12T12:08	2018-06-21T15:05:56.078Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.41977	37.11646	705	mlk0715@yahoo.com	24149	Congestion	I travel I81 south every week day between 5 and 5:30 pm and exit at 114. Traffic there is back up to the top of the ramp everyday. Somedays it's dangerous because there isn't any room to exit safely.	2018-06-22T21:44	2018-06-25T13:36:55.209Z
-79.54371748	37.64665167	737	Richardmcorneett@aol.com	24151	Congestion	I travel this corridor weekly but only if I can't avoid it! There should be atleast 3 lanes in each direction. The congestion causes the safety issues. I also have to travel in the DC area , Raleigh and Charlotte but this stretch of interstate is the wiors	2018-07-16T14:34	2018-07-16T17:21:12.338Z
-81.97442291	36.69888973	75	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-18 Bristol Meeting	2018-06-18T17:31	2018-06-21T13:49:58.525Z
-79.04692946	38.12138694	53	mzg260@vt.edu	24060	Congestion	I-64/I-81 Interchange (Staunton. Each Direction) is a highly congested area and could benefit from an additional lane prior and after the interchange (for a few miles on each side of it).	2018-06-15T12:15	2018-06-21T15:05:56.078Z
-80.07655439	37.30662085	733	heathermpace@hotmail.com	24018	Congestion	I-81 between Roanoke and Blacksburg is frequently dangerously congested, especially southbound. Vehicles pack together tightly, changing lanes is difficult and unsafe, and bottlenecks build up, in particular because of the high volume of tractor trailers.	2018-07-16T13:43	2018-07-16T17:21:30.937Z
-81.77897408	36.77260266	84	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 4 of 14	2018-06-18T17:42	2018-06-21T13:49:58.525Z
-81.0568334	36.9570031	114	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting	2018-06-18T18:32	2018-06-21T13:49:58.525Z
-81.0576327	36.95725172	123	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting	2018-06-18T18:42	2018-06-21T13:49:58.525Z
-80.91883281	36.9476332	138	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:04	2018-06-21T13:49:58.525Z
-81.74001627	36.78140536	93	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 5 of 14	2018-06-18T17:54	2018-06-21T13:49:58.525Z
-81.47989206	36.8521792	101	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 8 of 14	2018-06-18T18:14	2018-06-21T13:49:58.525Z
-81.47327826	36.85124504	102	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - 8 of 14	2018-06-18T18:14	2018-06-21T13:49:58.525Z
-81.78206399	36.77114838	88	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Boad 4 of 14	2018-06-18T17:44	2018-06-21T13:49:58.525Z
-82.11816582	36.63188756	152	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:20	2018-06-21T13:49:58.525Z
-82.12703321	36.63213725	154	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:22	2018-06-21T13:49:58.525Z
-82.12754819	36.63212003	156	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:23	2018-06-21T13:49:58.525Z
-82.12516639	36.62858135	158	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:25	2018-06-21T13:49:58.525Z
-82.12629292	36.62840915	159	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:26	2018-06-21T13:49:58.525Z
-82.15554777	36.62598967	166	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 1 of 14	2018-06-18T19:33	2018-06-21T13:49:58.525Z
-82.12136838	36.62960595	161	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting - Board 1 of 14 - Walk	2018-06-18T19:28	2018-06-21T13:49:58.525Z
-82.12166342	36.62950263	163	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting - Board 1 of 14 - Walk	2018-06-18T19:30	2018-06-21T13:49:58.525Z
-81.15298758	36.93951737	107	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 10 of 14	2018-06-18T18:21	2018-06-21T13:49:58.525Z
-81.13999662	36.94927063	109	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 10 of 14	2018-06-18T18:22	2018-06-21T13:49:58.525Z
-81.05427458	36.95083866	110	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:27	2018-06-21T13:49:58.525Z
-81.05384542	36.9513531	111	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:29	2018-06-21T13:49:58.525Z
-81.05696751	36.95639439	112	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:29	2018-06-21T13:49:58.525Z
-81.05741813	36.95692594	117	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:37	2018-06-21T13:49:58.525Z
-81.05849101	36.95764609	119	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:39	2018-06-21T13:49:58.525Z
-81.06371595	36.96121246	120	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:39	2018-06-21T13:49:58.525Z
-81.06285765	36.96030373	121	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:42	2018-06-21T13:49:58.525Z
-81.06215491	36.96005512	124	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 11 of 14	2018-06-18T18:44	2018-06-21T13:49:58.525Z
-81.05098082	36.94691169	127	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 12 of 14	2018-06-18T18:51	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-81.052161	36.94799205	125	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 12 of 14	2018-06-18T18:50	2018-06-21T13:49:58.525Z
-81.02344848	36.94174009	126	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 12 of 14	2018-06-18T18:50	2018-06-21T13:49:58.525Z
-81.02286913	36.94128561	128	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 12 of 14	2018-06-18T18:52	2018-06-21T13:49:58.525Z
-80.87442616	36.95180021	131	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T18:58	2018-06-21T13:49:58.525Z
-80.87517182	36.95169732	132	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T18:59	2018-06-21T13:49:58.525Z
-80.94948323	36.94630285	133	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:00	2018-06-21T13:49:58.525Z
-80.9134684	36.94634704	134	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:01	2018-06-21T13:49:58.525Z
-80.94808848	36.94499952	135	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:01	2018-06-21T13:49:58.525Z
-80.91896156	36.94789043	136	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:03	2018-06-21T13:49:58.525Z
-80.99427612	36.93789082	140	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:05	2018-06-21T13:49:58.525Z
-80.92008809	36.9468958	141	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:06	2018-06-21T13:49:58.525Z
-80.9940079	36.93767644	143	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:07	2018-06-21T13:49:58.525Z
-80.920131	36.9469987	145	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:08	2018-06-21T13:49:58.525Z
-80.99467309	36.93675028	146	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:09	2018-06-21T13:49:58.525Z
-80.99445079	36.93668966	148	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:11	2018-06-21T13:49:58.525Z
-80.99440486	36.93665595	149	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 13 of 14	2018-06-18T19:11	2018-06-21T13:49:58.525Z
-80.85056832	36.96684317	151	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting - Board 14 of 14	2018-06-18T19:14	2018-06-21T13:49:58.525Z
-82.01154204	36.69428677	167	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 2 of 14	2018-06-18T19:37	2018-06-21T13:49:58.525Z
-82.02567192	36.68700833	169	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 2 of 14	2018-06-18T19:39	2018-06-21T13:49:58.525Z
-82.03308554	36.68246551	171	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 2 of 14	2018-06-18T19:40	2018-06-21T13:49:58.525Z
-81.97451075	36.6995	61	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T13:49	2018-06-21T13:49:58.525Z
-81.97461581	36.69958789	63	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:21	2018-06-21T13:49:58.525Z
-81.9745892	36.69957688	66	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:26	2018-06-21T13:49:58.525Z
-81.97468061	36.70003572	67	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:26	2018-06-21T13:49:58.525Z
-81.97443364	36.69887227	69	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:28	2018-06-21T13:49:58.525Z
-81.97468061	36.70008303	71	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:29	2018-06-21T13:49:58.525Z
-81.97456238	36.69961972	72	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:29	2018-06-21T13:49:58.525Z
-81.9746377	36.70047442	74	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:30	2018-06-21T13:49:58.525Z
-81.97460015	36.70061636	76	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:31	2018-06-21T13:49:58.525Z
-81.97424073	36.70170021	78	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:33	2018-06-21T13:49:58.525Z
-81.97443522	36.69894034	79	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:34	2018-06-21T13:49:58.525Z
-81.97439093	36.70128731	80	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:35	2018-06-21T13:49:58.525Z
-81.97412133	36.69886159	82	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 3 of 14	2018-06-18T17:35	2018-06-21T13:49:58.525Z
-81.77871659	36.77273657	86	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 4 of 14	2018-06-18T17:43	2018-06-21T13:49:58.525Z
-81.84484318	36.7621383	87	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 4 of 14	2018-06-18T17:43	2018-06-21T13:49:58.525Z
-81.78253606	36.77112638	89	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 4 of 14	2018-06-18T17:45	2018-06-21T13:49:58.525Z
-81.86497048	36.75423034	91	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Bristol Meeting - Board 4 of 14	2018-06-18T17:46	2018-06-21T13:49:58.525Z
-81.78335145	36.77128039	92	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 4 of 14	2018-06-18T17:47	2018-06-21T13:49:58.525Z
-81.69848586	36.78557574	94	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 5 of 14	2018-06-18T17:55	2018-06-21T13:49:58.525Z
-81.64243051	36.80881921	96	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 6 of 14	2018-06-18T18:02	2018-06-21T13:49:58.525Z
-81.60830806	36.81240848	99	va81corridorplan.oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 7 of 14	2018-06-18T18:10	2018-06-21T13:49:58.525Z
-81.4863079	36.84814395	100	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 8 of 14	2018-06-18T18:13	2018-06-21T13:49:58.525Z
-81.26967615	36.91615982	103	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting - Board 9 of 14	2018-06-18T18:17	2018-06-21T13:49:58.525Z
-81.26868832	36.91615363	104	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting - Board 9 of 14	2018-06-18T18:17	2018-06-21T13:49:58.525Z
-82.15548242	36.62571298	165	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 1 of 14	2018-06-18T19:32	2018-06-21T13:49:58.525Z
-82.15908731	36.62529968	153	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:20	2018-06-21T13:49:58.525Z
-82.15834702	36.62555799	155	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:23	2018-06-21T13:49:58.525Z
-82.15553607	36.62569576	157	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:25	2018-06-21T13:49:58.525Z
-82.15467508	36.62594115	160	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:27	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-82.15359415	36.62640181	162	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:29	2018-06-21T13:49:58.525Z
-82.15168442	36.62791721	164	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 1 of 14 - Walk	2018-06-18T19:30	2018-06-21T13:49:58.525Z
-81.15291785	36.93950022	108	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 10 of 14	2018-06-18T18:21	2018-06-21T13:49:58.525Z
-81.07173402	36.96358857	113	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 11 of 14	2018-06-18T18:30	2018-06-21T13:49:58.525Z
-81.06372221	36.95836861	115	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 11 of 14	2018-06-18T18:30	2018-06-21T13:49:58.525Z
-81.05258305	36.94909961	116	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 11 of 14	2018-06-18T18:37	2018-06-21T13:49:58.525Z
-81.05190713	36.94903102	118	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 11 of 14	2018-06-18T18:39	2018-06-21T13:49:58.525Z
-81.05162241	36.94914852	122	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 11 of 14	2018-06-18T18:42	2018-06-21T13:49:58.525Z
-81.05429222	36.95123308	129	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 12 of 14	2018-06-18T18:53	2018-06-21T13:49:58.525Z
-81.05398644	36.95020658	130	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 12 of 14	2018-06-18T18:54	2018-06-21T13:49:58.525Z
-80.93699879	36.94702429	137	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:03	2018-06-21T13:49:58.525Z
-80.93288965	36.94774454	139	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:04	2018-06-21T13:49:58.525Z
-80.92665619	36.94820755	142	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:06	2018-06-21T13:49:58.525Z
-80.92223055	36.94747873	144	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:08	2018-06-21T13:49:58.525Z
-80.92056221	36.94770166	147	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:09	2018-06-21T13:49:58.525Z
-80.99448845	36.93658541	150	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 13 of 14	2018-06-18T19:12	2018-06-21T13:49:58.525Z
-82.11204137	36.63432292	168	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 2 of 14	2018-06-18T19:38	2018-06-21T13:49:58.525Z
-82.11082364	36.6345726	170	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 2 of 14	2018-06-18T19:39	2018-06-21T13:49:58.525Z
-82.11139227	36.63458981	172	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 2 of 14	2018-06-18T19:40	2018-06-21T13:49:58.525Z
-81.93670898	36.71291073	62	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:19	2018-06-21T13:49:58.525Z
-81.97459457	36.69963606	64	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:23	2018-06-21T13:49:58.525Z
-81.93270741	36.71322027	65	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:25	2018-06-21T13:49:58.525Z
-81.93293243	36.7140116	68	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:27	2018-06-21T13:49:58.525Z
-81.93391948	36.71366758	70	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:28	2018-06-21T13:49:58.525Z
-81.93460613	36.71346117	73	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:30	2018-06-21T13:49:58.525Z
-81.97418172	36.69781204	77	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:32	2018-06-21T13:49:58.525Z
-81.98086042	36.69623779	81	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:35	2018-06-21T13:49:58.525Z
-81.97946567	36.69505063	83	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Bristol Meeting Board 3 of 14	2018-06-18T17:37	2018-06-21T13:49:58.525Z
-81.78406433	36.77152364	85	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 4 of 14	2018-06-18T17:42	2018-06-21T13:49:58.525Z
-81.78310946	36.7717299	90	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 4 of 14	2018-06-18T17:46	2018-06-21T13:49:58.525Z
-81.74108297	36.78131484	95	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 5 of 14	2018-06-18T17:57	2018-06-21T13:49:58.525Z
-81.64210009	36.80851181	97	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 6 of 14	2018-06-18T18:03	2018-06-21T13:49:58.525Z
-81.68045032	36.79401059	98	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Bristol Meeting Board 6 of 14	2018-06-18T18:05	2018-06-21T13:49:58.525Z
-81.27025855	36.91636701	105	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting Board 9 of 14	2018-06-18T18:18	2018-06-21T13:49:58.525Z
-81.27584523	36.91578239	106	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Bristol Meeting -Board 9 of 14	2018-06-18T18:18	2018-06-21T13:49:58.525Z
						I81 from Staunton to Roanoke is a safety concern. I have traveled this corridor four times in the past several months. On one occasion a tracker trailer passed us and came over in our lane too soon we were run off the road into the grass. Six lanes please	2018-07-16T15:10	2018-07-16T17:22:33.951Z
-79.12623701	38.17970384	739	Slimsome@cox.net	24018	Safety			
-79.75101819	37.50014421	363	va81corridorplan@oipi.virginia.gov	22485	Safety	I-81 Meeting - Board 12 of 13	2018-06-19T17:35	2018-06-21T14:58:50.331Z
-78.91065421	38.39635188	434	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 10 of 23	2018-06-20T13:14	2018-06-21T13:50:00.114Z
-78.91811076	38.37569755	430	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 10 of 23: #1) Need more truck parking (corridor wide)	2018-06-20T13:11	2018-06-21T13:50:00.114Z
-78.93058839	38.31747041	439	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 10 of 23: #2) Consider multimodal and transit/TDM between Staunton and Harrisonburg.	2018-06-20T13:20	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.65610373	38.70185319	405	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 14 of 23: #1) Very short entrance ramp south bound	2018-06-20T12:40	2018-06-21T13:50:00.114Z
-78.58054479	38.82685633	402	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 15 of 23	2018-06-20T12:35	2018-06-21T13:50:00.114Z
-78.56900057	38.83498008	403	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 15 of 23	2018-06-20T12:36	2018-06-21T13:50:00.114Z
-78.49212656	38.91186592	400	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 16 of 23: #1) third lane to help with truck traffic (corridor wide).	2018-06-20T12:35	2018-06-21T13:50:00.114Z
-79.55257745	37.64944634	537	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 2 of 23: #1) corridor wide trucks and slow moving vehicles stay in right lane, enforcement? better signage?	2018-06-20T17:07	2018-06-21T13:50:00.114Z
-79.39996849	37.7844424	533	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 4 of 23	2018-06-20T16:57	2018-06-21T13:50:00.114Z
-79.37391378	37.8293297	535	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 4 of 23	2018-06-20T17:01	2018-06-21T13:50:00.114Z
-79.20426261	37.95805446	512	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 6 of 23	2018-06-20T15:35	2018-06-21T13:50:00.114Z
-79.200014	37.96316369	516	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 6 of 23	2018-06-20T15:36	2018-06-21T13:50:00.114Z
-79.22145021	37.93862941	518	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 6 of 23	2018-06-20T15:36	2018-06-21T13:50:00.114Z
-79.22683058	37.93478464	520	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 6 of 23	2018-06-20T15:41	2018-06-21T13:50:00.114Z
-79.00635298	38.17078062	466	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 8 of 23	2018-06-20T13:45	2018-06-21T13:50:00.114Z
-79.00643881	38.16953227	468	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 8 of 23	2018-06-20T13:47	2018-06-21T13:50:00.114Z
-79.01467856	38.16038831	485	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 8 of 23	2018-06-20T13:55	2018-06-21T13:50:00.114Z
-79.01472147	38.16028708	489	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 8 of 23	2018-06-20T13:58	2018-06-21T13:50:00.114Z
-79.01025828	38.16622573	479	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 8 of 23: #1) Exit 225 NB off ramp backs up into I-81 in a.m.	2018-06-20T13:55	2018-06-21T13:50:00.114Z
-79.00317724	38.17280492	472	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 8 of 23: #2) Need separation of cars and trucks (separate lanes).	2018-06-20T13:50	2018-06-21T13:50:00.114Z
-78.9483943	38.25750969	447	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 9 of 23	2018-06-20T13:31	2018-06-21T13:50:00.114Z
-78.93955374	38.26640559	455	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Meeting Staunton – Board 9 of 23	2018-06-20T13:35	2018-06-21T13:50:00.114Z
-78.9397254	38.26616973	458	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Meeting Staunton – Board 9 of 23	2018-06-20T13:36	2018-06-21T13:50:00.114Z
-78.93292332	38.28874163	462	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Meeting Staunton – Board 9 of 23: #1) Interchange needs improvement - exit 235	2018-06-20T13:41	2018-06-21T13:50:00.114Z
-79.76614765	37.4947551	748	Wrwillmott@aol.com	24066	Congestion	I-81 needs 6 lanes from exit 150 in Botetourt to Blacksburg. Traffic in the Roanoke Valley is terrible every day of the week all day long	2018-07-17T02:46	2018-07-17T14:27:51.313Z
-79.88429365	37.37431421	721	Chid77niner@cox.net	24012	Congestion	I-81 needs to be 3 lanes going each way. There are so many tractor trailers pulling out and sitting in the left lane. It slows traffic down so much that it becomes dangerous. Almost everytime I travel I see an accident on 81.	2018-07-13T12:53	2018-07-13T13:58:20.958Z
-80.05024763	37.31694856	250	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting	2018-06-19T14:27	2018-06-21T13:49:58.525Z
-80.72595447	37.03595737	177	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Salem Meeting - Board 2 of 13 - Speed differential likely caused by inadequate road capacity along with large number of cars and trucks. Not specific to any one area of I-18	2018-06-19T12:36	2018-06-21T13:49:58.525Z
-80.17917187	37.25421248	214	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:01	2018-06-21T13:49:58.525Z
-80.17223031	37.25885793	225	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:08	2018-06-21T13:49:58.525Z
-79.655433	37.56265	369	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:50	2018-06-21T13:50:00.114Z
-79.66136927	37.55459541	370	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:52	2018-06-21T13:50:00.114Z
-79.65709154	37.56117864	372	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:54	2018-06-21T13:50:00.114Z
-79.6656018	37.5503893	373	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:54	2018-06-21T13:50:00.114Z
-79.67013473	37.54364798	377	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:57	2018-06-21T13:50:00.114Z
-79.66576044	37.54967929	379	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 1 of 23	2018-06-19T17:57	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.66235535	37.5529003	374	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 1 of 23 - "continue frontage road on south side to 167"	2018-06-19T17:55	2018-06-21T13:50:00.114Z
-79.65810713	37.5594526	378	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 1 of 23: #1) SB Needs to slope right instead of left. Straighten curve near MM 168.	2018-06-19T17:57	2018-06-21T13:50:00.114Z
-79.90287465	37.39262111	266	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:45	2018-06-21T13:49:58.525Z
-79.90276271	37.39142663	267	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:44	2018-06-21T13:49:58.525Z
-79.90436933	37.38961008	268	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:45	2018-06-21T13:49:58.525Z
-79.90456848	37.38928607	269	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:45	2018-06-21T13:49:58.525Z
-79.90540685	37.38755101	270	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:46	2018-06-21T13:49:58.525Z
-79.90531947	37.38637305	271	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:47	2018-06-21T13:49:58.525Z
-79.90669329	37.38371025	273	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:47	2018-06-21T13:49:58.525Z
-79.90694749	37.3832326	274	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:48	2018-06-21T13:49:58.525Z
-79.90681589	37.38429562	275	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:48	2018-06-21T13:49:58.525Z
-79.90679854	37.38444066	276	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:49	2018-06-21T13:49:58.525Z
-79.90826868	37.37930585	278	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:50	2018-06-21T13:49:58.525Z
-79.90838802	37.37917359	280	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:50	2018-06-21T13:49:58.525Z
-79.91027828	37.3777377	281	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:51	2018-06-21T13:49:58.525Z
-79.91030146	37.37757375	282	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:51	2018-06-21T13:49:58.525Z
-79.91030536	37.37748474	284	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:52	2018-06-21T13:49:58.525Z
-79.93007394	37.36577318	285	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:52	2018-06-21T13:49:58.525Z
-79.91582591	37.3721162	290	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:56	2018-06-21T13:49:58.525Z
-79.91623233	37.37188126	291	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:57	2018-06-21T13:49:58.525Z
-79.92445203	37.36638713	292	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T14:58	2018-06-21T13:49:58.525Z
-79.91977521	37.36907399	311	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:42	2018-06-21T13:49:58.525Z
-79.91997312	37.36881846	313	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:43	2018-06-21T13:49:58.525Z
-79.92007729	37.36876884	314	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:43	2018-06-21T13:50:00.114Z
-79.9204877	37.36853978	317	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:44	2018-06-21T13:50:00.114Z
-79.92195985	37.36835668	318	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-79.92440081	37.36649688	321	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 10 of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-79.94620627	37.36281831	297	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 10 of 13	2018-06-19T15:16	2018-06-21T13:49:58.525Z
-79.95139903	37.36165858	299	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 10 of 13	2018-06-19T15:19	2018-06-21T13:49:58.525Z
-79.96066874	37.36151361	300	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 10 of 13	2018-06-19T15:24	2018-06-21T13:49:58.525Z
-79.96082968	37.36115545	302	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T15:26	2018-06-21T13:49:58.525Z
-79.98168653	37.35332674	304	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:36	2018-06-21T13:49:58.525Z
-79.99381012	37.34338191	306	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:39	2018-06-21T13:49:58.525Z
-79.9925763	37.34449075	308	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:40	2018-06-21T13:49:58.525Z
-79.99897069	37.34084006	316	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:44	2018-06-21T13:50:00.114Z
-79.99948567	37.34084006	319	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-80.00026888	37.34063534	323	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 10 of 13	2018-06-19T16:47	2018-06-21T13:50:00.114Z
-79.99967753	37.34184337	326	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "Fix 581/81 Interchange - vehicles should exit 81 SB onto 581 on right side - not left side. Build a new SB bridge to enable this merge."	2018-06-19T16:49	2018-06-21T13:50:00.114Z
-79.91114446	37.37635076	286	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "2 lane route 11 can't handle overflow traffic through Cloverdale"	2018-06-19T14:53	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.91146723	37.37596634	288	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "consistent delay and incident closure issues 132-150 tell the story"	2018-06-19T14:55	2018-06-21T13:49:58.525Z
-79.99307192	37.34489718	333	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "inside ramps; congestion, heavy vehicles"	2018-06-19T16:53	2018-06-21T13:50:00.114Z
-80.00114163	37.34052641	331	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "Limited visibility going south on 581 to 81 is extremely dangerous!"	2018-06-19T16:52	2018-06-21T13:50:00.114Z
-79.9164637	37.37173247	310	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "NB Truck lane 143 - 150.45, SB Truck Lane 150.5 - 143: Problem _____ and trucks occupying both lanes slows traffic to a crawl"	2018-06-19T16:41	2018-06-21T13:49:58.525Z
-79.99993749	37.34184	329	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "Need a 'Thru traffic keep left' sign at 81/581 N exchange"	2018-06-19T16:50	2018-06-21T13:50:00.114Z
-79.91662938	37.37165601	305	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "Pavement needs to be repaired. particularly NB near scales"	2018-06-19T16:38	2018-06-21T13:49:58.525Z
-79.91658405	37.37130021	293	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - "trucks merging at the scales need longer lane"	2018-06-19T15:00	2018-06-21T13:49:58.525Z
-79.94063111	37.36420419	272	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 10 of 13 - Need 3 lanes entire 321 Miles I-95 is 3 Lane	2018-06-19T14:47	2018-06-21T13:49:58.525Z
-79.95682782	37.36125352	277	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: #3) Truck climbing lanes on inside for ease to pass trucks. Truck maintain speed; cars can accelerate easier. John Smith 540.597.2622	2018-06-19T14:50	2018-06-21T13:49:58.525Z
-79.9567259	37.36108723	289	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: #6) Three lanes needed from Salem to Rockbridge County line	2018-06-19T14:56	2018-06-21T13:49:58.525Z
-79.98088723	37.35290032	296	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: #7) Noise for subdivision. Sound barrier or something to protect house from crash.	2018-06-19T15:11	2018-06-21T13:49:58.525Z
-79.98108572	37.35452072	295	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: #F) Extend Loch Haven Drive to Angel Lane	2018-06-19T15:07	2018-06-21T13:49:58.525Z
-79.99635285	37.34172716	332	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: Install street lights at entry way into Roanoke and airport.	2018-06-19T16:53	2018-06-21T13:50:00.114Z
-79.84240828	37.44303688	327	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 10 of 13: Trucks create dangerous conditions with no regard to cars. We need to get them on trains and off the roads.	2018-06-19T16:50	2018-06-21T13:50:00.114Z
-79.92679091	37.36592667	287	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 10 or 13	2018-06-19T14:54	2018-06-21T13:49:58.525Z
-79.81008775	37.46961118	335	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 11 of 13	2018-06-19T16:56	2018-06-21T13:50:00.114Z
-79.81279903	37.46819646	336	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 11 of 13	2018-06-19T16:57	2018-06-21T13:50:00.114Z
-79.81340081	37.46779978	338	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 11 of 13	2018-06-19T16:57	2018-06-21T13:50:00.114Z
-79.82275555	37.46309934	339	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 11 of 13	2018-06-19T16:58	2018-06-21T13:50:00.114Z
-79.83823115	37.45641168	337	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 11 of 13	2018-06-19T16:57	2018-06-21T13:50:00.114Z
-79.90153128	37.39578212	340	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 11 of 13	2018-06-19T17:02	2018-06-21T13:50:00.114Z
-79.90026528	37.39673676	341	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 11 of 13	2018-06-19T17:04	2018-06-21T13:50:00.114Z
-79.80989933	37.46978566	334	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 11 of 13 - "Trucks completely block rest area - need more room - agreed"	2018-06-19T16:55	2018-06-21T13:50:00.114Z
-79.70752439	37.52418764	346	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:15	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.70599029	37.52496392	351	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:17	2018-06-21T13:50:00.114Z
-79.70538919	37.52489193	352	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:18	2018-06-21T13:50:00.114Z
-79.7051486	37.52505592	353	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:19	2018-06-21T13:50:00.114Z
-79.70278938	37.52560342	354	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:19	2018-06-21T13:50:00.114Z
-79.70961313	37.52389172	357	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:21	2018-06-21T13:50:00.114Z
-79.75086799	37.49793964	360	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:30	2018-06-21T13:50:00.114Z
-79.74892338	37.50014847	365	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:37	2018-06-21T13:50:00.114Z
-79.74770298	37.50032296	366	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:38	2018-06-21T13:50:00.114Z
-79.75040665	37.49918238	362	va81corridorplan@oipi.virginia.gov	22485	Safety	I-81 Salem Meeting - Board 12 of 13	2018-06-19T17:32	2018-06-21T14:58:50.331Z
-79.70309041	37.52606798	355	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 12 of 13 - "climbing lane here?"	2018-06-19T17:20	2018-06-21T13:50:00.114Z
-79.7899	37.477556	358	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 12 of 13 - "narrow emergency lanes, non-on the left, too narrow on the right." "Ditto"	2018-06-19T17:24	2018-06-21T13:50:00.114Z
-79.70709085	37.52432614	349	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 12 of 13 - "Shoulders on bridge are too sml on James River Bridges"	2018-06-19T17:17	2018-06-21T13:50:00.114Z
-79.74972	37.49891	364	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 12 of 13: #2) On/off ramps are too short. Ditto.	2018-06-19T17:36	2018-06-21T13:50:00.114Z
-79.7469305	37.50163375	367	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 12 of 13: #3) Lack of climbing lanes. Slows trucks and creates backups. When it clears traffic 'speeds.'	2018-06-19T17:41	2018-06-21T13:50:00.114Z
-79.74727383	37.50163375	368	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 12 of 13: #4) When their is an accident traffic diverts and greatly impacts local roads and traffic. Creates speeding problems in low speed zones, Town of Buchanan for example, greatly affects side streets. Affects tourism.	2018-06-19T17:47	2018-06-21T13:50:00.114Z
-79.75212326	37.49843333	359	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 12 of 13: #5) Crossovers are not suited for emergency first responders. Make them widen for an auxiliary lane (2x).	2018-06-19T17:26	2018-06-21T13:50:00.114Z
-79.74941959	37.50006761	361	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 12 of 13: Exit 162S Not enough deceleration lane or needs to be clearly indicated with flashing lights.	2018-06-19T17:31	2018-06-21T13:50:00.114Z
-79.66512379	37.55055587	380	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:00	2018-06-21T13:50:00.114Z
-79.66563878	37.54987538	382	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:01	2018-06-21T13:50:00.114Z
-79.65494347	37.56304393	383	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:02	2018-06-21T13:50:00.114Z
-79.66589895	37.54901414	384	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:02	2018-06-21T13:50:00.114Z
-79.65539408	37.56268674	386	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:04	2018-06-21T13:50:00.114Z
-79.66943863	37.54428814	390	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:06	2018-06-21T13:50:00.114Z
-79.66818208	37.54547692	391	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:06	2018-06-21T13:50:00.114Z
-79.66955614	37.54417841	392	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:09	2018-06-21T13:50:00.114Z
-79.66744179	37.54631056	388	va81corridorplan@oipi.virginia.gov	22485	Congestion	I-81 Salem Meeting - Board 13 of 13	2018-06-19T18:05	2018-06-21T14:58:50.331Z
-79.65709862	37.56100049	387	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 13 of 13 - "could access roads be constructed from frontage roads to NB/SB for 1st responders?"	2018-06-19T18:04	2018-06-21T13:50:00.114Z
-80.52409306	37.09815188	184	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 3 of 14: Trucks need a rest area on Tyler Road - no room for cars here	2018-06-19T13:02	2018-06-21T13:49:58.525Z
-80.57572793	37.09140214	178	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 4 of 13	2018-06-19T12:40	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.58288406	37.08803017	179	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 4 of 13	2018-06-19T12:42	2018-06-21T13:49:58.525Z
-80.57732653	37.09039228	180	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 4 of 13	2018-06-19T12:45	2018-06-21T13:49:58.525Z
-80.58468114	37.08763647	181	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Salem Meeting - Board 4 of 13 - N River SB trucks block road and slow it all down	2018-06-19T12:47	2018-06-21T13:49:58.525Z
-80.49088242	37.09413221	182	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 5 of 13	2018-06-19T12:57	2018-06-21T13:49:58.525Z
-80.5018312	37.09482538	183	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 5 of 13	2018-06-19T12:59	2018-06-21T13:49:58.525Z
-80.38463252	37.12449575	185	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 13	2018-06-19T13:10	2018-06-21T13:49:58.525Z
-80.35962897	37.1337168	188	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 13	2018-06-19T13:16	2018-06-21T13:49:58.525Z
-80.34880358	37.14382617	191	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 13	2018-06-19T13:20	2018-06-21T13:49:58.525Z
-80.34753213	37.14400189	198	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 13	2018-06-19T13:25	2018-06-21T13:49:58.525Z
-80.33983955	37.14731151	200	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 13	2018-06-19T13:28	2018-06-21T13:49:58.525Z
-80.37405389	37.12714756	186	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Salem Meeting - Board 6 of 13 - Signage is confusing. Not enough indication of what lane to be in.	2018-06-19T13:13	2018-06-21T13:49:58.525Z
-80.33764014	37.14816668	201	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:30	2018-06-21T13:49:58.525Z
-80.4243614	37.11559867	187	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:13	2018-06-21T13:49:58.525Z
-80.42340087	37.11549802	190	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:15	2018-06-21T13:49:58.525Z
-80.42151203	37.11666924	193	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:22	2018-06-21T13:49:58.525Z
-80.42028445	37.11653975	195	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:23	2018-06-21T13:49:58.525Z
-80.42377132	37.11547889	196	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:25	2018-06-21T13:49:58.525Z
-80.42185086	37.11674508	197	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:25	2018-06-21T13:49:58.525Z
-80.33654588	37.14849569	202	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 6 of 14	2018-06-19T13:32	2018-06-21T13:49:58.525Z
-80.42265552	37.11623176	189	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 6 of 14: # 1) Access management and turning movement issues at exit 114	2018-06-19T13:18	2018-06-21T13:49:58.525Z
-80.4226126	37.11595799	192	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 6 of 14: #2) Exit 114 crazy at 7:00 - 9:00 am and 4:30 to 6:00 pm	2018-06-19T13:20	2018-06-21T13:49:58.525Z
-80.4226126	37.11585533	194	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 6 of 14: No comment provided	2018-06-19T13:22	2018-06-21T13:49:58.525Z
-80.27045624	37.19478238	203	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 7 of 13	2018-06-19T13:42	2018-06-21T13:49:58.525Z
-80.25284485	37.22554753	205	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 7 of 13 - Blind curved, worse ice conditions in conditions because it gets more shade NB	2018-06-19T13:46	2018-06-21T13:49:58.525Z
-80.24222331	37.2289988	208	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 7 of 13 - Common congestion between miles 118 - 128 North	2018-06-19T13:50	2018-06-21T13:49:58.525Z
-80.25901869	37.21692824	210	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 7 of 13 In Montgomery County local volunteer Fire & Rescue are called out to accidents. It is a cost to our county in coverage and people.	2018-06-19T13:56	2018-06-21T13:49:58.525Z
-80.29943719	37.17629548	204	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 7 of 13: #2) Drivers in bumper to bumper traffic cross the median and pull out in front of traffic going the opposite direction.	2018-06-19T13:43	2018-06-21T13:49:58.525Z
-80.22325799	37.23924224	229	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 7 of 13: Conflict with truck parking	2018-06-19T14:15	2018-06-21T13:49:58.525Z
-80.2879037	37.18301432	206	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 7 of 13: More wrecks between 118 - 128 north	2018-06-19T13:49	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.20666495	37.24644624	226	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 7 of 13: There are not incident plans. There is freight, There are frustrated drivers. There is not rail to move freight. A capable freight line at highway speeds would accommodate passenger rail at highway speeds.	2018-06-19T14:10	2018-06-21T13:49:58.525Z
-80.23509637	37.23113997	209	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 7 of 13:VT, RU, VMI, JMU, W&L traffic on holidays	2018-06-19T13:51	2018-06-21T13:49:58.525Z
-80.31425372	37.16769518	207	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 7 of 13 All the 81 issues impact tourism & economic growth for localities	2018-06-19T13:50	2018-06-21T13:49:58.525Z
-80.12547885	37.28406296	211	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:00	2018-06-21T13:49:58.525Z
-80.12571645	37.28405724	213	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:01	2018-06-21T13:49:58.525Z
-80.14024244	37.27370651	215	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:02	2018-06-21T13:49:58.525Z
-80.17866761	37.25413562	216	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:03	2018-06-21T13:49:58.525Z
-80.1450036	37.26913377	217	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:04	2018-06-21T13:49:58.525Z
-80.17377526	37.25459676	219	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:04	2018-06-21T13:49:58.525Z
-80.14489271	37.26928368	220	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 8 of 13	2018-06-19T14:04	2018-06-21T13:49:58.525Z
-80.23243561	37.23763185	223	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 8 of 13	2018-06-19T14:07	2018-06-21T13:49:58.525Z
-80.24091139	37.22946566	224	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 8 of 13	2018-06-19T14:08	2018-06-21T13:49:58.525Z
-80.2212618	37.24053976	227	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 8 of 13	2018-06-19T14:10	2018-06-21T13:49:58.525Z
-80.17376453	37.25465227	228	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 8 of 13 - I-81 backups create congestion, speed and safety issues at this intersection.	2018-06-19T14:10	2018-06-21T13:49:58.525Z
-80.23880854	37.23322427	212	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 8 of 13 4 tractor trailers park in the ramo shoulders overnight	2018-06-19T14:01	2018-06-21T13:49:58.525Z
-80.2410616	37.22999529	221	I-81 Salem Meeting – Board 8 of 13	23219	Other	I-81 Salem Meeting – Board 8 of 13 Use of shoulders during special events - hard running shoulders	2018-06-19T14:05	2018-06-21T13:49:58.525Z
-80.20829573	37.24600213	218	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 8 of 13: #2) Truck climbing lanes / 3 lane sections are working - build more	2018-06-19T14:04	2018-06-21T13:49:58.525Z
-80.05459281	37.31461913	230	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:18	2018-06-21T13:49:58.525Z
-80.0309103	37.3266606	232	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:19	2018-06-21T13:49:58.525Z
-80.05358966	37.31537002	233	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:19	2018-06-21T13:49:58.525Z
-80.03174715	37.32604633	234	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:20	2018-06-21T13:49:58.525Z
-80.03187589	37.32584157	235	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:20	2018-06-21T13:49:58.525Z
-80.05761834	37.31320267	236	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:21	2018-06-21T13:49:58.525Z
-80.03221922	37.32560269	237	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:21	2018-06-21T13:49:58.525Z
-80.03758363	37.3204153	239	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:21	2018-06-21T13:49:58.525Z
-80.03724031	37.32068833	240	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:22	2018-06-21T13:49:58.525Z
-80.07437309	37.30363468	242	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:24	2018-06-21T13:49:58.525Z
-80.07780323	37.30127455	243	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:24	2018-06-21T13:49:58.525Z
-80.08323677	37.29784924	245	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.0916198	37.2955305	247	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:26	2018-06-21T13:49:58.525Z
-80.09230665	37.29539344	249	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:26	2018-06-21T13:49:58.525Z
-80.09835751	37.29353488	256	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:30	2018-06-21T13:49:58.525Z
-80.0988428	37.29376472	258	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:31	2018-06-21T13:49:58.525Z
-80.10173531	37.29320717	259	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting - Board 9 of 13	2018-06-19T14:32	2018-06-21T13:49:58.525Z
-80.11749609	37.28885071	238	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:21	2018-06-21T13:49:58.525Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.11790378	37.28864798	244	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.06583624	37.30897794	261	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:35	2018-06-21T13:49:58.525Z
-80.06540172	37.30954968	263	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:35	2018-06-21T13:49:58.525Z
-80.06529511	37.30919444	264	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:35	2018-06-21T13:49:58.525Z
-80.06583155	37.3089427	265	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting – Board 9 of 13	2018-06-19T14:35	2018-06-21T13:49:58.525Z
-80.09797828	37.29349718	255	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 9 of 13 - "137 to 140 - Upgrade Parallel through way to accommodate congestion and construction"	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.09608655	37.29417802	251	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 9 of 13 - "Scary maring here NB or exiting SB"	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.00959757	37.33686908	231	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 9 of 13 - "Trucks are rude, dangerous and dominate the road. Put them on trains"	2018-06-19T14:15	2018-06-21T13:49:58.525Z
-80.0468895	37.31800659	241	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting - Board 9 of 13 Extend 3rd lane from Masons Creek to Exit 150 in North and South Bound Lane	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.05019398	37.31664139	246	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting - Board 9 of 13 - Main St. becomes gridlock during I-81 incident closures	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-80.06605618	37.30893527	248	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 9 of 13: #2) congestion from accidents/incidents at mile marker 140-150 causes constant domino crashes and congestion along 137-140. This area is a critical area to address.	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-79.97015303	37.35929642	294	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 9 of 13: #5) Stormwater runoff	2018-06-19T15:00	2018-06-21T13:49:58.525Z
-80.06634586	37.30852566	254	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 9 of 13: Common congestion between 137-143 north	2018-06-19T14:25	2018-06-21T13:49:58.525Z
-79.95705313	37.36107018	283	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting – Board 9 of 13: ITS message signs to alert drivers about incidents upstream. Information about alternative routes.	2018-06-19T14:52	2018-06-21T13:49:58.525Z
-79.67075643	37.54347855	371	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 1 of 23	2018-06-19T17:55	2018-06-21T13:50:00.114Z
-79.67094955	37.54349556	375	I8Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 1 of 23	2018-06-19T17:55	2018-06-21T13:50:00.114Z
-79.67082081	37.54339348	376	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 1 of 23	2018-06-19T17:55	2018-06-21T13:50:00.114Z
-80.00180692	37.34013203	303	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 10 of 13	2018-06-19T15:30	2018-06-21T13:49:58.525Z
-79.93380757	37.36512513	279	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting -Board 10 of 13	2018-06-19T14:50	2018-06-21T13:49:58.525Z
-80.00197322	37.34006805	307	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 10of 13	2018-06-19T16:35	2018-06-21T13:49:58.525Z
-80.00175864	37.34016615	309	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 10of 13	2018-06-19T16:41	2018-06-21T13:49:58.525Z
-80.00196249	37.34008511	312	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 10of 13	2018-06-19T16:42	2018-06-21T13:49:58.525Z
-80.0013134	37.34034101	315	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 10of 13	2018-06-19T16:44	2018-06-21T13:50:00.114Z
-80.00116319	37.34043911	320	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 10of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-80.00143678	37.3402941	322	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 10of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-80.00049801	37.34074618	324	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 10of 13	2018-06-19T16:47	2018-06-21T13:50:00.114Z
-80.00040145	37.34078883	325	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 10of 13	2018-06-19T16:45	2018-06-21T13:50:00.114Z
-79.99968947	37.34110188	328	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 10of 13	2018-06-19T16:50	2018-06-21T13:50:00.114Z
-79.79974681	37.47380081	347	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 11 of 13	2018-06-19T17:15	2018-06-21T13:50:00.114Z
-79.79974681	37.47380081	348	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 11 of 13	2018-06-19T17:15	2018-06-21T13:50:00.114Z
-79.79972535	37.47390298	350	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 11 of 13	2018-06-19T17:17	2018-06-21T13:50:00.114Z
-79.80596954	37.47147624	356	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 11 of 13	2018-06-19T17:20	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.89560896	37.40495314	342	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting Board 11 of 13 - need shoulder room for Appalachian Trail on Route 779	2018-06-19T17:07	2018-06-21T13:50:00.114Z
-79.89560896	37.40495314	343	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting Board 11 of 13 - need shoulder room for Appalachian Trail on Route 779	2018-06-19T17:07	2018-06-21T13:50:00.114Z
-79.89560896	37.40495314	344	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting Board 11 of 13 - need shoulder room for Appalachian Trail on Route 779	2018-06-19T17:07	2018-06-21T13:50:00.114Z
-79.89510471	37.40474843	345	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting Board 11 of 13 Need shoulders for Appalachian Trail on Route 779	2018-06-19T17:12	2018-06-21T13:50:00.114Z
-79.67847047	37.53962487	385	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 13 of 13	2018-06-19T18:03	2018-06-21T13:50:00.114Z
-79.66951725	37.54413782	389	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 13 of 13	2018-06-19T18:05	2018-06-21T13:50:00.114Z
-79.66694827	37.54640413	381	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 13 of 13	2018-06-19T18:01	2018-06-21T13:50:00.114Z
-80.1724127	37.25824311	222	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 8 of 13	2018-06-19T14:06	2018-06-21T13:49:58.525Z
-80.1044981	37.29242071	257	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 9 of 13	2018-06-19T14:30	2018-06-21T13:49:58.525Z
-80.00372739	37.33885679	298	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 9 of 13	2018-06-19T15:17	2018-06-21T13:49:58.525Z
-80.00172646	37.34016188	301	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 9 of 13	2018-06-19T15:26	2018-06-21T13:49:58.525Z
-80.05014034	37.31697416	253	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Salem Meeting Board 9 of 13	2018-06-19T14:28	2018-06-21T13:49:58.525Z
-80.0996861	37.29354005	262	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Salem Meeting Board 9 of 13	2018-06-19T14:33	2018-06-21T13:49:58.525Z
-80.09956284	37.29351323	260	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Salem Meeting Board 9 of 13 Accidents / Wrecks Salem traffic.	2018-06-19T14:33	2018-06-21T13:49:58.525Z
-78.92468919	38.36166701	424	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:07	2018-06-21T13:50:00.114Z
-78.93307646	38.37533615	425	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:07	2018-06-21T13:50:00.114Z
-78.90821799	38.40414544	426	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:08	2018-06-21T13:50:00.114Z
-78.90895828	38.39960517	428	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:10	2018-06-21T13:50:00.114Z
-78.90878126	38.39905023	429	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:11	2018-06-21T13:50:00.114Z
-78.90891037	38.39920158	431	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:12	2018-06-21T13:50:00.114Z
-78.91079828	38.39635534	432	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:13	2018-06-21T13:50:00.114Z
-78.92989989	38.31016793	433	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:14	2018-06-21T13:50:00.114Z
-78.93009301	38.31135493	435	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:15	2018-06-21T13:50:00.114Z
-78.93290396	38.33488901	437	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:17	2018-06-21T13:50:00.114Z
-78.93382664	38.34500396	438	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:18	2018-06-21T13:50:00.114Z
-78.93323656	38.34692244	441	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:22	2018-06-21T13:50:00.114Z
-78.93319364	38.34749461	442	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23	2018-06-20T13:22	2018-06-21T13:50:00.114Z
-78.93207784	38.34439811	440	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 10 of 23 - "north river southbound bridge narrow and curved - a safety issue for trucks"	2018-06-20T13:21	2018-06-21T13:50:00.114Z
-78.93357267	38.37605108	427	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 10 of 23 - "parallel route from rte 704 to rte 257 on the west side of I-81 to help alleviate congestion on rte 11"	2018-06-20T13:10	2018-06-21T13:50:00.114Z
-78.93015202	38.31631321	436	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 10 of 23 - "truck climbing lanes"	2018-06-20T13:16	2018-06-21T13:50:00.114Z
-78.9281112	38.35554436	443	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 10 of 23 Redundant parallel Rte. to divert truck traffic from Exit 243 to Exit 240 on east side of I-81 to trucks on US 11 especially during 81 detour to 11	2018-06-20T13:27	2018-06-21T13:50:00.114Z
-78.87722875	38.4264657	410	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T12:47	2018-06-21T13:50:00.114Z
-78.87778665	38.4262976	411	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T12:47	2018-06-21T13:50:00.114Z
-78.87508298	38.4285165	412	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T12:48	2018-06-21T13:50:00.114Z
-78.8754263	38.42925612	413	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T12:49	2018-06-21T13:50:00.114Z
-78.85019647	38.43787105	420	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T12:59	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.85111378	38.43739204	421	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T13:01	2018-06-21T13:50:00.114Z
-78.85155367	38.43713992	422	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T13:03	2018-06-21T13:50:00.114Z
-78.85213839	38.43691302	423	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 11 of 23	2018-06-20T13:04	2018-06-21T13:50:00.114Z
-78.88237859	38.42044744	408	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 11 of 23 - "exit 243 to 251 need frontage roads"	2018-06-20T12:46	2018-06-21T13:50:00.114Z
-78.87873078	38.42488553	406	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 11 of 23 - "exits 234 - 251 crown of road presents challenges for trucks - causes truck rollover"	2018-06-20T12:45	2018-06-21T13:50:00.114Z
-78.87057687	38.43332389	415	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 11 of 23 - "Rte 11 Redundancy to I-81 Exit 243-Exit 252 safety upgrades"	2018-06-20T12:50	2018-06-21T13:50:00.114Z
-78.87521172	38.4283484	416	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 11 of 23 - "when 81 is clogged, overflow on 11 through Harrisonburg paralyzes downtown"	2018-06-20T12:52	2018-06-21T13:50:00.114Z
-78.66159689	38.69478612	404	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 14 of 23 - "provide truck passing lanes. restrict truck passing in other areas"	2018-06-20T12:38	2018-06-21T13:50:00.114Z
-78.63078936	38.76532139	399	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 15 of 23	2018-06-20T12:32	2018-06-21T13:50:00.114Z
-78.650745	38.748053	398	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 15 of 23 - "Lighted Chevron Sign SB"	2018-06-20T12:26	2018-06-21T13:50:00.114Z
-78.57461381	38.83034013	401	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 15 of 23 - "truck climbing lanes"	2018-06-20T12:34	2018-06-21T13:50:00.114Z
-78.391119	38.998944	396	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 17 of 23	2018-06-19T18:38	2018-06-21T13:50:00.114Z
-78.329633	39.006051	394	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 18 of 23	2018-06-19T18:31	2018-06-21T13:50:00.114Z
-78.309776	39.004825	393	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 19 of 23 - "widen from MM 296 to 300"	2018-06-19T18:28	2018-06-21T13:50:00.114Z
-79.56204833	37.64050939	536	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 2 of 23 - "consider additional cross-overs to accommodate better quick clearance. Shorten distance between crossovers sized to accommodate a heated tractor-trailer."	2018-06-20T17:04	2018-06-21T13:50:00.114Z
-79.39290448	37.79866774	532	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 4 of 23	2018-06-20T16:56	2018-06-21T13:50:00.114Z
-79.39060851	37.80260124	534	va81corridorplan@oipi.virginia.gov	23291	Safety	I-81 Staunton Meeting - Board 4 of 23	2018-06-20T16:58	2018-06-21T15:05:56.078Z
-79.39511462	37.79427621	530	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 4 of 23 - (1/2) Heavy Congestion Major Holidays due to entrance ramp off of 64 W to 81 N on left leading to left lane"	2018-06-20T16:55	2018-06-21T13:50:00.114Z
-79.39449235	37.79514097	531	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 4 of 23 - (2/2) Heavy Congestion Major Holidays due to entrance ramp off of 64 W to 81 N on left leading to left lane"	2018-06-20T16:56	2018-06-21T13:50:00.114Z
-79.31930961	37.87100132	522	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 5 of 23	2018-06-20T16:41	2018-06-21T13:50:00.114Z
-79.2627901	37.90663147	524	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 5 of 23	2018-06-20T16:45	2018-06-21T13:50:00.114Z
-79.23067869	37.93127797	527	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 5 of 23	2018-06-20T16:49	2018-06-21T13:50:00.114Z
-79.2297882	37.93227653	528	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 5 of 23	2018-06-20T16:50	2018-06-21T13:50:00.114Z
-79.2288253	37.93095467	529	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 5 of 23	2018-06-20T16:51	2018-06-21T13:50:00.114Z
-79.24510898	37.92064849	525	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 5 of 23 - "corridor-wide - need more "fender bender? move to shoulder" signs"	2018-06-20T16:48	2018-06-21T13:50:00.114Z
-79.26257284	37.90626323	523	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 5 of 23 - "need to extend 3rd lane up to exit 205 2 miles to do that"	2018-06-20T16:43	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.22897013	37.93180937	526	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 5 of 23 Truck congestion - bad mix w/local traffic	2018-06-20T16:48	2018-06-21T13:50:00.114Z
-79.20349645	37.96006885	514	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 6 of 23	2018-06-20T15:36	2018-06-21T13:50:00.114Z
-79.20180665	37.9622724	515	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 6 of 23	2018-06-20T15:36	2018-06-21T13:50:00.114Z
-79.20757877	37.95435455	517	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 6 of 23	2018-06-20T15:37	2018-06-21T13:50:00.114Z
-79.20854737	37.9540048	519	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 6 of 23	2018-06-20T15:41	2018-06-21T13:50:00.114Z
-79.18651806	37.97708224	513	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 6 of 23 - "overall corridor - more crossovers for emergency response"	2018-06-20T15:33	2018-06-21T13:50:00.114Z
-79.22530582	37.93405403	521	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 6 of 23. Exit 205 on ramp needs to be extended so TT's can get up to better speed to enter interstate.	2018-06-20T15:48	2018-06-21T13:50:00.114Z
-79.14061005	38.01895302	498	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T14:24	2018-06-21T13:50:00.114Z
-79.14024527	38.0208463	499	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T14:28	2018-06-21T13:50:00.114Z
-79.14024527	38.02148865	500	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T14:30	2018-06-21T13:50:00.114Z
-79.14116795	38.0262554	504	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:03	2018-06-21T13:50:00.114Z
-79.08110793	38.08170945	505	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:06	2018-06-21T13:50:00.114Z
-79.08123667	38.08233438	506	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:08	2018-06-21T13:50:00.114Z
-79.06866248	38.10111351	508	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:14	2018-06-21T13:50:00.114Z
-79.06608756	38.10349433	509	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:19	2018-06-21T13:50:00.114Z
-79.06361993	38.1064998	510	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:22	2018-06-21T13:50:00.114Z
-79.06205352	38.10739466	511	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 7 of 23	2018-06-20T15:25	2018-06-21T13:50:00.114Z
-79.14385016	38.01798945	501	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 7 of 23. Look for congestion solutions in Greenville Village when 81 traffic is detoured (also other communities on Rt. 11).	2018-06-20T14:43	2018-06-21T13:50:00.114Z
-79.13829263	38.02295927	503	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 7 of 23. Sinkholes!	2018-06-20T15:01	2018-06-21T13:50:00.114Z
-79.08215935	38.08170945	507	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 7 of 23. Truck climbing.	2018-06-20T15:11	2018-06-21T13:50:00.114Z
-79.13816388	38.02238455	502	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 7 of 23. Trucks miss turn into truck stop - north and south - bad accidents with local traffic, bad mix with school buses.	2018-06-20T14:48	2018-06-21T13:50:00.114Z
-79.05898332	38.1110505	463	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:44	2018-06-21T13:50:00.114Z
-78.99457052	38.19990008	464	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:44	2018-06-21T13:50:00.114Z
-79.05725598	38.11251933	465	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:44	2018-06-21T13:50:00.114Z
-79.02910209	38.13347728	469	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:47	2018-06-21T13:50:00.114Z
-79.03783678	38.12965346	474	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:51	2018-06-21T13:50:00.114Z
-79.03872728	38.13063243	475	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:51	2018-06-21T13:50:00.114Z
-79.03911352	38.12756044	476	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:52	2018-06-21T13:50:00.114Z
-79.0332005	38.1310468	477	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:52	2018-06-21T13:50:00.114Z
-79.0401864	38.12671647	478	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:53	2018-06-21T13:50:00.114Z
-79.0407443	38.12681774	480	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:53	2018-06-21T13:50:00.114Z
-79.04207467	38.12563616	482	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:54	2018-06-21T13:50:00.114Z
-79.04329776	38.12485968	483	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:55	2018-06-21T13:50:00.114Z
-79.0438342	38.12438704	486	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:55	2018-06-21T13:50:00.114Z
-79.05094742	38.11977861	488	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T13:58	2018-06-21T13:50:00.114Z
-79.01445461	38.16103975	490	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:00	2018-06-21T13:50:00.114Z
-79.05397965	38.11540446	492	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:02	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.05389381	38.11557328	493	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:05	2018-06-21T13:50:00.114Z
-79.05380798	38.11570834	494	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:07	2018-06-21T13:50:00.114Z
-79.05325008	38.11604598	495	VA81CooridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:09	2018-06-21T13:50:00.114Z
-79.05290676	38.11661997	496	VA81CooridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23	2018-06-20T14:10	2018-06-21T13:50:00.114Z
-79.05686974	38.11353229	470	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23 - "consider 2 merge lanes from 64 to 81 south"	2018-06-20T13:48	2018-06-21T13:50:00.114Z
-79.04661297	38.12668271	487	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23 - "enforcement of speed limits to entire corridor"	2018-06-20T13:57	2018-06-21T13:50:00.114Z
-79.05270695	38.1170438	471	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23 - "lengthen exit ramp from 64 to 81 south"	2018-06-20T13:49	2018-06-21T13:50:00.114Z
-79.05586123	38.11334658	467	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23 - "widen to add SB lane between exits 221 and 220"	2018-06-20T13:46	2018-06-21T13:50:00.114Z
-79.04742694	38.12095269	491	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 8 of 23 Merge left instead of right as 64W approaches 81 S	2018-06-20T14:00	2018-06-21T13:50:00.114Z
-79.03682685	38.12851497	473	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23 Needs truck lane going south, Improve exit 222 ramps going south both off & on I-81	2018-06-20T13:51	2018-06-21T13:50:00.114Z
-79.01501251	38.15891389	497	VA81CooridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Staunton Meeting - Board 8 of 23. Install left lane for thru traffic signs to reduce lane changes exit 225 - 220.	2018-06-20T14:16	2018-06-21T13:50:00.114Z
-78.97040749	38.23318085	444	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:30	2018-06-21T13:50:00.114Z
-78.95628826	38.24928782	446	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:31	2018-06-21T13:50:00.114Z
-78.93230942	38.2924368	448	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:32	2018-06-21T13:50:00.114Z
-78.93222359	38.29280731	450	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:33	2018-06-21T13:50:00.114Z
-78.9509082	38.2546355	451	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:33	2018-06-21T13:50:00.114Z
-78.93209484	38.29401986	452	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:34	2018-06-21T13:50:00.114Z
-78.9314082	38.29637755	453	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:35	2018-06-21T13:50:00.114Z
-78.93513168	38.28109288	454	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:35	2018-06-21T13:50:00.114Z
-78.93149403	38.29657963	456	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:36	2018-06-21T13:50:00.114Z
-78.93311061	38.28867463	457	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:36	2018-06-21T13:50:00.114Z
-78.93246697	38.28858572	459	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:37	2018-06-21T13:50:00.114Z
-78.93006138	38.28808895	460	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting - Board 9 of 23	2018-06-20T13:38	2018-06-21T13:50:00.114Z
-78.95328593	38.25198615	449	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 9 of 23 - "mt sidney rest area - extend NB accel lane"	2018-06-20T13:32	2018-06-21T13:50:00.114Z
-78.93332866	38.2883948	461	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 9 of 23 Need another bridge or dedicated turn lanes	2018-06-20T13:38	2018-06-21T13:50:00.114Z
-78.93210557	38.2930094	445	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting - Board 9 of 23 truck climbing lanes	2018-06-20T13:31	2018-06-21T13:50:00.114Z
-78.48584368	38.92484139	397	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Staunton Meeting Board 17 of 23	2018-06-19T18:44	2018-06-21T13:50:00.114Z
-78.35589602	39.0152123	395	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Staunton Meeting Board 18 of 23 Connect I 66 to West Virginia corridor H	2018-06-19T18:34	2018-06-21T13:50:00.114Z
-78.21478205	39.08118275	595	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:19	2018-06-21T14:53:27.252Z
-78.21434753	39.08104117	599	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:20	2018-06-21T14:53:27.252Z
-78.92957803	38.30664047	545	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 10 of 23	2018-06-21T13:11	2018-06-21T13:50:00.114Z
-78.93007155	38.31249983	546	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 10 of 23	2018-06-21T13:11	2018-06-21T13:50:00.114Z
-78.9306831	38.3520718	547	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 10 of 23	2018-06-21T13:12	2018-06-21T13:50:00.114Z
-78.8541779	38.43645085	548	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 11 of 23	2018-06-21T13:14	2018-06-21T13:50:00.114Z
-78.84982199	38.43762738	549	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 11 of 23	2018-06-21T13:16	2018-06-21T13:50:00.114Z
-78.84744019	38.44018207	550	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 11 of 23	2018-06-21T13:16	2018-06-21T13:50:00.114Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.85104508	38.43688785	554	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 11 of 23 - "no merge area"	2018-06-21T13:15	2018-06-21T13:50:00.114Z
-78.85379166	38.43648446	551	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 11 of 23 - (1/3) "Lack of adequate length accel/decel lanes exit 247"	2018-06-21T13:17	2018-06-21T13:50:00.114Z
-78.85048718	38.43816522	552	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 11 of 23 - (2/3) "Lack of adequate length accel/decel lanes exit 247"	2018-06-21T13:18	2018-06-21T13:50:00.114Z
-78.84872765	38.43940895	553	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 11 of 23 - (3/3) "Lack of adequate length accel/decel lanes exit 247"	2018-06-21T13:18	2018-06-21T13:50:00.114Z
-78.65113749	38.73555017	566	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "agree, higher number of accidents with trucks, straighten/widen?"	2018-06-21T13:30	2018-06-21T13:50:00.114Z
-78.65671649	38.70260241	563	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "dangerous merge"	2018-06-21T13:30	2018-06-21T13:50:00.114Z
-78.65742459	38.70343968	558	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "dangerous ramp"	2018-06-21T13:27	2018-06-21T13:50:00.114Z
-78.65109458	38.73519868	565	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "higher number of accidents with trucks"	2018-06-21T13:32	2018-06-21T13:50:00.114Z
-78.65744605	38.70315501	557	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "inadequate merge"	2018-06-21T13:27	2018-06-21T13:50:00.114Z
-78.65672722	38.70256891	560	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "merge area dangerous"	2018-06-21T13:29	2018-06-21T13:50:00.114Z
-78.65672722	38.70273637	561	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "merge area dangerous"	2018-06-21T13:29	2018-06-21T13:50:00.114Z
-78.64990368	38.73705657	567	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "Narrow Shoulder"	2018-06-21T13:34	2018-06-21T13:50:00.114Z
-78.65664139	38.70246844	562	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 14 of 23 - "no merge area"	2018-06-21T13:30	2018-06-21T13:50:00.114Z
-78.65771427	38.70347317	555	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "short merge area ramp"	2018-06-21T13:24	2018-06-21T13:50:00.114Z
-78.65732267	38.70338107	556	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "short merge area ramp"	2018-06-21T13:24	2018-06-21T13:50:00.114Z
-78.65708127	38.70325548	559	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 14 of 23 - "short ramp/merge for tractor trailer traffic"	2018-06-21T13:28	2018-06-21T13:50:00.114Z
-78.65715637	38.70729102	564	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 14 of 23 - "sometimes ramp is congested in the AM"	2018-06-21T13:31	2018-06-21T13:50:00.114Z
-78.58035102	38.82704373	596	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 15 of 23	2018-06-21T14:19	2018-06-21T14:53:27.252Z
-78.58112349	38.82657567	600	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 15 of 23	2018-06-21T14:20	2018-06-21T14:53:27.252Z
-78.63022142	38.76444426	619	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 15 of 23	2018-06-21T14:31	2018-06-21T14:53:27.252Z
-78.5842134	38.82366693	609	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 15 of 23 Need truck climbing lane MM 279 to MM 277 SB	2018-06-21T14:23	2018-06-21T14:53:27.252Z
-78.49429451	38.91475959	637	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 16 of 23	2018-06-21T14:39	2018-06-21T14:53:27.252Z
-78.56819763	38.83562921	651	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 16 of 23	2018-06-21T14:49	2018-06-21T14:53:27.252Z
-78.52577717	38.87136716	659	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 16 of 23	2018-06-21T14:56	2018-06-21T15:07:16.744Z
-78.52576108	38.87129616	661	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 16 of 23	2018-06-21T14:57	2018-06-21T15:07:16.744Z
-78.54492278	38.85051499	657	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 16 of 23 Narrow Shoulders	2018-06-21T14:54	2018-06-21T15:07:16.744Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.56810779	38.83570758	655	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 16 of 23 Need truck climbing lane MM 279 to MM280	2018-06-21T14:52	2018-06-21T14:53:27.252Z
-78.39421226	38.99819556	575	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 17 of 23	2018-06-21T14:02	2018-06-21T14:53:27.252Z
-78.43695749	38.963632	571	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 17 of 23 - "backups of trucks down NB off-ramp at exit 291"	2018-06-21T13:59	2018-06-21T14:53:27.252Z
-78.41361405	38.98938589	573	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 17 of 23 - "consider shoulder widening with electronic controls (like NOVA) in areas of congestion (corridor-wide)"	2018-06-21T14:01	2018-06-21T14:53:27.252Z
-78.43670251	38.96489876	570	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 17 of 23 - "horrible interchange"	2018-06-21T13:59	2018-06-21T14:53:27.252Z
-78.4369579	38.96610061	569	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 17 of 23 - "stoplight needed at exit 291 - truck stops - dangerous --agreed"	2018-06-21T13:57	2018-06-21T14:53:27.252Z
-78.33939235	39.01003388	631	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 18 of 23	2018-06-21T14:35	2018-06-21T14:53:27.252Z
-78.33118244	39.00699538	633	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 18 of 23	2018-06-21T14:36	2018-06-21T14:53:27.252Z
-78.38016022	39.00371857	610	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 18 of 23 - "296-302 needs to be completely rebuilt"	2018-06-21T14:24	2018-06-21T14:53:27.252Z
-78.34818955	39.00870464	629	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "alternate route for accident traffic thru future industrial park to keep out of downtown Strasburg"	2018-06-21T14:35	2018-06-21T14:53:27.252Z
-78.38673911	39.00231495	597	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "concerns over widening to the outside and taking property"	2018-06-21T14:20	2018-06-21T14:53:27.252Z
-78.38609627	39.0019765	601	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 18 of 23 - "congestion every sunday from MM 295 all the way to I-66"	2018-06-21T14:21	2018-06-21T14:53:27.252Z
-78.37130246	39.00868477	614	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 18 of 23 - "drivers go too fast"	2018-06-21T14:27	2018-06-21T14:53:27.252Z
-78.3916141	39.0058483	591	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "Enforcement - show traffic in left lane and trucks and cars"	2018-06-21T14:18	2018-06-21T14:53:27.252Z
-78.387366	39.00004564	606	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 18 of 23 - "Exit 294 split I-81 and I-66 into 2 lanes each to separate two interstates from each other"	2018-06-21T14:22	2018-06-21T14:53:27.252Z
-78.3672445	39.01004723	616	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 18 of 23 - "lengthen NB off ramp at exit 296"	2018-06-21T14:27	2018-06-21T14:53:27.252Z
-78.37685552	39.00545416	613	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 18 of 23 - "S.D. issue hump - traffic can't see stopped traffic. previous double fatality"	2018-06-21T14:25	2018-06-21T14:53:27.252Z
-78.35494856	39.01545142	620	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "seems to[o] fast as causes vehicles to veer into other lane"	2018-06-21T14:31	2018-06-21T14:53:27.252Z
-78.35379172	39.01398655	625	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "sharp curve. Tractor trailer accidents - nighttime. Rte 55 - NBL accel is too short"	2018-06-21T14:33	2018-06-21T14:53:27.252Z
-78.36232619	39.01145055	617	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "sight distance and congestion at exit 296 NB on-ramp - fix before industrial development"	2018-06-21T14:28	2018-06-21T14:53:27.252Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.35567956	39.01431629	623	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 18 of 23 - "strict enforcement of speed limit (apply to whole board)"	2018-06-21T14:32	2018-06-21T14:53:27.252Z
-78.30569549	39.00628002	648	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:44	2018-06-21T14:53:27.252Z
-78.30415054	39.00680526	649	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:46	2018-06-21T14:53:27.252Z
-78.3032225	39.00711373	650	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:48	2018-06-21T14:53:27.252Z
-78.30427929	39.00731382	652	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:50	2018-06-21T14:53:27.252Z
-78.30351754	39.00773067	653	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:51	2018-06-21T14:53:27.252Z
-78.30299183	39.00806414	656	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:53	2018-06-21T15:07:16.744Z
-78.30229982	39.00854768	658	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:55	2018-06-21T15:07:16.744Z
-78.30201818	39.00876027	660	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 19 of 23.	2018-06-21T14:57	2018-06-21T15:07:16.744Z
-78.29493983	39.00731382	667	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23. Add solid line to eliminate weave from NB 81 to EB-66 and SB 81 to EB-66. Traffic doesn't realize they can continue in lane.	2018-06-21T15:08	2018-06-21T19:10:09.529Z
-78.31180557	39.00364544	643	VA81CorridorPlan@OIPi.Virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 19 of 23. Congestion MM 298 - 300, especially northbound (2 citizens).	2018-06-21T14:42	2018-06-21T14:53:27.252Z
-78.30176337	39.00944806	673	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Could use longer accel lane in SB direction.	2018-06-21T15:17	2018-06-21T19:10:09.529Z
-78.30109819	39.00984822	676	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Extend SBD merge lane from I-66 to 81.	2018-06-21T15:23	2018-06-21T19:10:09.529Z
-78.29905971	39.01038177	675	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. I-66 interchange needs overhaul.	2018-06-21T15:20	2018-06-21T19:10:09.529Z
-78.30206378	39.00909791	672	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Left entrance dangerous - needs a much longer merge or other solution. Nothing outside existing RoW.	2018-06-21T15:15	2018-06-21T19:10:09.529Z
-78.32079097	39.0031035	627	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Need a 3rd lane (climbing lane). Nothing outside existing R & W Historic area.	2018-06-21T14:34	2018-06-21T14:53:27.252Z
-78.30300792	39.00689697	663	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Northbound congestion approaching I-66.	2018-06-21T15:04	2018-06-21T15:07:16.744Z
-78.29459651	39.01518352	677	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Sbound trucks remain in right lane approaching I-66 (need signs) and enforcement.	2018-06-21T15:24	2018-06-21T19:10:09.529Z
-78.30498739	39.00729714	669	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. This interchange is crazy.	2018-06-21T15:10	2018-06-21T19:10:09.529Z
-78.30386623	39.00784738	671	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. This interchange is crazy.	2018-06-21T15:12	2018-06-21T19:10:09.529Z
-78.3009909	39.0100483	674	VA81CorridorPlan@OIPi.Virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 19 of 23. Unsafe interchange.	2018-06-21T15:15	2018-06-21T19:10:09.529Z
-78.28389986	39.01890131	678	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 19 of 23. Woodstock to Winchester: 3 lanes.	2018-06-21T15:29	2018-06-21T19:10:09.529Z
-78.25680321	39.0390199	568	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T13:57	2018-06-21T14:53:27.252Z
-78.23956465	39.05683419	582	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:12	2018-06-21T14:53:27.252Z
-78.21877854	39.0786634	585	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:15	2018-06-21T14:53:27.252Z
-78.21542442	39.08074742	587	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:16	2018-06-21T14:53:27.252Z
-78.21618216	39.08196977	589	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:17	2018-06-21T14:53:27.252Z
-78.21557598	39.08163665	593	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:18	2018-06-21T14:53:27.252Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.2157852	39.08218631	603	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:21	2018-06-21T14:53:27.252Z
-78.21488397	39.08280259	605	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:22	2018-06-21T14:53:27.252Z
-78.21339374	39.08385609	608	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:23	2018-06-21T14:53:27.252Z
-78.21325856	39.08329395	612	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:24	2018-06-21T14:53:27.252Z
-78.21254509	39.08475134	615	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23	2018-06-21T14:27	2018-06-21T14:53:27.252Z
-78.19149566	39.12038606	630	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 20 of 23 - Public Transportation Bus Service / Rail System like inland Port on 522	2018-06-21T14:35	2018-06-21T14:53:27.252Z
-78.25083797	39.04411135	574	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 20 of 23 -- Weigh Station Backups Trucks slow down to exit, cars slam brakes. I wont ride the right lane til I get pass the station.	2018-06-21T14:01	2018-06-21T14:53:27.252Z
-78.21575753	39.08222772	622	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 20 of 23 - Exit Ramp not long enough for Exit 307 south	2018-06-21T14:32	2018-06-21T14:53:27.252Z
-78.24295716	39.05175967	576	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 20 of 23 - Not Enough length for truck to enter on 81 after weigh station	2018-06-21T14:05	2018-06-21T14:53:27.252Z
-78.21324246	39.0833335	618	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 20 of 23 - On Ramp not long enough to entering I-81 N	2018-06-21T14:30	2018-06-21T14:53:27.252Z
-78.14145903	39.21619624	578	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:07	2018-06-21T14:53:27.252Z
-78.14154486	39.21602999	579	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:08	2018-06-21T14:53:27.252Z
-78.14145903	39.21602999	580	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:09	2018-06-21T14:53:27.252Z
-78.13991407	39.215631	581	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:11	2018-06-21T14:53:27.252Z
-78.13918451	39.21709396	583	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:12	2018-06-21T14:53:27.252Z
-78.13806871	39.21526525	584	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:15	2018-06-21T14:53:27.252Z
-78.13691	39.214301	586	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:16	2018-06-21T14:53:27.252Z
-78.13686708	39.2146335	588	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:16	2018-06-21T14:53:27.252Z
-78.13699583	39.21749295	590	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:18	2018-06-21T14:53:27.252Z
-78.13682417	39.21716046	592	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:18	2018-06-21T14:53:27.252Z
-78.13695292	39.21792518	594	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:19	2018-06-21T14:53:27.252Z
-78.13609461	39.2174597	598	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:20	2018-06-21T14:53:27.252Z
-78.13600878	39.21812467	602	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:21	2018-06-21T14:53:27.252Z
-78.13699583	39.21662848	604	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:22	2018-06-21T14:53:27.252Z
-78.13648085	39.21799168	607	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:23	2018-06-21T14:53:27.252Z
-78.13373426	39.21895588	611	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:24	2018-06-21T14:53:27.252Z
-78.15912987	39.16295454	621	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:31	2018-06-21T14:53:27.252Z
-78.16071774	39.15981003	626	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:33	2018-06-21T14:53:27.252Z
-78.15771367	39.16160691	628	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:34	2018-06-21T14:53:27.252Z
-78.15528895	39.16117433	632	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:35	2018-06-21T14:53:27.252Z
-78.15893675	39.16327897	634	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:37	2018-06-21T14:53:27.252Z
-78.15762784	39.16240551	636	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:38	2018-06-21T14:53:27.252Z
-78.15822865	39.16187311	638	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:39	2018-06-21T14:53:27.252Z
-78.15646912	39.16267171	654	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:52	2018-06-21T14:53:27.252Z
-78.15754201	39.16200621	624	va81corridorplan@oipi.virginia.gov	va81corrid	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T14:32	2018-06-21T15:07:16.744Z
-78.15269478	39.16930401	679	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:13	2018-06-21T19:10:09.529Z
-78.14671616	39.17661837	680	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:15	2018-06-21T19:10:09.529Z
-78.13796143	39.18466879	683	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:26	2018-06-21T19:10:09.529Z
-78.13714603	39.18473531	684	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:27	2018-06-21T19:10:09.529Z
-78.13431362	39.18476858	685	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:28	2018-06-21T19:10:09.529Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.13371281	39.18490164	686	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:29	2018-06-21T19:10:09.529Z
-78.13525776	39.18639851	687	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:30	2018-06-21T19:10:09.529Z
-78.13568691	39.1861324	688	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:31	2018-06-21T19:10:09.529Z
-78.13465694	39.18905953	689	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:32	2018-06-21T19:10:09.529Z
-78.13444237	39.18579976	690	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:33	2018-06-21T19:10:09.529Z
-78.13439945	39.18573323	691	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:33	2018-06-21T19:10:09.529Z
-78.1334124	39.18500122	692	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:34	2018-06-21T19:10:09.529Z
-78.13070873	39.18579976	693	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:35	2018-06-21T19:10:09.529Z
-78.12972168	39.18619893	694	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 21 of 23	2018-06-21T16:35	2018-06-21T19:10:09.529Z
-78.13806871	39.21726021	577	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 21 of 23: #1) short ramp; intersection issues	2018-06-21T14:06	2018-06-21T14:53:27.252Z
-78.13474278	39.18599934	682	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 21 of 23: #2) Backup on ramp congestion.	2018-06-21T16:24	2018-06-21T19:10:09.529Z
-78.13939909	39.21672822	572	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 21 of 23: #3) Crash frequency is off for exit 317 as a whole.	2018-06-21T14:00	2018-06-21T14:53:27.252Z
-78.13723187	39.18476858	681	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 21 of 23: Fix the bridge at ???	2018-06-21T16:23	2018-06-21T19:10:09.529Z
-78.09797587	39.25631433	662	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 22 of 23	2018-06-21T15:04	2018-06-21T15:07:16.744Z
-78.09959593	39.25969914	664	Va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 22 of 23	2018-06-21T15:05	2018-06-21T15:07:16.744Z
-78.09722485	39.25617266	665	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 22 of 23	2018-06-21T15:06	2018-06-21T15:07:16.744Z
-78.096042	39.2564385	666	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 22 of 23	2018-06-21T15:07	2018-06-21T19:10:09.529Z
-78.09601786	39.25642604	668	Va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 22 of 23	2018-06-21T15:08	2018-06-21T19:10:09.529Z
-78.13703152	39.22602621	670	Va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 22 of 23 Crash freq. should be re-examined as well as severity	2018-06-21T15:10	2018-06-21T19:10:09.529Z
-78.08663829	39.29115597	639	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:40	2018-06-21T14:53:27.252Z
-78.08525427	39.29085704	640	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:41	2018-06-21T14:53:27.252Z
-78.08451398	39.29064115	641	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:41	2018-06-21T14:53:27.252Z
-78.08370932	39.29059133	642	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:42	2018-06-21T14:53:27.252Z
-78.08322652	39.29054151	644	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:43	2018-06-21T14:53:27.252Z
-78.08078034	39.28967794	645	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:43	2018-06-21T14:53:27.252Z
-78.08271154	39.29331483	646	va81corridorplan@oipi.virginia.gov	23219	Safety	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:44	2018-06-21T14:53:27.252Z
-78.0826257	39.29326501	647	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 23 of 23	2018-06-21T14:44	2018-06-21T14:53:27.252Z
-79.22824884	37.93100629	538	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 5 of 23	2018-06-21T12:45	2018-06-21T13:50:00.114Z
-79.12286988	38.04375508	539	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 7 of 23	2018-06-21T12:46	2018-06-21T13:50:00.114Z
-79.05562519	38.11405565	540	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 8 of 23	2018-06-21T12:51	2018-06-21T13:50:00.114Z
-79.04013544	38.12616366	541	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 8 of 23	2018-06-21T12:53	2018-06-21T13:50:00.114Z
-78.99341908	38.20352279	543	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 8 of 23 - "narrow bridges no shoulder"	2018-06-21T12:56	2018-06-21T13:50:00.114Z
-78.99494257	38.19741854	542	va81corridorplan@oipi.virginia.gov	23219	Other	I-81 Strasburg Meeting - Board 8 of 23 - "Short Accel Lanes Dangerous"	2018-06-21T12:55	2018-06-21T13:50:00.114Z
-78.93010024	38.29808149	544	va81corridorplan@oipi.virginia.gov	23219	Congestion	I-81 Strasburg Meeting - Board 9 of 23	2018-06-21T12:58	2018-06-21T13:50:00.114Z
-78.31867738	39.00302013	635	VA81CorridorPlan@OIPi.Virginia.gov	23219	Other	I-81 Strasburg Meeting 19 of 23. Sun - NB traffic backs up to Rte 55. Need to add a lane. 55 to I-66.	2018-06-21T14:37	2018-06-21T14:53:27.252Z
-80.18440582	37.28024831	716	bill.tanger@verizon.net	24019	Other	Increase the gas tax (or tax rate) to help fund improvements.	2018-07-09T12:39	2018-07-10T14:48:53.481Z
-80.57254688	37.0923491	697	esharp@nrvc.org	24141	Safety	Increased acceleration lane length is needed here	2018-06-21T17:33	2018-06-21T19:10:55.747Z
-80.7901722	36.99422016	695	esharp@nrvc.org	24141	Safety	Increased acceleration length is needed here	2018-06-21T17:32	2018-06-21T19:10:55.747Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.42266665	37.11611171	699	esharp@nrvc.org	24141	Congestion	Interchange configuration change needed to support large employment centers and commuter traffic here	2018-06-21T17:35	2018-06-21T19:10:55.747Z
-79.8794962	37.4143973	773	Jodyh10@gmail.com	24175	Congestion	Interstate 81 needs to be widened from Salem to Botetourt (Exit 150). Widening it 6 lanes and doing some maintenance to the section around the scales. The road is breaking down in those areas. There are numerous accidents and congestion.	2018-07-29T21:42	2018-08-06T19:32:49.270Z
-80.73882841	39.92182903	776	Jggilbert1@comcast.net	26041	Congestion	Is there delays in the evening hours on I 77 and I-81?	2018-07-31T21:26	2018-08-07T19:04:20.763Z
-79.22642624	37.35124233	730	jane.tabb@cox.net	24018	Safety	It is too dangerous. Too crowded. To many speeders, too many trucks constantly changing lanes. Switching lanes for pulled over police makes it even more dangerous, there is no where to go. This highway needs to be heavily patrolled and taken back from craz	2018-07-16T13:22	2018-07-16T17:26:00.515Z
-80.0573209	37.2903616	741	Katie.d.noel@hotmail.com	24153	Congestion	It is way too easy to get bottlenecked up and have an incident. People FLY down the road or are barely crawling there is no in between.	2018-07-16T16:27	2018-07-16T17:21:30.937Z
-80.37333951	37.13622602	790	rapwoodward@yahoo.com	24153	Congestion	It seems that there is more traffic from Christensburg to Daleville Va. Lots of trucks.	2018-08-27T15:22	2018-08-28T19:24:19.431Z
-79.84858809	37.43104223	758	jcassady282@gmail.com	24090	Congestion	Keep the trucks out of the left lane and inforce the left lane driving law it's for passing only	2018-07-19T15:29	2018-07-19T17:07:09.917Z
-80.20950613	37.24399118	701	lynnhuber@aol.com	24060	Congestion	Large trucks travel side by side up this steeper than expected section, often slowing down to 45mph in both lanes. I have seen this trigger road rage and wreckless driving for the next few miles. Needs 3 lanes or warning.	2018-06-22T02:01	2018-06-22T14:38:02.131Z
-79.27136631	37.89502295	52	shooterroo1322@gmail.com	24401	Safety	Lower the speed limit for trucks to 10 mph below the limit for cars (i.e., 70 mph for cars = 60 mph for trucks). Restrict trucks to right lane ONLY. This applies to the entire length of I-81.	2018-06-15T12:12	2018-06-21T15:05:56.078Z
-79.9996501	37.20496646	717	Waltonjrobert@verizon.net	24018	Congestion	Make I-81 3 lanes to allow autos a way around trucks that occupy the first 2 lanes. 3 lanes allow steady traffic flow and potentially a lane around accidents should they occur.	2018-07-10T11:06	2018-07-10T14:48:23.373Z
-79.94057	37.27152	747	vtfan03@yahoo.com	24019	Other	More toll roads so that road improvement is realistically funded	2018-07-16T22:05	2018-07-17T14:29:19.235Z
-78.8702268	38.4451874	778	Dickenm@gmail.com	22801	Safety	Multiple accidents on 81 daily esp around Weyers cave. Last week there were back ups everyday because of accidents. People late to work or can't get home.	2018-08-01T21:54	2018-08-06T19:33:58.745Z
-80.03361223	37.32425379	765	ctb23532@gmail.com	24017	Congestion	Multiple bottle necks and dropping speed limits around roanoke. Needs better interchanges from at 141 North Bound & south Bound and 94 north bound, needs to be three lanes until fort chiswell , limit raised to 70.	2018-07-27T13:27	2018-08-06T19:32:49.270Z
-78.1438643	39.28718024	785	kellihall1@gmail.com	22603	Congestion	Need 6 lane highway with "no trucks in left lane" around congested areas, such as Winchester.	2018-08-18T21:10	2018-08-28T19:25:55.572Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-79.90552	37.38373	789	tblido@bedfordcountyva.gov	24523	Safety	On ramp to 81 from Route 220 (Exit 150)	2018-08-23T13:07	2018-08-28T19:24:07.531Z
-79.24708662	37.52476736	39	Nspgolfer1@gmail.com	24401	Safety	Over 50% of highway safety issues are related to a lack of driver re-education. Instead of spending money on new roads, spending money on education and enforcement and potentially	2018-06-13T19:48	2018-06-21T15:05:56.078Z
-78.78222761	38.50928472	761	charsb1@aol.com	22815	Other	Please consider encouraging trucks to travel during nighttime hours (9PM-6AM). Possible ways to encourage trucks to travel at night is to toll trucks only during daytime hours and/or setting a higher speed limit at night.	2018-07-23T13:20	2018-07-23T18:04:12.206Z
-80.04393873	37.31918149	756	david@sutphin.info	24019	Safety	Please increase the speed limit or find a better way to make drivers slow down in the 60mph zone near Salem/Roanoke.	2018-07-19T03:33	2018-07-19T14:09:23.395Z
-80.21869001	37.23995979	33	mikeinstlouis2001@yahoo.com	24019	Safety	Please see attached	2018-06-11T17:48	2018-06-21T14:58:50.331Z
-80.12049971	37.28389717	38	taku_74@yahoo.com	24153	Safety	Please see the attached document.	2018-06-13T15:12	2018-06-21T14:58:50.331Z
-79.93072805	37.36531015	50	mzg260@vt.edu	24060	Congestion	Please see the attached text file. I-81 NB Exit 137 through Exit 150 (Congestion).	2018-06-15T11:42	2018-06-21T14:58:50.331Z
-79.81798	37.45285	755	Maroonml@aol.com	24015-261	Safety	Please seek a method to widen to six lanes as much of 81 in VA.	2018-07-19T02:11	2018-07-19T14:09:00.213Z
-78.23786862	39.06609701	783	kerryo79@gmail.com	17044	Safety	Safety is a problem	2018-08-05T08:18	2018-08-06T19:34:18.759Z
-80.23350381	37.23699616	51	mzg260@vt.edu	24060	Safety	See the attached file. SAFETY (Hill after Exit 128 Ironto prior to rest area)	2018-06-15T11:58	2018-06-21T14:58:50.331Z
-78.21783	39.08366	781	alley8403@gmail.com	22601	Safety	Short and sweet, no tractor trailers in the left lane especially between the 307MM and the 302MM. Trucks in the left lane cause/can cause accidents moving from left lane to make it into the weigh station.	2018-08-02T09:53	2018-08-06T19:34:18.759Z
-80.73741287	37.01444061	176	VA81CorridorPlan@OPI.Virginia.gov	23219	Other	Shoulder need to be widen	2018-06-19T12:33	2018-06-21T13:49:58.525Z
-80.42062841	37.11650953	702	TylerMorrisRU@gmail.com	24073	Congestion	Southbound exit 114 ramp backs up quickly during rush hour as many motorists need to turn left onto VA-8 but are hampered by heavy traffic coming from downtown Chrsitiansburg and the nearby signal. The congestion often leads to a double file situation as w	2018-06-22T15:16	2018-06-25T13:36:55.209Z
-78.92298994	38.33498753	45	Spray280@gmail.com	24486	Safety	Speed limit 65 & enforce it. Cars want to go 80 but most trucks are governed to 67. With speed limit at 65 & police enforcing not faster than 70, the total traffic speed wouldn't be so different between cars & trucks.	2018-06-14T19:36	2018-06-21T15:05:56.078Z
-78.8697	38.45163	59	seasonsofsplendor@gmail.com	22835	Safety	speed limit should be pushed back to 55 or 60. Alot of people are going over 70 and there is alot of cutting off other cars. Accidents increased when the speed limit increased.	2018-06-15T22:04	2018-06-21T15:05:56.078Z
-78.99165449	38.18833942	57	Farmchik88@gmail.com	24477	Safety	stop putting unneeded messages on the digital boards!! Traffic comes to a crawl frequently at SB 224 because there's stuff like "may the fourth be w you" and "buckle up" on it. Only post crash notices!	2018-06-15T14:54	2018-06-21T15:05:56.078Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.42296705	37.11618016	759	dbnichols736@gmail.com	24091	Safety	The 114 off ramp is dangerous an inefficient. Route 8 is congested at this intersection and it requires you to watch 4 lanes of moving traffic as well the on-ramp in front of you before you cross onto Route 8 south	2018-07-19T20:10:00.000Z	2018-07-20T15:09:01.794Z
-79.94057	37.27152	708	Tonircox@yahoo.com	24073	Congestion	The 581 exit at roanoke is the most dangerous one. Cats have to merge in the left lane when going 81 south.	2018-06-23T11:15:00.000Z	2018-06-25T13:36:55.209Z
-79.9230385	37.35717487	751	Teubert_872@yahoo.com	24153	Safety	The amount of traffic from the 118 to 156 is too much for a four lane to handle at times. Additional enforcement is needed for following too close and aggressive driving. Frequent crashes compound the problem and spread to secondary roads	2018-07-18T22:07:00.000Z	2018-07-19T14:09:13.465Z
-79.49147748	37.69839202	710	ptanderson@nr.edu	24060	Safety	The amount of truck traffic on I81 seems to have increased greatly the past few years making I81 unsafe. Often I hear from travelers, some from the DC area, how unsafe it is to drive I81.	2018-06-25T18:45:00.000Z	2018-06-26T12:12:11.514Z
-79.91722714	37.36998638	753	Brittanycrigler@Gmail.com	24083	Congestion	The congestion during evening rush hour caused by the mass volume of trucker weigh station traffic is more than frustrating it's dangerous. Close the 150 weigh station during rush hour!.	2018-07-19T00:34:00.000Z	2018-07-19T14:09:13.465Z
-79.0671855	38.08140214	777	pdcinva@gmail.com	24401	Congestion	The congestion is so bad that accidents happen almost everyday. There needs to be a third and/or forth lane added. I drive this everyday for work from Staunton to Mount Crawford and at some point with the hills you are driving side by side for miles.noroom	2018-08-01T15:25:00.000Z	2018-08-06T19:33:43.479Z
-80.44399214	37.11390755	709	eric@ericjohnsen.com	24060	Congestion	The lack of a 3rd lane throughout the whole 81 corridor is dangerous. Slower traveling cars and semi-trucks in the left lane create unnecessary back ups. Better police patrolling & enforcement of state laws as well as signage regarding this will help.	2018-06-25T13:34:00.000Z	2018-06-25T13:36:55.209Z
-79.0407711	38.12616744	19	eaglescout1984@gmail.com	22902	Safety	The mergning area between the I-64 and US-250 interchanges are short and often difficult to merge due to traffic enering and exiting I-81 and the usually heavy truck trafic in the right lane.	2018-06-08T17:45:00.000Z	2018-06-21T15:05:56.078Z
-78.74455915	38.82528684	779	kristen.yarbrough.richards@gmail.com	22810	Safety	The most dangerous thing is when one of the too many trucks swings out into the left hand lane but cannot maintain the speed limits due to the up and down. Truck traffic is the worst.	2018-08-02T00:15:00.000Z	2018-08-06T19:34:36.223Z
-80.00546814	37.33683787	793	Phankins5@comcast.net	24018	Safety	The road from Roanoke to Salem should have an exit Lane like the one in Blacksburg to allow for easier merging on and off of traffic and keep the other two lanes flowing speed limits this way could also be adjusted so the Slowdown does not further increase	2018-09-05T09:45:00.000Z	2018-09-05T19:33:46.079Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-78.30054579	39.0176462	36	Bholtzman@holtzmancorp.com	22842	Safety	the signs on I81 near 66 help with preventing slow cars in the left lane. Something that can be done now is to put signs remind folks that the left lane is for passing and have officers enforce the law in order to keep traffic flowing.	2018-06-12T20:06	2018-06-21T15:07:16.744Z
-80.57574568	37.09160529	704	fabdancr1@gmail.com	24141	Safety	The southbound onramp at exit 105 is unsafe. The acceleration lane is way too short, with a concrete barrier at the end. Because of the turn as you begin to accelerate, you can't see oncoming traffic in time to adjust speed earlier to merge in.	2018-06-22T18:12	2018-06-25T13:36:55.209Z
-78.91124205	38.39897999	771	Moonckd@aol.com	24401	Congestion	The speed limit in Harrisonburg that drops to 60 needs to be raised to 70. A lot of backup comes from the sudden drop and everyone hitting their brakes PLUS allowing cars to enter from ramps. That median in this area should also be a more permanent median	2018-07-28T16:08	2018-08-06T19:33:58.745Z
-78.81381331	38.49155147	769	Holly.h.early@gmail.com	22802	Safety	The stretch from I66 to I64 is a death trap, with constant accidents. We need more lanes!	2018-07-28T02:42	2018-08-06T19:33:58.745Z
-78.99371443	38.18941879	40	the4knisleys@gmail.com	22903	Safety	The tractor trailer congestion is maddening and dangerous. There is a real problem with trucks passing in the left lane and causing big back ups behind them. 3 lanes, with trucks restricted to one to two of those lanes could help, plus better policing	2018-06-14T11:37	2018-06-21T15:05:56.078Z
-79.90772888	37.38253838	726	tamarastarnes@yahoo.com	24175	Safety	the weigh station near mile marker 149 on I-81 is too close to heavily used exits 150a/b. Trucks slowing down to enter the station, and then slowly re-entering high speed traffic, causes safety issues as other motorists are trying to also merge to exit.	2018-07-15T16:54	2018-07-16T17:21:30.937Z
-79.90816056	37.38071557	727	tamarastarnes@yahoo.com	24175	Congestion	the weigh stations around mile marker 149, should be moved north, passed the heavily used 150 exit area as it increase congestion and safety issues.	2018-07-15T16:57	2018-07-16T17:21:30.937Z
-79.96879749	37.22425621	714	michael.matthews1289@gmail.com	24018	Congestion	There are periods of times that there is way to much congestion.	2018-07-09T12:30	2018-07-10T14:48:23.373Z
-80.19088087	37.24815901	740	menmike923@yahoo.com	24019	Safety	There are too many accidents on this corridor of 81. There are a lot of things that factor into the safety of this interstate but changes need to happen to ensure everyone's safety.	2018-07-16T15:59	2018-07-16T17:21:30.937Z
-79.04383955	38.14299123	48	joshdove@rocketmail.com	22939-223	Congestion	There is so much traffic (cars & trucks) on 81 that most of the time it's hard to maintain over 70 MPH. I am all for adding a third lane to 81, and for adding toll booths to pay for it!	2018-06-15T01:07	2018-06-21T15:05:56.078Z
-78.47536656	38.07917384	43	Ko.green1821@yahoo.com	2447	Congestion	There needs to be a third, lane for trucks and other slow moving vehicles! In areas of high congestion, there should be a fine for slow moving vehicles in the left lane.	2018-06-14T14:23	2018-06-21T15:05:56.078Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.14521895	37.26848922	780	gerardlawson@hotmail.com	24016	Congestion	The volume of truck traffic on I-81 is staggering. Combined with the daily commuters between Blacksburg and Roanoke, and that stretch regularly sees traffic snarls and accidents that cause delays 2-3 times the normal commute time.	2018-08-02T00:52	2018-08-06T19:33:02.512Z
-78.3022624	39.02538139	772	Rbelyea@shentel.net	22842	Congestion	Third lane needed fifteen years ago. No tolls for cars or trucks.	2018-07-28T20:39	2018-08-06T19:34:18.759Z
-79.66456709	37.55095666	174	edmccoy@ujroutdoors.com	24066	Safety	Third passing lanes, elevation adjustments and a straightened road between Exit 162 and Exit 175 could address safety issues caused by vehicles traveling at varying speeds because of the incline from the James River north, and speed going downhill SB.	2018-06-18T20:48	2018-06-21T14:58:50.331Z
-79.93098555	37.3617628	757	Janicki28@gmail.com	24012	Safety	This road is dangerous due to the tractor trailers hogging the roads. They swerve, brake, and it is too congested. There needs to be another lane just for them to ride on between Roanoke and Blacksburg. The truck stop doesn't help matters either.	2018-07-19T11:53	2018-07-19T14:09:13.465Z
-79.57020359	37.62484026	55	gwenmason@cox.net	24014	Congestion	too many tight places - Buchanan, Exit 150 is a mess	2018-06-15T12:54	2018-06-21T14:58:50.331Z
-79.79904484	37.42318993	731	Jane.tabb@cox.net	24018	Congestion	Too many trucks that constantly change lanes on rolling hills	2018-07-16T13:23	2018-07-16T17:21:30.937Z
-80.32228773	37.15822615	718	Finefood@cox.net	24018	Congestion	Tractor trailer traffic seems still to be increasing from Roanoke to Troutville and trailer resistance to stay to the right courses doubling up and blockage to thru traffic. Tickets with substantial penalties should be given to drivers that, through poor	2018-07-10T13:53	2018-07-10T14:48:53.481Z
-80.05314	37.29365	728	imfriend94@gmail.com	24019	Congestion	Traffic is horrible around 3-5pm rush hour. 3 lanes need to be considered for the salem/Roanoke are.	2018-07-16T13:10	2018-07-16T17:21:30.937Z
-80.09578047	37.29678933	706	mipmap@gmail.com	24060	Congestion	Traffic jam. Drove from Blacksburg to Roanoke on Friday 6/15/18, around 9:30am, northbound I-81. Traffic jam to standstill near Salem. No accident, just congestion. It was simply too much traffic. Why isn't this stretch 3 lanes already? It's overdue.	2018-06-22T23:08	2018-06-25T13:36:55.209Z
-80.55886743	37.09801301	700	esharp@nrvc.org	24141	Congestion	Truck speed drops well below 60% of posted speed limit on this segment. Truck climbing lanes may be needed here.	2018-06-21T17:37	2018-06-21T19:10:55.747Z
-80.55325804	37.09947833	743	crowder342@gmail.com	24016	Safety	Trucks using left lane cause 20mph deviation from speed limit when road turns uphill.	2018-07-16T17:15	2018-07-16T17:21:58.073Z
-80.2099782	37.24436698	742	crowder342@gmail.com	24016	Safety	Trucks using the left lane cause massive deviations from posted speed limit when the road turns uphill.	2018-07-16T17:14	2018-07-16T17:21:30.937Z
-80.69166002	37.0788013	696	esharp@nrvc.org	24141	Safety	upgraded intersection to support high concentration of large freight generators/employers is needed here	2018-06-21T17:33	2018-06-21T19:10:55.747Z

ArcGIS Online and Round 1 Public Meeting Location Specific Comments

X	Y	OBJECTID	email	zip	Comment Type	Comment	CreationDate	EditDate
-80.42299884	37.11537623	199	Va81corridorplan@oipi.virginia.gov	23219	Safety	Va81corridorplan@oipi.virginia.gov	2018-06-19T13:26:58.525Z	2018-06-21T13:49:58.525Z
-80.10811425	37.29111499	252	Va81corridorplan@oipi.virginia.gov	23219	Congestion	Va81corridorplan@oipi.virginia.gov	2018-06-19T14:28:58.525Z	2018-06-21T13:49:58.525Z
-79.99923737	37.34131768	330	Va81corridorplan@oipi.virginia.gov	23219	Safety	Va81corridorplan@oipi.virginia.gov	2018-06-19T16:51:00.114Z	2018-06-21T13:50:00.114Z
-78.84726213	38.44043414	407	1-81 Staunton Meeting - Board 11 of 23	23219	Safety	Va81corridorplan@oipi.virginia.gov	2018-06-20T12:45:00.114Z	2018-06-21T13:50:00.114Z
-78.84732651	38.44045094	409	1-81 Staunton Meeting - Board 11 of 23	23219	Safety	Va81corridorplan@oipi.virginia.gov	2018-06-20T12:47:00.114Z	2018-06-21T13:50:00.114Z
-78.85184335	38.43833325	418	1-81 Staunton Meeting - Board 11 of 23	23219	Congestion	Va81corridorplan@oipi.virginia.gov	2018-06-20T12:55:00.114Z	2018-06-21T13:50:00.114Z
-78.85027694	38.43749288	419	1-81 Staunton Meeting - Board 11 of 23	23219	Safety	Va81corridorplan@oipi.virginia.gov	2018-06-20T12:56:00.114Z	2018-06-21T13:50:00.114Z
-79.04022253	38.12624046	481	Va81corridorplan@oipi.virginia.gov	23219	Congestion	Va81corridorplan@oipi.virginia.gov	2018-06-20T13:54:00.114Z	2018-06-21T13:50:00.114Z
-79.04064095	38.12603368	484	Va81corridorplan@oipi.virginia.gov	23219	Congestion	Va81corridorplan@oipi.virginia.gov	2018-06-20T13:55:00.114Z	2018-06-21T13:50:00.114Z
-78.84393619	38.4437282	414	1-81 Staunton Meeting - Board 11 of 23	23219	Other	Va81corridorplan@oipi.virginia.gov 8 lane entire corridor - increase fuel tax to pay for it.	2018-06-20T12:50:00.114Z	2018-06-21T13:50:00.114Z
-78.85097431	38.43769457	417	1-81 Staunton Meeting - Board 11 of 23	23219	Other	Va81corridorplan@oipi.virginia.gov Improve Interchange I-81, Rte, 33	2018-06-20T12:53:00.114Z	2018-06-21T13:50:00.114Z
-79.35603443	37.86235932	791	zwoods75@gmail.com	22980	Other	We just finished travelling back from IL. I noticed these signs (attached) in every state... until we merged on to I81. left lane driving is a HUGE problem and I believe it is a safety issue. Left lane driving causes road rage! Which causes accidents.	2018-08-27T21:21:26.160Z	2018-08-28T19:25:26.160Z
-80.36473952	37.13181081	792	vetteguy1975@comcast.net	24153	Congestion	Widen the interstate from Christiansburg to Buchanan adding a third lane each way by using the inside median. Probably 80% could be used, therefor not having to purchase much property and avoid environmenta problems since the state already own the property	2018-08-28T13:25:43.114Z	2018-08-28T19:24:19.431Z
-78.9147502	38.27032633	58	19erhodes88@gmail.com	22843	Safety	Would like to see a third lane added on both north and south bound	2018-06-15T16:54:00.078Z	2018-06-21T15:05:56.078Z
-78.8697	38.45163	767	Mljspike21@yahoo.com	22844	Congestion	Yes the amount of tractor trailers on 81 is a nightmare. They need a third lane just for them. They move into the left lane and they don't go the speed limit. They go too slow for the left lane	2018-07-28T02:15:58.745Z	2018-08-06T19:33:58.745Z

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

IN SALEM, VA



10 miles over SL and higher

GOSH!!!

	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Speed limits are fine... perfect. It is the big number of butthead drivers!!!

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route <u>PROBABLY</u>
<input type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on <u>ease and availability of alternate routes</u>

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps <u>IF I could figure out how to use it!!</u>
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>10 minutes at least</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

I-81 needs to be 6 lanes ~~in total~~ between Exit 128 - ^{Most urgent,} ~~Ronto~~ and Exit 150 - Daleville. ^{between 137 and 146, (went into 2 Canadian provinces)}

Additional Comments:
In 2013 I drove from ROA across the continent
Mostly on interstates. One of the top 3 most dangerous 10-mile stretches ANYwhere is I-81 (North, especially) between Exits 118 and 128. ~~Urgent suggestion:~~ **Urgent suggestion:** erect large, Permanent Signs at Mile 116 North and ^{just before} entrances (to Exit 118) announcing "Next 10 miles is one of most treacherous stretches of interstate highway IN THE NATION. PLEASE drive with extra care."

Build another exit (about 122?) ^{Mile} ramp (no entrance) from 81 northbound. With access ¹²³ to US 460E and US 11N.

Keep up maintenance of the electronic signs --- they are TERRIFIC

Replace missing mile posts on I-81. They are cheap but very helpful. (Just the integer mile numbers... tenths of miles not important.)

Lengthen the entrance ramps!! And place big "YIELD" signs on them. Exit 141 N entrance ramp is desperately needed ^(to be expanded) ~~Already~~. Ramp onto I-81S at Exit 137 needs to be longer.

The deceleration lane on I-81 South at Exit 137 IS downright dangerous. I realize some work is being done. But the ^{decel} lane needs to be about 800 feet longer.

Commenter Name: Doug Griggs
E-mail Address: dsgriggs6@gmail.com
Zip Code: 24153

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

TRANSPORTATION & MOBILITY
SEP - 5 2018
PLANNING DIVISION

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	YES	
Would you support reducing the speed limit in the corridor?	YES	

What information would be most helpful about incidents other than the location of the incident?

	Length of the back-up
	Estimate of when lanes will be cleared
YES	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

	Stay on I-81
YES	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

	Stay on I-81
YES	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

	511
	Waze/ Google Maps
YES	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

YES	Yes
	No
	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

Additional Comments:

FOLLOW ALL OR AS MANY OF THE "OPERATIONS" PRESENTED BY BEN MANNELL AS POSSIBLE AND KEEP PUBLIC ADVISED CONSTANTLY. USE AMERICAN TRUCKING ASS'N AND VA TRUCKING ASS'N AS PARTNERS IN IMPROVEMENT PLANS. MORE ENFORCEMENT BY LOCAL, STATE AND FEDERAL LAW AGENCIES AND SEEK AUTHORIZATION BY THE CONSTITUTION OR ACT OF CONGRESS, GOVERNOR OF VA TO WAIVE THE "POSSE COMITATUS ACT" AND USE ANY PART OF A MILITARY FORCE (IN VA THE NATIONAL GUARD) TO AID IN ENFORCEMENT AND EXECUTION OF APPROPRIATE LAWS TO SAVE LIVES, INJURIES PROPERTY DAMAGE, DELAYS AND INTERSTATE CLOSURES AND KEEP INTERSTATES OPEN FOR MILITARY USE IN THE EVENT OF WAR, ATTACKS, ETC. ON AMERICA. MAKE HIGH SCHOOL TRAINING OF OPERATORS LICENCES MANDATORY REGARDING SHARING THE ROAD WITH TRUCKS AND SAFETY ISSUES DUE TO TRUCK SPECIFICATIONS, I.E., WEIGHT, WIDTH, LENGTH, BRAKING, SIGHT. DEPARTMENT OF MOTOR VEHICLES ISSUE "SPECIAL" LICENCES TO OPERATE RECREATIONAL AND MOTOR HOMES ON ALL HIGHWAYS REGARDING OPERATION, PHYSICAL CONDITION OF DRIVERS, SIGHT, DRIVING RECORDS, ETC. LANE USAGE ENFORCEMENT! PROVIDE "INCENTIVE" TO MOTOR CARRIORS WITH BEST SAFETY RECORDS TO ATTEND DRIVER TRAINING CLASSES, WITH EQUIPMENT, TO EDUCATE THE PUBLIC. REMIND PUBLIC CONSTANTLY THAT IF THEY DIDN'T HAVE SO MUCH "STUFF" IN THEIR HOMES, BUSINESSES, ETC. THEY WOULD NOT NEED TRUCKS. (PARAPHRASING GEO. CARLIN'S "STUFF" ROUTINE)

Commenter Name: LIVIEL GREGORY *Liviel Gregory* 9/1/2018
E-mail Address: TRANSLAWLLC@GMAIL.COM
Zip Code: 24090

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

TRANSPORTATION & MOBILITY
SEP - 5 2018
PLANNING DIVISION

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
	CB/ Radio
<input checked="" type="checkbox"/>	Other <u>INTERNET 511 VIRGINIA.ORG</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
	No
<input checked="" type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>AT LEAST 10-15 MINUTES</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

Additional Comments:

HELPFUL INFORMATION REGARDING AN INCIDENT ~~IS~~ WOULD
BE HOW MANY LANES ARE OPEN VS. HOW MANY CLOSED.

IF POSSIBLE

ALSO IF ^{VDOT} RESPONDERS COULD ~~ROUTE~~ SET UP A "CORRIDOR"
OF 1-LANE + EMERGENCY LANE TO ROUTE VEHICLES THRU,
THAT WOULD BE A TREMENDOUS HELP. BUT I KNOW CRASH
VICTIMS TAKE PRIORITY.

Commenter Name: Bernardo Dacal-Teijeiro

E-mail Address: n3507g@yahoo.com

Zip Code: 24153

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

TRANSPORTATION & MOBILITY
SEP -5 2018
PLANNING DIVISION

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30 MINUTES</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

Additional Comments:

Need at least a Third lane from Exit 137 to Exit 150.
Local Commuters clog the Interstate.

Longer merge lanes

Revise Exit 141 so that Northbound Traffic can exit Normally
instead of looping around to a stop light.

Because Salem will not 4 lane downtown Main Street,
Route 419 detours to 4th Street with signs at
intersection of ST RT 419 + East Main Street and at
intersection of West Main Street + 4th Street. This will
avoid backups at all of those stop lights on main street.

Thanks for listening! Good Luck!

Commenter Name: RICK MENGELKAMP

E-mail Address: SOONERFANRAMJR@TOL.COM

Zip Code: 24153

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

TRANSPORTATION & MOBILITY
SEP -5 2018
PLANNING DIVISION

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>~10 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

TRANSPORTATION & MOBILITY
 SEP -5 2018
 PLANNING DIVISION

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

It is important for your study to include what would happen if ~~there~~ there were significant improvements to rail (increasing to rail lines in both directions) so that through trucks could go directly on to trains for the 1600 mile distance between Tennessee + Pennsylvania.

Building multiple highway lanes is much less efficient than putting trucks on trains. Trains are more efficient at moving freight and do not cause much air pollution in comparison to highway traffic.

The study needs to include a rigorous economic + environmental analysis of costs + benefits of adding new capacity on the highway vs. on rail. I did not see or hear such analysis at the meeting I attended on August 28th in Salem, VA.

Commenter Name: Mary Harshfield

E-mail Address: harsh2612@cox.net

Zip Code: 24014

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	yes!	
Would you support reducing the speed limit in the corridor?	yes!	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30 minutes</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

TRANSPORTATION & MOBILITY
SEP -7 2018
PLANNING DIVISION



Additional Comments:

• when you route traffic on alternate routes due to accidents - will the alternate route be monitored by police to keep drivers "in line?"

10 Fund: RAISE THE GAS TAX! ✓ RAISE THE SALES TAX! ✓
(FUEL)

I81 has too much traffic on it. Is there any solution to that? The amount of traffic is the problem!

Have a representative experience the back up, main St. of VDOT in Salem (VA) on Riverside drive in Salem when there is an accident in that area on 81. Both back up due to re-routing.

* Need to enforce the speed limit

Commenter Name: C. Hicks

E-mail Address: cghhicks@yahoo.com

Zip Code: 24153

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Need additional enforcement of traffic laws on I-81 and also additional enforcement when traffic is re-routed because of incidents.

In favor of regional taxes or tolls to fund improvements

Additional studies need to be done to deal with the problem of traffic moving through Salem when traffic is re-routed off I-81.

Commenter Name: Kathy Mills
E-mail Address: Katcam2@aol.com
Zip Code: 24087

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	Yes	
Would you support reducing the speed limit in the corridor?	No	✓

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS) <i>(sign at exit 156 is facing the wrong direction)</i>
<input checked="" type="checkbox"/>	67 Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

TRANSPORTATION & MOBILITY
SEP -7 2018
PLANNING DIVISION

Office of
INTERMODAL
Planning and Investment

Additional Comments:

I trace # 897 in particular. At Exit 156 - VDOT for years has developed tractor trailer parking along the highway, ramps and approach roads, Bruge Mill, Farmers Road.

#7 - When VDOT improved (?) Exit 150 - Valley Road and Mountain Pass Road were discussed about the impact. Nothing was said at the public meetings. However, VDOT started grading banks back, paved 4" on side of roads. Almost immediately lots of traffic come on Bruge Mill - especially tractor trailers.

We have asked the county at Board of Supervisors meeting to help - they have refused to do anything. The sheriff has refused to do anything. No traffic ticket has ever been written. Speeders are common, wide loads run off the road - these trucks have "wide load" painted on the bumper. The speed limit is 40 but is too high. The roads mentioned above have lower speed limits and are a foot or two wider than Bruge Mill.

We have kids on skate boards, tractors for hay fields, horse back riders, walkers, bicycles, joggers using Bruge Mill.

We ask the County & VDOT for police enforcement, lower speed limits - We did not ask for paving which will wear faster traffic. Vehicles including police cars cannot drive in their lane on Bruge Mill at the speed limit.

Commenter Name: _____

E-mail Address _____

Zip Code _____



Mr. Gary Whitley
1160 Bruge Mill Rd
Fincastle, VA 24090-5264

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<i>SSSSSSSS</i>	
Would you support reducing the speed limit in the corridor?		

anking
 What information would be most helpful about incidents other than the location of the incident?

<i>2</i>	Length of the back-up
<i>1</i>	<input checked="" type="checkbox"/> Estimate of when lanes will be cleared
<i>3</i>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<i>3</i>	Stay on I-81
<i>2</i>	Take an alternate route
<i>1</i>	<input checked="" type="checkbox"/> Alter your travel plans
	It depends on <i>amount of gasoline in car, how close we are to destination</i>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<i>3</i>	Stay on I-81
<i>2</i>	Take an alternate route
<i>1</i>	<input checked="" type="checkbox"/> Alter your travel plans
	It depends on <i>amount of gasoline in car</i>

What source of travel information do you rely on?

	511
<i>3</i>	Waze/Google Maps
<i>1</i>	<input checked="" type="checkbox"/> Roadside Message Signs (CMS)
<i>2</i>	<input checked="" type="checkbox"/> CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
<input checked="" type="checkbox"/>	No <i>not necessarily</i>
	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



TRANSPORTATION & MOBILITY

SEP -7 2018

PLANNING DIVISION

Additional Comments:

Truck Parking Then why was truck parking removed at exit 150?? VDOT did this!

Because I live on Broughs Mill Road I am concerned about its use as a way to ease traffic at exit 150. Our well is within 50' of the road is one concern. The speed limit as it is now (40mph) is a concern. We have fully loaded logging semis going up and down this road and they cannot break and make the turns at the bottom of the hill on the Jugoe Lane entrance (nearest the BM Country Store). We've even had a greyhound bus travel this road at 10mph and it had difficulty with the curves. I know the plan is to widen ^{the road} and straighten out the curves. However this will not make the road safe for school buses, children, animals and walkers. Adding the traffic that will certainly come with using Broughs Mill will ruin the natural beauty of the countryside between Route 220 and I-81 and route 11.

Commenter Name: Mrs. Bonnie Whitley

~~Address~~ Address: 1160 Broughs Mill Road, Fincastle Va

Zip Code: 24090

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

TRANSPORTATION & MOBILITY
SEP 14 2018

PLANNING DIVISION



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	
Would you support reducing the speed limit in the corridor?	<input checked="" type="checkbox"/>	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Need to spend more \$ to teach people
to Drive on Road together - CAR/truck/
VAN/CAR TRAILER/Small NO Power CAR etc

~~I~~ I just drove my CAR FROM PA to
Roanoke & WAS more scared of CARS
cutting in than trucks -

AT Ramps make longer since people
NOT smart enough to PLAN or look ahead

Commenter Name: Harry
E-mail Address: HARRYNORRIS@cox.net
Zip Code: 24014

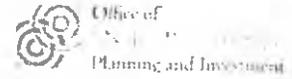
Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

R+L you can do
this E-MAIL

I-81 CORRIDOR IMPROVEMENT PLAN



- just some of my ideas

Safety very high fines for trucks
in 3rd lane on truck climbing
sections.

Congestion 1 mile sections
with no truck passing
of 81

- Reduce truck traffic & fund
improvements with high tolls
for trucks

Other no thru trucks on RT. 11

Commenter Name: Robert M. Williams, III
E-mail Address: rwilli1730@aol.com
Zip Code: 24401

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

TRANSPORTATION & MOBILITY
JUL 20 2018
PLANNING DIVISION



June 28, 2018

TRANSPORTATION & MOBILITY
JUL - 3 2018
PLANNING DIVISION

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, Virginia 23218

Re: Comments on Development of I-81 Corridor Improvement Plan

Dear Secretary Valentine,

The Roanoke Valley Transportation Planning Organization (RVTPO) thanks the Commonwealth of Virginia for pursuing a plan to improve the I-81 corridor. Interstate 81 is the Roanoke Valley's primary connection with other regions and states, and the economy of the Valley depends on its ability to function efficiently. The importance of the I-81 Corridor Improvement Plan cannot be understated since identifying revenue sources to improve this critical corridor is paramount to provide economic growth for all western Virginia.

The RVTPO Policy Board is concerned about the safety of motorists, increasing truck traffic, incident management (i.e., clearance time and communication of such incidents to the traveling public), the availability of adequate alternate routes during incidents, as well as congestion during special events (games, graduation, move-in, etc.) associated with Virginia Tech and other universities along the corridor. The Policy Board supports exploration of any solution to address these concerns.

Recently, the RVTPO conducted a study to examine critical transportation needs that will help promote economic development in the region (see www.rvarc.org/plansandstudies). The study stated that improving I-81 is the region's top priority. In general, widening/improving I-81 between the Roanoke and New River Valleys (Exit 150 – Exit 118) is a key strategy for improving connectivity between these two areas. Specifically, the study calls for the following projects:

1. Widen I-81 from 4 to 6 lanes between Exits 140 and 141
2. Widen I-81 SB from 2-3 lanes between Exit 150 and the Truck Weigh Station
3. Widen I-81 from 4 to 6 lanes between Exits 137 and 140
4. Study improvements for Exit 143 (the I-81 and I-581 interchange)
5. Study potential ITS and shoulder improvements to enable the use of I-81 shoulders as driving lanes during incidents and peak hours
6. Extend the VA Smart Road to connect to I-81

The RVTPO Policy Board understands that accomplishing these projects will resolve many of the issues outlined above.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

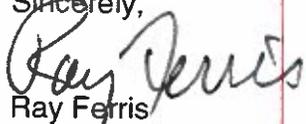
The Honorable Shannon Valentine

Page -2

In addition, the Board asks that the I-81 Corridor Improvement Plan be coordinated with the ongoing study to extend Amtrak service from Roanoke to Bristol, VA. If determined to be feasible, an extension of Amtrak would give the public another option for traveling through Virginia and to northern destinations thus removing some passenger vehicles from I-81. Similarly, for freight traffic, the Board supports the consideration of improving rail for moving freight.

The RVTPO Board thanks the Commonwealth for I-81 improvements made in the past. Again, we want to thank you for undertaking the I-81 Corridor Improvement Plan to identify relevant cost-effective solutions that will improve mobility for people and freight.

Sincerely,



Ray Ferris

Chairman of the Roanoke Valley Transportation
Planning Organization

cc: Mr. Nick Donphue, OIPI
Ms. Jennifer Mitchell, DRPT
Mr. Stephen C. Brich, P.E., VDOT
✓ Mr. Ben Mannell, VDOT

Rhonda and Mark Sechrest
480 Church Street
Wytheville, VA 24382

TRANSPORTATION & MOBILITY
AUG - 6 2018
PLANNING DIVISION

July 31, 2018

Re: Comment on I 81 Corridor Plan

As residents of Wytheville, with a boat at Claytor Lake, my husband and I use I 81 frequently. We also frequent Christiansburg and Winston-Salem.

We have two suggestions for the I 81 corridor. One: Driving on I 81 has become frightening due to the truck traffic. Ohio dealt with this issue. Please use their model and require trucks to stay in the Right lane and to have a maximum speed limit of 55 MPH.

Two: Please keep the I 81 and I 77 corridors together through Wytheville, as Wytheville's economy depends on this. SW VA is fighting for its economic survival. Keeping I 81 and I 77 through Wytheville is essential to keeping Wytheville economically viable.

Thank you for allowing our input.

Sincerely, Rhonda and Mark Sechrest



ROANOKE COUNTY

OFFICE OF THE COUNTY ADMINISTRATOR
5204 Bernard Drive, P.O. Box 29800
Roanoke, Virginia 24018-0798

TRANSPORTATION & MOBILITY
AUG - 9 2018
PLANNING DIVISION

Thomas C. Gates
County Administrator

TEL: (540) 772-2004
FAX: (540) 561-2884

August 6, 2018

Mr. Ben Mannell
Assistant Director of Transportation Planning
Virginia Department of Transportation
1401 E. Broad St.
Richmond, Virginia 23219

Re: Roanoke County's comments on the I-81 Corridor Improvement Plan

Dear Mr. Mannell,

Please accept this letter as Roanoke County's comments on the I-81 Corridor Improvement Plan study being conducted by the Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Department of Rail and Public Transportation, as directed by Senate Bill 971. Reliable infrastructure and efficient, frequent travel services between Roanoke and Virginia Tech/Blacksburg are vital to the region's economy. Roanoke County, working together with our regional partners, has identified imminent transportation needs that are critical to the region's economic health and growth. The first priority on our list of needs is a reliable, high capacity Interstate 81 (I-81) corridor between Exits 114 and 168. I want to thank you for recent funding for improvements to the northbound and southbound I-81 corridor between Exits 141 and 143. Roanoke County is hopeful that funding will soon be allocated for similar improvements between Exits 140 and 141.

The region's economic future will be driven largely by the ability to improve connectivity between Roanoke and Blacksburg, and specifically connectivity with Virginia Tech. The Virginia Tech Carilion School of Medicine (VTC SOM) and the Virginia Tech Carilion Research Institute (VTCRI) have transformed Downtown Roanoke and the region at large. In 2017, the Governor announced the expansion of VTCRI through the creation of the Virginia Tech Carilion Biomedical Research Institute. The 2017 Virginia Tech Master Plan includes continued expansion into Roanoke.

Continued expansion of Virginia Tech into Roanoke will fundamentally reshape the region's economy, while prioritizing its transportation needs. The Regional Study on Transportation Project Prioritization for Economic Development and Growth (TED Study) also

REV. ROBERT E. ALLEY

1570 Bluewater Road; Rockingham, VA 22801

Telephone: 1-540-438-9047

E-Mail: realley@comcast.net

TRANSPORTATION & MOBILITY
AUG 10 2018
PLANNING DIVISION

6-August-2018

Mr. Ben Manneil
1401 E. Broad St.
Richmond, VA 23219

Dear Mr. Manneil:

My primary questions is: When may we expect some action that will upgrade Interstate 81 for the twenty-first century?

Interstate 81, a major artery through the Shenandoah Valley and western Virginia, continues to grow in congestion, accidents, backups and other traffic-related matters. The time is NOW to address these concerns, not ten or even one year from now. Interstate 81 is not only a major artery for through-state traffic but for local traffic, especially between the western counties. Two weeks ago, two major accidents and backups happened within a few miles south of Harrisonburg and north of Harrisonburg. Our family was caught in one of the backups, sat on the Interstate for nearly 2 hours before they were routed off. While they were able to reschedule the appointment they had planned, I feel certain that other persons encountered major rescheduling, as with flights, medical appointments, etc.

In my opinion, Interstate 81 needs to be 6-laned throughout the state, much like in the Eastern Panhandle of West Virginia. This would ease congestion, provide a lane free for non-truck traffic, and allow space for traffic to proceed in case of an accident. While I understand how such a project needs to be handled in sections and will require major funding, I also feel that at present, very little if anything is being done to address a situation that is more than ten-twenty years old and continues to grow. Twenty years ago, some studies were already being made regarding Interstate 81 and appropriate funding, mainly tolls. Funding for improvements to I-81 needs to be borne by the local counties it passes through, by state and federal funding, and by tolls on through-state vehicles, especially trucks.

Please inform me of other contacts I can make to express this concern so that this situation may be addressed before more accidents happen and more problems grow with this part of our state's transportation system.

Thank you.

Sincerely, *Robert E. Alley*
Robert E. Alley

And thank you for what you & others are doing to address this situation.

From: gns0715 <gns0715@aol.com>

To: [81CorridorStudy](mailto:81CorridorStudy@OIP1.Virginia.gov) <81CorridorStudy@OIP1.Virginia.gov>

Subject: I-81 Improvement Suggestions

Date: Wed, May 30, 2018 11:41 am

I am a retired senior citizen who has driven I-81/I-64 2-3 times per year from Hampton Roads to southern WV since 1970. Over the years, I have seen a gradual increase in traffic - especially tractor trailer traffic. Today, I prefer to stay off I-81 due to the number of tractor trailer accidents (per the local news, it seems like there is one a day/night on I-81 or I-77. Speeding in the left hand lane is dangerous for all vehicles - but especially tractor trailers.

Suggestions:

No. 1 I understand that in several European countries that tractor trailers are required by law to stay in the right hand lane so that faster moving traffic is not blocked by slow moving tractor trailers.

No. 2 In a recent Roanoke Times article, I was delighted to see that a new law penalizes motorists for driving too slow in the left hand lane. I wonder if this applies to tractor trailer drivers as they like to hog the left hand lane.

No. 3 On the local news recently, I saw where people are complaining about tractor trailers taking over the rest areas. No doubt due to "Global Trade" more tractor trailers are on the road today, so more rest areas are needed & in particular more convenient, full service truck stops are needed.

No. 4 Consider adding a 3rd lane on uphill grades so that slow moving tractor trailers can stay in the right hand lane. Faster moving trucks, tractor trailers & cars can stay in the middle lane & faster traffic can pass them in the left hand lane.

G. N. Sword

1063 Savanna Hills Dr

Moneta, Va

(757 434-4584



TRANSPORTATION & MOBILITY

AUG - 8 2018

PLANNING DIVISION

Sherwood G. Wilson, Ph.D.

Vice President for Operations

800 Drillfield Drive

Blacksburg, Virginia 24061

540-231-4416

www.vt.edu

August 1, 2018

AUG 7 18 11:31AM

Ben Mannell
1401 E. Broad St.
Richmond, Virginia 23219

Dear Mr. Mannell,

Thank you for the opportunity to provide input related to the Interstate 81 Corridor Improvement Plan. Virginia Tech is impacted by I-81 traffic in many ways, particularly given our plans for enrollment growth in Blacksburg, our expanding Health Sciences and Technology presence in the Roanoke Valley, and our plans to increase student engagement in the National Capital Region.

Many of Virginia Tech's (39,000+) faculty, staff, and students use I-81 on their daily commute and depend on it for safe, reliable and efficient transportation. Most of our 19,300 Virginia undergraduate students and their families, as well as many more students from nearby states, use this corridor as their primary travel route for orientation, move-in/move-out, family weekends, graduation, and breaks. A significant number of our alumni, corporate partners, and other visitors also use the interstate to access the main campus in Blacksburg for academic, engagement, and athletic events throughout the year. As the early study findings demonstrate, our constituents often experience significant travel delays and dangerous conditions due to accidents and congestion in the Salem District of the corridor, specifically between mile markers 105 – 150, and particularly when these key events overlap with holidays, inclement weather, or other major activities.

The I-81 corridor is the primary route not only between Blacksburg and Roanoke, but also to Virginia Tech's assets in the National Capital Region, Richmond, Hampton Roads, and many of our Agricultural Research and Extension Centers (ARECs). Improved transportation and physical connectivity between these locations is essential not only to achieving our goals of enhancing student learning and research, but is also critical for continuing the economic growth recently experienced by the Roanoke and New River Valleys.

As evidenced by the synergies achieved through recent Route 460/Southgate Drive Interchange project, we have a strong track-record of working closely with other state agencies, regional

planning organizations, and regional public service authorities to coordinate requests and maximize the impact of funding opportunities, and would welcome the opportunity to discuss future projects with VDOT. Virginia Tech remains very interested in the future of Interstate 81 and supports continued discussion about corridor improvements.

Sincerely,



Sherwood G. Wilson
Vice President for Operations

- c: Diane Akers, President, The Blacksburg Partnership
- John Dooley, President, The Virginia Tech Foundation
- Dwayne Pinkney, Senior Vice President for Operations and Administration
- Chris Kiwus, Associate Vice President & Chief Facilities Officer

I-81 Corridor Improvement Plan - Input on Incident Management

From: "Ralph Miller" <ralph.miller@usa.com>
To: VA81CorridorPlan@OIPV.virginia.gov
Bcc: ralph.miller@yahoo.com
Date: Aug 4, 2018 4:14:07 PM

Mr. Mannell, et al. -

Attached is a submission from Sky Moorings LLC in Arlington, which explains a unique system for pre-positioning electric multicopters (also called drones) in secure elevated enclosures to allow dispatch and control from a central operations center. This cost-effective approach is particularly well suited to reducing incident delays and improving safety along the Interstate 81 Corridor.

Off-the-shelf multicopters (now selling for \$750 to \$2,000, with prices dropping) become powerful tools for incident management when they are pre-positioned and controlled centrally. The ability to launch from multiple elevated locations overcomes inherent limitations on battery life. Payload capacity can be customized for different types of incidents with remotely-controlled "payload module changers." Depending on the type of emergency that has arisen, an operator in the command center can cause a special-purpose module to be rotated into place on a turntable below the copter and attached with medical supplies (like an AED or Narcan spray), a remote sensing device (such as an infrared thermometer to check for hidden fires), a public address system, etc.

Control of all multicopters from a central facility reduces training and personnel costs, enhances safety, and fosters an integrated public safety response.

We hope a meeting with appropriate members of the Study Group can be arranged to answer questions and explain additional options, features, and benefits.

Thanks to you and members of the Study Group for your time and consideration,

Ralph Miller

Sky Moorings LLC
3737 27th ST N
Arlington, VA 22207
Email: ralph.miller@usa.com
Cell: 214 616 7756

Attachments

- Sky Moorings LLC - I-81 Study Input.pdf

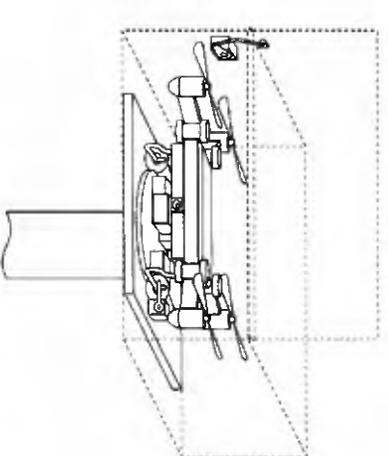


MANAGE INCIDENTS WITH SKY MOORINGS™

Efficient, Cost-Effective Systems for Mooring,
Launching, and Controlling Unmanned
Multicopters

© 2018 Sky Moorings LLC. Patent pending on technology described.
Sky Moorings and SkyMooring are trademarks licensed to Sky Moorings LLC.

A System to Manage I-81 Incidents



- SkyMooring™ enclosures on road signs, overpasses, or towers can secure, monitor, launch, control, retrieve, recharge and reprovision a system of unmanned multicopters (also called drones). Pre-positioning greatly enhances copter functionality.
- This unique technology, developed by Sky Moorings LLC in Arlington, would provide safe, cost-effective, and flexible incident management along the Interstate 81 Corridor.

What A Sky Mooring System Does

- Secure, weatherproof enclosures hold, launch, and retrieve unmanned multicopters from elevated locations. Moored copters can replace traffic cameras by sending video from their onboard cameras to an operations center.
- When an incident arises, the operations center remotely opens an enclosure, dispatches a copter, flies it to the site, and views conditions. A releasable tether is optional.
- At the site, an operator can deliver emergency supplies and use the copter to talk with those on the scene.
- After police arrive, the operations center can fly the copter back to its enclosure for charging and reprovisioning.
- This system overcomes inherent limitations on battery life, payload capacity, and ease-of-use.

Safety

- Central control allows trained experts to pilot all flights.
- Risk of personal injury to bystanders and operators is reduced by launching multicopters from elevated enclosures.
- Line-of-sight radio signals improve control range and reliability.
- Pre-positioning allows faster arrival at an incident site and safer flight paths that avoid overflying crowds or vehicles. Shorter flights preserve power for longer onsite use and safe returns.
- A “reprovisioning feature” permits delivery of customized emergency payloads, such as Narcan® spray or an AED.
- When using all-weather multicopters (such as Swellpro® Splash Drone models), remote operators are not exposed to lightning, traffic, hazardous road conditions, and other risks.
- A tether from the mooring enclosure to the copter (with auto-retrieval) can be used to reduce flyaway risk and provide power for flight. Remote release of the tether is an optional feature.

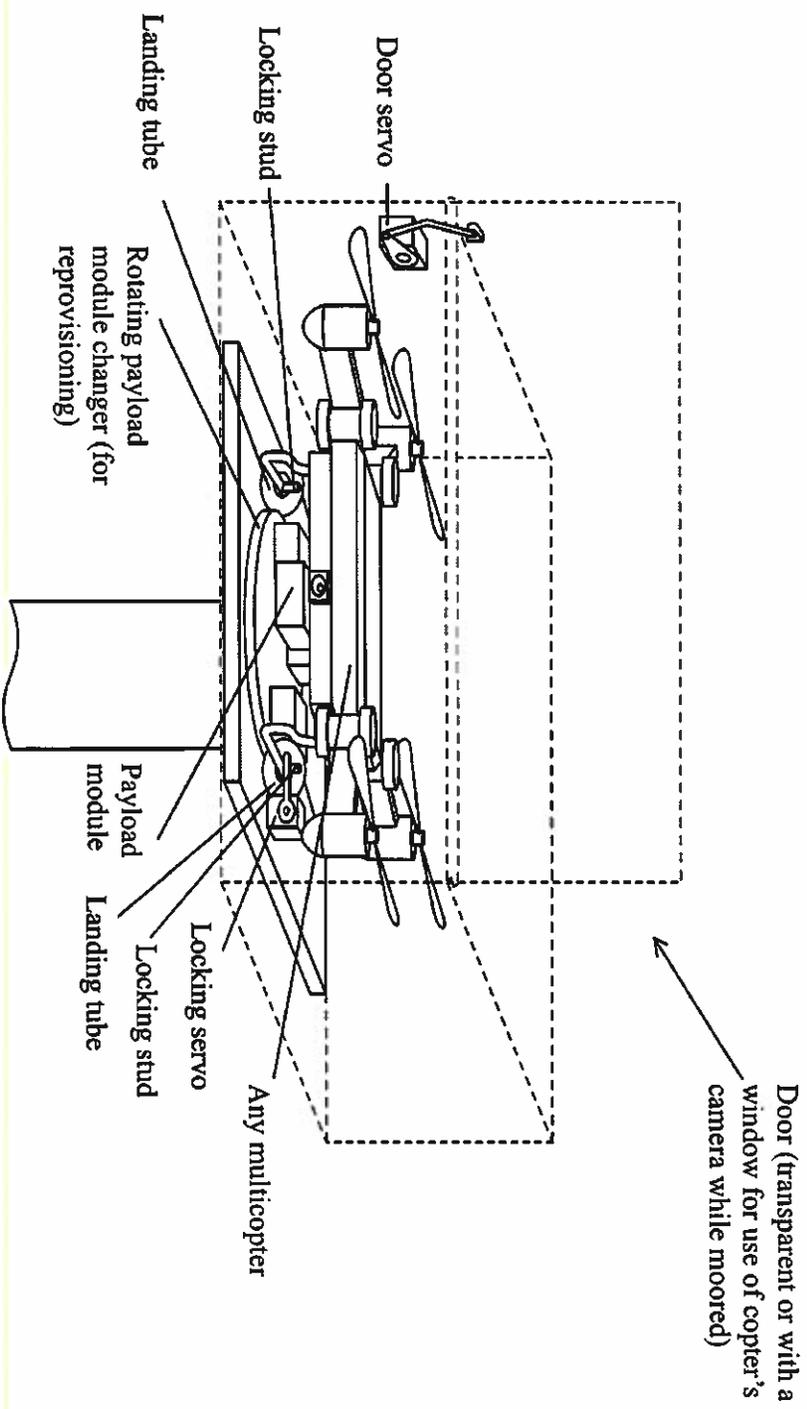
Cost Effectiveness

- Prices for sophisticated electric multicopters are already low and should continue falling.
- The only modifications needed for off-the-shelf copters are replacing skids and adding a special charging connection. Maintenance costs are less for these copters.
- Pre-positioning in an enclosure with a transmitter gives less expensive copters adequate range for incident response.
- Controlling a system of multicopters from a state-wide operations center reduces operator training costs, develops pilot expertise, and simplifies system administration.
- SkyMooring enclosures have long operating lives. Copter models can be changed, and new features, such as remote provisioning and infrared cameras, can be added easily.

Flexibility

- Internal components of a SkyMooring enclosure are modular for easy replacement or upgrades.
- A core system can use relatively inexpensive multicopters (currently sold for \$750 to \$2,000). Copter models can be updated later, if desired, in any or all locations.
- Additional cameras, wind detectors, etc. can be added and monitored remotely by the operations center.
- Adding “remote reprovisioning” allows customized copters to carry changeable “payload modules.” A turntable in the SkyMooring enclosure can be activated remotely to mount tailored modules that deliver emergency gear (like an AED) or perform special functions (like heat detection).
- Other features (e.g., solar power) are also available.

Examples of SkyMooring™ Components



Contact for Additional Information

We welcome a call or meeting to answer questions and provide additional information.

Ralph and Wannett Miller, Co-owners

Sky Moorings LLC

3737 27th ST N

Arlington, VA 22207

Tel. 214 616 7756

Email: ralph.miller@usa.com

Mr. Wesley S. Trindal
1491 Virginia Ave. Apt. 509
Harrisonburg, VA 22802-2433

V-DOT I-81 Corridor Improvement Study TRANSPORTATION & MOBILITY

ATTN: Mr Ben Mannell, Study Manager JUN 25 2018

1401 East Broad Street

RICHMOND VA 23219

PLANNING DIVISION

20 & 19 JUN 2018
Landline TEL: 1-540-564-3530
(No e-Mail!)

SUBJECT: Provide My Written Comments for I-81 Hwy Potential Improvements.

Dear Mr. Mannell,

My name is Wesley S. Trindal, a 93-year-old Retiree, who's been traveling on US Hwy 11, and the new I-81, since 1943. Here's some points to ponder: -

- Impose a "Speed Range(s)" along the whole length of I-81, ALthru NY!
Impose a set 60-mph "Speed Range" - narrow the limits - how about plus and minus 7-mph. Reason: To get everyone Cars, Trucks, ETC., all going fast. Get people to set electric Cruise Controls for 60-mph. You'll have to designate some up-hill stretches, to allow passing on the left lane - otherwise enforce "No Passing". Use cameras, ticket license plates!!
- Elongate the exit and entrance ramps for car and truck at-speed - merge at least 50-mph. You will likely have to "grass-over" those ramps that cannot be merged-at-speed - - - (??). Maybe - ?
- Yes! Add Passenger + Freight + TOFCE semitrailer ^(railways) rigs in the medium - - or on either side of the highway right-of-way. Reason. Provide stations, terminals, and railway stop-start-facilities for Travelers & Truckers between major cities. Provide rail service (Roll-On & Roll-off type, like the Auto Train provided; Lorton, VA, and Florida). Include long ramp railcars for carrying the trucker and his tractor and semitrailer(s). Let's face it! We have to do something. We need them!! but not all on I-81!
- Consider fixing I-81 in the immediate future with the metrixy systems now available - ~~but~~ we gotta do something, as it exists NOW. But, for the near future keep a darn sharp eye on Electronics.
AIV = Autonomous Intelligent Vehicle(s). A safe, computer driven vehicle.
PHV = Platooning Heavy Vehicles. The leading tractor-trailer rig is an AIV truck and by V2V (Vehicle-to-Vehicle-Communication) safely drives a whole number of like-vehicles. And that's merely the beginning.
- Funding. Collect info on the OverAll costs: - Construction, maintenance, lost drivers' time, ^(wages) accidents (vehicle damage, injuries, ^{lawsuits,} + real and hidden costs). Expose it all!
Recall, that highway use is a privilege, not a right!

And as the sun (up above the billowin' clouds) slowly sets here in the Beautiful Shenandoah Valley of Virginia, I'll wish yw-all lotsa Good Luck in fixin' a perfectly good, paved highway - - -
- - - except for the Cars 'n' Trucks!

Very truly yours,

Wesley S. Trindal



over
Please
for added
stuff!

Added. An after thought. 'Twas in Spring of 1944, I was assigned to the 860th HAM (Heavy Automotive Maintenance) Ordnance Co., located near St. Lo, France, as an apprentice Mechanic. My buddy and I had a chance to drive our small, 1/4-ton, Jeep truck in amongst the GI truck fleet, transporting supplies. This was on the "Red Bull Highway" from Cherbourg to depots in Germany. We wedged that little Jeep in between the GMC, 2 1/2-Tonners, and the Big "Four-by-Four, Federal" Tractor-Trailer Rigs. Come to think of it, we were all PHLing, "Platooning Heavy Vehicles," all of 74-years before driver-leading autonomous intelligent vehicles were even invented! Our speed was 25-mph on French Roads — ^{US Army} Comandered, one-way traffic, GI trucks only, with MP's absolute control!!!

Proved it can be done!

WS → [Who's Who in America, eFo.
militaryvehiclesmagazine.com/Index]



MR WESLEY S TRINDAL
APT 509
1491 VIRGINIA AVE
HARRISONBURG VA 22802-2433



RICHMOND VA 230

21 JUN 2018 PM 3 L

WPA POSTERS
FOREVER/USA

V-DOT I-81 Corridor Improvement Study
ATTN: Mr Ben Mannell, Study Manager
1401 East Broad Street
RICHMOND VA 23219



23219-2000SS

I-81 CORRIDOR IMPROVEMENT PLAN



June Public Input Meeting Comments

Suggestions/Comments

- Safety:**
- Enforce signs that say > No Trucks in Left Lane
 - Change long uphill grades to 3 lanes - the couple already in place really, really help congestion.
 - Ask General Assembly for permission to toll - trucks could be higher rate than non-commercial vehicles. Local commuters could purchase a monthly/yearly pass.
- Congestion:**
- Last several months - near weigh station north of Roanoke.
 - Long uphill grades with only 2 lanes - trucks in left lane despite going way below speed limit

Other: I attended your June 14th public meeting in Roanoke. My experiences on Rt. 81 are long distance between Roanoke & Winchester, instead of local commuting, so was unable to give input with stickers, etc. My comments (above) reflect this segment of travel to & from family.

Commenter Name: Susan S. Moore

E-mail Address: ssmoore.rt@gmail.com

Zip Code: 24015

Comment Period Closes: August 6, 2018*

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

TRANSPORTATION & MOBILITY
JUN 25 2018
PLANNING DIVISION

SUSAN S MOORE
3338 WOODLAND DR SW
ROANOKE VA 24015-4540

GREENSBORO NC 274
FREDMONT TRIAD AREA
19 JUN 2018 PM 4 L



Mr. Ben Mannell
(I-81 Corridor Improvement)
1401 East Broad Street
Richmond, Virginia 23219

23219-205201



COUNTY OF AUGUSTA, VA.

BOARD OF SUPERVISORS

MARSHALL W. PATTIE
North River

GERALD W. GARBER
Middle River

PAM L. CARTER
Pastures

TERRY L. KELLEY, JR.
Beverley Manor

WENDELL L. COLEMAN
Wayne

MICHAEL L. SHULL
Riverheads

CAROLYN S. BRAGG
South River



TRANSPORTATION & MOBILITY
JUN 21 2018
PLANNING DIVISION

TIMOTHY K. FITZGERALD – COUNTY ADMINISTRATOR

AUGUSTA COUNTY GOVERNMENT CENTER

P.O. BOX 590, VERONA, VA 24482-0590

(540) 245-5610 FAX (540) 245-5621

coadmin@co.augusta.va.us

18-072

June 11, 2018

Mr. Ben Mannell
Study Manager
Interstate 81 Corridor
1401 E. Broad St.
Richmond, Virginia 23219

Mr. Mannell,

Augusta County was pleased to hear of the recent signed legislation that will complete a study of the I-81 corridor through Virginia. Augusta County supports the study and stands prepared to assist as needed as the study begins and moves forward. I-81 is very important to Augusta County. We have 41 miles of I-81 through Augusta County. These 41 miles are key to economic development and growth in the county. In recent years we have seen an increase in incidents on I-81. In 2016 Augusta County responded to 402 calls for service through our 911 system. In 2017 those calls increased to 452. As we continue to have more traffic we will continue to see an increase in the number of incidents. These incidents cause major disruption to traffic and commerce, not only in Augusta County but throughout Virginia. The financial costs of these incidents due to the extreme amount of delay are just as significant.

Funding has always been an issue with large projects such as expected with the improvements to I-81. We are pleased that this study will consider funding options. It will be important to consider all funding options available, as well as the impact of those funding options on local business, industry, and agriculture who depend on I-81 every day.

Augusta County looks forward to reviewing and participating in this important project.

Sincerely,

Carolyn S. Bragg

Augusta County Board of Supervisors

Vice Chair

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: Suggest siphoning as much I-81 traffic onto relatively uncongested parts of parallel Rt 11 by better signage at each I-81 exits to encourage more balanced use of both roads without large expenditures for widening, and eminent domain costs, litigation, etc. Many I-81 travelers do not realize that Rt 11, in many areas, is largely free of congestion now and comparatively

Congestion: The least congested, in terms of vehicle count, of I-81 ^{than} is the area from Buchanan to Hexington. Widening this stretch would not be sensible, when other sections have so much more traffic. Also, this section has many frontage roads on both the northbound and southbound lanes of I-81 that are used by adjoining property owners and cannot be eliminated to create additional lanes. Also, the possibility of future re-routing Rt 11 that now passes

Other: over Natural Bridge could force a re-alignment of Rt 11 and possibly I-81 which parallels it. This would necessitate major changes to both I-81 and 11, but until a decision is made on the future alignment of Rt 11, widening I-81 in its current alignment could be wasteful and counterproductive. I strongly urge leaving I-81 between Buchanan and Hexington unchanged and not widened to additional lanes.

Commenter Name: Randolph Gregg (540) 343-5888

E-mail Address: Pattikens 54 @ G mail. com

Zip Code: 24066

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

85 Arrowhead Lane
Burkehamon, Va. 24066

Not CN
Try TMPD
ATTN: Ben Mannell

Ben Mannell
Va. 1-81 Conidor Plan
1401 E. Broad St.
Richmond, Va 23219

CREDITED TO THE
FEDERAL TRAIL AREA
35 JUN 2018 PM 2 1



JUN 19 2018
CONSTRUCTION DIVISION

23219-200099



Subject: **I-81 study SB 971**
Date: 6/8/2018 8:12:32 AM Eastern Standard Time
From: lopakaca@aol.com
To: 81corridorstudy@oipivirginia.gov

TRANSPORTATION & MOBILITY
JUN 11 2018
PLANNING DIVISION

MR. Ben Mannell:

Attached is a list of questions/topics I wish to here answers to on the June 13 th meeting at BR College.

All of these questions can be answered from existing VDOT data with a stubby pencil and a piece of paper. Approx. or estimate answers will be ok.

Please do not provide the standard brush off answer
"that is what the study is for and will tell"

VDOT already knows the answers in their data bank!!

BOB HESS 
Retired@ Massanutten
lopakaca@aol.com
540-746-2265

5

1. How is this study going to provide the over due much needed \$300M funding for the 3TC lanes in the Staunton District **TODAY. 4 YEARS IN THE SS PROCESS**

2.. How Is the study going to evaluate tolling trucks only?

3. How will the "Heavy Commercial trucks" be identified? Weigh stations? How many stations needed to cover 90 interchanges? 11.7billion trucks/year 22 trucks /minute.

4. Can the toll collection devices be able to read truck tractor doors and license plates(NOT TRAILER PLATES)?

5. What is the average cost of installing detection devices? Ex. I-66 BELTWAY COST?

6. Is the study going to consider 90 interchanges or just the 4 at Interstate interchanges plus entrances and exits at state lines.

7. How will truckers get their toll devices that don't have one already?

8. How long will it take to install the tolling devices? years!!

9 Where is the funding for toll implementation?

10 HOV lanes where (3TCL areas) and \$\$ cost not less than 3 lanes available! per 33.2-214.1

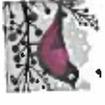
11 Truck parking at rest stops? In adequate State trooper enforcement and spaces areas

12 Smart Scale/HB2 & 6 year plan already defines enough corridor problem areas and solutions.

\$1 toll is \$325 per truck one way! Does GA/VDOT realize the ultimate \$\$ impact to shipping cost to the VA. consumer? \$15 to \$25 to \$30 a box!
Fed EX has 100's of trucks traveling 325 miles of I-81 every day at a cost of \$325 per truck each way.

Tolls will pay for everything needed but trucker associations say they will not pay tolls to use interstates!!

5



Robert Hess
149 Pleasant Ln
McGaheysville, VA 22840-2130

81 Lemuel
Stukey NT9

McGaheysville, VA 22840

DS JUN 2018 PMS L



Ben Howell
1401 E. Broad St
Richwood, VA

73219

23219-20520



I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



TRANSPORTATION & MOBILITY

JUN 18 2018

PLANNING DIVISION

Comment Period Closes: August 6, 2018

I am 92 yrs old - I have drove on I-81 since it was first opened around Harrisonburg, Va - about 1962 - I had was the first part of -81 - I have drove 1-81 from where it starts in Tenn. to Canada. I have used 1-81 in Va. Hundreds of thousands of miles - I drove Tractor Trailers for many years on 1-81. I have drove on nearly all Interstate highways in the U.S.A.

again Drivers are the Big Problem - Traffic has increased. 1-81 Third Lane would help, But expensive.

Tolls for trucks would not help, because a lot of them would Run U.S. 11 & longest it had, Need more rest areas. for Trucks. Drivers can only drive so many hours, then to rest & take time off - No place to park, present Rest areas are full. Rest areas, some are over 100 miles apart - Trucks from South & West use 1-81 - To keep from going through the Big cities etc, 1-81 - Problem will continue, until more lanes are made - then no Trucks in 3rd Lane. W. Va. has done that on 1-81

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPi.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971



Richard C Wright
364 Summit Church Rd
Bridgewater VA 2:812-2723

RICHMOND VA 231

74 231 2005 2011



Attention - Ben Mannell
1401 E. Broad Street
Richmond, Va 23219

23219-205201



I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting

TRANSPORTATION & MOBILITY
JUN 27 2018
PLANNING DIVISION



Safety Pull over & ticket more left hand lane hogs. Have 5 to 20 mile stretches where there is no truck passing, thus you will get rid of the slow truck passing a slower truck but taking up 5 miles to do it & creating huge clusters of upset traffic! This is the main cause of problems!

Make US Rt. 11 NO Thru Trucks except for police detours! Do not let trucks use it to bypass backups or tolls when you impose them.
This could be done tomorrow and would improve safety on Rt. 11!

Congestion Again have long areas of no truck passing & thus cars and faster traffic can move on. Also of course have a few areas of climb lanes & even just truck Pull Over lanes so traffic can get by them.
Make fines up to \$1000 for trucks in the third lane of climbing lanes.

Do everything possible to reduce or at least NOT increase truck traffic on I-81! Do not give in to the trucking industry and their service millionaires who want more trucks for their warehouses and truck stops! Cut the number of trucks!

Other pay for this with high tolls on trucks which will send them and their goods elsewhere, shippers will find cheaper ways to ship.
For goodness sake add a higher gas tax to pay for this & other road needs.

Do not allow any truck passing on West bound 64 up Afton Mt. & enforce it with a \$1000 fine for passing, this would clear problems on west 64 up Afton.

Do not give in to the trucking Industry.

Commenter Name: BILL FRANCISCO

E-mail Address: 804-357-0165

Zip Code: 24401

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

FRANCISCO
FARMS

343 BETHEL GREEN ROAD
STAUNTON, VIRGINIA 24401



RICHMOND VA 230

22 JUN 2018 PM 3 L

BEN MANNELL
VA 81 Corridor Plan
1401 Broad St.
Richmond
VA 23219



23219-205201

June 28, 2018

TRANSPORTATION & MOBILITY
JUL - 3 2018
PLANNING DIVISION

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, Virginia 23218

Re: Comments on Development of I-81 Corridor Improvement Plan

Dear Secretary Valentine,

The Roanoke Valley Transportation Planning Organization (RVTPO) thanks the Commonwealth of Virginia for pursuing a plan to improve the I-81 corridor. Interstate 81 is the Roanoke Valley's primary connection with other regions and states, and the economy of the Valley depends on its ability to function efficiently. The importance of the I-81 Corridor Improvement Plan cannot be understated since identifying revenue sources to improve this critical corridor is paramount to provide economic growth for all western Virginia.

The RVTPO Policy Board is concerned about the safety of motorists, increasing truck traffic, incident management (i.e., clearance time and communication of such incidents to the traveling public), the availability of adequate alternate routes during incidents, as well as congestion during special events (games, graduation, move-in, etc.) associated with Virginia Tech and other universities along the corridor. The Policy Board supports exploration of any solution to address these concerns.

Recently, the RVTPO conducted a study to examine critical transportation needs that will help promote economic development in the region (see www.rvarc.org/plansandstudies). The study stated that improving I-81 is the region's top priority. In general, widening/improving I-81 between the Roanoke and New River Valleys (Exit 150 – Exit 118) is a key strategy for improving connectivity between these two areas. Specifically, the study calls for the following projects:

1. Widen I-81 from 4 to 6 lanes between Exits 140 and 141
2. Widen I-81 SB from 2-3 lanes between Exit 150 and the Truck Weigh Station
3. Widen I-81 from 4 to 6 lanes between Exits 137 and 140
4. Study improvements for Exit 143 (the I-81 and I-581 interchange)
5. Study potential ITS and shoulder improvements to enable the use of I-81 shoulders as driving lanes during incidents and peak hours
6. Extend the VA Smart Road to connect to I-81

The RVTPO Policy Board understands that accomplishing these projects will resolve many of the issues outlined above.

TPO POLICY BOARD: Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

The Honorable Shannon Valentine

Page -2

In addition, the Board asks that the I-81 Corridor Improvement Plan be coordinated with the ongoing study to extend Amtrak service from Roanoke to Bristol, VA. If determined to be feasible, an extension of Amtrak would give the public another option for traveling through Virginia and to northern destinations thus removing some passenger vehicles from I-81. Similarly, for freight traffic, the Board supports the consideration of improving rail for moving freight.

The RVTPO Board thanks the Commonwealth for I-81 improvements made in the past. Again, we want to thank you for undertaking the I-81 Corridor Improvement Plan to identify relevant cost-effective solutions that will improve mobility for people and freight.

Sincerely,



Ray Ferris

Chairman of the Roanoke Valley Transportation
Planning Organization

cc: Mr. Nick Donohue, OIPI
Ms. Jennifer Mitchell, DRPT
Mr. Stephen C. Brich, P.E., VDOT
✓ Mr. Ben Mannell, VDOT

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - 3 lanes urgent between exits

243 to 291 in Harrisonburg, the most dangerous part of I-81.

Are costs for construction traffic during project in these funding proposals? No single lane back to Winchester + TN bridge!

Safety - all of I-81 is the most dangerous Hwy in VA! New exits at 245 for JMU - is not enough!

Policy - No toll booths - good! E-2 pass is the way to go with varied rates according to time of day. Get more traffic into the night.

Get Federal funds into this + VA Budget surplus into this project.

Commenter Name:

Lee M. Yoder

E-mail Address: leemyoder@comcast.net

Zip Code: 22802

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

10/17/2018

(OPTIONAL)

NAME:

Chris Runion

ADDRESS:

5647 Mossy Creek, Bridgewater VA

crunion@eesigns.biz

ZIP CODE: 22812

Please provide your comments on projects submitted through the new prioritization process, referred to as Smart Scale. The Commonwealth Transportation Board will consider your comments as they develop the FY2020-2025 Six-Year Improvement Program.

181

Please provide your comments and recommendations on rail, transit, transportation demand management, bicycle, pedestrian and highway projects that you would like the Commonwealth Transportation Board to consider as they develop the FY2020-2025 Six-Year Improvement Program.

like time of day rate structure; very good idea.
would a ~~day~~ day of week rate be available. Very
difficult for my trucks to perform work @
night but I can more easily change my work
days to use interstate on lower volume days.

Please provide any additional comments and recommendations including those relating to this public meeting format and process:

Please leave this comment sheet at the designated location or mail your comments to the addressee on the reverse side by 12/13/2018

FOLD & TAPE

PLACE STAMP
HERE POST
OFFICE WILL NOT
DELIVER WITHOUT
PROPER POSTAGE

DIRECTOR, INFRASTRUCTURE INVESTMENT DIVISION
VIRGINIA DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on <u>how far I need to travel and if I need to be somewhere at a certain time</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I think the recommendations are good and will help.

A problem that our family experienced recently is signage for alternate routes. It was very confusing trying to decide which route to take.

Congestion still needs to be addressed.

Commenter Name: _____

E-mail Address: _____

Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
✓	It depends on <u>my directions to or from</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
✓	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>would prefer to stay on route</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Thank you for your amendment of plans for I-81 improvement. Exit 7-19 is heavily traveled with great improvements in the works. I love stopp
Byham Rd ~~to~~ the underpass. Noise is not a safety issue
but I expressed ^{pass} my concerns. The two people who began
explain to me why the public meeting was happening
were informative. Katie Faulk was especially attentive.
→ When I entered the room as a middle age black woman
in a motorized wheel chair, as offered, backs were turned
nose spike (bedside manners need improvement)
Overall great promotion for needed funds!

Commenter Name: Rev Jacqueline L Nophlin
E-mail Address: rev.nophlin@ycm.com
Zip Code: 24201

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

Length of the back-up
Estimate of when lanes will be cleared
Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

Stay on I-81
Take an alternate route
Alter your travel plans
It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

Stay on I-81
Take an alternate route
Alter your travel plans
It depends on _____

What source of travel information do you rely on?

511
Waze/ Google Maps
Roadside Message Signs (CMS)
CB/ Radio
Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

Yes
No
If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

would like to have copy of presentation maps
and copy of slide presentation on each exit
that was mentioned

My Address:

JERRY CULLOP
18342 CELEBRITY LANE
ABINGDON VA. 24211

Commenter Name: _____
E-mail Address: _____
Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	yes	
Would you support reducing the speed limit in the corridor?	yes	

What information would be most helpful about incidents other than the location of the incident?

yes	Length of the back-up
yes	Estimate of when lanes will be cleared
no	Alternate route options — <i>have</i>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

	511
	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
✓	No
	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Travel Time Studies
> are really beneficial

> cost-benefit analysis are
also needed using 50-year
life expectancy

Commenter Name: Bill Albright - Kingsport Tn/Va 41100
E-mail Address: BillAlbright@KingsportTn.gov
Zip Code: 37660

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

MAINTENANCE ON PRIMARIES AND SECONDARIES
CLEANOUT DITCHES TO PREVENT POONDING
CUT VEGETATION ~~TO~~ SO SIGNS ARE VISIBLE

Commenter Name: John Taylor
E-mail Address: _____
Zip Code: 24361

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		X
Would you support reducing the speed limit in the corridor?		X

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>20 MIN</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

WE UTILIZE TRACTOR TRAILERS IN OUR HUMANITARIAN RELIEF EFFORTS. WE DISTRIBUTE FOOD AND RELIEF SUPPLIES TO RESIDENTS IN NEED WHO RESIDE WITHIN THE COMMONWEALTH. IF A HEAVY TRUCK TOLL IS IMPLEMENTED, COMMERCIAL CARRIERS WILL RAISE THEIR RATES FOR SHIPPING, TO COVER THE COST INCREASE. FOR US, OUR "CUSTOMERS" ARE THE POOREST OF THE POOR—WE CAN'T RAISE OUR RATES TO COVER NEW EXPENSES. THE END RESULT FOR US IS THAT WE WILL NOT BE ABLE TO PROVIDE RESOURCES FOR AS MANY FAMILIES IN NEED. FOR THIS REASON, I ASK THAT YOU EITHER:

1. DO NOT IMPLEMENT HEAVY COMMERCIAL VEHICLE TOLLS.

2. IF THE TOLLS ARE IMPLEMENTED, PROVIDE FOR A WAY THAT 501(C)(3) ORGANIZATIONS WOULD BE EXEMPT FROM THE TOLLS.

Commenter Name: DOUG RESSLER
E-mail Address: douglas.ressler@op.org
Zip Code: 23201

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS) <i>what few there are</i>
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
	If NO, how much time would you need to save to get off the interstate? <i>20 minutes</i>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I Agree with All the proposed improvements. Most will help w/ alleviating time spent after incidents. The problem is that congestion will continue to cause delays and to cause incidents.

The two studied wrecks @ East 12 may have been avoided, but for the congestions you cant stop drivers on medical emergencies but if congestion were lessened accidents would decrease.

VA Leg. and VDOT will have to address congestion at some point.

Commenter Name: Mandy Hargis
E-mail Address: mandychar@embargo.mail.com
Zip Code: 24211

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: _____

Congestion: NO PROBLEM - BRISTOL DISTRICT

PROBLEM ARE PROBLEM (BIG)

Other: _____

Commenter Name: F GOODPASTURE

E-mail Address: F GOODPASTURE@GOODPASTUREMOTORCYCLES.COM

Zip Code: 24202

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971



Richard Cartwright Austin, S.T.D., D.Litt.

270 Lowland Street SE
Abingdon, VA 24210

Phone: 276/525-1689

E-mail: dickaustin@bvu.net

Website: CreeksidePress.com

October 22, 2018

Testimony: VDOT hearing on I-81 Study

The most critical problem on Interstate 81 in Virginia is too many trucks — far more than the highway was designed to accommodate. The draft improvement plan begins to address this problem, but after the state raises and spends over \$3 billion during the next decade, the problem will be somewhat ameliorated but not resolved. As the economy grows, I-81 will soon again be crowded beyond safe limits. More fundamental planning, toward a long-term solution, is required. I have two suggestions.

My first suggestion relates to new funding for the proposed improvements. Most of this funding, perhaps all of it, should come from tolls on the trucks that use I-81 in Virginia. Trucks are the principal reason that these improvements are necessary. It is unfair to burden those who live near this interstate with special surtaxes, whether on our property, our gasoline, or our general purchases. We are already burdened with the risks to life and limb of driving this interstate, and with the lack of safe and efficient alternatives.

Just as important, tolls on trucks would create strong financial incentives for the development of new alternatives: incentives for truckers, shippers, railroads, legislators. As the costs of trucking along the length of Virginia rises, so will incentives rise to develop economically feasible alternatives to much of this trucking.

Which brings me to my second suggestion. This transportation corridor from Bristol, northeast toward major coastal cities, this is actually

not one corridor but two. We focus on the modern interstate highway, built and maintained at great public expense, and now requiring substantial improvements to maintain state-of-the-art traffic flow and safety. Yet parallel to I-81 is a second corridor, the Norfolk Southern Railroad, an ancient roadbed, laid out before the invention of cars or trucks, now largely single track with modern signaling to warn drivers at thousands of grade crossings and to allow trains to flow on this track in both directions. From my house near the Virginia Creeper Trail, I hear and see both these corridors.

We will not meet the transportation needs of our growing population and expanding shipping unless we harness the full potential of both these corridors. Planning for our future should integrate the capacities of both road and rail. Rail can carry a vastly larger portion of our transportation needs if it is brought from the Nineteenth Century into the Twenty First Century. Minimally this will require at least two tracks, plus sidings, sunk below road and street grade, probably electrified. It will require passenger service, so people have alternatives to driving the interstate. And, particularly relevant to this hearing, it will require the capacity to efficiently load through trucks on trains designed for that purpose, such as those proposed by the Rail Alternative organization and the Steel Interstate organization. With proper engineering, long-distance trucks could move more safely and efficiently on flat-bed rail cars than on interstate highways.

Bringing our railroad corridor into the Twenty First Century will require public as well as private expenditure, and of course the full cooperation of the railroad itself. Virginia, along with neighboring states, should expand our planning horizon to *simultaneously* evaluate long-term options for Interstate 81 and for the parallel Norfolk Southern railroad. I believe that this is the only way to achieve a transportation future that is efficient, feasible, and affordable.

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific projects recommended for funding and potential financing options

Additional Comments:

Congestion- FINISH LAST 17 MILES U.S. 58
CARROLL CO. & PATRICK CO. VA
WILL HELP GET TRAFFIC OFF OF I-81
HILLVILLE VA TO VIRGINIA BEACH ALL 4-LANED.

Safety- _____

Policy- _____

Commenter Name: TERRY COX + JERRY COX
E-mail Address: TERRYCOX9232@YAHOO.COM
Zip Code: 24244

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

BRISTOL FALL MEETING COMMENT SHEET

Monday, October 22, 2018

(OPTIONAL)
NAME:

TERRY COX

ADDRESS:

895 Kane Gap Rd.

895 Kane Gap Rd.

ZIP CODE:

24244

Please provide your comments on projects submitted through the new prioritization process, referred to as Smart Scale. The Commonwealth Transportation Board will consider your comments as they develop the FY2019-2024 Six-Year Improvement Program.

PLEASE APPROVE THE 2500FT SMART SCALE
APPLICATION FOR PASSING LANES ON U.S. 58
POWELL MT. T.D. # 37715 SCOTT CO. VA.
BETWEEN DUFFIELD, VA. INDUSTRIAL PARK. +
U.S. FEDERAL PRISON.

Please provide your comments and recommendations on rail, transit, transportation demand management, bicycle, pedestrian and highway projects that you would like the Commonwealth Transportation Board to consider as they develop the FY2019-2024 Six-Year Improvement Program.

WE NEED RAIL TO BRISTOL.

Please provide any additional comments and recommendations including those relating to this public meeting format and process:

NOT APPLICABLE.

Please leave this comment sheet at the designated location or mail your comments to the addressee on the reverse side by December 13, 2018

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- safety + wear + tear on alternate routes
- constant use of volunteer fire + rescue personnel cleaning up incidents
- drivers going down median areas to pull in front of oncoming traffic when back up occurred ex. northbound folks pulling out from medians into southbound traffic
- action is needed NOW - too many lives are lost
- negative impacts to economic development / tourism
- alternative routes impact local citizens + school buses

Commenter Name: Mary Biggs
E-mail Address: biggsmw@montgomerycountypva.gov
Zip Code: 24060

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input type="checkbox"/>

depends on when

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <i>15 to 20 minutes</i>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- Make sure VDOT staff also finds a way to monitor Waze, Google maps and other mapping programs.
- General Assembly should allow regions to increase taxes
- I-81 improvements should not be funded through Smart Scale funds and taking away from other local needs on other roadways
- Recommended that 2% hotel tax be listed as a possible funding source for I-81 funding - possible option
- Is PDC #7 part of the taxing district? If not, why?

Commenter Name: _____
E-mail Address: _____
Zip Code: 24179

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

✓	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

✎	Yes
✓	No
✓	If NO, how much time would you need to save to get off the interstate? <u>15 or more</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- Good start but a band aid approach
- we need 3 lanes north & south between I-27 and I-64 Eastbound
- Reconsider exploring revenue source to include fuel tax increases. Fuel excise increases are increasing the reducing revenue. A tax increase will be revenue neutral

Commenter Name: Patrick Henrich
E-mail Address: pkcr29@comcast.net
Zip Code: 24153

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		X
Would you support reducing the speed limit in the corridor?		X

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

✓	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>20</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- Provide ^{specific} truck "rest stops" to allow truckers to take a break without having to use regular rest stops since there is often conflicts between cars and trucks at our current rest stops.
- Acquire the old Virginian line between Irons and Blacksburg to use as bike/pedestrian facility as well as a possible train service between the Roanoke Valley and Blacksburg/Christiansburg. Could be used to move workers and VT faculty and students to research facilities at the Research Institute. On weekends it could also be used for sporting and special events in Blacksburg or Roanoke (we could call it the Hokie Train!

Commenter Name: Wayne Strickland
E-mail Address: wayne@strickland@gmail.com
Zip Code: 24014

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on <u>if there is an alt road within a reasonable distance</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- 1) Explore possibility of privacy screens to block passing motorists from gawking at incident and slowing down traffic.
- 2) Consider shoulder improvements to enable their use as lanes during incidents / special events
- 3) Explore rail transit options on the former VGN rail line between the Roanoke + New River Valleys.
- 4) Widening to 3 lanes from Exit 117-153 will encourage vehicle travel - we need other modal options that won't clog the interstate with local commuters.
- 5) Explore HOV lanes between Exit 117-153 if a third lane is constructed - it should not be a general purpose lane.
- 6) Invest in improvements to Roanoke Valley arterials to encourage people to use other roads - not I-81 for local travel.
- 7) Please look at redoing the I-81/581 interchange so merges will occur on/off of the right side of I-81 SB. - not on the left as it does now. Do this by building a new I-81 SB bridge over the I-581 ramps, parallel to the I-81 NB bridge.

Commenter Name: _____
E-mail Address: _____
Zip Code: 2405

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<i>If done safely!</i>	
Would you support reducing the speed limit in the corridor?	<i>yes</i>	

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared → <i>Helpful if incident is far away - helps to plan the trip.</i>
<input checked="" type="checkbox"/>	Alternate route options - <i>Helpful if incident is nearby - "exit NOW to continue North on I-81!"</i>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans - <i>take a break earlier than planned</i>
<input checked="" type="checkbox"/>	It depends on <i>if the backup is at its peak or expected to get longer</i>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <i>15 min.</i>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

- ENCOURAGING TO HEAR THAT PARALYSED CORRIDOR IMPROVEMENTS ARE BEING CONSIDERED CHOKO POINTS IN SALOM AND HARRISONBURG ARE MAJOR CHALLENGES.
- FUNDING: BE CREATIVE WITH ALTERNATIVES; (CONSIDER SIN TAXES (E.G. LEGALIZE & REGULATE MARIJUANA) OR FUNDING W/ AREA TAXES OR TOLLS. ↳ "POF FOR POTHOLES" ↳ Also helps Southside Farmers ↳ Legislative Solution

Commenter Name: JOSH LAWRENCE

E-mail Address: JLAWRENCE@OUTLOOK.COM

Zip Code: 24153

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Tolls on passengers should be studied. A user fee is the best way to fund roads appropriately. Additionally, VDOT should look at regional passenger rail or bus service to reduce congestion in the Christiansburg - Roanoke corridor. This reduction and the changes we are seeing in travel behaviors in younger generations means we should look at more intermodal solutions.

Funding needs to be looked at in a sustainable manner, as gas taxes will likely decrease as electric vehicles and more efficient vehicles.

Give us more options to take passenger cars off the roads. 81 is more "intra"-state than pass through. Study should be done on city to city traffic on 81.

Commenter Name: Peter Volosin

E-mail Address: pvolosin@gmail.com

Zip Code: 24016

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPV.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>10 mins</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

	Length of the back-up
✓	Estimate of when lanes will be cleared
	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

	511
✓	Waze/ Google Maps
	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

✓	Yes
	No
	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

✓	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
✓	No
	If NO, how much time would you need to save to get off the interstate? <u>15</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I-81 will become safer if we can move
some truck traffic to intermodal train.
Please do this.

Commenter Name: James Harshfield
E-mail Address: JimboHarsh@yahoo.com
Zip Code: 24014

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Variable message signs are too close to 81 -
by the time you see it, you don't have time
to make a decision. Especially if you are alone
in the car (not able to use a phone).

Consider law prohibiting phone use ^{in vehicle} as a way
to reduce incidents.

Add acceleration lane from 581 NB to 144.5

Commenter Name: _____
E-mail Address: _____
Zip Code: 24153

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>15 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Reconsider the Intermodal Facility in Montgomery County as part of the strategy to reduce truck traffic and truck-related incidents.

Keep the I-73 alignment in mind with this study and potential improvements.

Alternate routes (460 and 11) will need improvements, too. 4 lanes (or more) are needed on 460 on Christiansburg Mountain in Montgomery County. 4 lanes (or more) are needed on Route 11 in Southern Botetourt County.

Roanoke County Fire and Rescue at the Fort Lewis Station on West Main Street could respond to incidents on 81 much faster if there was ^{emergency} ~~emergency~~ access near Daugherty Road, between Exits 132 and 137.

Commenter Name: Megan Cronise

E-mail Address: mcronise@roanokecountyva.gov

Zip Code: 24018

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		Not in the 60mph zones

What information would be most helpful about incidents other than the location of the incident?

✓	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

✓	511
✓	Waze/ Google Maps
	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
✓	No
	If NO, how much time would you need to save to get off the interstate? <u>15 or more minutes</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments: Better traffic FLOW reduces accidents

Follow Kentucky example

Instead of "Slower Traffic Keep Right"

Change it to "Keep Right Except To Pass"

Too many people use left lane as "through" lane instead of "passing" lane.

Have legislature amend wording of current law and update signage existing and additional signs in future

Have electronic signs without an active message default to say

"Keep Right Except To Pass"

Commenter Name: John Smith

E-mail Address: johnsmith@joimail.com

Zip Code: 24101

Comment Period Closes: September 30, 2018

(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>One hour</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Having a place for a driver to sleep when needed is more important than keeping shoulders clear. Enforce that only when not needed for safety.

The way to get more freight off I-81 is not truck tolls. It is to insist that N.S. provide service for higher-speed freight with roll-on-Roll-off. They were granted their rights of way to provide service and if they are happy not modernizing the rights should be transferred to others.

Pay for law enforcement to keep some trucks from staying in the left lane and to stop tail gaters and super-speeders who cut back & forth.

Incident delays also mean people getting injured & killed.

Most of the driving frustrations are from heavy trucks. Most of the road damage is from heavy trucks.

Raise the tax on fuel for many reasons.

Commenter Name: Bob Peckman

E-mail Address: ~~bob~~ bob@peckmanjazz.com

Zip Code: 24019

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Please look into putting trucks on the trains.

We need a dedicated funding source for our district. (Salem) / area

Enforce the laws - all vehicle types are driving wrecklessly & speeding. Pull them over - give them tickets - get the word out that dangerous driving will be expensive.

We need better solutions than just adding more lanes.

Commenter Name: _____
E-mail Address: _____
Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

✓	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

	Stay on I-81
✓	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

✓	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

✓	Yes
	No
	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on <u>where it's my destination, who are my passengers</u>

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input checked="" type="checkbox"/>	Other <u>Paper - State maps</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>alternate routes are sometimes primary choice</u>

Thank you for your comments. Comments can be submitted as follows: *choice*

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971



The Roanoke Times | File

The Virginia Department of Transportation is studying the future of Interstate 81. Some have proposed tolls on trucks.

Truck tolls on I-81 are a bad idea

Roanoke Times
OPINION
AUG. 22, 2018

By Liniel Gregory

Gregory is owner and managing member of Translaw LLC and a member of the Transportation Law Professionals since 1987. He lives in Botetourt County.

I, too, am concerned about the Times July 22 editorial "Who will pay for I-81?" and Jack Irvine's July 29 letter "Case for trucks to pay more." And even assuming that Mr. Irvine clearly has knowledge about trucks during his approximate 70 years on the planet, I hereby claim senior status celebrating my 81st year this month. More importantly



Liniel Gregory

is my more than 56 years in the transportation business, and I am still working as a transportation consultant, owner-managing Member of Translaw LLC, and a member of the Association of Transportation Law Professionals since 1987.

First, let's get this out of the way: The Roanoke Times, Mr. Irvine and the general public are recipients of the service of heavy commercial trucks to your homes and businesses with food, clothes, building materials, medicine, supplies and commodities you use every day.

I do not disagree with a need for improvements for all segments of Interstate 81's corridors, but I am concerned that every time something comes up about I-81, it focuses upon commercial trucks to meet the costs.

The current plan considers tolling all commercial trucks, restrictions on lane

usage, and penalties for trucks in no-fault crashes and delays to clear the road of multi-closures caused by wrecks.

I oppose tolls that add financial burdens to the trucks that transport products to our homes and businesses that will result in higher costs to each of us with higher freight rates. Trucks already pay more for diesel fuel and for road taxes than gas powered vehicles, plus thousands of dollars in license fees, insurance rates, compliance with federal motor carrier rules and regulations and hundreds of thousands of dollars for the commercial equipment to provide jobs that bring us our necessary products.

The proposed tolls target the involvement of commercial truck crashes, which is simply not fair. Of course, crashes causing fatalities, injuries and property damages are tragedies! However, studies by the Federal Motor Carriers Safety Administration, the National Highway Safety Administration, AAA Foundation for Traffic Safety and the University of Michigan Transportation Research Institute found in 8,309 fatal car-truck crashes, 81 percent of the time car drivers were at fault. Other studies for all types of accidents during a six year period determined cars were at fault from 71 percent to 91 percent of the time. (Commercial Car Journal — ATA Report 80 percent of car-truck crashes caused by car drivers).

That's just one reason the proposed toll is unfair to assess all trucks tolls on I-81.

I don't have a crystal ball or magic wand, but there are some options that should reduce the crashes and incidents on I-81.

Number one would be more and strict-

er enforcement by local, state and federal law. In the past three years I have traveled between Botetourt and Northern Virginia many, many times using I-81 and have noted how few enforcement vehicles have been on I-81. Signs on highways regarding speed, curves, hills, school zones, towns, hospitals, gas stations, food and rest are nice but they are only advisory in nature and are no substitute for enforcement.

More emphasis in school driver training classes about trucks and sharing the road with trucks, such as the No Zone programs and Street Smart programs.

The DMV should issue special licenses to operators of recreational vehicles and motor homes, etc., that require specific rules of operation, health, vision and driving record reviews. More attention should be given to compliance and safety when renewing all driver's licenses.

Lane usage should be required and enforced on I-81, and left-lane users who drive the entire length of I-81 at 10, 15, 20 mph under the posted speed limits should be cited accordingly. If you want to admire the scenery and views, go on the Blue Ridge Parkway or Skyline Drive and stay off I-81!

I could go on ad infinitum with my 56 years experience and bore everyone to tears, so in conclusion, let me say government planning sessions are very important for public input, but those in charge must include more members of the commercial trucking industry in their studies and planning so that everyone can better understand the problem and help arrive at mutually acceptable and satisfying solutions.

I-81 CORRIDOR IMPROVEMENT PLAN

Thursday, June 14, 2018, Salem District - Public Input Meeting

To: Members of the Office of Intermodal Planning and Investment, Virginia Department of Transportation and Department of Rail and Public Transportation.

I am Liniel Gregory, a native Virginian and resident of Botetourt County. I am a Transportation Consultant, Owner- Managing Member of TranslawLLC and a Member of the Association of Transportation Law Professionals since 1987.

I don't have a dog in this fight, but, what I do have is 55 years of experience in the transportation industry primarily in state and federal compliance and safety. All of you members and the general public are recipients of the service of heavy commercial trucks to your homes and businesses with food, clothes, building materials, medicine and commodities you use every day.

I do not disagree with a need for improvements for all segments of the I-81 corridors, but, I am concerned that everytime something comes up about I-81 it always focuses upon commercial trucks to meet the costs and use of I-81. The current plan considers the tolling of all commercial trucks, restrictions on lane usage and penalties for trucks in no fault crashes and delays in clearance times to clear the road of multi-closures caused by wrecks. This was published in The Fincastle Herald in January of this year with a letter to the General Assembly asking to **"limit trucks to the right lane at places and study truck tolls to raise money for the improvements"**.

I opposed the toll question in April 2006 during the I-81 hearings conducted in Roanoke. I continue to oppose tolls today that would add more financial burdens to the trucks to bring your and my stuff to our homes and businesses that will result in higher costs to each of us with higher freight rates. Trucks already pay more for diesel fuel and road taxes than gas powered vehicles, plus thousands of dollars in license fees, insurance rates, compliance with Federal Motor Carrier rules and regulations and hundreds of thousands of dollars for the commercial equipment to provide jobs that

bring us our necessary products.

The proposed tolls seem to partially address the involvement of commercial truck crashes which is simply not fair. Of course crashes causing fatalities, injuries and property damages are tragedies! However, studies by the Federal Motor Carriers Safety Administration, the National Highway Safety Administration, AAA Foundation for Traffic Safety and the University of Michigan Transportation Research Institute found in 8,309 fatal car-truck crashes that 81 % of the time car drivers were assigned at fault. Other studies for all types of accidents over a six year period determined cars were at fault from 71% to 91% of the time. (Commercial Car Journal - ATA Report 80% of car-truck crashes caused by car drivers)

That's just one more reason the proposed toll is unfair to assess all trucks tolls on I-81.

What's the solution? I certainly do not have a crystal ball or magic wand, but there are some alternatives that should and would reduce the crashes and faults on I-81. Number one would be more and stricter enforcement by local, state and federal law. Over the past three years I have had to travel between Botetourt and Northern Virginia many, many times using I-81 and have noted how few enforcement vehicles have been on I-81. Signs on highways regarding speed, curves, hills, school zones, towns, hospitals, gas stations, food and rest are nice but they are only advisory in nature and are no substitute for enforcement. More emphasis in school driver training classes about trucks and sharing the road with trucks like the the No Zone programs and street smart programs for new young drivers must be utilized. The DMV should issue special licenses to operators of recreational vehicles and motor homes, etc. that require specific rules of operation, health, vision and driving record reviews. More attention should be given to compliance and safety when renewing all driver's licences.

Lane usage should be required and enforced on I-81 and left lane users who drive the entire length of I-81 at 10 - 15 - 20 MPH under the the posted speed limits should be cited accordingly. If you want to admire the scenery and views go on the Blue Ridge Parkway or Skyline Drive and stay off I-81!

I could go on *ad infinitum* with my 55 years experience and bore everyone to tears, so in conclusion, let me say these planning sessions are very

important for public input, but the folks in charge must include more members of the commercial trucking industry in their studies and planning so that everyone can better understand the problem and help arrive at mutually acceptable and satisfying solutions.

Respectfully,

Liniel Gregory

Liniel Gregory, P. O. Box 516 , Fincastle, VA 24090

I-81 Corridor Improvement Study Public Hearings

Prepared Statement of David L. Foster, Chairman, RAIL Solution

Studying I-81 – In Context

The problem with capacity on I-81 is, and always has been, freight. There are too many trucks. If it were just cars, we would be fine with what we have. So any time someone complains about needing more lanes, it's because of the high density of truck traffic. It follows, therefore, that if one could do something about the through trucks, the gravity of the situation would be considerably ameliorated. Massive new highway construction could be avoided, or at the very least deferred, possibly for decades.

RAIL Solution got its start in 2003 faced with this identical situation. The STAR Solutions consortium, headed by Halliburton, moved to privatize I-81 across the 325 miles of western Virginia, double its size by adding truck-only lanes, and make it a tollroad. They called their concept the "concrete freightway". Citizens up and down the Corridor found the idea abhorrent. Not just because of the tolls, but because the scenic beauty of the road would be at risk, resulting in an adverse impact on the vital tourism industry.

From the outset RAIL Solution had an uphill battle. It was not enough to be NIMBYs, and founder Rees Shearer was perceptive enough to realize we needed to propose an alternative. That was to upgrade the Norfolk Southern (NS) rail line running parallel to I-81 roughly 600 miles from Harrisburg, PA to Knoxville, TN, and put the heavy flow of through trucks on trains.

Halliburton was extremely well-connected politically, and strongly supported by the highway engineering and construction lobby. RAIL Solution and its allied groups in the Corridor had to undertake intense grassroots organizing, town by town, county by county, securing resolutions of support for a rail alternative. In the end, at the public hearings conducted by VDOT, 73% of those commenting were in favor of the rail alternative. Ultimately the STAR Solutions initiative failed when only a trickle of anticipated federal funding was forthcoming for the \$13 billion project.

In 2006 RAIL Solution sponsored a bill, HB-1581, before the VA General Assembly that would study the maximum feasible truck diversion on I-81. It passed unanimously, but later encountered headwinds, being declared an unfunded mandate. Norfolk Southern came forward and offered to make an in-kind contribution by having its consultant Cambridge Systematics (CS) perform the analysis.



The result was unsatisfactory. Instead of following the scope of work carefully spelled out in the enabling legislation, CS and NS used the opportunity to advance the NS Crescent Corridor initiative, a multi-state upgrade of the NS rail route for its double-stack intermodal trains.

Throughout the course of the study, whenever a draft was available for comment, RAIL Solution zeroed in on how the unsatisfactory focus exclusively on this one alternative would prevent knowing what more could be feasibly diverted. In the final study report CS enumerated, **but did not study or evaluate**, other truck diversion concepts and possibilities, labeled Strategy #2 – Strategy #5, with potential to divert more trucks than the NS preferred option alone (Strategy #1).

SB-971 that passed in January, known as the I-81 Corridor Improvement Study, is a **renewed window of opportunity to pick up where we left off with HB-1581**. The final CS study document, entitled *Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor*, dated April 15, 2010, contains useful material and is a logical and essential starting point for the current study to begin its intermodal analysis. RAIL Solution can provide its detailed critique of the CS effort, including where and how it failed to determine maximum feasible truck diversion as HB-1581 intended. We also have a number of background and supporting documents related to that study that may be useful to the new study.

We tried but failed to have the SB-971's text modified in Committee to specify a multimodal scope. But Transportation Secretary Valentine has assured me that it will be a multimodal study. "The bill does not preclude it, so we will do it," she told me at a public hearing in Roanoke on May 10.

Railroad Intermodal – In Context

America's railroads have done a fine job with double-stack intermodal. We can only imagine how much worse highway congestion would be today without it. But it is a mature concept and cannot do much to capitalize on the huge freight volume still moving by truck. Double-stack is limited by the enormous costs of the terminals, inherent loading and unloading delays, few origins and destinations, the feasible drayage radius, and capability to handle only containers and specially-equipped dry van trailers.

In October, 2006, then NS CEO Wick Moorman gave a well-crafted after-dinner talk in Roanoke, which he termed a coming out party for Norfolk Southern's competitive strategy in the Interstate 81 corridor. I-81 comprises much of the western leg of what later became known as the NS Crescent Corridor.



What really distinguished Moorman's speech that evening was not only his ability to relate rather complex transportation matters to ordinary citizens, but his candid recognition of the difficult challenges NS faced in gaining greater market share from trucks.

In unveiling the NS I-81 Corridor strategy he exhibited a broad appreciation of how rail competitiveness and successful diversion of through trucks would require an approach very different from the conventional railroad intermodal business model. He mentioned specifically that the I-81 market is highly fragmented; that it is mostly trucks (in contrast to the conventional container orientation of, say, the Chicago – New York market); that many are mom and pops; and that a prerequisite for capturing the I-81 truck traffic would be a more open intermodal strategy that can carry all kinds of trucks.

This recognition, coming from the head of a major Class I railroad, seemed promising. Yet later when NS established a website and PowerPoint presentation to encourage multi-state participation in its Crescent Corridor project, the focus was entirely on standard double-stack intermodal trains to begin in 2012. Open intermodal opportunities were pushed well into the future, with scant mention, for 2020 –2035.

To the best of our knowledge, NS has succeeded in running only one double-stack train each way daily except Sunday in the Crescent Corridor paralleling Interstate 81. These are trains #201 and #202, between Greencastle, PA and Memphis, TN. It is safe to say that this one train has had little perceptible impact on the heavy flow of truck traffic on I-81.

If railroading is to compete in any meaningful way, a more nimble and responsive intermodal strategy is needed to complement double-stack successes, one that can handle not just containers and certain dry van trailers, but all trucks, one that can make rail competitive in shorter-haul corridors of 500 – 600 miles.

The trucks have the business, so carry the trucks! This concept has various names, Truck Ferry, Land Ferry, and Rolling Highway. It is widely used in Europe by operators Hupac, RAlpin, Ökombi, and others, but has never been tried in North America.

Several advantages are immediately apparent. By partnering with trucks, no business is being taken away from the truckers. They keep all their customers and accounts, and, in turn, become the railroads' customers. This means railroads don't have to spend marketing effort visiting shippers and luring business away. A rail-truck partnership can result in each doing what it does best, with the trucks doing load origination and termination and railroads performing the linehaul. Truck ferry brings out the best of trucking and rail.



For many independent truckers (owner operators and fleet operators) the tractor, trailer, and driver are an inseparable unit, and nearly impossible to lure to conventional rail intermodal. But a drive-on, drive-off ferry move by rail can greatly enhance trucker productivity by keeping the truck moving while the driver sleeps instead of being parked at a roadside rest area or truckstop. If a truck ferry service were available at highway competitive speed, reliability, and cost, why would a trucker want to drive?

Unfortunately an open-intermodal, truck ferry operation on the NS route parallel to I-81 would be impossible today. The line is mostly single-track, much of it on alignments laid out in the latter part of the 19th Century. Substantial upgrading and expansion would be needed to achieve necessary speed and reliability. At peak times such as northbound on Sunday evening, the truck trains would need to operate on headways as little as 15 minutes. The current lack of rail capacity and reliability also makes it nearly impossible for this truck ferry type service to be undertaken. If such a service operator advertises 12-hour transit time on, for example, a 600-mile run, the railroad has to be able to do that, and do it consistently.

Fortunately, however, the right of way is there already. Addition of a second track can improve throughput as much as seven-fold, in as little as 20 feet. And the cost would likely be far less than Halliburton's \$13 billion cost to double the footprint of I-81, and that was almost 15 years ago! The concrete freightways concept would undoubtedly be far more expensive today.

The Freight Railroad Challenge

Freight railroads are privately owned. As a result they receive little public funding or attention. This has resulted in a lack of balance in transportation infrastructure investment, with the vast majority of public money going to support highways. Increased truck competition during the decades of the build-out of the Interstate Highway System has caused significant atrophy of the freight railroads. Employment, track miles, equipment, and facilities have all been significantly downsized to conform to reduced business levels. In each economic downturn more such disinvestment occurs, making the rail system network less and less capable of supporting future growth.

Efficient freight movement is vital to a vibrant economy. Because freight railroads are consistently overlooked by policymakers, their role, contribution, and capabilities have been increasingly marginalized. The current preoccupation with development of autonomous vehicle technology and self-driving trucks



further threatens future rail viability, and platoons of driverless trucks portend further stress on highway capacity and delays to the driving public.

Movement of mid- to long-distance freight by rail offers compelling energy, environmental, and economic advantages that will be forfeited if a healthy freight rail system is lost. No longer is it economically practical or environmentally acceptable to address every problem of congestion and growth with more lanes of highway. Rail transport moves a ton-mile of freight with less than a third of the fuel required for trucking. Less fuel burned means less pollution generated and lower greenhouse gas impact. Railroad electrification can double this comparative advantage and greatly reduce our current near-100% dependence on oil in the transportation sector.

Where a need arises for expanded freight capability in a corridor, it may well be possible to achieve greater public benefit from investment in rail. Rigorous assessment of **life-cycle costs and benefits** should be required to weigh alternative investment in highway and in rail. Just because railroads are privately owned is no reason to deprive citizens of their optimal potential use if such investments can demonstrate better rates of return. Preserving a healthy and growing freight rail system can also postpone and mitigate future more costly and environmentally disruptive new capacity on our highways.

Public Involvement in Freight Rail

Freight rail is an awkward topic. If public policy tilts toward investment in freight rail infrastructure, there is the risk of criticism for enriching private industry executives and/or shareholders. If public policy ignores freight rail infrastructure, however, there is a risk that a viable freight movement alternative may be lost. Were that to be the case, much more future freight movement growth would have to be accommodated on highways, likely at much larger public cost than what would have been needed to upgrade and preserve the railroads.

Public policy needs a new awareness of the precarious state of the freight railroads now facing new threats from autonomous trucking, where billions of dollars of research and development funding are flowing.

Transportation professionals need to understand the thorny issues here and the rail alternative needs to be more prominent in public discussion and debate. It is too easy to overlook railroads altogether when exploring new freight movement capacity needs of a corridor. Public policy can be enhanced and taxpayer value maximized by rigorous life-cycle cost/benefit analysis of whether new capacity makes more sense on highway or rail. This exercise needs to include all economic and environmental costs and benefits.



Tolling Reconsidered

A key part of the SB-971 study is to evaluate tolling of trucks on I-81. Damage to pavement and bridges is overwhelmingly attributable to heavy trucks, yet historically there has been little attempt to recoup the costs of this differential impact. Tolling is the simplest, fairest, and most direct way to do so.

As mentioned above, earlier attempts by Halliburton to convert I-81 to a tollroad were widely opposed. In that case, however, cars would also have been tolled. Residents up and down the Corridor were energized to turn out at public hearings to speak in opposition. At least partly as a result of this groundswell, the General Assembly later passed a measure to prohibit tolling on I-81. That restriction, which we believe to be still in effect, would have to be changed if the SB-971 study concludes that truck tolls are recommended.

Possible benefits of truck tolling include recouping their disproportionate wear and tear impacts, as well as helping to restore a more competitive balance in the I-81 Corridor between rail and truck. Possible adverse effects include imposition of incremental transportation cost burdens on economic growth in one corridor alone, and diversion of trucks onto parallel State Route 11 and other secondary roads. The study will need to weigh these positive and negative impacts.

Conclusion

The most critical element at the hearings up and down the Corridor this summer, needs to be reinforcing an appreciation that the study rigorously analyze the life-cycle costs and benefits of adding new capacity on the highway vs. on rail, including both economic and environmental costs.

The Feasibility Plan for Maximum Truck to Rail Diversion in Virginia's I-81 Corridor final report dated April 15, 2010 contains useful background and scoping information as a start point for this work. The new study has a chance to fulfill the original intent and promise of that effort left unfinished.

Public opinion solidly favors fewer trucks on I-81. Spreading them out on more lanes is a false fix. Tolling them can reduce the *de facto* public subsidy of trucking. But diverting a significant percent of the through trucks onto an upgraded railroad offers compelling advantages, representing a true fix that should not be overlooked.



I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: Wow, The red, green, blue purple lines tell the story,

Trucks are huge safety problem. Need to control their speed,

Need to reduce truck size (no double trucks) & reduce weight and surface maintenance

Congestion: Need extension of merge lanes,

Other: Need better access for EMS, more ways to clear road

Commenter Name: _____

E-mail Address: _____

Zip Code: 24153

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPV.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: Separate cars and trucks - separate lanes
can be used during incidents to keep traffic
moving

Congestion: Only toll or make improvements between I-77
to Bluefield and I-66 to DC

Increase the posted speeds

Other: Toll both cars and trucks with a toll discount
for locals
Provide truck parking (for a fee) and no wait allow
truck parking on ramps and at rest stops

Commenter Name: David Rauchle

E-mail Address: david.rauchle@aecom.com

Zip Code: 24065

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: _____

Congestion: Please consider serious discussions with Norfolk-Southern over the possibilities for multi-modal rail solutions. Some type of incentives could be provided to promote more trailers transported by rail adjacent to the I-81 corridor

Other: _____

Commenter Name: Don Langrehr

E-mail Address: donforblacksburg@gmail.com

Zip Code: 24060

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPV.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: _____

LOOK AT ON Ramp/off Ramp Access/EGRESS Points

Congestion: _____

I-81 NORTHBOUND FROM EXIT 142 TO EXIT ON ANY
AFTERNOON FROM 3:00 - 6:00 PM IS TERRIBLE

Other: _____

Commenter Name: Billy Morrow Bd of Supvs Botetourt County

E-mail Address: bilbec1@juno.com

Zip Code: 24064

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: _____

Congestion: _____

Other: Force Trucks to use more Rail

Raise fees on trucks.

Commenter Name: _____

E-mail Address: _____

Zip Code: _____

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: Improvements are needed throughout Roanoke area, & between Salem & Christiansburg. Road needs additional lanes, safety improvements.

Congestion: Accidents on 81 cause significant traffic problems in Salem. Additional lanes or re-routing could help this.

Other: Please minimize ROW take when doing widening projects. Improve reliability of 81 to address congestion at 460/11 during accident events

Commenter Name: Benjamin Trapp, City of Salem
E-mail Address: btrapp@salemva.gov
Zip Code: 24153

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPV.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

Some thoughts about Truck Traffic (Trailer Truck for the most part).

- A. Enforce speed limits ! for all persons using the highway !)
- B. Require a specific distance between trailer trucks while in the same lane. (except when about to pass) in order for smaller vehicles to move ahead.
- C. Require **“thru (through) trucks”** (definition: further than 250 miles from destination) to travel between 8 :30 PM and 5:30 AM !.
- D. Mark specific “Passing lane only for automobiles/small trucks” at intervals, (such as every 20 miles for 3 to 5 miles) in which no trailer truck passing is allowed. (e.g. this might be in hilly/mountainous/approaching a town.)
- E. Require trucks on hills (mountains) to maintain speed limits, or perhaps 20 mph less) when going down hill , thus allowing vehicles to pass which may have been held up by the trucks going up the hill!
- F. Require trucks to maintain one lane open on both uphill and down hill grades. (especially uphill, to allow faster vehicles, except perhaps trucks, to pass..)(i.e. don't allow total blockage both ways!)
- G. At intervals have “no passing zone for trucks” to enable passage by other traffic.
- H. Consider 3rd lane establishment at intervals, even if not total!
- I. Monitor speeding of automobiles which may also be a factor in trailer truck passage of one another. (i.e. If a truck going speed limit and needs to pass another vehicle moving less fast, but cannot due to speeding automobiles (or trucks).
- J. Consider making a specific lane for trucks and a —
- K. specific for others, especially on mountains or around on/off places, at certain time each day or night.
- L. At exits make specific areas for truck and for automobiles to pass or park preventing backup on the exit exchange.

Thanks,


Gerald W. Roller

June 14, 2018

Gerald Roller
1020 Clearfield Rd. SW
Roanoke, VA 24015

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



BOTH

Safety: Think outside the box for truck passing lane areas - Continue truck traffic in right lanes - Have incoming two lanes feed the two right lanes so trucks maintain speed and lane position - Allow cars to pass by moving left into a

Congestion: third lane on the inside (near median) I believe this concept is in use in western, mountainous states - Cars can merge into the "passing" lane easier, pass slow moving trucks and blend smoothly back into the traffic flow

Other: I have been 18 wheeler driver on this highway. I still drive on it frequently. I also am retired from career in law enforcement, I currently volunteer with Public Safety / Fire and EMS - This is an issue I have dealt with for many years

Commenter Name: John Smith

E-mail Address: johnsmith@joimail.com

Zip Code: 24101-2870

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPi.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: MEMBERS OF VA LOGGERS ASSOC. ARE PRIMARILY FAMILY-OWNED & OPERATED BUSINESSES & MILLS ENGAGED IN LOGGING & FOREST PRODUCTS. THIS IS VA'S 3RD LARGEST INDUSTRY. SAFETY IS PARAMOUNT TO ALL. OUR LOGGING BUSINESS OWNERS HARVEST AND HAUL UNREFINED FOREST PRODUCTS (LOGS, TREES, CHIPS, GREEN LUMBER) BY COMMERCIAL TRUCKING. IT IS THE ONLY MEANS OF HAULING PRODUCTS FROM FORESTS TO POINTS OF PROCESSING OR LANDING YARDS.

Congestion: IMPORTANT TO ALL WHO ARE USERS OF OUR HIGHWAYS. LOGGING TRUCKS & THEIR OWNERS NEED SAFELY & HIGHWAYS TO BE PRODUCTIVE & EFFICIENT. MILLS SUCH AS WEST ROCK & OTHERS ARE POINTS OF ALL DELIVERIES.

Other: FOREST PRODUCTS INDUSTRIES IS SOURCE OF PRODUCTS USED BY ALL VA'S AN EXCELLENT SOURCE OF THESE PRODUCTS. ALL IMPROVEMENTS MUST KEEP COSTS AND BURDENS DOWN TO MAINTAIN A COMPETITIVE BUSINESS ENTERPRISE ENVIRONMENT AND SAFETY FOR ALL USERS. LOGGERS HAUL SHORT DISTANCES. MILLS LONGER DISTANCE AND/OR RAIL

Commenter Name: RON JENKINS, VA LOGGERS ASSOCIATION

E-mail Address: INFO@VALOGGERS.ORG (804-677-4290)

Zip Code: 23063 (Represent Statewide)

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

- Trucks are here to stay on I-81
- Underutilized resource from 10 PM to 6 AM
- From 10 PM to 6 AM, free access to all on I-81
- Oversize vehicles, only access from 10 PM to 6 AM
- From 6 AM to 10 PM, all commercial vehicles, RV's, trailers are restricted to the right hand lane.
- Strict enforcement of blocking the left hand lane
- "Churning" is the big problem, causing frustration

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety _____

Congestion _____

Other

Let's put a 10' bike/ped trail
in the corridor, or on frontage roads,
between New River Valley and Roanoke
Valley

Commenter Name:

Liz Belder

E-mail Address:

liz.belder@greenways.org

Zip Code:

24153

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety _____

Congestion _____

Other Need some other options - light rail, land-ferry, bike/ped

Commenter Name: _____
E-mail Address: _____
Zip Code: _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety _____

Congestion _____

Other _____

[Handwritten signature]

Commenter Name: Lee M Yoder
E-mail Address: leemyoder@comcast.net
Zip Code: 22802

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Comment Period Closes: August 6, 2018

North bound at state line of VA — The
81 is narrower in VA than in TN.
Why?

Four danger spots — The 4
interchanges in Harrisonburg.
Road has a crown. Trucks over
react in changing lanes & flip the
truck on highway. worst area
on 81.

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

Josh Mason

Customer Service and Supply Manager

MillerCoors – Shenandoah Brewery

June 13, 2018

Blue Ridge Community College

Thank you to the Virginia Department of Transportation for holding these important meetings across the Commonwealth. Since this is the first step of an exploratory process, it is very important to learn about the impacts that potential improvements to the I-81 Corridor could have on industry and commerce in the State as well as potential other supply chain issues nationally.

My name is Josh Mason and I am the Senior Manager of Customer Service and Supply for the MillerCoors Shenandoah Brewery based in Elkton. I want to start by providing a brief history and background about our facility and operation. The Brewery, which first came to the Valley in 1987, has a long and robust history of being one of the largest employers in the area. Our economic impact is \$679 million a year which includes direct materials of \$326MM, federal and state alcohol taxes of \$146 MM, \$62 MM in wages, salaries and benefits and \$57 MM in outbound freight.

We have over 500 full-time employees with the average salary of over \$65,000. Twenty percent of our workforce has more than 25 years of service. We believe these figures are a testament to us being a quality employer, and we know we have quality employees. These hard working men and women are active in their communities and are proud to call this area their home. We are involved in local charitable work and proud that our teams have contributed more than 10,000 volunteer hours per year.

At our brewery, we are proud to brew over 8 million barrels of our high quality beers such as Miller Lite, Coors Light, Blue Moon Belgium White, Miller High Life and Keystone Light. But brewing beer is more than just a combination of malt, barley, hops, yeast and water. It takes a commitment to safety from our employees, our contractors, and our carriers to be the world class brewery which we strive to be. We have the only brewery in the U.S. network, which has

If I-81 becomes a toll lane for trucks, we fear that many haulers will simply choose to not work with us or businesses in the corridor. This potential new reality could cause volume to shift to other breweries outside of Virginia ultimately resulting in job losses, tax reductions and lost revenue for the Commonwealth.

As you continue to meet with interested parties across the corridor, I would encourage that the following suggestions be included in any of your corridor improvement study.

1. Prioritize "hot spots" to improve safety
2. Find alternatives to I-81 being used as a "local main street"
3. Consider increasing weight limits for trucks with improved safety features like extra brakes and a sixth axle to accommodate 91,000 gross vehicle weights for trucks, thereby, reducing as much as 24% of the truck congestion.
4. Increase rail efficiency for freight and tourism movement.

My hope is that as this process moves forward, you will work with MillerCoors and other local businesses in coming to a solution rather than seeing us as part of the problem.

According to Transportation Secretary Shannon Valentine in a press release issued last month, "This corridor is critical to the economic vitality of the Bristol, Salem and Staunton districts, and to our entire commonwealth. The study's focus on safety, reliability and resiliency is vital to trucking, business and manufacturing sectors." I think she is exactly right and as your study progresses, please pay close attention to the ninth item in S.B. 971 which directs the Department to "access the economic impacts on Virginia agriculture, manufacturing and logistics sector companies utilizing the I-81 corridor from tolling only heavy commercial trucks." We urge you to do a complete analysis prior to completing your recommendation to the Commonwealth Transportation Board.

Thank you for your time and consideration.

June 12, 2018

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, VA 23218

Dear Secretary Valentine;

As your agencies begin work in response to Senate Bill 971 we want to express our support for a comprehensive solution to the issues plaguing Interstate 81. For a generation, local business groups and coalitions, along with countless individuals, have been asking for solutions to the problems that affect this heavily trafficked corridor. Interstate 81 is vital to the transportation network and acts as an economic link within Virginia and beyond. As business leaders, we know we need to be part of the solution. We recognize that we will bear some of the burden of raising additional revenue. We accept this burden because we already suffer the very real economic and safety costs of an unimproved I-81 in our businesses each day.

The time is now for a long-term, fully developed solution to these issues. With this opportunity for study once again, we ask that you consider all potential funding streams. Only with a transparent process exploring all options will a long-term, sustainable solution be developed.

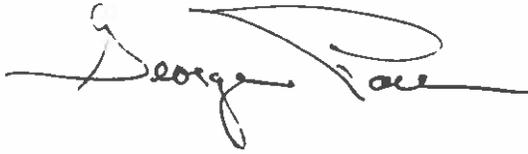
We know the possibility of additional taxes and tolls are difficult conversations to have, but we support a process that includes all possible funding mechanisms and explores the impacts these potential actions will have on the businesses, communities and citizens along the I-81 corridor. The technology exists today to provide a variety of options that just a few years ago were not possible.

That said, I-81 is a major Interstate Highway, and we expect the continued dedication of state and federal transportation funds on these important projects. Major transportation infrastructure improvements are occurring on our Interstate Highways in Northern Virginia and Hampton Roads. The I-81 corridor must receive that same level of attention. The effects of unmet transportation needs on the economy are dire. Along the I-81 corridor, limited capacity, congestion and high truck volumes clearly illustrate the need for improvements that has long gone unmet.

In addition to funding, a detailed prioritization of improvements must be undertaken so that these funds can be put to use immediately to bring about the most efficient delivery of projects. The return on investment is critical. We would urge you to undertake this work now, do not wait for the funding to be in place to develop the plan for delivery of these improvements.

There is no time to waste. We look forward to working with you to solve these problems and transforming I-81 into the thriving corridor it should be – a vital part of Virginia’s growing economy.

Thank you,

A handwritten signature in black ink, appearing to read "George Faur". The signature is written in a cursive style with a large, sweeping flourish above the name.

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety LOWER THE SPEED LIMIT TO 60 MPH FOR TRACTOR TRAILER TRUCKS. SEE ATTACHED ARTICLE REGARDING REDUCED SPEED LIMIT ON I-81 FOR TRUCKS IN TENNESSEE. REQUIRE TRUCKS TO STAY IN THE RIGHT TRAVEL LANE. NO PASSING ALLOWED FOR TRUCKS UNLESS THERE ARE MORE THAN TWO LANES.

Congestion

THESE RESTRICTIONS SHALL BE ENFORCED FOR THE ENTIRE LENGTH OF I-81 IN VIRGINIA (ALL 323 MILES) UNTIL VIRGINIA DECIDES AND IMPLEMENTS AN ~~OTHER~~ IMPROVEMENT PLAN.

Other

ANOTHER OPTION COULD BE TO RESTRICT TRUCKS TO THE LEFT LANE ONLY.

OUTLAW ALL CELL PHONE USE (INCLUDING HANDS FREE) WHILE DRIVING!

Commenter Name: MARC STEYKER

E-mail Address: _____

Zip Code: 22932

FINALLY STOP ARGUING ABOUT FUNDING. REGARDLESS OF THE FUNDING PLAN THE MONEY WILL ULTIMATELY COME FROM THE PEOPLE!

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPI.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

DOT lowers I-26, I-81 speed limits in Sullivan

J. H. OSBORNE • JAN 31, 2007 AT 8:45 AM

josborne@timesnews.net

The speed limit on interstate highways in Sullivan County is about to drop to 55 mph for trucks and 65 mph for all other vehicles, according to a press release issued by the Tennessee Department of Transportation.

It's supposed to make the air cleaner and help Sullivan County meet federal environmental guidelines.

The Sullivan County Commission voted last May to ask TDOT to lower the speed limit for trucks to 10 mph less than the speed limit for other vehicles.

A statement issued Wednesday by TDOT says signs with the new speed limits will begin to be posted next week.

According to TDOT:

- The new signs will display a reduced speed limit for commercial trucks, taking the speed limit to 55 mph from 70 mph.
- The speed limit for other vehicles will also be reduced to 65 mph instead of 70 mph.
- Installation of the new speed limit signs will begin on Monday, weather permitting.
- There are 18 speed limit signs being installed - along with several other signs showing "reduced speed ahead."
- The speed reduction area will begin along Interstate 81 at the Washington County line and continue to the Virginia state line at Bristol - for a total of 22.1 miles.
- The speed reduction area will also include Interstate 26 beginning at Kingsport and including a 2.5-mile portion of State Route 137 (US 23) that is part of the controlled access highway at the start of I-26 to the Washington County line - for a total of 12.5 miles.
- The Tennessee Highway Patrol will be issuing warnings rather than citations the first two weeks the new speed limits are in effect in order to allow motorists time to adjust to the reduced speeds.

The Kingsport Metropolitan Planning Organization asked the County Commission to seek the speed limit change from TDOT. The goal: reduce vehicle emissions, thereby improving air quality, with the goal of bringing Sullivan County into attainment with the Environmental

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety The truck congestion at Raphine means that it is unsafe for local traffic to cross ~~across~~ safely. Should there be a traffic light? Should there be truck only access on & off the interstate?

The same is true for Greenville - having direct interstate access would be helpful. In Greenville there continues to be problems w/ trucks getting off wrong exit or missing truck stop ^{turn.}

Congestion I live east of Greenville. When there is an incident between Raphine & Greenville, ^{on I-81} all the interstate traffic is routed onto Rt 11. The upshot is that it is impossible to cross Rt 11 to get to homes that are east or west of the village. When there is an incident there needs to be traffic control on Rt 11!

Other We have a problem between Raphine & Staunton ~~area~~ w/ sinkholes. When repairs occur there is huge congestion on Rt 11. There needs to be traffic control when this happens.

- there is a concern about what will happen regarding sinkholes ~~is~~ if the ACP crosses at Mint Spring. Does UDOT have a mitigation plan in place that Dominion will pay for?

Commenter Name: Nancy Sorells
E-mail Address: Lotswife@comcast.net
Zip Code: 24440

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Northbound entrance ramp at Mt Sidney rest stop needs to be lengthened
Southbound entrance ramp at the Shenandoah Caverns exit needs to be longer

Congestion Needs to be 3 lanes in each direction from Lexington, VA to north side of Harrisonburg, VA

Other _____

Commenter Name: Herman Fawley
E-mail Address: herman-fawley@mckee.com
Zip Code: 24486

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety _____

Congestion ALL I-81-I-64 FROM M.P. 192 TO 223
STANES AT TIMBER R. OVG HAVE HELDUP CONSIDERABLY

Other _____

Commenter Name: Robert Bentshieser
E-mail Address: bbent@writestransportcenter.com
Zip Code: 24450

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Office of
INTERMODAL
Planning and Investment

Safety 81-South @ 64
Intersection, Vehicles
merging onto 81 @
same time vehicles
trying to get on I-64

Congestion @ Least 1 truck lane maybe 2
Bristol to Winchester

Other Volume of traffic

Commenter Name: Carter McDonald
E-mail Address: Carter@truckequip-va.com
Zip Code: 22840

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971



I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Too much traffic for the highway to handle means cars travel too closely together. Also drivers drive well over the speed limit.

Congestion We live in Weyers Cave and must travel to Staunton or Harrisonburg for doctors, shopping, entertainment etc. In the past week, there were four slow-downs (I know of) in traffic. I try to use alternate routes when I can to avoid I-81. Also our house is on Rt 11 and any incident on I-81 also causes congestion on Rt 11.

Other _____

Commenter Name: Ann Baker

E-mail Address: _____

Zip Code: 24486

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Consider allowing truckers to stop at rest areas for longer stretches of time. Sleeping only 2 hours disrupts the sleep-wake cycle and can lead to more drowsy driving

Congestion

Other One immediate short term change that must help in the Staunton area Exit 222 → 227? Post a sign directing all through traffic to use the left lane — that could decrease the lane switching that occurs in that 5 mile stretch of road

Commenter Name: Evelyn Davis

E-mail Address: evelynjd@goshen.edu

Zip Code: 22802

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Immediate need for safety improvement is needed. Lack of police enforcement is obvious. Suggest lowering of speed limit overall to 65mph and funding for state police to increase enforcement of existing laws. Too many speeders, low speed drivers in left lane, too much passing in right lane, and too much cell phone and distracted driving and lack of enforcement.

Congestion _____

Other Encourage private business and make easier for private business to open truck stop and allow truck parking.

Tolls cost money to operate. Adding fuel ~~state~~ tax cost almost nothing and almost all proceeds are available. Any adjustments are easy to make. Tolls are a new tax. No new taxes!

Commenter Name: Edward Miller
E-mail Address: edm@houff.com
Zip Code: 24486

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety extend short merge lanes

Congestion It seems to me the simplest & most efficient idea in terms of traffic flow would be to add a third lane throughout the length with additional climbing lanes on the steeper portions. If there is to be a separate lane for trucks, I think there needs to be two, not all trucks move at the same speed.

Other I would be opposed to tolls. It is a huge bother & would divert a lot of traffic to other local roads.

Commenter Name: Nelson Driver

E-mail Address: NDDRIVER@OUTLOOK.COM

Zip Code: 22980

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



~~Safety~~ IS The Commonwealth
Working with other STATES TO
Address The ISSUES Along 81??

Congestion ★ Biggest issue which leads to
Accidents. TRUCK TRAFFIC seems to grow
by The day!

MORE LANES ARE needed (2 lanes dedicated
TO TRUCKS)!

Other The whole 81 corridor from
PA TO TN Needs to be
Addressed. I hope That VDOT Will Take
The lead and Make a difference
Add LANES Add LANES Add LANES
★ TAX Trucks ★ RAISE GAS TAX

Commenter Name: _____
E-mail Address: _____
Zip Code: _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety _____

Congestion / Safety A more precise and effective intervention would be to fine drivers obstructing the left lane to traffic flow. I have followed drivers in the left lane for several miles. This caused congestion and therefore increased accidents. I have driven on European Interstates where this is the norm and there is rarely traffic congestion.

Other _____

Commenter Name: William Cohen
E-mail Address: 926 Quince Dr Harrisburg
Zip Code: 21801

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety WE LIVE ACROSS THE STREET FROM BRCC
& WE OFTEN SEE TRAFFIC SLOW DOWNS
IN BOTH NORTH & SOUTH LANES
(USUALLY NOT SLOWDOWNS BUT TRAFFIC
STOPPING).

Congestion SOMETIMES WHEN TRAVELING ON
I-81 YOU WILL COME UPON A
SLOWDOWN WHERE YOU THINK AN
ACCIDENT IS UP AHEAD (GOING MAYBE
20MPH STILL) BUT IT TURNS OUT
TO BE CONGESTION & AFTER A FEW
MINUTES IT EASES & GO BACK TO 60MPH
OR SO.

Other _____

Commenter Name: BOB OAKES

E-mail Address: _____

Zip Code: 24486

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety EXPAND 81 to 3 LANES each way
ALL the way THRU

Congestion _____

Other PAY FOR IT WITHIN FUEL/GAS TAX INCREASE
ALONG 81 TO STATIONS WITHIN 2 MILES OF 81

Commenter Name: ZANE HOFF
E-mail Address: ZANETTE.HOFF.COM
Zip Code: 24486

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Roy Reich	AHRD	roy.reich@vdot.virginia.gov
2 Tom Mohr	Highway Motors	tomohr@highwaymotors.biz
3 Nancy Gourley	CSPDC	nancy@cspdc.org
4 Frank Mc Donough	McDonough Coyola	FMC@COYOLA.COM
5 Scott Phillips	CSPDC	scott@cspdc.org
6 Hobey Bauhan	VA Bullets Feedback	hobey@vapoultty.com
7 Nicole Manley	Del. Ben Cline	DelBCline@house.virginia.gov
8 Elise Potter	Daily News-Record	epotter@nronline.com
9 Bob Stuart	News Virginian	bstuart@newsvirg.com
10 Mark Oberbach	Staunton	mark@markoberbach.com

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1	Transportation Risk mngt	Todd Olney @ gmail . com
2	City of Staunton	dollew@ci.staunton.va.us
3	AUGUSTA COUNTY	NA
4	American Center to Promote Auto.	VSEI@ACPA.org
5	CSPDC	bunnie@cspdc.org
6	CSPDC	ann@cspdc.org
7	Aug. County	N/A
8	DRPT - Division of Rail	meadow springs farm @ gmail . com
9	HOUFF CORP.	97 RACEZOE DR WETHERS CURE
10		

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Byron Coburn	A Maetan Thomas	byroncoburn@AMTEngineering.com
2 Curtis McDonald	Truck + Equipment	Carlton@truckequip-va.com
3 Scott Lovell	WSP	scott.lovell@wsp.com
4 Lynn Cameron	VDOT Retiree	lynn.cameron@gmail.com
5 Malcolm Cameron	SELF	malcolmcameron@gmail.com
6 Bob Nutt	Georges Inc	bob@valleyfeed.com
7 Sheri Nelson	A. MORRISON THOMAS	sherrinn.nelson@georgesinc.com
8 MURPHY TUOMEY	The Frazer Quarry	MTUOMEY@AMTEngineering.com
9 David Frazier	Staunton City Council	david.frazier@frazerquarry.com
10 Jim Harrington		jkhare@comcast.net

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Leo Rutledge	BRKR	Lrutledge@RKK.com
2 BOB DAKES	WEIGHBOR CAVE WEYERS	—
3 Scott Cocheall	JAacobs Eng	scott.cocheall@JAacobs.com
4 Brenda Mead	City of Staunton	b.mead@comcast.net
5 Carolyn Briggs	Aug Co Bos	cbriggs@comcast.net
6 LEE M. Yoder	Harrisonburg	leemyoder@comcast.net
7 TOM WHARTON	Rockydale Quarries	TWharton@rockydalequarries.com
8 George Pace	Region 8 GoVA	gpace1@comcast.net
9 Scott Lokoy	Taux + Equipment Corp	Slokoy@truckequip-va.com
10 Evelyn Driven	896 N. Hillside Ave	Harrisonburg VA 22802

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Darcié Martin	Resident	dmartinbus737@hotmail.com
2 RANDY GRUMBYNE	VAMMHA	randy@vammha.org
3 Wendell Coleman	Augusta County	colemanw1@comcast.net
4 Dave Fritz	New Leader	dfritz@newleader.com
5 Bob Aez	Resident	Lopakaza@Aol.com
6 Inne Singley	Stepanov Trucking	inne@stepanovtrucking.com
7 Todd Fretwell	FAIRFAC. ECHOLS	trefwelle@fairfieldechols.com
8 Sonny Larson	TRUCK & EQUIP.	SONNY@TRUCKEQUIP-VA.COM
9 Nancy Sorrells	Augusta Co. Alliance	Lotswife@comcast.net
10 Sam Styers	Resident	sastyers@hotmail.com

Name	Affiliation	Address / Email
1 Randy Hill	J.W. Manning, Inc.	hill.jw.manning@ gmail.com
2 Kim Sandum	CAP	preserve.rockingham@gmail.com
3 Justin Michael	The Frazier Quarry	justin.michael@frazierquarry.com
4 GAIL KUTTESCH	WRA	gkuttesch@wrallp.com
5 Brennan Collier	ATCS, PLC	bcollier@atcsplc.com
6 Drew Williams	Berkley Group	drew@bgllc.net
7 Frank Tamberrino	Harrisonburg - Rocking horse Chamber of Commerce (Empire-81)	Frank@hrchamber.org
8 Anna Lett Sawyer	Aurisha MD	Anna Lett Sawyer
9 Marshall Puffe	Aurisha MD	Marshall@marshallpuffe.com
10 Doug Huff	Doug Huff	dz.huff@Houff.com

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

	Name	Affiliation	Address / Email
1	Eden Freeman	City of Winchester	eden.freeman@winchesterva.gov
2	Jeff Martone	City of Lexington	martonej@lexington-va.gov
3	Stan Tretjak	Miller Coles	stan@heftywiley.com
4	Roscoe Carpenter, Sr	ME	2170 Hewitt Rd Swoope, Va. 24479
5	Steve Landes	House of Delegates	stev@stavelandes.com
6	Nelson Patterson	Staunton Resident	NSPGOLKERS@gmail.com
7	JAMES FARRIS	NAPA TRANSPORTATION	JAMES.FARRIS@NAPATRAN.COM
8	Nelson Brewer		NDDRIVER@OUTLOOK.COM
9	Herman Fawley	McKee Foods Transportation	herman.fawley@mcKee.com
10	KAMEAN KHALILIAN	AECOM	Kamran.Khalilian@aecom.com

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Richard-Wright	Self	364 Summit Church Rd. BRIDGEWATER, VA, 22812
2 Jim Bailey	Self	626 Gravels Rd Rockingham, Va 27802
3 Jo Carpenter	Self	2170 Hunt Rd Swazee VA 24479
4 Robert Berkstresson	WHITERS TRUCK CENTER. RAPHAEL	2440 RAPHAEL ROAD RAPHAEL VA. 24472
5 Ann Baker	Self	3150 Lee Hwy #102 Weyers Cave, VA 24486
6 CHRIS COUSE		376 Akins Way CHRIS COUSE JACOBS.COM 297 Commerce Rd Staunton VA 24401 mhbackentels.net
7 Melissa Hoy	Fouber Freightway	jberry@crosbytrucking.com
8 Jonathan Berry	Crosby Trucking	T.Fitzerald & Co. August - VA. US
9 Tim Fitzgerald	August County	2093 Barterbrook Rd STAUNTON
10 Bill Bushman	Hurt & Proffitt	bbushman@handp.com

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 John URSO	McKEE FOODS CORP	JOHN.URSO@MCKEE.COM
2 Perry Eisenach	City of Winchester	perry.eisenach@winchesterva.gov
3 ARNE GRAMSER	CITY OF LEXINGTON	ARNEGRSER@LEXINGTONVA.GOV
4 Roscot Carpenter Jr.	ME	April14@yahoo.com
5 JOHN COLE	IDM TRUCKING INC	jcole@idmtrucking.com
6 Josh Mason	MillerCoors	joshua.mason@mlrcoors.com
7 Michael Agee	Mattern & Craig, Inc.	masegan@matternandcraig.com
8 Dennis Hoeff	IDM Trucking	dhoen@IDMTrucking.com
9 Jonathan Howard	CSPDC	jonathan@CSPDC.org
10 Annette Medlin	Greater Augusta Regional Chamber	annette@augusta-va.com



Sign-in sheet

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

	Name	Affiliation	Address / Email
1	William Cohee	Citizen	Worksheet 926 Quince Dr. Hamsbury 22801
2	Gary Blosser	u	
3			
4			
5			
6			
7			
8			
9			
10			



Sign-in sheet

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

	Name	Affiliation	Address / Email
1	Debbie Garrett	Cong. Bob Goodlatte	debbie.garrett@mail.house.gov
2	Roland Brown	DBI Services	rbrown@dbiservices.com
3	Tom Wade	Private	
4	James Davis	Citizen	
5	Gene F. Borden	Citizen	gene.borden@gmail.com
6			
7			
8			
9			
10			

Public Meeting: I-81 Corridor Improvement Plan

Wednesday, June 13, 2018

Staunton District (south)

Name	Affiliation	Address / Email
1 Edward Miller	Houff Transfer	PO Box 220 weyers Cove VA 22978
2 Yan Volokh	Stepanov Trucking	EDM@HOUFF.COM 581 Triangle Drive, weyers Cove VA 22978 john@stepanovtrucking.com
3 ERIN BUREH	Avenue for the Staunton Valley	ESHETANE@SVNVA-ORG
4 OLEY STEPANOV	STEPANOV TRUCKING	oleg@STEPANOVTRUCKING.COM
5 OLEY STEPANOV	LOUD STAR LOGIST.	
6 MARC STECKER	CITIZEN	mstecker29@icloud.com
7 E. A. JAVIER II	CITIZEN	ejj263@hotmail.com
8 Chris Bowlen	Citizen	
9 ZANE HOUFF	Houff Transfer	Zane@houff.com
10		

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I noticed that an example given suggested some incidents were not considered w/in the control of engineers such as a drunk driver or deer strike. I understand this concept but it did make me wonder about the deer scenario. Have options for deer migration or fences in hot deer crossing spots been considered? I also understood that this could result in negative environmental impacts but wondered if the topic was considered.

Commenter Name: Kate Grisdale
E-mail Address: Kathymname@mac.com
Zip Code: 22064

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



I don't know enough about impacts/outcomes from speed to comment on this with knowledge

	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input checked="" type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input checked="" type="checkbox"/>	Other <u>local report, word of mouth</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Citizens in the I-81 corridor should not be responsible for I-81 improvements via a ~~gas~~ gas tax. ~~Open~~ Open road tolling would place the costs on those that use the road.

Commenter Name: William French
E-mail Address: _____
Zip Code: 22644

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Utilize Emergency Lane as Third Travel Lane
Similar to I-64 in Vienna, VA.

INCREASE MINIMUM SPEED LIMIT

NOT ALLOW SCHOOL BUSES ON I-81 FOR STUDENT
DELIVERY TO/FROM SCHOOL.

REMOVE NO TOLL LEGISLATION → OFFER A PRIVATE
PUBLIC PARTNERSHIP TO FUND ADD'L LANE(S)

IMPROVE AREAS OF ROUTE 11 WHERE NEEDED TO OFFSET
I-81 OVERFLOW/DIVERSION. ALSO TO INCLUDE RTE.
37.

Commenter Name:

Bill Wiley

E-mail Address:

bill.wiley@winchesterVA.gov

Zip Code:

22601

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		X
Would you support reducing the speed limit in the corridor?		X

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
X	Estimate of when lanes will be cleared
X	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
X	Take an alternate route
X	Alter your travel plans
X	It depends on <u>my schedule</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
X	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

X	511
X	Waze/ Google Maps
X	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

X	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Heavy congestion and accidents between MM 296-300. Alternative is Rt 21. Rte 21 through Strasburg is in disrepair ~~and~~ probably due to HEAVY trucks. Also 90° turn to stay on Rte 21 in Strasburg difficult for large trucks. ~~Can~~ Can any consideration be given to a bypass of Rte 11 in case of I-81 shut down.

Any discussions of opening rail through Shenandoah Vally. Rail line in disrepair but still owned by Railroad.

What are options for Federal Funds. Current Administration had emphasized investing in infrastructure improvements to MAGA.

Need an analysis of 70 mph speed limit ^{vs 55 MPH} for incidents

Commenter Name: Kathleen Stanley
E-mail Address: Stanleykath56@gmail.com
Zip Code: 22657

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input checked="" type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
✓	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>15 minutes</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

Being a local VA Resident I am familiar with options.

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on <u>the urgency and time of my travel.</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on <u>my schedule requirements</u>

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>All depends where the problems are & my</u>

Thank you for your comments. Comments can be submitted as follows: *alternatives*

Attention: Ben Mannell
VA81CorridorPlan@OPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on <u>time in delay</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

1	511
3	Waze/ Google Maps
2	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>No 5 min but yes for 30</u>

Thank you for your comments. Comments can be submitted as follows:

minutes

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

While I appreciate the thought of merging left when there is an officer on the shoulder, I feel it creates a lot of bottle necks and accidents.

Last year I was involved in a three car accident because of traffic merging because of an officer on the shoulder, right lane was open. A few years ago traffic could continue to flow past an officer. Please bring that back!

If the left lane is not used to just be another lane but is used for passing and faster traffic, it will greatly reduce congestion.

Commenter Name: _____

E-mail Address: _____

Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional <i>traffic impediment is the main prob</i> speed enforcement on the I-81 corridor?		✓
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

Length of the back-up	<i>it needs to be raised if change</i>
Estimate of when lanes will be cleared	<i>not useful</i>
Alternate route options	<i>u</i>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

Stay on I-81	
Take an alternate route	✓
Alter your travel plans	
It depends on _____	

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

Stay on I-81	
Take an alternate route	✓
Alter your travel plans	
It depends on _____	

What source of travel information do you rely on?

511	
Waze/ Google Maps	✓
Roadside Message Signs (CMS)	
CB/ Radio	
Other _____	

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

Yes	
No	✓
If NO, how much time would you need to save to get off the interstate?	<u>30 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

PLEASE BE SURE TO ADEQUATELY
CONSIDER SPEED ENFORCEMENT
AND/OR EVEN A REDUCTION IF NEEDED!

ADDING NEW PAVEMENT SHOULD NOT
BE ONLY SOLUTION.

~~ONE THE~~
GLAD TO SEE MULTI MODAL SOLUTIONS
AT LEAST INCLUDED BUT ~~THE~~ FURTHER
POSS ~~IS~~ NEEDED. RAIL IS TRULY MOST
COST EFFECTIVE LONG-TERM SOLUTION! ALSO
MOST ~~IS~~ ENVIRONMENTALLY SENSITIVE
ANSWER.

PLEASE CONTINUE TO CONSIDER SURROUNDING
REGIONAL RESOURCES (HISTORIC, ENVIRONMENTAL)
IN ALL SOLUTIONS.

Commenter Name: KIM WOODWELL

E-mail Address: KWOODWELL@SHENANDOAHALLIANCE.ORG

Zip Code: 22844

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	X X X X	
Would you support reducing the speed limit in the corridor?	X X X X	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments: Frederick County
Potential Solutions Development x 305 to 327
very disappointing. There is a huge
capacity issue particularly impactful
x.eg. near Inland Port. Additional capacity
issue on Route 11 N - W. with or without
incidents on 81. Appears little relief to
Frederick County.

In the first presentation (public hearing)
identified I81 in its present condition
out lanes capacity. We need 3 lanes both
directions at a minimum.

Commenter Name: Jusy McCann-Slaughter
E-mail Address: vslaughter@fcva.us
Zip Code: 22603

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

The real problem is trucks. Improving rail is the only long term solution. Law enforcement and speed reduction (speed limits) are cheap/best short term solutions.

Commenter Name: John Hutchinson
E-mail Address: jhutch@SVBF.net
Zip Code: 24401

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	yes	
Would you support reducing the speed limit in the corridor?	yes	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

ADD AN EXTRA TRUCK LANE, ESPECIALLY SLOW UP HILL LANES. WOULD SPEED UP TRAFFIC TREMENDOUSLY.

TICKET SLOWER PASSENGER VEHICLES HOLDING UP TRAFFIC IN PASSING LANE

Commenter Name: JAMES FARRELS
E-mail Address: JSFARRELS123@VERIZON.NET
Zip Code: 28477

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

When there is an incident that appears to back up traffic - is there any way to get/allow vehicles to exit the interstate. Rather than be stuck or trapped for over 1 hour?

Commenter Name: _____
E-mail Address: _____
Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	
Would you support reducing the speed limit in the corridor?	<input checked="" type="checkbox"/>	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>15 min</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

people going under 60 ought to be on ~~the~~ ^{the} ~~way~~ ^{way} M
trucks should not be able to pass going uphill
enforce the law prohibiting ~~any~~ camping
in left lane
the problem is vehicles going too slow
we need enforcement, not more asphalt laid
& farmland destroyed.

Commenter Name: Tim Juse
E-mail Address: jostt@wlu.edu
Zip Code: 22482

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
<i>especially when vehicles are going too slow</i> Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	
Would you support reducing the speed limit in the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/> in high traffic exit/entrance areas

What information would be most helpful about incidents other than the location of the incident?

1	Length of the back-up
3	Estimate of when lanes will be cleared
2	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes <i>depends on if I am familiar w/ roads/routes. Locally, not would</i>
<input type="checkbox"/>	No <i>find alternative route</i>
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

EXIT 191 Fly over Top Right Lane
From 64 to 81
Right merge instead of Left

Make speed the same on all of I81
70 state law

Commenter Name: _____

E-mail Address: _____

Zip Code: _____

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		<input checked="" type="checkbox"/>
Would you support reducing the speed limit in the corridor?		<input checked="" type="checkbox"/>

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <u>30</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

One additional rest area is needed on I81 northbound between Roanoke (at US220) to Weyer Case - there is none & we need one!

Commenter Name: Evelyn DRIVER
E-mail Address: evelynfd@goshen.edu
Zip Code: 22802

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	<input checked="" type="checkbox"/>	
Would you support reducing the speed limit in the corridor?	<i>for trucks</i>	<i>for cars</i>

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
	Estimate of when lanes will be cleared
	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
	Alter your travel plans
	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
	If NO, how much time would you need to save to get off the interstate? <i>10 min</i>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✗	
Would you support reducing the speed limit in the corridor?		✗

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓✓✓✓	
Would you support reducing the speed limit in the corridor?	✓ w PLACES	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input checked="" type="checkbox"/>	Estimate of when lanes will be cleared
<input checked="" type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

	Stay on I-81
#1	Take an alternate route
#2	Alter your travel plans
	It depends on <u>IF NOT close to exit - MAY HAVE TO REMAIN AND NOT BE HAPPY</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input checked="" type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
	Alter your travel plans
	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input checked="" type="checkbox"/>	Waze/ Google Maps
<input checked="" type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input checked="" type="checkbox"/>	Other <u>POLICE SCANNED</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
<input checked="" type="checkbox"/>	No
	If NO, how much time would you need to save to get off the interstate? <u>~ 30 minutes</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

Length of the back-up
Estimate of when lanes will be cleared
Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

Stay on I-81
Take an alternate route
Alter your travel plans
It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

Stay on I-81
Take an alternate route
Alter your travel plans
It depends on _____

What source of travel information do you rely on?

511
Waze/ Google Maps
Roadside Message Signs (CMS)
CB/ Radio
Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

Yes
No
If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

I'd like to see recommendations for spot improvements to adjacent/parallel facilities and intersections. Specifically, intersection improvements to facilitate detour traffic onto ~~Route~~ Route 11 at exits 227, 235, and 240. I don't like the idea of a regional tax. Tolling is fine

Commenter Name: Jonathan Howard
E-mail Address: Jonathan@CGP&C.org
Zip Code: 24401

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓ YES	
Would you support reducing the speed limit in the corridor?	CERTAIN AREAS	

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route <i>USING CB Radio & 511 & carry hospital drive bottle for wife to use in a backup</i>
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

✓	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
✓	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? <i>20 to 30 MINUTES</i>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

papers

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting

TRANSPORTATION & MOBILITY

AUG 29 2018



PLANNING DIVISION

Additional Comments:

Good informative presentation on August 23

One other option for funding source is the #1B rainy day fund, general fund Bonds, low interest state loan that can be payed off with taxes, tolls!

Funding needs to be available NOW! not waiting for tax & toll monies to become available years from now!

Study needs to clearly illustrate the number of projects to be funded with the amount of funds available.

The Study needs to be "bullet proof" so the GA cannot waffle if the recommendations leading to follow on studies such as this SB 911 Study

what about partial toilet facilities for Women stuck for Hours Back-ups never occur at Post Areas

Commenter Name: Bob Hess MASSANUTTEN RESORT RESIDENT

E-mail Address: LOPAKACA@AOL.COM

Zip Code: 22840

turning over to...

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	establish variable	speed limits

What information would be most helpful about incidents other than the location of the incident?

✓	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

	Stay on I-81
	Take an alternate route
	Alter your travel plans
✓	It depends on <u>my travel plans, time of day I'm traveling, if I need to get to my destination at a certain</u>

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

	Stay on I-81
	Take an alternate route
	Alter your travel plans
✓	It depends on <u>(see above)</u>

What source of travel information do you rely on?

✓	511
✓	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
	CB/ Radio
	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

	Yes
✓	No
	If NO, how much time would you need to save to get off the interstate? <u>depends</u>

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

1. Include consideration of improvements to Rt. 11 that may be needed during accidents on I-81 that result in traffic being diverted to Rt. 11
2. Address potential for diversion of long-haul freight to parallel rail facilities. Is DRPT part of this study?
3. Add I-81 mile markers signs along Rt. 11 so that traffic diverted to Rt. 11 know where they are ~~at~~ relative to getting back onto I-81 at roads that lead to I-81 interchanges
4. Add consideration of variable speed limits, may be of benefit during severe/adverse weather conditions (snow, heavy rain, fog, etc.)

Commenter Name: Dan Lysy
E-mail Address: dlysy@icloud.com
Zip Code: 22920

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		X
Would you support reducing the speed limit in the corridor?		X

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
X	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
X	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
X	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511 → <i>Too hard to navigate</i>
X	Waze/ Google Maps
X	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
X	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		✓
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

Length of the back-up	✓
Estimate of when lanes will be cleared	✓
Alternate route options	

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

Stay on I-81	
Take an alternate route	✓
Alter your travel plans	
It depends on _____	

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

Stay on I-81	
Take an alternate route	✓
Alter your travel plans	
It depends on _____	

What source of travel information do you rely on?

511	
Waze/ Google Maps	
Roadside Message Signs (CMS)	✓
CB/ Radio	
Other _____	

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

Yes	✓
No	
If NO, how much time would you need to save to get off the interstate? _____	

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

Even there are a lot of signs of
"Slow traffic keep right; it has to be
a traffic law that when a truck trailer
is passing another truck trailer; the right
lane truck trailer slows the speed because
it is very often that one truck trailer
takes more than 3-5 minutes to pass the
right lane truck trailer; this is
ridiculous. Thank you.

Commenter Name: Orlando Quintero
E-mail Address: orlquintero@hotmail.com
Zip Code: 22801

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

significant improvements to exits @ the 205 (both N/S bound) are needed. Stacking is a significant problem. Consider dedicated exit for trucks?

Commenter Name: Spencer Syder
E-mail Address: spencer_syder@jetand.com
Zip Code: 24578 ssydr@rockbridgecountyva.gov

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		
Would you support reducing the speed limit in the corridor?		

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
<input type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

I-81 Thoughts

Knee jerk reaction -

Add one or two additional lanes in both directions the entire length of I-81 in Virginia to spread out congestion

Problems with adding lanes -

There will be huge costs and an long time frame for planning, preparation, acquiring easements, purchasing additional land, massive reconstruction of bridges, overpasses & underpasses, reworking of existing interstate land to accommodate project and potential legal problems (lawsuits) from landowners.

Or:

Adopt the strict enforcement of speed limits along the route which is actually done in other states and it works as word of mouth of strict speed limit enforcement spreads to drivers that a speeding ticket is quite likely. This is not a bad idea state wide.

Flood the entire route with state police. A greater presence would be expensive but quite a bit less than the adding of more lanes along the route. More visibility would both slow traffic down and serve to calm irate drivers.

Make traffic violation fines large enough to make offenders choose not to receive multiple citations

Allow tractor trailers to only utilize the right lane except as directed by law enforcement authorities (such as situations of accidents or weather related situations.)

Erect very large signs with built in radar units and large displays (visible day and night) indicating the actual vehicle speed of oncoming traffic. This is done in localities using radar display trailers to slow traffic.) Add wording to these signs with easy to reach phone numbers to encourage drivers to report violators. Have a good number of these signs spaced all along the I-81 route.

Pursue the General Assembly in approving legislation allowing traffic cam identification devices to be located along the route - ticket the driver OR the vehicle owner if there is poor visibility of the driver.

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?		✓
Would you support reducing the speed limit in the corridor?		✓

What information would be most helpful about incidents other than the location of the incident?

<input type="checkbox"/>	Length of the back-up
✓	Estimate of when lanes will be cleared
✓	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three hours, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
✓	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one hour, what would you do?**

<input type="checkbox"/>	Stay on I-81
✓	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
✓	Roadside Message Signs (CMS)
<input type="checkbox"/>	CB/ Radio
✓	Other <u>Google MAP</u>

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input type="checkbox"/>	Yes
✓	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

Add another through lane from exit 223 to at least exit 217 to help with congestion in this area

Consider on and off ramp improvements at congested interchanges such as exit 205

Extend the southbound acceleration lane at Exit 195

Extend northbound acceleration lane at Exit 162

Evaluate horizontal geometry/stripping and vertical curve of paving at southbound MM 190.2-189.8

Widen shoulders from Arcadia exit to James River Crossing, widen bridges to provide recovery zone safety buffer. (Bridge guardrail has numerous hit marks)

Consider primary grade improvements to US 11 to increase capacity around and through small towns to increase overall capacity of corridor--Often, Rt 11 carries almost no traffic, even when I-81 is operating near peak capacity.

More enforcement of "SLOWER TRAFFIC KEEP RIGHT"
"encouragement to " " via MSG Board's

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



Additional Comments:

LIKE TO SEE SOME OF THE IMPROVEMENTS FROM 1998
I KNOW YOU CANT USE THEM ALL BUT WE NEED
IMPROVEMENTS TO 205 EXIT BAY.

Commenter Name: JOE DAVIS
E-mail Address: RAFDUCDAVIS@YAHOO.COM
Zip Code: 24422

Comment Period Closes: September 30, 2018
(Please answer questions on reverse side)

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

August Public Input Meeting



	Support	Do Not Support
Would you support additional speed enforcement on the I-81 corridor?	✓	
Would you support reducing the speed limit in the corridor?	✓	

What information would be most helpful about incidents other than the location of the incident?

<input checked="" type="checkbox"/>	Length of the back-up
<input type="checkbox"/>	Estimate of when lanes will be cleared
<input type="checkbox"/>	Alternate route options

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **three** hours, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input checked="" type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

If you knew there was a full interstate closure 20 miles ahead that would not be opened for **one** hour, what would you do?

<input type="checkbox"/>	Stay on I-81
<input checked="" type="checkbox"/>	Take an alternate route
<input type="checkbox"/>	Alter your travel plans
<input type="checkbox"/>	It depends on _____

What source of travel information do you rely on?

<input checked="" type="checkbox"/>	511
<input type="checkbox"/>	Waze/ Google Maps
<input type="checkbox"/>	Roadside Message Signs (CMS)
<input checked="" type="checkbox"/>	CB/ Radio
<input type="checkbox"/>	Other _____

If your GPS or a message sign said it will be 5 minutes faster to take an alternative route than staying on the interstate, would you follow it?

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	If NO, how much time would you need to save to get off the interstate? _____

Thank you for your comments. Comments can be submitted as follows:

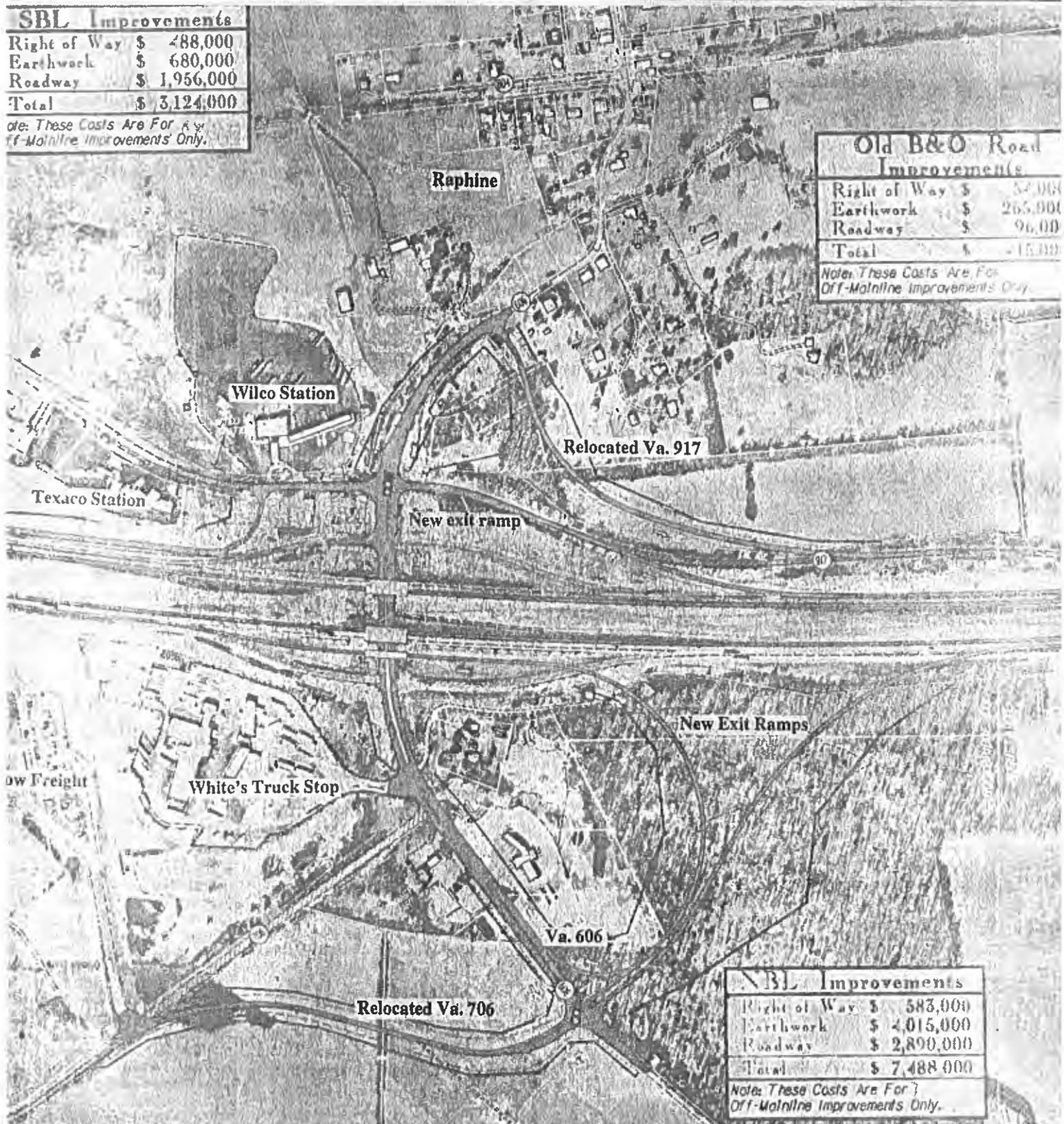
Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
 1401 E. Broad St., Richmond, Virginia 23219
 (804) 786-2971

SBL Improvements	
Right of Way	\$ 488,000
Earthwork	\$ 680,000
Roadway	\$ 1,956,000
Total	\$ 3,124,000

Note: These Costs Are For Off-Mainline Improvements Only.

Old B&O Road Improvements	
Right of Way	\$ 54,000
Earthwork	\$ 265,000
Roadway	\$ 96,000
Total	\$ 415,000

Note: These Costs Are For Off-Mainline Improvements Only.



NBL Improvements	
Right of Way	\$ 583,000
Earthwork	\$ 4,015,000
Roadway	\$ 2,890,000
Total	\$ 7,488,000

Note: These Costs Are For Off-Mainline Improvements Only.

New Plans For Raphine

Used options for the reconstruction of Raphine interchange were presented by representatives of the Virginia Department of Transportation to Raphine area residents during an information session Monday evening at the Raphine Firehouse. Two new options were drawn after nine citizens objected at a January town meeting to the original proposals from VDOT. The consensus at that meeting was that the proposed location of the new entrance and exit ramps would have too

tion of Va. 706 and Va. 606 would be moved to the east. On the Raphine side of the interstate, meanwhile, Va. 917 north of Va. 606 would be relocated to the west to allow for the new southbound exit ramp. Entry onto the new southbound entry ramp will be made from both Va. 606 and Va. 917 across from the Wilco Station. The shaded areas on the map are the proposed improvements. The "SBL" and "NBL" in the project cost charts stand for "southbound" and "northbound," respec

Stephens City Traffic Solutions

In response to an article which appeared a short time ago in the Winchester Star concerning solutions to traffic problems in Stephens City, I don't think the traffic problems in Stephens City will be improved by moving the interchange a mile and a half south of town. People will not drive that far out of their way to get into Winchester. Let's be realistic, most traffic from that area goes into Winchester daily. I think it would lead to more people using Route 11 to and from Route 277 and cause longer backups in Stephens City. The solution should involve getting local traffic to their destination without becoming a part of interstate traffic or going through Stephens City.

Before I-81 was built there were maybe 200-300 people living in the area which is now just east of I-81 between Stephens City and Kernstown and there were 2 roads into the area. Now there are perhaps over 20,000 people living there and there is only one road out leading toward Winchester - Tasker Drive, which leads to Rte 37. As soon as the traffic gets to the Exit 310 interchange it becomes a part of the interstate problem. Route 522 leads to Winchester but it is a back way into town and is not used as much as route 11.

A bridge over I-81 north of Stephens City connecting Route 11 to Aylor Road would alleviate much of the traffic that goes through Stephens City. It would also reduce traffic using Exits 307 and 310 on I-81. Improvements would also be needed on Double Church Road from Aylor Road to Route 277. This would extend the life of Exit 307 by many years and cost much less than a new interchange.

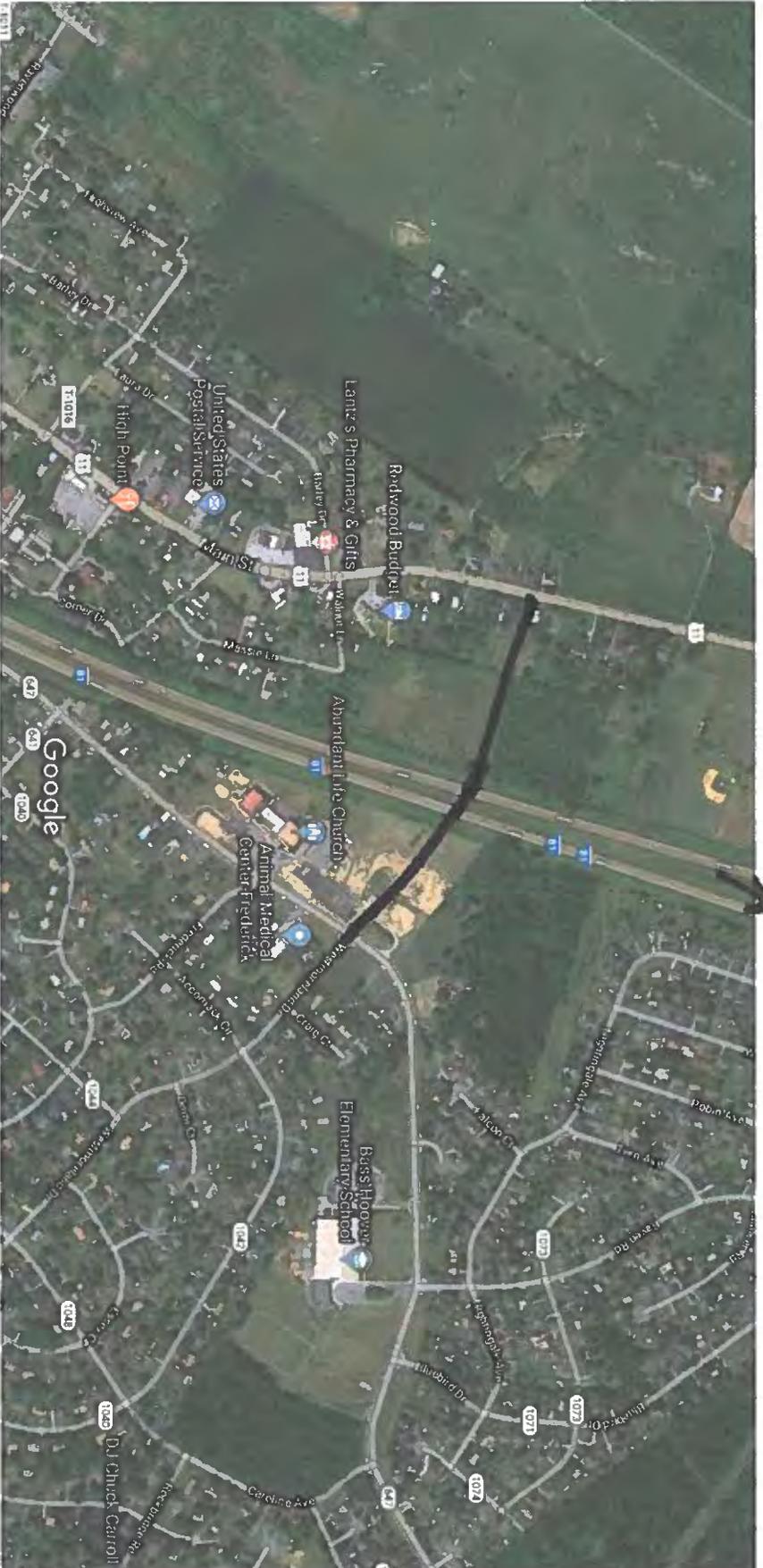
The Tevis Street extension and bridge over I-81 should help with traffic flow from that area into Winchester but won't relieve congestion in Stephens City much. However, it should be completed as soon as possible. Another option would be to extend Tasker Drive to Papermill road, realigning Papermill Road with Battaile Drive with a new bridge and extending Pleasant Valley road to Battaile Drive. This would be a much more expensive and complex project and would involve cooperation between the City of Winchester and the county which hasn't happened a great deal. This may be necessary in the future as more development occurs in this area.

I just think a new interchange south of Stephens City is a bad idea that will cost a lot of money and won't solve the problems. Local traffic is the problem, not interstate traffic. These solutions should get a lot of local traffic off the interstate system during peak hours and ease congestion.

John D. Bly
1177 Salem Church Rd.
Stephens City, VA 22655
540-869-2411
j-bly@comcast.net

Google Maps

Exit 310



Imagery ©2018 Commonwealth of Virginia, DigitalGlobe, USDA Farm Service Agency, Map data ©2018 Google 500 ft

Exit 307

The Need for Tolls on I-81

One day last week I had been in Pennsylvania and was returning on I-81. West Virginia is working on I-81N from Falling Waters to the Potomac River and traffic slows down in this area. Traffic was backed for about 4 miles or so and the number of trucks really stood out. My passenger who is from rural WV commented that he had never seen so many trucks and I said it was just a normal day on I-81.

In a letter to the editor a short time ago a writer was commenting that he didn't want I-81 like I-95 and he thought that increased rail usage would alleviate the problem. The rail industry estimates that an eight billion dollar multi-state investment over several years would reduce truck traffic on I-81 by 5%. I think that much money spent on I-81 would be a better usage of it.

Intermodal transport is the latest and best thing in rail transport and it has improved freight movement and efficiency but it still needs a lot of work. This past year CSX had tremendous problems and lots of companies resorted to trucks because of slow deliveries. Even McDonalds had to truck in French fries. Intermodal moves freight between hubs and trucks move the freight to the hub and then to the destination. Hubs are spaced apart in the country. One of the big ones is the Inland Port in Front Royal and others are near Chambersburg and Baltimore. These contribute to a lot of truck traffic in this area

Distribution centers locate in the mid-Atlantic region because they are within a days' drive of 2/3 of the population. This is only true if traffic is moving normally. Some accidents cause back-ups that last hours and one several years ago in Shenandoah County closed I-81 for nearly two days. Our leaders keep voting for these distribution centers because of the jobs and taxes but it is a double-edged sword. Each one puts hundreds more trucks per day onto I-81. Truck traffic is forecast to double on I-81 by 2035 to an average of approximately 20,000 trucks per day. As the saying goes " You ain't seen nothing yet!"

Our National and state politicians seem gutless when it comes raising money for infrastructure. Not one of them would vote for increased fuel taxes to pay for highway improvements. Virginia

is cursed with 325 miles of I-81. At 10 million dollars a mile it would cost 3.25 billion to widen I-81 to 3 lanes. That is probably a very low estimate. Virginia doesn't have the money and getting it out of Washington will take forever. I think the best way to pay for improvements to I-81 is to let those who use it pay for it. That means a toll road. I think the time is now. Some in the trucking industry says they will bypass I-81 if tolls are enacted. I say good. I hope they go someplace else. Don't worry, they won't go on local highways. The entire business is based on delivering on time and they will not be driving in small towns with stop lights and 25 mph speed limits.

It's bad now and the future looks worse. It's time to get started. It will take years to improve all 325 miles of I-81 and by the time it is done it may not be enough unless planned properly. The road was designed in the mid to late 1950's and it has served us well for all these years. It needs to serve us for many more decades.

John D. Bly
1177 Salem Church Rd
Stephens City, VA 22655

540-869-2411

j-bly@comcast.net

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety More Message Boards, Traffic control
on Feeder Roads
3 or 4 lanes Tom's Brook to I-66 North Bound
large Hard surface right and left lanes
for emergency pull off

Congestion Sunday afternoons Tom's Brook to I-66
- a parking lot

Other _____

Commenter Name: MaryAnn Semran
E-mail Address: _____
Zip Code: 22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety See comments under Congestion

Congestion ① Recommend additional Lane (3) in each direction
Throughout the Corridor
② Rebuild entirely from Exit 296 to 302 including
Lanes to/from Rt 66
③ Extend S.B on Ramp @ Exit @ 269
④ Align N.B OFF/ON Ramps @ Exit 317
⑤ Set high standards with penalties for Lane
clearance due to accidents

Other _____

Commenter Name: Jerry A. Coff
E-mail Address: JerryACoff@gmail.com
Zip Code: 22664

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety - Integrating car and large truck traffic
- Managing peak hours safety (holidays)

Congestion - This is primarily secondary to accidents on the northern portion of I-81
- Integrating local and thru/interstate traffic

Other - In addition to Safety and Congestion concerns, I have concerns about investing in development which ~~is~~ ~~is~~ takes into account local resources, particularly historically significant locations (New Market Battlefield), tourism, agriculture, and state/National parks/forests. I am concerned that growth not deteriorate these resources as they are critical to the local economies.

Commenter Name: Kate Gristale
E-mail Address: kathagristale@mac.com
Zip Code: 22164

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Crashes often cause long delays or severe congestion
on Rt 11 thru town

Congestion Every Sunday afternoon I-81 is backed
to exit 296 due to heavy traffic trying to
get on I-66. Sometimes it happens at other
times.

Other _____

Commenter Name: _____

CONRAD Helsley

E-mail Address: _____

chelsley@shintel.net

Zip Code: _____

22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting Comments



Safety: Trucks need to remain to the (R) in certain areas.
More police regulating along I 81. Cars still remain
in left lane - not passing any cars/trucks.

Congestion: Intersection of I 66 + I 81 especially the
southbound merge lane. Trucks need to stay in
Rt lane on I 81 if continuing on I 81 South.

Other: Trucks biggest problems - Additional lane needed
N + S!

Commenter Name: Stephane Davis

E-mail Address: gdavis460@outlook.com

Zip Code: 22657

Comment Period Closes: August 6, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIPi.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Reduce speed to 60 We have to many
Exits + Entrances for 70 mph limits which creates
Vehicles going 75 + 80. Even the 65 limit between
Strasburg Exits + into Frederick County, are Ignored
Also the 60 mph limit at Harrisonburg is often
Ignored. Traffic enforcement is often a hazard

Congestion EXTRA Lane on 81 is Needed
AS WAS Required on Interstate 95
YEARS Ago

Other Use Traffic enforcement Fines to add Extra
Lanes AS well AS car tax + GAS TAXES. Tolls in
Northern VA, are so complicated I AM
Afraid to drive on Roads there even
with EXTRA passengers for fear of
Being on a toll Road except for Dulles
toll Road this Tolls slow Traffic Flow

Commenter Name: Joseph LEONARD

E-mail Address: WB4igu@AOL.COM

Zip Code: 22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety Strict enforcement of speed limits and reckless (aggressive) driving. Add climbing lanes where needed.

Need a system for lower speed limits during heavy rain, snow, fog, etc.

Congestion Plans for improvement of I-81 congestion should anticipate driverless vehicles - especially tractor/trailer trucks. European model confined trucks to ~~the~~ right lane only with 90 kph speed limit works well.

Other I-81 exists in a very historic area. Prefer all construction of new facilities stay within existing right of way. If not possible, then strict adherence with 1006 process and ample opportunity for public input.

Plans for improvement of I-81 ~~corridor~~ should include more facilities for clearing accidents.

Commenter Name: John Adamson

E-mail Address: adamsons@shentel.net

Zip Code: 22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPV.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety too many 18 wheelers on I-81 in this area -
too many wrecker involving Trucks.

Congestion Slower traffic + backups way too much
Congestion thru small towns because of wrecker usually
once a week or more.
Dangerous Conditions because of ~~Heavy~~ Heavy traffic

Other Stoplights needed at Exit #291 Tomo Brook
Truck stops - been in almost several accidents there

Commenter Name: Cindy Hawkins
E-mail Address: CHAWKINS@SHERTEL.NET
Zip Code: 22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
* VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety NEED ADDITIONAL LANES ASAP.

CLIMBING lane at mm 300 prior to
RT 66 is good start.

also ADDITIONAL MERGE LANE FOR
66 ENTERING RT 81 IS NEEDED
IMMEDIATELY

Congestion

ADDITIONAL LANES ARE
NEEDED IMMEDIATELY. IF YOU
CAN PRESENT PLANS TO ASSEMBLY
IN 2019 WITH FUNDING OPTIONS; MAYBE
THERE CAN BE ACTION INSTEAD OF
JUST TALK!

Other

Commenter Name: TERRY GOAD & LONNIE GOAD
E-mail Address: goad@shental.net
Zip Code: 22637

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

June Public Input Meeting



Safety I believe that the safety of the
Public would / should be the #1 reason for
the 3rd LANE on 81

Congestion the congestion (TRUCK TRAFFIC) on 81
is the #1 cause of congestion on 81 which in turn
puts the traveling public in danger esp.
on the 3 busy days of the week Monday,
wednesday, friday

Other I can't see how there would be
any other outcome but to add the 3rd
lane

Commenter Name: Paul Radford
E-mail Address: Richimpaul@gmail.com
Zip Code: 22657

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIP.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I endorse these
principles

John Adamson

adamson@shentel.net

Instead of waiting for another 20
years or more we want

SAFER SOLUTIONS SOONER.



Our policy suggestions identify improvements that don't involve any environmental permits, no right-of-way purchases and no waiting on construction bids and are sensitive to the valuable resources that border the interstate

throughout the Valley – scenic and historic landscapes, working agricultural lands and small towns.

- Increase the number of state troopers patrolling the interstate for speeding and unsafe, aggressive, and distracted driving.
- Find ways to clear accidents much more quickly.
- Apply new technology. Real time warning messages can be deployed on message signs alerting drivers to upcoming accidents and delays. And programs like Maryland's work zone automated enforcement SafeZones could be considered for appropriate sections of I-81.
- Prioritize spot improvements identified by safety and congestion data over excessive widening projects.
- Study the effects of past speed limit increases and fluctuating speed limits along the corridor.
- Invest in improvements to local road networks in congested areas like Harrisonburg and Winchester, where local traffic uses I-81 instead of local roads.

And, in the long term, moving the long-haul freight traffic onto the parallel rail line should be part of a balanced transportation system.

svnva.org/regional-campaigns/interstate-81
facebook.com/ShenandoahValleyNetwork • info@svnva.org

I-81 CORRIDOR IMPROVEMENT PLAN



October Public Input Meeting

Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - I would like to see notices (electronic ones) also at entrances to I81 to warn of incidents before we get on I81 - so one can stay on US11 & not get onto a road with a problem - Example - at Southbound exit/entrance 243 there was an accident, but I couldn't see the backup before I turned from US11 to the Safety entrance ramp. If I could have seen a notice then I would have stayed on US11

Safety - Someone should study the characteristics of the truck drivers like - How much experience do they have? and How much experience driving the type of truck they drive into a wreck? And what is the average age of the truckers who have wrecks?

Policy - Speed limits - Keep 70 mph for cars but limit trucks to 65 mph.

Commenter Name: Evelyn Driver

E-mail Address: evelyn.driver@verizon.net

Zip Code: 22802

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion -

The disparity in scores between the mm 340 improvements and the 313-317 improvement is deeply concerning. Given the volumes in each area the extreme difference in score doesn't make sense.

Safety -

Policy - Resources such as the inland port, economic development and considerations such as where funding is coming from need to be considered.

Commenter Name:

John Bishop

E-mail Address: jbishop@fcva.us

Zip Code: 22601

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - The scoring numbers for congestion
safety & scoring appear inconsistent
w/ the actual traffic. Particularly in
light of Economic activity in Frederick
County. Please take another look at
exits 313 - 317 especially 317 which
feeds into industrial areas of the County
Safety - much of which comes from the Inland Port.
Difficult to understand how no funding recommended

Policy - _____

Commenter Name: Jusy McCann Slaughter
E-mail Address: _____
Zip Code: 22603

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - ¹⁾ Have congestion speed limits - down to 55 if a segment is congested. Idea is to encourage trucks to travel at night.

Safety - _____

Policy - ²⁾ If 1) is not possible - the 55 during day 70 6pm to 10pm 75 10pm to 6am
Some idea - encourage trucks to drive at night.

Commenter Name: AEBopp
E-mail Address: boppae@jmu.edu
Zip Code: 22801

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - Incorporate the regional taxes and tolling solutions - we need solutions and progress NOW!

Safety - Trucks are the most dangerous on 81 - There need to be more truck climbing lanes - particularly South
There are NO 3 lane sections until the Salem/Roanoke

Policy -

Enforce the law from O'Quinn last session that fines left hand "bandits" who just coast in the left lane!

Commenter Name:

Josh Humphries

E-mail Address:

josh.humphries93@gmail.com

Zip Code:

22901

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell

VA81CorridorPlan@OIP.Virginia.gov

1401 E. Broad St., Richmond, Virginia 23219

(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - EXTENDING ACCELERATION LANES BY 200-300'
PROVIDES ONLY 2-3 SECONDS MORE TIME TO MERGE, MUCH LONGER
IMPROVEMENTS (ABOVE CURRENT STANDARDS) ARE A MORE EFFICIENT
USE OF VDOT FUNDS.

Safety - BETTER FUNDING OF STATE POLICE IS NEEDED
TO INCREASE ENFORCEMENT

Policy - RAIL DIVERSION OF LONG HAUL TRUCK TRAFFIC
SHOULD BE PURSUED WITH OTHER STATES

Commenter Name: WAYNE F. VOLDE PE CCM

E-mail Address: shenandoahnoldes@gmail.com

Zip Code: 24467

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPI.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting



Please visit www.VA81Corridor.org to provide input on specific/individual projects recommended for funding and potential revenue sources

Additional Comments (by category):

Congestion - Generally pleased with direction of study targeted, reasonable solutions

Safety - Like the focus on operational solutions
Like recommendations on enforcement
Wonder why no speed limit recommendations, especially for trucks

Policy - While capital improvement are targeted, I-81 will never be fixed till freight is shifted to parallel rail lines

Appreciate capital projects avoid 7 of 8 battlefields crossed by I-81. Do have concerns about Cedar Creek (I-66) construction where we have protected hundreds of acres of land adjacent to I-81 but know improvements are needed. Will work with District to facilitate improvement with ^{minimal} impact

Commenter Name: John Hutchinson, Shenandoah Valley Battlefield Foundation
E-mail Address: jhutch@SVBF.net
Zip Code: 22844

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971



October 22, 2018

**COMMONWEALTH TRANSPORTATION BOARD (CTB)
I-81 Corridor Tolling Hearing – Brett Vassey Public Comments
Bristol District, SW Higher Education Center
Abingdon, VA**

My name is Brett Vassey. I am the President & CEO of the Virginia Manufacturers Association. The VMA represents the 5,000 manufacturers and their 230,000 employees across the Commonwealth. Last year our members produced \$43 billion in Gross State Product. The VMA and its allies, such as the Virginia Trucking Association, have consistently worked on the issues of I-81 safety, capacity and financing (including tolling) since 2002. **We are committed to working collaboratively to identify and prioritize projects, technologies and policies that will improve safety and expand capacity along the I-81 corridor.** However, we do not support tolling existing interstates or trucks-only.

Truck-only tolling and tolling existing interstates is not a new idea in the Commonwealth. The VMA successfully advocated against these ideas from 2002-2007 resulting in the current law that requires the Virginia General Assembly to approve any tolling of I-81 and the end of the STAR Solutions proposal to turn I-81 into a truck-only separated toll facility. That plan would have resulted in a 27.4 cents per mile truck-only toll. I have emailed a letter today from a coalition of leaders opposing I-81 tolling for your consideration.

The VMA suggests that the CTB consider the following safety, capacity and funding issues in its deliberation:

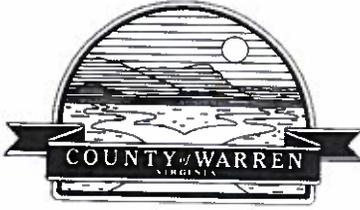
1. **The CTB Economic Impact Assessment is inadequate.** SB71 required the CTB to "assess the potential economic impacts on Virginia agriculture, manufacturing, and logistics sector companies utilizing the I-81 corridor from tolling only heavy commercial trucks." This was not done, instead, the staff commissioned a benefit model using third-party data and a few focus group meetings of less than 15 companies. There was no representative sample survey of the affected industries as proscribed by the statute. I personally attended the Winchester meeting and I was the only participant where I learned about the inadequate methodology. By comparison, the VMA conducted a representative sample survey in 2004 or 2005 and the job losses along the corridor were estimated in the thousands. It's important to know the job losses from production movements and economic development losses attributable to tolling. Further, truck-only tolling will increase the prices of manufactured goods as well as slow economic growth due to production and distribution diversion to other states/regions. Companies are already deferring investments along the corridor.
2. **Analyze and prioritize "hot spots" to improve safety first.** Specifically, assess how many incidents involve college-age drivers. Further, assess how many under 25-year-old drivers have been added to this corridor due to the growth of colleges and universities. Finally, request that the state police identify the average speeding ticket for this corridor and by region. High speeds in this challenging corridor by novice drivers is not safe. The last time this was assessed, the average ticketed speeds were approaching 80 miles per hour.

3. **Stop allowing I-81 to be used as a "local main street" by local governments and universities along the corridor (see 2006 Smart Mobility report below).**
4. **Clearly outline the legal and taxation costs associated with truck-only tolling facilities, corridor commuter tolling, and "creative" placement of tolling gantries.** The American Trucking Association (ATA) is suing the state of Rhode Island over truck-only toll facilities. The WV commuter tolling concept is under scrutiny right now. And, it's estimated that 25% of every toll dollar collected goes to costs other than road construction or maintenance vs. 3% if the same facility is not a toll facility. Finally, it's clear that interstate businesses will challenge the placement of tolling gantries if they are disproportionately beneficial to in-state interests (i.e., adversely impact interstate commerce).
5. **Properly assess the impact of truck diversions to local roads that are not equipped for these vehicles due to tolling.**
6. **Increase weight limits and trailer technical designs to accommodate 91,000 trucks with six-axle trailers, thereby, reducing as much as 14% of the truck congestion.**
7. **Increase rail efficiency for freight and tourism movement.**

Thank you for the opportunity to share our concerns with you this evening. We look forward to helping move the Commonwealth's policies on interstate transportation safety, capacity and tolling and continuing to grow the manufacturing sector along the I-81 corridor.

REFERENCES

- *The American Trucking Association's lawsuit against the State of Rhode Island* - <http://www.trucking.org/ATA%20Docs/What%20We%20Do/Law%20and%20Litigation/Briefs/ATA%20v.%20Alviti%20Complaint.pdf>.
- *SB971 (Sen. Mark Obenshain - R) was the Chief Patron of the Interstate 81 Corridor Improvement Plan this legislative session. It directs the Commonwealth Transportation Board to develop and adopt financing options for Interstate 81 corridor improvements. The VMA was successful in amending the bill to require the plan to "assess the potential economic impacts on Virginia agriculture, manufacturing, and logistics sector companies utilizing the I-81 corridor from tolling only heavy commercial trucks."*
- *STAR Solutions, I-81 Improvements, 2003.* <http://www.virginiadot.org/projects/resources/I-81-Tab3B.pdf>
- *Bacon's Rebellion, Road to Ruin, 2005.* <http://virginiatransportation.blogspot.com/2005/08/star-solutions-spin-on-i-81.html>
- *Smart Mobility, Review of I-81 Corridor Improvement Study, 2006.* http://www.svnva.org/wp-content/uploads/05_29_06_smart-mobility-inc_comments-on-deis.pdf
- *VA Dept. of Rail & Public Transportation, I-81 Freight Rail Study, 2007.* http://www.ctb.virginia.gov/resources/Agenda_Item_4_CTB_I-81_Freight_Rail_Study_final.pdf
- *VDOT, I-81 Corridor Projects Addressing Safety and Congestion, 2014.* http://rvarc.org/wp-content/uploads/2017/06/I-81-Interim-Report_2014-October.pdf



COUNTY OF WARREN

County Administrator's Office
Warren County Government Center
220 North Commerce Avenue, Suite 100
Front Royal, Virginia 22630

Phone: (540) 636-4600
FAX: (540) 636-6066
Email: dstanley@warrencountyva.net

TRANSPORTATION & MOBILITY

OCT 23 2018

PLANNING DIVISION

Douglas P. Stanley
County Administrator

October 19, 2018

Virginia Department of Transportation
Attn: Ben Mannell
1401 E. Broad Street
Richmond, VA 23219

RE: *I-81 Corridor Improvement Plan*

Dear Mr. Mannell:

I am writing to provide comments on the information that was presented as part of the I-81 Corridor Improvement Plan at the Citizens Information meeting held at Blue Ridge Community College on October 17th. First, I sincerely appreciate the effort that has gone into the proposed improvements, cost estimated, and development of funding options. One of the shortcomings of most transportation plans is a way to pay for the recommended improvements. I commend VDOT staff for presenting common sense and tested options for addressing the funding that will be needed to make I-81 safer and more efficient.

In regards to the funding options, I would ask that VDOT look at multiple options but give serious consideration to tolling of heavy trucks as identified. While I understand that a special sales and fuel tax from the area would have local residents contributing to the improvements that they will benefit from, I am afraid that residents of counties like Warren and Clarke may unfairly carry a burden by paying an equal share of such improvements. Most of the citizens of Warren County out-commute each day (55%) with 2/3's of them headed east towards NOVA and Washington D.C. As proposed, they would potentially be paying additional sales and fuel taxes that would not improve their commute. A possible solution would be to allow for such taxes to benefit improvements to all interstate road sections within the special taxing district which would allow for improvements to portions of I-66, I-64, and I-77.

*Front Royal-Warren County
Rivers of Opportunity-Mountains of Success*

**BOARD OF
SUPERVISORS**

CHAIRMAN
Tony F. Carter
Happy Creek
District

VICE-CHAIRMAN
Daniel J. Murray, Jr.
North River
District

Archie A. Fox
Fork
District

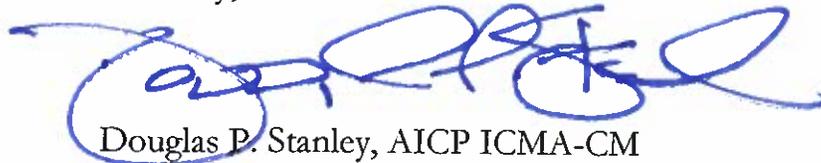
Linda P. Glavis
South River

Thomas H. Sayre
Shenandoah
District

From previous discussions regarding I-81 including the STAR Solutions proposal, I remember that the majority of tractor-trailers enter the Commonwealth of Virginia at either the West Virginia or Tennessee line WITHOUT making any stops in the Commonwealth. These are the same vehicles that are causing the most wear and tear on the I-81 infrastructure, as studies show that a fully loaded 18-wheeler does the same damage as 9,600 passenger cars (<https://truecostblog.com/2009/06/02/the-hidden-trucking-industry-subsidy/>). The Commonwealth of Virginia and our region would not see any financial support from these vehicles through the sales and fuel taxes.

As a County, Warren certainly markets itself as a transportation hub due to its proximity to I-66 and I-81. We benefit economically from improvements to I-81 and support VDOT's efforts to address the issues. The only way to have the truck companies pay their fair share is to toll those trucks and I hope that the CTB and General Assembly will consider these facts in making the final decision in determining how to pay for these much overdue and needed improvements to I-81. We need a sensible and balanced approach to financing them. Thank you for your efforts and consideration of our concerns.

Sincerely,



Douglas P. Stanley, AICP ICMA-CM
County Administrator

DPS

cc: Warren County General Assembly Delegation
The Honorable Dixon Whitworth, CTB Vice-Chairman
Ed Carter, Residency Administrator, Edinburg Residency, VDOT
Warren County Board of Supervisors

I-81 CORRIDOR IMPROVEMENT PLAN

October Public Input Meeting

Please visit www.VA81Corridor.org to provide input on specific projects recommended for funding and potential financing options

PLANNING DIVISION
NOV 7 - 10 AM
TRANSPORTATION & MOBILITY

Additional Comments:

Congestion- Make some connectors to paralleling roads (like frontage) for FMS access and potentially to divert traffic in bad situations. This would be in addition to exit detour plans.

Safety- Maps and analysis are great.

Policy- Do tolls. Then the people who use it pay.
Or tolls plus ~~the~~ gas tax. The problem with gas tax is that locals will just go to next county.

Commenter Name: _____

E-mail Address: _____

Zip Code: 24153

Comment Period Closes: November 30, 2018

Thank you for your comments. Comments can be submitted as follows:

Attention: Ben Mannell
VA81CorridorPlan@OIPi.Virginia.gov
1401 E. Broad St., Richmond, Virginia 23219
(804) 786-2971

Formal Public Comment Period
Wednesday, Oct. 17, 2018 at 5 p.m.
Staunton District (south)
Blue Ridge Community College
Plecker Center for Continuing Education
One College Lane
Weyers Cave, VA 24486

1 will do that, but I want you to know that this is not a
2 done deal. There are fourteen members of the Commonwealth
3 Transportation Board and three of us reside in the corridor
4 where I-81 travels. I'm sure we will take the burden of
5 that discussion and justification. So thank you for all of
6 your input and continue that input because it's an
7 important decision that we need to make no sooner, no later
8 than December. I can assure you that I'll give it my very
9 best effort to represent this district as you would have me
10 do.

11 SECRETARY SHANNON VALENTINE: Thank you, Mr.
12 Whitworth. With that we will open up public comment. The
13 first person I have is Hobey Bauhan.

14 MR. HOBEY BAUHAN: I don't know how I got to
15 be a first. I must have gotten here early.

16 SECRETARY SHANNON VALENTINE: Hobey, I feel
17 like I just saw you.

18 MR. HOBEY BAUHAN: I'm Hobey Bauhan,
19 President of the Virginia Poultry Federation. I'm pleased
20 to share some of our perspectives on the 81 Corridor
21 Improvement Plan. Poultry is Virginia's largest
22 agricultural sector with about a \$13 billion direct and
23 indirect benefit, economic benefit in the Commonwealth.
24 And particularly in this area we support hundreds of family
25 farms and support thousands and thousands of jobs that are

1 related to our industry. So the efficient economical and
2 safe transportation systems are critical to the poultry
3 industry. We estimate that the poultry industry, or trucks
4 that service the poultry industry use about \$15 million
5 miles annually on Interstate 81. So Interstate 81 plays a
6 critical role not only in local operations, but in our
7 ability to provide product to the Northeast part of the
8 United States where we have a large population center. So
9 we are very pleased that the Commonwealth Transportation
10 Board agencies have been studying this important objective
11 of trying to improve safety and reduce congestion within
12 the corridor. We believe that a variety of approaches will
13 be necessary, including additional lanes and other
14 infrastructure improvements, including technology to inform
15 drivers about back ups and how to avoid them. And also
16 very important is improving enforcement of traffic safety
17 laws. Of course as we've seen additional funds being
18 necessary to meet these objectives, it will be important
19 that the Commonwealth weight the economic ramifications of
20 a new toll, so I'd like to learn more about the economic
21 impact analysis that indicates it would be a \$28 or \$26
22 million positive impact to the agricultural sector,
23 notwithstanding additional tolls. Our organization has
24 been a long time opponent to tolling the existing
25 interstates, and specifically truck tolls. Because you can

1 do some calculations to determine the millions of dollars
2 in additional costs that come about through those tolls,
3 such as we saw with the Star Solutions plan many years ago.
4 So we're pleased that you all are looking at a variety of
5 options here, and to the extent that you would look at
6 tolls it should not be just truck tolls. I'm glad to see
7 that here this evening. We should not discount the
8 possibility of doing these tax increases on sales and motor
9 fuels in the area. That's an efficient way to go about it
10 in some ways. And also, the comment about working with the
11 federal government to try to partner and pool our resources
12 to come up with some balanced reasonable solutions. Thank
13 you.

14 SECRETARY SHANNON VALENTINE: Thank you,
15 sir. Okay, Wayne Wenger.

16 MR. WAYNE WENGER: Thank you for letting me
17 make some comments. I'm glad to hear that you aren't going
18 to have toll booths. That kind of was upsetting to me to
19 think that we would be sitting at gas pumps filling up and
20 go ahead and put your 2.1% or .10 cent per gallon, and that
21 way we would be sitting there and not wasting gas sitting
22 in a line. The other way works too. What about people
23 that comes from other state or something going through, how
24 would we collect on them with the vision? It looks like a
25 lot of them that could go through. And there's a lot of

1 them. We went to D.C. for a memorial service last Sunday
2 and it was bad coming up. Coming back it was unbelievable.
3 It was like two trains going on either side. And about
4 Edinburg they must have had a wreck that I couldn't see,
5 but it was back clean, just sitting there, all the way past
6 Mount Jackson. I don't know how far down it went. But I'm
7 hoping our legislators will get us an increase on the gas
8 tax. I don't mind paying it. I'd rather pay that. And
9 people that don't even go out on 81 get the benefits of the
10 trucking and so forth. I just, we need three lanes, not
11 three lanes here, three lanes there. Every hill we would
12 go up a truck pulls out and tries to pass. He actually
13 goes slower, doesn't make it up the hill. We did have one
14 Expedition that passed us and then it slowed down. We
15 couldn't figure out why it kept doing it. He finally went
16 by and Mary Sue noticed that they were looking at a video
17 in the center, the husband and wife in that great big
18 vehicle. Now that's up to the police I assume to take care
19 of that. But three lanes would be awfully nice, especially
20 when you're following those great big trucks and the Fed Ex
21 trucks. Thank you for listening to my comments.

22 SECRETARY SHANNON VALENTINE: Thank you,
23 very much. What's really hard for me in particular, but
24 probably for all of us, is that during our formal comment
25 period if we don't respond immediately, we take down all of

1 the comments and then at the end we perhaps may wrap up,
2 but it's really your time to share with us and not engage
3 in just specific conversations. It is challenging for us
4 not to answer right away. But thank you, Mr. Wenger, very
5 much for your comment. Bob Hess.

6 MR. BOB HESS: I have some questions. The
7 first that I'd like to ask is of the legislators. Will
8 they promise to not ask for anymore studies? Did you
9 fellas hear that? My question is, will you stop asking for
10 more studies so we can get over this problem?

11 DELEGATE STEVE LANDES: I think we told you
12 we're going to do that, Bob.

13 MR. BOB HESS: Okay, I'll believe that.

14 DELEGATE STEVE LANDES: At least I have.

15 MR. BOB HESS: Okay. How about you, Mr.
16 Obenshain?

17 SENATOR MARK OBENSHAIN: I want to asphalt
18 on the road tomorrow.

19 MR. BOB HESS: Well then why don't you
20 propose some funding?

21 SENATOR MARK OBENSHAIN: All right.

22 MR. BOB HESS: All right, let's get to the
23 technical questions. On the tolls, what is the cost to put
24 these gantries in?

25 SECRETARY SHANNON VALENTINE: Mr. Hess, and

1 perhaps there's not that many, there's only a few more
2 people to go through, but this is just the time for people
3 to share their comments with us, but at the end we'd be
4 happy to answer your specific questions.

5 MR. BOB HESS: I have no problem with that.

6 SECRETARY SHANNON VALENTINE: But if you
7 have a comment to go into the record, we would invite you
8 to do that now if you would choose to.

9 MR. BOB HESS: Well the only comment I have,
10 I state the bill, page 71, forbids you to entertain
11 automobile tolls, and that's what you put up on the chart.
12 Paragraph 1. So you're violating what you were instructed
13 to do.

14 SECRETARY SHANNON VALENTINE: Well, again,
15 I'll tell you what, I'm going to make a note right here.
16 We're going to address, we'll speak to that at the end
17 after everybody makes a comment to us.

18 MR. BOB HESS: Okay. Other than that, I'm
19 totally against tolls for anybody. We pay enough taxes.
20 If you want to tax us, a gas tax, that's fine, or a sales
21 tax, that's fine also. I don't believe in tolls and I take
22 it to heart like any of you that occurred up in Maryland
23 this past week when they voted against tolls. Just think
24 about that one. I don't think the people are going to be
25 happy with tolls. Other than that, I've got some technical

1 questions but I can wait and do that later.

2 SECRETARY SHANNON VALENTINE: That would be
3 so great.

4 MR. BOB HESS: Okay, no problem.

5 SECRETARY SHANNON VALENTINE: If you
6 wouldn't mind, we're going to let everybody get on the
7 official record and then we can just discuss your
8 questions.

9 MR. BOB HESS: Okay, thank you.

10 SECRETARY SHANNON VALENTINE: No, thank you.
11 Cathy Slusher.

12 UNIDENTIFIED MALE: She's gone already.

13 SECRETARY SHANNON VALENTINE: Okay. John
14 Hutchinson.

15 MR. JOHN HUTCHINSON: I'm John Hutchinson.
16 I work for the Shenandoah Valley Battlefields Foundation.
17 What happens with I-81 is of great concern to us because we
18 are charged by Congress to protect the ten battlefields in
19 the valley, and eight of them can be impacted by what
20 happens with 81. We're generally very pleased with this
21 study in the way it's been conducted, targeting reasonable
22 solutions as opposed to the broad brush approach taken in
23 the 2007 study and the Star Solutions Study. We'd like to
24 focus on operational improvements for solutions. We like
25 the recommendations on improved enforcement, even though

1 I'll probably get a lot of tickets out of that. I kind of
2 wonder why there is no recommendations on the speed limit,
3 especially as regards trucks. With the capital
4 improvements targeted, which is great, but we're of the
5 firm belief that I-81 will never be fixed until something
6 is done to move freight onto rail. And I know that's very
7 difficult these days with the economics and the freight
8 rail, but I think that's where we need to ultimately look.
9 We appreciate that the capital improvements avoided seven
10 of the eight battlefields, even though I don't know if that
11 was intentional, that are crossed by 81. We do have
12 concerns with the improvements near the I-66 interchange on
13 the Cedar Creek Battlefield where we've protected hundreds
14 of acres of land, much of which is adjacent to 81. But we
15 know that those, that's a dangerous situation and the
16 improvements are needed, and we'll do our best to work with
17 the District staff to see that they can be done with the
18 least damage to the battlefield as possible. And thank you
19 for the opportunity to speak.

20 SECRETARY SHANNON VALENTINE: Thank you,
21 sir. Frank Tamberrino.

22 MR. FRANK TAMBERRINO: Thank you, very much.
23 I'm with the Harrisonburg Rockingham Chamber of Commerce.
24 We've actually, I know we've talked before two meetings
25 ago. We've got a Chamber coalition that was formed late

1 last year to talk about 81, and it's been extended up and
2 down the whole corridor of 81. So there's thousands of
3 businesses. 81 is an economic lifeblood for most of us in
4 this part of the state. One thing I would like to say is,
5 and it has been mentioned by others, is we really
6 appreciate the approach you've taken, the fact that you've
7 delved into this. I think just from a personal standpoint
8 every time 81 came up in the past it was just sort of
9 brushed off because it cost too much and we couldn't fix
10 it. So now I think, you know again, that's being at least
11 addressed. And also, the reality from what most of us have
12 known who travel 81 on a regular basis and have lived in
13 other places, 81 is different than Northern Virginia, 64,
14 and a lot of other places around the country. So again, I
15 think that reality has helped obviously mold some of the
16 recommendations here. As others, it would be looking at
17 what the impacts are, particularly the impacts on our local
18 businesses. You know, some of the businesses and
19 manufacturers, the trucking companies. We know there's
20 going to be some impact there, and again take a look at
21 those. I would like to stress, and again personally, that
22 you know, although there are some local impacts, you know
23 the reality, and we've pushed this from day one, too, is
24 reality is 81, our stretch of 81 is an economic artery not
25 only for Virginia, but up and down from basically the

1 southern mid-south all the way up to the northeast. And
2 again, there's economic benefits and please don't let the
3 feds off the hook because again I think they understand.
4 Our chamber folks, I missed that particular day, but I did
5 go up and meet with the two senators in Washington and they
6 stressed the same thing, is that, you know, give them some
7 ammunition to help them again look at what they can do at
8 the congressional level addressing that same reality, in
9 that 81 helps all up and down. It's just not the State of
10 Virginia, it's all up and down the East Coast. Having said
11 that, I do have one specific question. I was sitting here
12 as you were talking a little bit about the economic
13 impacts. If you could address, or maybe you couldn't right
14 now, but what the assumptions are or what the breakdown is
15 between the economic impacts and costs within Virginia
16 versus those dollars that would be coming from folks
17 traveling through or paying taxes when they come through
18 Virginia. And again, thank you very much for your
19 consideration and all of the work you've done so far.

20 SECRETARY SHANNON VALENTINE: Thank you.

21 Thank you for being here. Steve Hupp.

22 MR. STEVE HUPP: Thank you, very much. I am
23 Steve Hupp. I am the CFO and Corporate Secretary at Estes
24 Express Lines, and we're in our 87th year of business as a
25 Virginia based company. We're proud to be founded in

1 Virginia and based in Virginia. We do about \$3 billion of
2 revenue a year and have about 7,500 tractors across the
3 country that we're very proud to run with the State of
4 Virginia on every door or both doors of every tractor when
5 they're running throughout the United States and show our
6 home base as Virginia. A couple of points that I just want
7 to clarify, and first of all, we as a company, as an
8 industry, have the same concerns over the safety and
9 congestion of 81 that everyone has. We certainly want to
10 be part of the solution. As you can see, we're obviously
11 considered to be part of the solution and we expect that.
12 Some of the data that has been shared previously, I think,
13 and has been picked up in the papers that could use a
14 little clarification, it's been stated often that 42% of
15 the truck traffic in Virginia is on 81, and that's not
16 accurate. It's 42% of the interstate traffic in Virginia
17 is on 81. We obviously have a lot of truck traffic in
18 Virginia that's not on any interstate. That's how we get
19 to your businesses. That's how we get to your homes to
20 deliver. It is not accurate that 42% of all of our truck
21 traffic for the State of Virginia is on 81, but 42% of the
22 interstate traffic is. Tolling in our industry has turned
23 out to be a very inefficient option. It has a lot of
24 infrastructure cost. There is a savings by not building
25 toll booths, and that's great, but there's still a cost to

1 put up these six or more infrastructure pieces along the
2 interstate. We've also found that it creates some
3 diversion off of the interstates in our industry,
4 especially the truckload portion of our industry, as those
5 carriers have needed to avoid the cost of the tolls because
6 they don't have a way to recover it in their pricing
7 mechanisms. What we have found works very well is a fuel
8 tax increase and a diesel tax increase in our industry, and
9 we support that option strongly. That infrastructure or
10 collection mechanism already exists. There's no additional
11 cost to change an existing tax, diesel tax rate to a higher
12 tax rate. Just so you know, Virginia is around .24 cents a
13 gallon on diesel tax. North Carolina is at .35 cents,
14 Maryland's at .36 cents. So I think gas has about the same
15 differential between those three states, so we see that as
16 very efficient and an opportunity that we can support to
17 create more revenue to support these improvements for
18 congestion and safety. Again, we're based in Richmond and
19 we're available to help anyway we can with the Commonwealth
20 Transportation Board, Department of Transportation. Please
21 call us. We have resources and can provide help in any way
22 that you need. So thank you for your time.

23 SECRETARY SHANNON VALENTINE: Thank you, Mr.
24 Hupp. Misty Boos.

25 MS. MISTY BOOS: Hi there. My name's Misty

1 Boos and I'm here representing the Virginia Safe Wildlife
2 Corridors Collaborative. This is a newly formed group
3 that's committed to both people and wildlife by reducing
4 animal/vehicle conflicts and improving safe wildlife
5 passage on Virginia's roads, so we're hoping that we're
6 very relevant today. So just to take one species for an
7 example, Virginia is consistently among the ten states with
8 the highest number of deer/vehicle collisions. More than
9 61,000 collisions were recorded on Virginia's roads in
10 2016, and these collisions are expensive, costing more than
11 \$533 million in Virginia every year. So we're taking this
12 multi-disciplinary, multi-stakeholder approach to solving
13 these problems, and our partners currently include VDOT,
14 DCR, William & Mary University, DGIF, the Wild Lens
15 Network, the Highway Data Safety Institute, the Wildlife
16 Center, and then my own organization, Wild Virginia. And
17 we know that constructing new wildlife crossings after a
18 road is built is very expensive, so on roads that are
19 already existing we're working to identify underpasses that
20 are already there. And these are places where we could use
21 strategic fencing that's relatively inexpensive to funnel
22 animals like deer and bear towards these underpasses and
23 keep them off the roads. And we have partners who are
24 doing research I-64, and the research there has shown that
25 wildlife underpasses can be connected with relatively

1 inexpensive fencing like this and can be very successful at
2 reducing vehicle crashes, especially with deer and bear.
3 We're also very concerned with how we can incorporate
4 planning for wildlife crossings when new roads are built or
5 when roads are renovated in projects like this one. So I'm
6 here representing the collaborative because we want to
7 reach out to you. We want to work with you and ensure that
8 we make smart choices for both people and wildlife on these
9 projects. And specifically, the Virginia Safe Wildlife
10 Corridors Collaborative is evaluating two bridges, over
11 Buffalo Creek and Cedar Creek on I-81. These are two
12 locations where so far we believe fencing measures could
13 really help reduce wildlife/vehicle collisions. And the
14 DCR's mapping data, which maps corridors and habitat, also
15 agrees that this might be a good location for some of these
16 fencing measures that we've talked about. So states that
17 have built wildlife underpasses into their road
18 infrastructure projects have seen significant decreases in
19 wildlife vehicle collisions, as much as 80%, and these
20 states have created safer roadways for both citizens and
21 wildlife and saved money. So we just look forward to
22 exploring these options for reducing wildlife/vehicle
23 collisions on the I-81 corridor with you. You mentioned
24 wanting to reduce crashes and we totally support that.

25 SECRETARY SHANNON VALENTINE: Thank you so

1 much. I apologize for mispronouncing your name, Ms. Boos.
2 Debbie Garrett.

3 MS. DEBBIE GARRETT: I'm not here to speak
4 though. I'm not sure how I got in the list.

5 SECRETARY SHANNON VALENTINE: Debbie Garrett
6 from Congressman Goodlatte's office. I just had you in my
7 pile. Nice to see you. Welcome. So you got a shout out
8 right in the middle of the meeting. Welcome.

9 SECRETARY SHANNON VALENTINE: That's all I
10 have for those of you who have signed up. Would anyone
11 else here like to make a formal comment at this time? Yes,
12 sir, just let us know your name when you're at the
13 microphone.

14 MR. KENT O'DONOHUE: Hello. My name's Kent
15 O'Donohue. I just have a few notes from the presentation.
16 I wasn't able to visit or go to the other ones. First of
17 all, amazing. As a numbers guy, you all did an amazing
18 job. I mean, really. So I just wanted to say, first of
19 all, one thing I'd like to see if it's needed would be
20 indirect effects of incidents on parallel roads like 11 and
21 42. And then the savings from state maintenance cost of
22 that. And I think that would be a good point. Speed
23 enforcement, I'd like to think that people don't actually
24 think this would work, but speed enforcement equals
25 incident-like impacts. Everyone is trying to shift lanes

1 to abide by the law, and literally you come to a stop
2 because everybody's trying to get over in the left lane
3 because there's a cop in the right hand lane. So if you
4 were to change that law or tell them to go to an exit ramp
5 or something. So I don't really think that's going to
6 solve the problem. Reduced speed equals just more
7 congestion and slinky effect from truck drivers. We've all
8 seen it. Trucks going down really fast down the hill to
9 try to speed up to get up the hill, but as he's going up he
10 can't, he just can't make it. I mean, that's only going to
11 make that worse. I-81 annual commuter pass, I love that
12 idea. I think West Virginia Turnpike just did a similar
13 one, so maybe look into that. Influx, just something to
14 consider, influx of local traffic once improvements reduce
15 inconsistency and improved dependability of I-81 as a means
16 of commuting, because I as a local drive all the way from
17 Waynesboro all the way up to Harrisonburg on the side
18 streets. I don't even try to take 81. But if those
19 situations are improved, particularly between the Verona
20 and Weyers Cave exits, I'd probably use it more. You said
21 either option would achieve the \$2 billion mark, but the
22 tolls it only does \$1.55 million, so where's the other \$45
23 million? Then these are some responses to some people's
24 comments. Tolls are the greatest way to provide point
25 source funding for the problem. While, yes, the cost of

1 tolls to trucks would pass on to the consumer, that
2 consumer's in Kentucky or Maryland, as well as myself.
3 Let's not hurt our local community for the sake of Maryland
4 and Kentucky getting as many clogs. And I am not picking
5 on tolls, if it is up to me we would do all options and we
6 would do all \$4 billion right now. I am just stating, do
7 not let the voices of a few who have vested interest to do
8 one versus the other sway you in a certain direction. Make
9 the decision that makes the fastest result for improvements
10 within the best cost contributor ratio. I'd just like to
11 finish real quick with this. I'm ultimately a small
12 government minded person, so one of my biggest complaints
13 about federal taxes is almost all of it goes to benefit
14 everyone but myself and my local community. I believe we
15 just got a few pennies given back to us from our federal
16 taxes, so how about we do the right thing and put a few of
17 those pennies back into improving our local communities.
18 Let's man or woman up and do the right thing.

19 SECRETARY SHANNON VALENTINE: Well thank
20 you. I'm so glad you raised your hand. Thank you. Would
21 anybody else like to speak? Yes, sir.

22 MR. DEWEY BAKER: I am Dewey Baker. I live
23 about three miles from here. I can hear Interstate 81
24 twenty-four hours a day. I'm not asking for sound
25 abatement. I've had a CDL for 45 years. I have spent some

1 portion of every week on some interstate in the State of
2 Virginia. I won't say I've seen it all, but I've seen a
3 lot. 81 needs work and it needs it now.

4 SECRETARY SHANNON VALENTINE: Thank you,
5 sir. May I ask, just to be sure we captured your name,
6 what was your name again?

7 MR. DEWEY BAKER: Dewey Baker.

8 SECRETARY SHANNON VALENTINE: Dewey Baker.
9 Okay. Yes, ma'am.

10 MS. ROXANNA LUNA: My name is Roxana Luna
11 and I live ...

12 SECRETARY SHANNON VALENTINE: You know, I'm
13 not sure that everyone--do you mind, I bet everyone's not
14 going to hear you, and we're recording this, so thank you.

15 MS. ROXANNA LUNA: Sure. My name is Roxanna
16 Luna Ramos, and I just wanted to mention about the sound.
17 Yeah, I mean 81 is becoming so noisy. I live just across
18 the street on 11 road. The main problem for me is why we
19 don't think about more shortcuts. I'm against to like
20 destroying natural beautiful places in Virginia. So
21 there's a lot of shortcuts that I have been taking, like
22 going from here to Waynesboro, in all of these areas, and
23 nobody use it. I just take them because they are beautiful
24 places, but they are also bad. So my main point maybe, why
25 don't use the back roads and keep it more like wide roads,

1 like more like maintenance on that roads, so that way
2 people goes more to those roads. People, we as drivers
3 need to understand that driving is something really big, we
4 should like, whenever we are behind it we all have to be
5 pretty focused on it, and a lot of people are faster than
6 the miles per hour supposed to be and it can cause another
7 problem. And truck drivers more customary to smaller
8 trucks and smaller cars, and also we as the drivers of
9 small cars consider bigger trucks because they can't stop
10 that way. (UNINTELLIGIBLE) That's pretty much it. Thank
11 you.

12 SECRETARY SHANNON VALENTINE: Thank you,
13 very much. Okay, anyone else? Okay, well that will close
14 out the formal part of the comment period. Mr. Hess, we'll
15 go ahead and answer your questions. Maybe this will be for
16 the formal part of the evening just to make sure that we're
17 covering. If anyone needs to leave, I certainly
18 understand. But thank you all very much, it was very
19 thoughtful comments and we do appreciate it. For those of
20 you who brought up the federal government, I do want you to
21 know that we will continue to look for opportunities to
22 partner with our friends in Washington. Governor Northam
23 and I did go out for the roll out of the infrastructure
24 package. We did put in an info-grant for the 81 Corridor
25 last year, but the federal government, I think we ended up

Formal Public Comment Period

Thursday, Oct. 18, 2018 at 5 p.m.

Staunton District (north)

Shenandoah University

Brandt Student Center

1460 University Drive

Winchester, VA 22601

1 MR. RANDY KISER: Raise your hand, I'll come
2 to you with the mic.

3 SECRETARY SHANNON VALENTINE: That's nice.
4 Welcome, Mr. Kemp. Thank you very much for being here.

5 MR. DWIGHT KEMP: Thank you, very much. I
6 appreciate all that's been done so far. I'm an orthopaedic
7 surgeon, so I deal with injuries. Injuries, deaths,
8 extremity fractures, things that happen off of I-81. I've
9 been dealing with this for over twenty years. So that's my
10 perspective. I also use 81 quite a bit as I drive
11 everyday. I appreciate all that's been so far. What we
12 want to do is to diminish the chaos on 81, because as was
13 mentioned by Mr. LaRock, you see one truck beside another,
14 and they're holding up traffic, and there could be more
15 frustration. Human injury can come from human error in
16 that. Governors are often on these trucks, you can only go
17 so fast. One truck can only pass another about every, you
18 know, sometimes over miles at a time. Your \$4 billion of
19 input is only in the improvements, it's not on a third
20 lane, is that correct?

21 SECRETARY SHANNON VALENTINE: Well, some of
22 it would include an additional lane. So it's targeted
23 improvements. Some of it is expansion.

24 MR. DWIGHT KEMP: But an entire third lane
25 would take \$10 billion, \$100 billion. And that doesn't

1 exist. So my point is, what can we do quickly now? And my
2 next few minutes, we should institute a series of signs
3 indicating that trucks and large vehicles that are moving
4 slowly, utilize only one lane, mandated. I've talked to
5 truckers, they would prefer the left lane because the
6 merging traffic is dangerous when they have to merge. So
7 they're using long distance truck routes and they would be
8 mandated to stay in the left lane only. There is precedent
9 for this in the Hampton Roads area with the right lane only
10 in the bridges and tunnels, so that exists already in the
11 Commonwealth. We think that the value of that relative to
12 the cost of doing so, plus the signage and enforcement
13 would be relatively low. And of course that could be
14 transitional when you have these projects, which could be
15 ten more years. So I think in this earlier period of time
16 it would be helpful to have a single lane only. Of course
17 everybody has an opinion, so as do the trucking companies,
18 but virtually you're on a rail and you can only go as fast
19 as the rail, as if you're on a train. That's my
20 observation and I think that would increase the chaos on I-
21 81 and hopefully decrease the injuries that occur. So
22 thank you.

23 SECRETARY SHANNON VALENTINE: Thank you very
24 much. Your comments are very important. Okay, Sheriff
25 Millholland. You've been here, one of the first people who

1 came tonight.

2 SHERIFF LENNY MILLHOLLAND: (INAUDIBLE)

3 SECRETARY SHANNON VALENTINE: I was going to
4 call on you anyway.

5 SHERIFF LENNY MILLHOLLAND: Thanks.

6 MR. RANDY KISER: You probably don't need
7 this.

8 SHERIFF LENNY MILLHOLLAND: Thanks, Randy.
9 I appreciate it.

10 SECRETARY SHANNON VALENTINE: Did you say
11 you probably don't need it

12 SHERIFF LENNY MILLHOLLAND: First of all,
13 I'm watching to see if I can run that in seven seconds, and
14 I can talk fast. As most of you know, or some of you do
15 know, I'm the Sheriff of Frederick County. My major
16 responsibility, along with these two fellows back here from
17 the State Police, we provide safety and security for the
18 citizens in Frederick County or those who are passing
19 through Frederick County. So my concern, and on September
20 the 17th, or September the 7th last year, 2017, when we had
21 a tractor and trailer that was headed northbound blew a
22 tire, hit a car, went through the median strip head on into
23 another tractor trailer that was headed southbound. At
24 that point in time I went on a mission to try to figure out
25 what we could do for at least 24 miles in Frederick County

1 to make it safer. I sent a letter to the Governor, and you
2 know, we just did everything we could to try to make a
3 little bit more awareness about it. Since then, from Route
4 7 to Route 50, if you put a mileage or a vehicle counter on
5 there, it's about 69,000 cars a day that go from 7 to 50 on
6 81 in that section. Now whether they get off, get on, or
7 whatever. We've so far had 160 accidents that are listed
8 on trends so far this year, and we share those
9 responsibilities with the State Police, and when they're
10 tied up on an accident we have to turn around and respond
11 to whatever accidents because they don't have the manpower,
12 or we don't. There's many times when they're working an
13 accident and we're there to assist them and there's nowhere
14 to put anybody. So you're talking about interstate
15 commerce and the amount of time that vehicles are tied up.
16 The day that we had, on September the 7th, 2017, the
17 interstate was shut down for about six hours. If you add
18 up, these people from VDOT know how long interstate
19 commerce is tied up per mile, per lane. But traffic was
20 all the way into West Virginia. So we have secondary
21 roads, we have to have additional manpower to direct
22 traffic and everything else. The one person who said
23 something about law enforcement, speed enforcement on the
24 interstate, you still run into the problem of the move over
25 law. When we're there writing tickets, you cause more

1 accidents stopping cars and writing tickets than to figure
2 out what other way you can enforce it. So with that, I
3 appreciate you doing all of this. It is an issue. It's a
4 safety issue for all of the people, and it's a safety issue
5 for my people and the state policemen. Thank you.

6 SECRETARY SHANNON VALENTINE: Thank you. It
7 was worth the wait.

8 SHERIFF LENNY MILLHOLLAND: It was.

9 SECRETARY SHANNON VALENTINE: Yes.

10 SHERIFF LENNY MILLHOLLAND: And I think
11 Warren's next because I filled one out before him. I'll
12 just hand it over.

13 SECRETARY SHANNON VALENTINE: Yes.

14 LIEUTENANT WARREN GOSNELL: Thank you,
15 Sheriff. I made a list as the slide show was presenting.
16 I also wrote down about speed enforcement and the danger of
17 the stop. But I don't think we talked about aggressive
18 driving, distracted driving, the manpower issues between
19 the State Police and the Sheriff's Office here in Frederick
20 County. Right now we have the best working relationship
21 we've had in years. They're shorthanded, we're
22 shorthanded. I don't believe it's a matter of more
23 enforcement. Reducing the speed limit, good luck with
24 that, we tried that from the 313 to the 315. We made it a
25 60 mile an hour zone. And again, we're talking 69,000

1 vehicles making a trip between those two miles. And you
2 want the troopers and the deputies out there enforcing a 60
3 mile an hour speed limit taking up what little space there
4 is on the shoulder of the road. I don't think we've
5 addressed the congestion that it creates for our
6 infrastructure, Route 7, Route 50, Route 11, the 317 exit
7 and on ramp area. There are four crosses at the end of the
8 off ramp there where a family was killed in a drunk driving
9 crash. It had nothing to do with the interstate traffic.
10 But now when we do have an incident on the interstate
11 traffic is being diverted to that exit. The crash the
12 Sheriff is talking about on the 7th of September, 2017, we
13 had five secondary crashes that happened on and off the
14 interstate due to the congestion that was created. We
15 haven't talked about the 317 on ramp southbound. You have
16 about fifteen car lengths to accelerate up to 70 miles an
17 hour to merge into two lanes that are coming southbound off
18 of a bridge where no one has anywhere to go if anything
19 were to go wrong. We haven't talked about the 313
20 southbound exit where this year alone we've had three
21 tractor trailers try to make that exit and roll over on to
22 their sides. We didn't talk about the 307 off ramp at
23 Route 277 where traffic normally backs up in Stephens City
24 out on to the interstate because the intersection can't
25 handle the volume of traffic. We didn't talk about the 315

1 off ramp northbound, another short ramp that goes into a
2 steep turn that goes into a congested area where traffic
3 backs up back on to the interstate. The Sheriff already
4 hit the highlight, 160 crashes, 291 days so far this year.
5 That's a crash on the interstate every other day. That's
6 just Frederick County, twenty-four miles, every other day
7 there's a crash. That doesn't include the non-reportable
8 crashes or the ones where people don't even bother to call.
9 It's definitely an issue and I definitely have an issue
10 with the numbers that are up here. And I don't mean that
11 in derogatory fashion. I'm glad you're going to look at
12 it, but I've looked at some of the areas scored there. I
13 just drove to Talladega, Alabama for the weekend for a
14 Nascar race, had a great time, and I drove back. So I
15 drove from the 307 to the Tennessee line, and then three
16 days later I drove all the way back. The two areas I saw
17 the most congestion and the most danger, Blacksburg and
18 Frederick County.

19 SECRETARY SHANNON VALENTINE: Well,
20 Lieutenant, we're going to complete the formal comment
21 period so we can hear from, is it Mr. Bishop? John, you
22 were there last night. I can't imagine it would be the
23 same person. You love this presentation.

24 MR. JOHN BISHOP: What can I say?

25 SECRETARY SHANNON VALENTINE: I know.

1 Welcome back.

2 MR. JOHN BISHOP: Long time no see.

3 SECRETARY SHANNON VALENTINE: He did comment
4 on the Smart Scale. You actually saved your comments.

5 MR. JOHN BISHOP: Yeah, I saved my 81
6 comments until tonight, although I gave some written ones.
7 I couldn't help myself. Good evening. I am John Bishop.
8 I serve as transportation staff for Frederick County, so
9 welcome to our home. First off, I do have to say thank you
10 for all of the effort that's been done with this study.
11 When it first came out I was excited the study was going to
12 happen. I saw the time line and I was floored. So I can
13 only imagine Mr. Mannell's reaction when he got this
14 assignment. I'm sure his family misses him greatly. That
15 said, 81 has been an important and roaming need for a long
16 time here in Frederick County. But frankly, over the last
17 really several years it's really been a critical mess.
18 You've heard that of course. The delegates have heard it.
19 They've known, frankly, as well. And as such, it has
20 become a key legislative priority for our Board of
21 Supervisors. But one of the big reasons is, as you've
22 already hit on, the corridor reliability. But part of the
23 reason that corridor reliability his so hard here in
24 Frederick County is how much 81 acts as a local road. If I
25 could use myself as an example. I only live an hour, not

1 an hour, a mile from my work. I don't have to go on 81 to
2 go to work. But I've got lots of kids, and like everybody
3 else in Frederick County, we don't get anywhere just about
4 without getting on 81, whether going to Front Royal for
5 wrestling practice or Sherando for soccer practice, or just
6 wherever we may be going to live our lives. And I'm not
7 unique in any way. So frankly, once you consider the
8 upcoming growth, which this study doesn't necessarily
9 heavily consider because it's an immediate needs study, we
10 really do need the widening throughout Frederick County.
11 But 313 to 317 is absolutely the most critical. We
12 definitely tried, the Board has tried to make that point in
13 their feedback as well. I can't read my own notes
14 sometimes. So we want you to consider that growth. I do
15 have some concerns, as Lieutenant Gosnell touched on, with
16 the scoring disparity between here and the Harrisonburg
17 area. We have about 20% higher traffic volume, very
18 similar interchange spacing. I don't think we have any
19 less number of incidents. But when you compare the scores
20 for boards four and boards eight, the disparity in scoring
21 is stark, to say the least, so I'm very glad to hear you're
22 going to look at that again. Mr. Whitworth did touch on
23 the fact that this is not Smart Scale, but he touched on
24 some very important other points as well. We have
25 significant industrial and commercial development here.

1 And we want more, but most importantly we want to take care
2 of who we have, so these issues are very important for them
3 as well. We welcome the opportunity to work together to
4 hopefully resolve some of the scoring disparities, whether
5 it be through value engineering or just looking at making
6 corrections. Our board has already chimed in, I apologize.

7 SECRETARY SHANNON VALENTINE: I think you're
8 fine.

9 MR. JOHN BISHOP: Our board has not
10 necessarily taken a stance on a particular funding scheme.
11 However, in our feedback which we previously submitted,
12 they are supportive of a package as opposed of a one shot
13 type kill, just one shot, one kill, whether it be just
14 tolls or just a regional taxing authority. We believe that
15 a package is the most effective way. And if you can
16 indulge me for one more moment, I would like to put a plug
17 for, next Thursday they're holding a Frederick County
18 transportation forum at the Winchester Regional Airport.
19 Of course you are invited, Secretary Valentine. You can
20 fly right in.

21 SECRETARY SHANNON VALENTINE: You make that
22 sound so easy.

23 MR. JOHN BISHOP: I know, right. That's
24 going to be next Thursday at the Winchester Regional
25 Airport. You'll see your delegates there again.

1 SECRETARY SHANNON VALENTINE: What's the
2 date?

3 MR. JOHN BISHOP: That's October 25th.
4 Doors open at 6:00 pm. Mr. Whitworth is going to be there.
5 We're expecting a number of our delegates to be there. And
6 of course our Board of Supervisors, so I welcome everybody
7 to come out again next week to talk about transportation.
8 Thank you.

9 SECRETARY SHANNON VALENTINE: Mr. Mannell
10 just informed me that we're in Salem that evening.

11 MR. JOHN BISHOP: It's much more, it's
12 prettier here.

13 SECRETARY SHANNON VALENTINE: I may want to
14 come back. There you go. That is all I have for the
15 formal sign up. Would anybody else here like to be part of
16 the formal record? Okay. With that I'm going to close out
17 the formal record and we'll just do more of an informal Q&A
18 of anybody who has questions. Ben, would you mind just
19 responding a little bit to Lieutenant Gosnell's issues?

20 MR. BEN MANNELL: Sure. In terms of looking
21 at the improvements along 81, one of the things that I will
22 say in terms of the focus and the improvement
23 recommendations that remain, we did focus mainly on the
24 main line improvements along 81, and we did use crash data
25 and pretty much focused on where we had fatal and severe

1 injuries occurring along the corridor in the last five
2 years, the most recent five years of data along the
3 corridor. And something that we didn't really get into in
4 this meeting, we talked about it a little bit last night,
5 was about specific improvements that we had made in the
6 Staunton District. I think corridor-wide we have almost
7 fifty projects that involve the expansion of acceleration
8 and deceleration lanes at interchange ramps. In addition,
9 we have specific stretches of highway where we're adding a
10 full additional lane in specific locations. And again, a
11 lot of times when looking at those locations that are in
12 the top 20%, everything that we took out to the public in
13 August focused on the top 20% locations along the corridor.
14 That, by no means, gets you anywhere near widening from
15 Tennessee to West Virginia. We're looking at a very, very
16 targeted selection of improvements along the corridor.
17 We're trying to address, to Mr. Bishop's point, the most
18 prevailing current issues that are along the corridor.
19 It's because if they're a problem today, they're going to
20 be a problem tomorrow. We do want to, you know, consider
21 growth that's coming in. We heard the comment from our
22 August meetings about the immediate growth that was going
23 to be occurring between--because at the time we did not
24 have a recommendation between 315 and 317, but after
25 talking with Mr. Bishop, as well as our folks at the

1 Staunton District office, we did get affirmation that there
2 were a number of major developments that were going to be
3 going online. It wasn't something that was just, hey,
4 we've zoned the land and it's ready to go now. I think it
5 was actually, we've got approved site plans, these things
6 are going to happen. And by looking at that we were able
7 to incorporate expanding the improvements on 81 from not
8 only just 313 to 315, but from 315 to 317 at the 11/37
9 intersection. A lot of the issues that we've seen deal
10 with not only just the main line, but the cross streets.
11 At those interchange locations where the ramps come in,
12 there are a lot of accidents and crashes that are located
13 at those specific areas. We didn't really have time as
14 part of the study to look at that, so our focus going
15 forward was strictly with the main line and looking at
16 improvements to address those top 20% fatal and severe
17 injury locations along the corridor on the main line of 81.
18 So that's what our data was showing and that's what we
19 asked for the public to give us feedback on when we came
20 out in June in terms of how do you, do you feel that the
21 data is actually telling the story. Because we just, we're
22 looking at strictly the data. Folks that drive the
23 corridor every day, they know better than we do as to
24 whether or not that data is really telling the whole story.
25 We noticed I think on that Winchester board at the 317 exit

1 there were a number of public comments particularly related
2 to safety. We did look at the crash incidents at that
3 location I can assure you.

4 VSP SERGEANT D.E. ADAMS: What type of time
5 frame were you using for the data analysis? How many years
6 are you going back?

7 MR. BEN MANNELL: We went, we looked at 2012
8 through 2016, and then looking at the latest round of--that
9 was what we brought out in June. And then after June we
10 actually had access to 2013 to 2017 data, and that's what
11 we used in our scoring for the Smart Scale-like.

12 SECRETARY SHANNON VALENTINE: And so what I
13 would just invite you to do is, you know, if we could share
14 contact information, just making sure as we're going
15 through an evaluation and re-evaluation anyway, let's just
16 make sure that the intersections that the Lieutenant has
17 brought forward, that we have a discussion about that. So
18 would that be good?

19 VSP SERGEANT D.E. ADAMS: Yes, ma'am.

20 SECRETARY SHANNON VALENTINE: Okay. One of
21 the things that didn't come up, and I really want to get a
22 slide, is a multi-modal approach. We have the Inland Port.
23 Could we use rail more along the corridor? We have been
24 working with Norfolk Southern to see if that is a
25 possibility. It's not going to be a short term endeavor.

1 We are going to continue to work with Norfolk Southern.
2 Some of you may have read, they are going through some
3 transition right now. They may be moving their
4 headquarters to Atlanta. But we are going to continue, as
5 a customer, to work with them to see if we can increase
6 mobility. We have a rail industrial access program through
7 the Department of Rail and Public Transportation. We are
8 actually working with businesses to see if we can create
9 spurs to create more access to rail. So that piece of it,
10 I don't have the summary slide, but it has been a part of
11 our discussions and want it to continue as well. Is there
12 anything else? I'm so glad you're here.

13 MR. JOHN BISHOP: One question I had was,
14 how did the decision get made to come from the \$4.5 billion
15 down to \$2 billion? How did we pick \$2 billion?

16 SECRETARY SHANNON VALENTINE: Honestly,
17 because we thought that if we could put a funding package
18 together, as you had recommended and suggested in your
19 remarks, that it was something that we thought we could
20 actually raise, that we could actually do that and then
21 raise the debt, issue the bonds to achieve that number.
22 It's not a fixed number. So it's not something, you know,
23 as the doctor said, if we could somehow find a way to get
24 \$4 billion, we did get some comments last night that that's
25 what they really wanted us to do.

1 MR. BEN MANNELL: The secondary on that was
2 that the construction industry here in Virginia has a
3 number of mega projects already underway, not only
4 including I-66 in Northern Virginia, but also in the
5 Hampton Roads Bridge Tunnel. And the thought was, from the
6 construction industry side, that they may not be able to
7 handle a much larger package than \$2 billion at this point
8 in time.

9 SECRETARY SHANNON VALENTINE: Yes, sir?

10 MR. JOHN BISHOP: For the projects not
11 necessarily chosen as part of the initial \$2 billion, was
12 any kind of escalator applied to those as you look at that
13 forty year time frame to where it's actually much larger
14 than a \$4.25 billion package because you have to assume
15 project cost inflation?

16 SECRETARY SHANNON VALENTINE: Yeah.

17 MR. BEN MANNELL: Right. Those are, those
18 costs are in 2018 dollars.

19 SECRETARY SHANNON VALENTINE: But the
20 legislature may want to raise more revenue than what we've
21 put on the table. The construction industry, I know that
22 they're working on workforce issues and trying to see if
23 they can accommodate larger projects. That's also
24 something that we continue to work on. Anything else?

25 MR. DIXON WHITWORTH: I don't think we need

1 to gloss over the importance of funding. I think it's
2 always easy to say these are what we want, but we also need
3 to understand how we're going to pay for them. That's what
4 Delegate LaRock and Collins need to have that understanding
5 also, because that's where the buck's going to stop as to
6 how we pay for it or if we pay for it. So please let your
7 voices be heard in that particular arena. I would also say
8 that House Bill 971 put a real tight schedule on us, and
9 not everything can be addressed. One of the things that is
10 not addressed here, the doctor has made reference to, is
11 behavior. And we are not yet addressing the behavior of
12 drivers. The Sheriff and our law enforcement has
13 addressed, you know, there are issues with that. But
14 hopefully we may look to technology to give some help with
15 that, just as we have with gantries. But all of this needs
16 to be studied, as well as utilizing the input of our
17 trucking industry. Because what's started all of this was
18 terrible crashes that cause the long delays, and so this is
19 just the first step and I would hope that we will continue
20 into 2019 and study other things that may be addressed that
21 would also reduce crashes, reduce time, and improve safety.

22 SECRETARY SHANNON VALENTINE: Yes. And, you
23 know, we have reached out to the trucking association,
24 they're very fortunate to have Dale Bennett lead them.
25 We've had conversations and meetings. We've tried to

1 listen to things. We actually tried to listen to each
2 other as we're putting all of these ideas together, and
3 this is a draft. At least we have something from which we
4 can all begin working and negotiating at this point, so I
5 do appreciate Mr. Bennett and the time and the ideas that
6 he's been bringing forward to us. As far as safety that
7 you all said, it's so important along this corridor. We
8 are looking at safety across the entire Commonwealth as
9 well, not just along 81. And maybe, as Mr. Whitworth said,
10 maybe we need to actually drill down to doing that. But
11 I've actually raised it to Deputy Secretary, a level of
12 priority, Quinten Elliott who has just retired, I have a
13 new acting Deputy Secretary, but safety, security, and
14 resiliency is a huge part of his job. And the Governor has
15 put a huge emphasis on safety. We had 843 deaths last
16 year, a huge proportion of those to distracted driving.
17 One of the statistics that I found very scary, the number
18 of injuries are actually going down and the number of
19 deaths are going up. And the theory being, that people are
20 completely distracted. And so we have a lot of work to do.
21 81 is a scary corridor to be on thinking about all of the
22 safety implications. We also have an issue with young
23 people, the number of young people today not wearing
24 seatbelts. So we are going out, we're actually launching
25 and continuing to focus on safety across the Commonwealth.

1 So with that, our door is always open. We welcome
2 all of your feedback. We look forward to working with the
3 General Assembly. I can assure you that Governor Northam
4 wants to work with the General Assembly and to present a
5 solution that is very collaborative.

6 UNIDENTIFIED MALE SPECTATOR: A few quick
7 questions, in your dream scenario how much would it cost to
8 completely refurbish 81, and how many years would it take?

9 SECRETARY SHANNON VALENTINE: Is there media
10 in the room?

11 UNIDENTIFIED MALE SPECTATOR: \$150 billion
12 in twenty years?

13 SECRETARY SHANNON VALENTINE: No.

14 MR. BEN MANNELL: I believe that we could
15 probably do a significant amount of improvements to 81 for
16 \$10 to \$12 billion.

17 UNIDENTIFIED MALE SPECTATOR: (INAUDIBLE)

18 SECRETARY SHANNON VALENTINE: No.

19 UNIDENTIFIED MALE SPECTATOR: That will
20 never (INAUDIBLE)

21 MR. BEN MANNELL: Not with the current
22 financing.

23 UNIDENTIFIED MALE SPECTATOR: That's what
24 I'm saying, in your dream scenario, what are your thoughts
25 for best case scenario?

1 MR. BEN MANNELL: To add an additional lane
2 in each direction?

3 UNIDENTIFIED MALE SPECTATOR: Yes, sir.

4 UNIDENTIFIED MALE: Probably \$15 to \$20
5 billion.

6 SECRETARY SHANNON VALENTINE: And again,
7 this is not official. This is not an official statement.
8 I think we can make an incredible improvement if we can
9 develop a \$2 billion plan. If we are able to issue debt,
10 we can start within a year. So with that, I thank you all
11 very, very much.

12

13

14

15

16

17

18

19

20

21

22

23

24

25

Formal Public Comment Period
Monday, October 22, 2018 at 5 p.m.
Bristol District
Southwest Higher Education Center
One Partnership Circle
Abingdon, VA 24210

1 we really do want to hear from you, and we want to be able to
2 present your thoughts and ideas to the Commonwealth Transportation
3 Board as well. Before we start, I will note that Delegate Todd
4 Pillion I saw you walk in, are you still here? Just say we welcome
5 him, and we appreciate his being here. I don't know if he would
6 like to speak, but we would always welcome that. And we'll go into
7 our formal comment period and then we'll open it up for Q and A in
8 case any of you have other questions. So, with that Richard
9 Austin. Hello, Mr. Austin, how are you?

10 MR. AUSTIN: I'm fine. I'm honored to be the
11 first commentor.

12 MS. VALENTINE: There you go.

13 MR. AUSTIN: I have copies of this for --

14 MS. VALENTINE: You want to just you can leave
15 it and --

16 MR. AUSTIN: Yeah, yeah.

17 MS. VALENTINE: I feel like there's a wall.

18 Thank you.

19 MR. AUSTIN: Thank you, all right. I think
20 this is fairly brief, but I'm a citizen of Abingdon live in sight
21 of the interstate and in sight and sound of the railroad near the
22 Creeper Trail. The most critical problem on Interstate 81 in
23 Virginia is too many trucks far more than the highway was
24 originally designed to accommodate. The draft improvement plan
25 begins to address this problem, but after the state raises and

1 spends over 3 billion over the next decade the problem will still,
2 will be somewhat ameliorated, but not really solved. As the
3 economy grows I-81 will soon again be crowded beyond the safe
4 levels. More fundamental planning toward a long-term solution is
5 required and I have two suggestions. My first suggestion relates
6 to new funding for the proposed improvements most of this funding
7 perhaps all of it should come from tolls on trucks that use I-81
8 in Virginia. Trucks are the principal reason that these
9 improvements are necessary. It's unfair to burden those who live
10 near this interstate with special surtaxes whether on our property,
11 or gasoline, or our general purchases. We're already burdened with
12 the risk of life and limb driving the interstate and with the lack
13 of safe and efficient alternatives. Just as important tolls on
14 trucks would create strong financial incentives for the development
15 of new alternatives. Incentives for truckers, shippers, railroads,
16 legislators. As the cost of trucking along the length of Virginia
17 rises so will incentives rise to develop economically feasible
18 alternatives to much of that trucking.

19 Which brings me to my second suggestion. This transportation
20 corridor from Bristol northeast toward major coal, toward major
21 coastal cities this is actually not one corridor but two. We focus
22 on the modern interstate highway built and maintained at great
23 public expense and now requiring substantial improvements to
24 maintain state of the art traffic flow and safety. Yet parallel
25 to I-81 is a second corridor the Norfolk Southern Railroad. An

1 ancient road bed laid out before the invention of cars and trucks.
2 Now, largely single tram with modern signaling to warn drivers at
3 thousands of grade crossings, and to allow trains to flow on this
4 one track in both directions. From my house near the Virginia
5 Creeper Trail I hear and see both of these corridors. We will not
6 meet the transportation needs of our growing population and
7 expanding shape unless we harness the full potential of both of
8 these corridors. Planning for our future should integrate the
9 capacities of both road and rail. Rail can carry a vastly larger
10 proportion of our transportation needs if it is brought from the
11 19th Century into the 21st Century. Minimally this will require
12 these two tracks plus sidings some below this road and street grade
13 probably electrified. It will require passenger service so people
14 have an alternative to driving the interstate. And particular
15 relevant to this hearing it will require the capacity to
16 efficiently load through trucks on trains designed for that purpose
17 such as those proposed by the Rail Alternative Organization and the
18 Steel Interstate Organization. Not immediately, but eventually.

19 With proper engineering long distance trucks could move more
20 safely and efficiently on flatbed rail cars than on interstate
21 highways. Bringing our railroad corridor into the 21st Century
22 will require public as well as private expenditure, and of course,
23 the full corporation of the railroad itself. Which in the long-
24 term must be achieved whether the railroad remains in private hands
25 or not. Virginia along with neighboring states should expand our

1 planning horizon to simultaneously evaluate long-term options for
2 Interstate 81 and for the parallel Norfolk Southern Railroad. I
3 believe this is the only way to achieve a transportation future
4 that is efficient, feasible, and affordable. Thank you.

5 MS. VALENTINE: Thank you, Mr. Austin. Mr.
6 Vassey. How are you, sir?

7 MR. VASSEY: Fine, Madam Chairman, how are
8 you?

9 MS. VALENTINE: Fine, thank you.

10 MR. VASSEY: Thank you, Madam Secretary,
11 members of the panel. I've handed out my comments and a supporting
12 letter from a business coalition of manufacturing executives just
13 to frame this. I'm going to be really brief in my comments with
14 the three minute mark and I'll try to finish up and be able to
15 answer any questions. I'm Brett Vassey. I'm the President and
16 CEO of the Virginia Manufacturers Association. We represent the
17 5,000 manufacturers and 230,000 workers across the Commonwealth
18 that make and move things in convoy. Last year we produced about
19 43 billion dollars in gross state product that we moved throughout
20 the Commonwealth. Over the last few years, decade plus, we've been
21 working with our allies particularly within the trucking
22 association on the issues of I-81 safety, capacity, and financing
23 including coal since 2002. We're committed to working
24 collaboratively to identify and prioritize projects, technologies,
25 policies that will improve safety and expand capacity along the I-

1 81 Corridor. However, we cannot support tolling on existing
2 interstates and/or truck only tolling and I'll explain why in a
3 minute. We have seven primary comments that we would like to
4 extend today. I'm just going to give you the highlight of those.
5 Number one, the economic impact assessment is totally inaccurate.
6 Two, prioritizing hot spots to improve safety first is our
7 preference, safety first. Three, any policies that stop allowing
8 I-81 to be used as a local main street by local governments
9 throughout the corridor and that's a finding that goes back to 2006
10 Smart Mobility report when we dealt with STAR Solutions the last
11 time. We clearly outline the legal and taxation costs associated
12 with truck only tolling, commuter tolling, and creative placement
13 of tolling gantries. There will be costs associated with that.

14 Five, properly assess the impact of trucks diversions to local
15 roads. We know that will be there. We've known that for 15 years.

16 Six, we suggest increasing weight limits and trailer technical
17 designs to accommodate 91,000 pound trucks with six axle trailers.
18 We think it can reduce 14 percent of the truck's traffic from the
19 roads on the 81 Corridor. And then, finally increasing rail
20 efficiency. I'm out of my time.

21 MS. VALENTINE: You're fine, you're fine.

22 MR. VASSEY: So, thank you for the
23 opportunity to share these concerns this evening. We look forward
24 to helping the Commonwealth with its policies on interstate
25 transportation safety, capacity, and tolling and continue to grow

1 the manufacture sector in the economy.

2 MS. VALENTINE: Is there anything else you'd
3 like to add? I only had two cards for formal comment before we go
4 to Q and A.

5 MR. VASSEY: Yeah. Let me just highlight a
6 couple of things. Number one, the presentation where you have
7 identified what we would actually refer to as the hot spots that's
8 outstanding. We'd just like to see you lift out of that the safety
9 recommendations first. The capacity issue we get that, but the
10 safety issues I think will be illuminating because that's really
11 where the biggest outcry is, and of course, human safety is one of
12 our priorities and we want our drivers to be safe.

13 The other thing I think is important to lift out of this is
14 our fourth concern what I mean by creative placement of tolling
15 gantries. We dealt with this I guess 12 years ago during the STAR
16 Solutions Proposal. There's going to be a challenge on interstate
17 commerce grounds depending on the placement of these gantries and
18 we need to understand if we're going to put these up we've already
19 got a lawsuit in the State of Rhode Island. There's already going
20 to be an inquest into the West Virginia commuter tolling. We just
21 don't want something to tie up and spend money, our money, your
22 money, the people's money into litigation or into issues that are
23 going to not pass interstate commerce. So, we think that more work
24 needs to be there.

25 The third issue I'd just like to highlight. We've talked a

1 lot about trucks as if trucks and truckers are some unique sort of
2 out of state animal that drives through, and you toll them, and
3 then they leave. Guess who pays the truckers? That's us. We pay
4 twice. All of our inbound supply chain for the most part in this
5 corridor comes from trucks. We do have some rail. And then, our
6 finished goods go out and we'll pay a toll again. When you look
7 at this corridor it's also a unique corridor, and you've got to
8 think about Tennessee all the way up through Pennsylvania. This
9 is the automotive corridor for the Mid-Atlantic. It starts with
10 the Volkswagen operations down in Tennessee. It moves through
11 Volvo trucks in Virginia which we're very proud of. They make
12 these beautiful Class A Trucks, and we're finally growing and
13 they're doing some great work. And then, both of those operations
14 have suppliers all the way up into Pennsylvania and New York. It
15 really is an automotive supply chain, and I will tell you,
16 investments are already being held today by companies on this
17 corridor just by the threat of I-81 tolling. To be clear, we do
18 not have to pay a toll. We will just move production to another
19 operation. Which leads me to the point that we've made for
20 decades. Is we have choices and we are a mobile industry. If
21 this, if the economics don't work we will move production to the
22 locations where they are. If we don't have a choice with our
23 small and mediums who have built an entire operation on this
24 corridor to grow it just makes them that less competitive and
25 that comes to the economic impact. As I understand it, this is an

1 economic benefit model. It had no cost assessment. I met with
2 the team in Winchester for 90 minutes. I know the research team
3 at VCU. They're very competent. There was no survey of
4 manufactures in this. There are 1,500 manufactures and suppliers
5 on this corridor. There was only a couple of focus groups with
6 less than 15 companies. The meeting I went to, I was the only
7 participate and that's how I had the time to walk through the
8 methodology. I think we've missed a huge piece of this and I'll
9 give you an example. In 2004 or '05 I couldn't find the original
10 document, we actually did our own impact assessment by doing a
11 first person wide survey of the companies on the corridor. And
12 when we asked the question about 27 cents, that was the number we
13 had from STAR Solutions at the time. I believe that the impact
14 was about 7,000 jobs would be loss because of diversion to other
15 locations. So, I can't say that today. The math is different.
16 The economy is different, but this study did not do a
17 representative sample survey of manufacturers or other companies
18 on the corridor to say would we move production. It did a
19 forecast and a model based upon a sample of 15 interviews. That's
20 not --

21 MS. VALENTINE: Okay. Well, we'll go ahead and
22 answer that, but I do want to make sure I give an opportunity to
23 everybody else here, but thank you very much. Would anybody else
24 here in the audience care to make a comment? Mr. Vasse, we'll
25 just ask you cause I'm going to close this, but I did want to just

1 go over the economic analysis with you one time before you left.

2 So, do you want to speak? Oh, come on up.

3 MR. COX: Yes.

4 MS. VALENTINE: Hello.

5 MR. COX: I'm Jerry Cox and I just returned
6 from North Carolina Sunday and I drove Interstate 77 and 81 and
7 the trucks there. And I just think that tolls are really
8 negative. I mean, you mostly see them in northern states,
9 northern areas of Virginia, populated areas and I think we can use
10 our rail at all means possible. I don't know how you would be
11 able, what you could do to shift that. If that's the problem,
12 trucks is the problem, and I think that, that it would be
13 improvements probably need to be made for the safety and I think
14 tolls are really negative. And I hate to tell you that. You've
15 probably already been told that.

16 MS. VALENTINE: We have received a myriad of
17 comments and most, what most people have said to us is we need to
18 do something. So that's --

19 MR. COX: That's kind of what I'm saying. I
20 think, I know revenue is what you need, revenue is what you need,
21 and it's another form of revenue. I think when you travel like
22 Interstate 40, you know, West and 77 go North and there's a toll
23 in West Virginia, but there's not many in areas, it's not all toll
24 roads. I don't know how you, you know, I always thought tolls
25 were for more populated areas.

1 MS. VALENTINE: Well I, okay. Well, we have
2 noted your comment, and I thank you very much for coming forward.

3 MR. COX: Thank you.

4 MS. VALENTINE: Thank you, Mr. Cox. Anybody else?
5 Yes, sir. Good evening.

6 MR. TERRY COX: Good evening. My name's Terry Cox
7 and I'm from Lee County and I think if we did US-58 finished four
8 lane between Carroll County and Patrick County it would get some
9 of that traffic off of I-77 that's headed on down to 81 get it
10 turned back towards Norfolk and that direction towards Danville
11 and Norfolk, but that's my comment. Thank you. Just appreciate
12 what you're doing.

13 MS. VALENTINE: Thank you very much. It's nice
14 to see you again.

15 MR. TERRY COX: Thank you.

16 MS. VALENTINE: Did you catch that name?

17 THE REPORTER: Yes.

18 MS. VALENTINE: Okay. Anyone else? Okay.

19 With that I will end the formal comment period, and then we'll
20 just take some questions. We'll just do some Q and A.

21

22 *(Adjourned at 6:04 p.m.)*

23

24

25

Formal Public Comment Period

Thursday, October 25, 2018 at 3 p.m.

Salem District

Holiday Inn - Valley View

3315 Ordway Drive NW

Roanoke, VA 24017

1 that the legislature and the Commonwealth
2 Transportation Board is able to make the smartest
3 decisions that they can.

4 We're going to move into the formal comment
5 period. This is a challenging part of the meeting for
6 me because, during this period, we don't respond to
7 your questions or comments immediately. We try to get
8 everyone a chance to be a part of the official record.

9 We ask you to limit your comment to three
10 minutes. We'll make it a part of our record. Then we
11 will just do a more informal Q&A, if you wish to, at
12 the end.

13 So if any of our legislators would like to --
14 oh, there you go. Is everybody awake? Would any of
15 our legislators care to address us while we are here?
16 Senator Suetterlein, Delegate Austin? You are welcome
17 to come forward any time you'd like while you are here.
18 We would welcome your comments.

19 Again, thank you, our legislators and those
20 from Senator Warner and Senator Kaine's office for
21 being here.

22 We have fifteen speakers, and we'll start with
23 Gary Whitley? How are you?

24 I'll just remind everyone that this is still a
25 draft. It's just a draft, so your comments are really

1 important to us as we're refining it.

2 MR. WHITLEY: Thank you for the opportunity to
3 speak to you all. I have some negative comments, in a
4 way. And before I get too irritated and angry and
5 everything, frustrated, I would like for y'all at any
6 time to come out and see me on Burghs Mill Road, I live
7 off Exit 156.

8 The truck parking is done great. We have
9 about twenty, twenty-five truck-parking places on the
10 ramp at 150, probably the most anywhere on 81, 77, and
11 64 down to Richmond. Those fellows are fine. We don't
12 have a problem with that.

13 But you're directing traffic, since you fixed
14 the 150 truck stop, the big truck stop was gotten rid
15 of, a lot of that is now coming on Burghs Mill Road,
16 which is a two-lane road. It's real narrow, narrower
17 than several of the other roads in the county. It's
18 just recently paved.

19 We have neighbors now who'll go down the road
20 and do selfies in their convertibles because that black
21 asphalt looks pretty. But the problem is we cannot get
22 Botetourt County to do any enforcement on that road. A
23 group of us went last November to the Botetourt County
24 board of supervisors' meeting and asked them to do
25 something. Radar, put out the little signs that record

1 the mileage, VDOT to do a study. And everybody looks
2 at each other and says no.

3 I talked to the sheriff about thirty minutes.
4 He's going to do something in a year. He hasn't had
5 time to get a deputy out there. I used to keep a
6 record of the times I've been run off the road by
7 people. They're not all truckers, some of them are.
8 But they'll run you off the road, passing on the
9 double-yellow line. It's just an every day habit.
10 Speeding is normal. Every day speeding is just a
11 problem.

12 We used to tell the sheriff, the time within
13 fifteen minutes of when certain truckers would come
14 through flying. He refused to ever come out. We can't
15 get anybody to do any safety enforcement on that. Some
16 of the neighbors have said they contacted the governor.
17 Nothing has stopped.

18 In the paper, it said that they're going to
19 try to develop traffic coming off 220 in Daleville,
20 back around through Burghs Mill. There are certain
21 places -- we have some bad places, but there are
22 certain places where, if you're coming down Burghs Mill
23 at forty, if the farmer across from me pulls out on the
24 road on his tractor, you'll kill him.

25 You cannot stop a vehicle in time. They just

1 can't stop. There's not enough room. You don't see it
2 until you get right here, and you're dropping down, and
3 you're right on top of him, coming around the blind
4 curve.

5 So really, I'd like to get some enforcement.
6 When we go to the county, they turn to VDOT. VDOT
7 doesn't know. The county doesn't know. The sheriff
8 doesn't know. Nobody knows how to get any safety
9 there. This really is a safety issue, but again --
10 because we have joggers, bicyclers, horse riders, a lot
11 of hay and farming stuff. But again, come out and see
12 us.

13 Thank you.

14 MS. VALENTINE: Thank you so much.

15 Can you see the time? Is it down here? Thank
16 you very much. We do hear about enforcement a great
17 deal.

18 Mr. Cutler? Hello, sir. How are you?

19 MR. CUTLER: Thank you. Good evening.

20 I am Rupert Cutler. I live in downtown
21 Roanoke. I'm a former member of Roanoke City Council,
22 current board member of the Blue Ridge Land
23 Conservancy.

24 My recommendation is to address the heavy
25 density of the truck traffic on I-81 by adopting the

1 rail alternative. The solution is to divert as many
2 trucks as possible to trains. Southbound trucks need
3 to be put on trains in the Harrisburg, Pennsylvania
4 area and northbound trucks need to be put on trucks
5 (sic) in Knoxville, Tennessee.

6 Moving the trucks by train along this 600-mile
7 stretch of I-81 would benefit the driving public by
8 actually removing the trucks and not just making more
9 room for them. It would benefit the truck drivers by
10 allowing them to get their mandatory hours of rest,
11 while their trucks continue to move, instead of being
12 parked at roadside rest areas or a truck stop. It
13 would reduce the need for constant,
14 environmentally-disruptive widening of I-81, reduce
15 fuel use, and reduce air pollution.

16 The use of public funds to help private
17 railroad companies as this capability and service would
18 be appropriate as a public/private partnership.

19 Please authorize a comprehensive examination
20 of the trucks-on-trains concept, comparing it with the
21 cost of highway widening as one of the serious options
22 available to the Commonwealth of Virginia to address
23 the problem of the current overcrowding of
24 Interstate 81. Please be creative.

25 Thank you.

1 MS. VALENTINE: Thank you.

2 I said this is really hard for me, but at the
3 end, we'll do some Q&A. And I would love to address
4 Mr. Cutler's recommendation to us because I think it's
5 important.

6 For those of you who may address rail, we also
7 think it's important. So I'll look forward to
8 discussing that.

9 Barbara Stuart?

10 David Foster?

11 MR. FOSTER: I wasn't quite ready because they
12 said I was Speaker 5. I've been upgraded.

13 Rupert did a great job. Do you remember,
14 Madame Secretary, when we were here in May at this very
15 hotel? I made a passionate plea that the 971 Virginia,
16 I-81 study be multimodal. You had said you weren't
17 going to comment on any of the speakers' remarks.

18 Right after I finished, you said, I'm going to
19 break my own rules, and with the very first speaker.
20 You went on to assure me affirmatively that the SB 971
21 study would definitely have a multimodal focus.

22 We were dismayed, therefore, when the
23 September 17th report came out. And there may be one
24 that has superceded it, but that's the last one I saw.
25 It didn't have a shed of intermodalism in it,

1 whatsoever.

2 It was entirely based on highways, on
3 truck-climbing lanes, truck parking, truck-messaging
4 signs, truck tolls, and 100 miles of widening, with no
5 mention at all for the diverting of through trucks to
6 rail as a means of eliminating congestion.

7 So my remarks are kind of simple here today.
8 I've given you my prepared remarks. But I just wanted
9 to express our frustration with this. I hope that, as
10 time goes along, you will augment the work that's been
11 done and do some serious analysis along the lines that
12 Rupert has suggested, where we could actually have a
13 side-by-side study that assesses the life-cycle cost
14 and benefit of adding new capacity by rail and by
15 highway.

16 I think anything else that you do will only be
17 a temporary solution. The sensible approach is to try
18 to remove as many trucks from the highway as we can,
19 get them off the road altogether. That is a far better
20 strategy for everyone than spending ever-more dollars
21 to accommodate them better.

22 I'm concerned, as I read the things that you
23 have proposed now, that you're going to make things
24 even nicer for the truckers, very nice as a matter of
25 fact. And if you build it, they will come.

1 I think you will end up having far more trucks
2 on I-81 than you do already, and the congestion
3 mitigation will never happen. So that's my view. You
4 have my paper. And I will yield my other sixteen
5 seconds.

6 Thank you.

7 MS. VALENTINE: Thank you.

8 Can I just say that before we put the
9 microphone up at the podium, Ben leaned over to me and
10 said the rail slide was not in the presentation. So I
11 will address it. So thank you very much.

12 Mr. Savage, Nick Savage?

13 David Lofgren? Hello. How are you?

14 MR. LOFGREN: I first want to make it clear
15 that I don't belong to or represent any particular
16 group or special interest.

17 I did study transportation in college and had
18 a professional career that involved a lot of
19 transportation work in my younger days. So I do have a
20 background in the advantages and disadvantages of
21 different modes of transportation and how they work
22 best.

23 When I see this presentation, first of all, I
24 didn't see anything, any involvement by DRPT. And my
25 overall impression is that it's a \$2-billion Band-Aid.

1 Just-in-time inventory is the methodology today that
2 all businesses are using, and the truck traffic is only
3 going to continue to get increased.

4 Look at Volvo and just the announcement this
5 week in the paper about how they're increasing their
6 truck production. Look at northern Virginia. They
7 keep paving over the entire area there, and still, the
8 congestion exists.

9 We have to be more innovative in our approach
10 to solving these transportation problems. Population's
11 going to increase. Truck traffic is going to increase.
12 What we are doing here, while admirable in the effort
13 that's been put forth in the study, just isn't going to
14 fix the problem in the long run.

15 I'm not a trucking guy -- I mean, a train guy.
16 I never worked for a railroad, but doing the
17 truck/train thing has been done in other places in the
18 world successfully, has all kinds of economic
19 advantages for the taxpayer particularly.

20 It can reduce traffic accidents, increase
21 safety, avoid the costs of building and maintaining
22 more highways. We're not keeping 81 maintained to the
23 standard that it should be right now, and the trucks
24 are the ones causing most of that problem.

25 You build more highways, they require more

1 maintenance costs. So just building of the highways
2 isn't the end of the costs of what we call improvement.
3 A truck/train thing would have lots of advantages, not
4 only for the traveling public, but for the economy as
5 well as the environment.

6 I would like to see a little more innovative
7 outlook put into coming up with a solution for this
8 congestion, not only for 81, but for all of Virginia.

9 Thank you.

10 MS. VALENTINE: Thank you so much.

11 Richard Caywood? Hello. How are you?

12 MR. CAYWOOD: Good evening, Secretary
13 Valentine, CTB Member Smoot. Richard Caywood with
14 Roanoke County.

15 What I provided you with is a resolution our
16 board passed this past Tuesday night. I want to
17 stress, especially for the benefit of the media, that
18 this resolution was taken without the benefit of having
19 seen the presentation tonight. So we're not really
20 speaking to any of the funding proposals or specific
21 project proposals at this point.

22 Really, what the resolution does is just kind
23 of, again, demonstrate the long support that
24 Roanoke County has had for improvements along the 81
25 corridor. Most of 81 and the Roanoke metro area is in

1 Roanoke County.

2 We are especially excited about the
3 improvements coming for Exit 141 and 143, which I think
4 will be one of the first big projects in the area on 81
5 in quite a while, actually making some capacity
6 improvements.

7 I'd also like to highlight, between Exits 140
8 and 141, the Roanoke Valley TPO, for the first time in
9 its history, dedicated funding to support a
10 SMART-SCALE-project application with \$6 million
11 earmarked. I believe the southbound project between
12 those two exits, which is really the first time we've
13 gone into that arena, just to show how serious we are,
14 trying to see some improvements on 81 in our area.

15 I would also like to point out that we really
16 see our future as being driven by our connectivity with
17 New River Valley and Virginia Tech. So as Virginia
18 Tech's footprint expands in our area, getting students
19 back and forth, the facility back and forth between
20 downtown Roanoke and New River Valley is going to be
21 increasingly important, which is just, you know, vital
22 to the future of our economy.

23 So we look forward to, I think analyzing and
24 adjusting what we've seen tonight, but we look forward
25 to the improvements that are coming, look forward to

1 seeing you more in the future.

2 Since I have one minute left, I won't use all
3 of it, but I should have started with this. One thing
4 I would like to point out, I said this earlier before
5 you arrived. I want to thank Ken and his staff. In
6 Roanoke County, we've had three major flood events this
7 year. Two of which, we got eight inches of rain in
8 just a few hours. The response we've gotten from VDOT
9 has been tremendous. I want to thank you on behalf of
10 county and office staff.

11 Thank you.

12 MS. VALENTINE: Thank you. Thank you for
13 saying that.

14 Linnie Gregory?

15 MR. GREGORY: Good afternoon and thank you
16 very much. I spoke at the August meetings and I've
17 submitted comments to MNL. I won't elaborate on them
18 further them today, except for the part about trucks
19 and trains.

20 I have fifty-eight years in the transportation
21 business. I'm a member of the Association
22 Transportation of Law Professionals since 1987. I was
23 in the actual trucking business for fifty-five years.
24 And the last three, I've been a consultant for
25 attorneys in transportation matters in Virginia,

1 North Carolina, and West Virginia.

2 Having said that, the train/truck thing is a
3 problem about entering Virginia and leaving Virginia,
4 trying to access trains. It's like a giant funnel
5 coming to one point, thousands of trucks on each end
6 trying to get onto a train. It would be bigger than
7 the wall that the president is trying to build in
8 Mexico; that would not let anybody in or out of
9 Virginia with trucks and trains.

10 I would remind the entire public that it is
11 commerce that serves each and every one in this room.
12 As George Carlin said one time, If you didn't have all
13 this stuff, you wouldn't need a home. You wouldn't
14 have all this stuff that you need every day. You
15 wouldn't need trucks. They're bringing you your food,
16 your clothes, everything you use on a daily basis.

17 We just need to do it better. We need to do
18 it better with enforcement, as I've impressed upon
19 Mr. Mannell many times. That's all I have.

20 Thank you.

21 MS. VALENTINE: Thank you.

22 Christopher Faraldi? I'm so sorry. We cannot
23 read that last name.

24 MR. FARALDI: I have the handwriting of a
25 lawyer, so it's okay.

1 MS. VALENTINE: Welcome. How are you?

2 MR. FARALDI: Good to see you, Madame
3 Secretary.

4 Good evening. My name is Christopher Faraldi.
5 I'm the director of public policy at Lynchburg Regional
6 Business Alliance, which represents projects related to
7 economic and business development in the Lynchburg
8 metropolitan statistical area.

9 The Lynchburg Regional Transportation Advocacy
10 Group, LR-TAG, has an overarching priority to ensure
11 transportation decisions in the Lynchburg region are
12 made with a multimodal perspective and ensure equal
13 opportunity with other VDOT districts so that they're
14 able to compete on a global economy.

15 While I-81 does not directly impact Lynchburg,
16 we certainly feel it reciprocally does. This is not
17 just a Roanoke or valley problem. It is a Virginia
18 problem. 81 is an economic vein for the economy here
19 in the Commonwealth and has a need of improvement.

20 Before I go on, I'm just going to be using
21 some of your statistics that your study has provided,
22 just to prove our point. The interstate was designed
23 to carry fifteen percent of truck traffic over 2016,
24 and data shows it is up to twenty-four percent of
25 vehicle-miles traveled. Additionally, improvements to

1 81 are necessary due to 11.7 million trucks and over
2 \$312 billion in goods transported on it each year.

3 One concern is the continued growth of the
4 economy. While this is a good problem to have, it
5 presents greater problems to an already-overused and
6 underfunded highway with unique terrain issues.

7 I'm sure we have all experience of backup on
8 81 in recent memory. Data shows that
9 incident-clearance times on the interstate exceeds six
10 hours, resulting in high vehicle-hours of delay and
11 negative economic impacts. The loss of one lane on the
12 interstate leaves a sixty-five-percent reduction in
13 highway capacity. Just last week, there was a report
14 of a tractor trailer that overturned and caused an
15 eight-hour backup.

16 Therefore, the Lynchburg Regional Business
17 Alliance and LR-TAG is calling upon our legislative
18 leaders to present funding solutions for solving the
19 overuse and congestion issues on 81.

20 As the previous speaker noted -- I wrote a
21 quick note -- these trucks are serving us and the
22 products we purchase online, whether that be Amazon,
23 Wal-Mart, or anything along those lines.

24 Both the alliance and LR-TAG stand ready to
25 study the VDOT's proposal, especially this draft. When

1 the full study is released and the recommendations you
2 release later this year, we will advocate for those
3 plans after we get some more data on them.

4 So thank you for this opportunity to speak
5 today. It's awesome to see you, Madame Secretary. And
6 we're looking forward to the full study and the report.

7 MS. VALENTINE: Thank you. Thank you for
8 coming over.

9 Michael O'Connor? Someone I haven't seen in a
10 while.

11 MR. O'CONNOR: Like old days.

12 MS. VALENTINE: How are you?

13 MR. O'CONNOR: Fine. Thank you. How are you?

14 I'm Mike O'Connor, representing Virginia
15 Petroleum Marketers and convenience stores. I just
16 have one comment. I don't know if it's possible to
17 pull the slides back up, Slide 26? Maybe the next one?

18 I couldn't see very well with my glasses from
19 back there. It has to do with the regional fuels tax.
20 Just to comment on that, the law was changed during
21 this past session. And you're correct that it used to
22 be 2.1 of the wholesale price, but that was changed
23 this year for a number of reasons.

24 Number one is because they wanted to impose
25 the floor, as a statewide tax has. And one thing we

1 agreed to was to make it relevant to the distributor
2 price. It says it shall be set at 2.1 percent of the
3 statewide average distributor price of a gallon.

4 So to say that it's 2.1 percent, I think that
5 needs further clarification because that was very
6 important for us.

7 MS. VALENTINE: It's the increased amount on
8 the slide.

9 MR. MANNELL: The question is --

10 MR. O'CONNOR: It's not 2.1 percent of the
11 sales price any longer, but of the average distributor
12 price. That's what I'm trying to clarify, that that is
13 in fact what that is.

14 MR. MANNELL: Yes. This came from the
15 Department of Taxation, and that's what is being used
16 as the basis for the proposal on the table.

17 We're trying not to recreate the wheel in
18 terms of things that are being proposed. Those
19 regional sales and motor-fuels taxes, we're using the
20 same model that's currently in place in legislation,
21 but applying it to those 3, 4, 5, 6, 7.

22 MR. O'CONNOR: We do support that language.
23 That's just a clarification.

24 The second point of three is that this does
25 not capture electric vehicles in any way. Electric

1 vehicles pay \$64 a year as opposed to the average motor
2 vehicle that pays \$264 a year. I don't think we're
3 going to be getting any additional funds for 81 through
4 the electric-vehicles tax.

5 The third part is, if we just do this in the
6 I-81 area, it's going to cause disruption in places
7 like Lynchburg and Fauquier that order -- where there is
8 this tax and where there isn't. It's going to
9 disadvantage those locations that don't have the tax
10 because people are going to gravitate at 7.4 or
11 7.6 cents difference to those locations that don't have
12 a tax. For us that have to remit and collect, a
13 7,000-gallon transport is dropping one in a location
14 with it and one in a location without it.

15 My time's up. So that's our concern. We do
16 not favor just a regional tax. But statewide, we would
17 be okay.

18 MS. VALENTINE: Thank you very much. You made
19 some great points.

20 Janet Scheid?

21 MS. SCHEID: Close.

22 MS. VALENTINE: Janet? Welcome.

23 MS. SCHEID: Thank you very much.

24 My name is Janet Scheid, and I'm the chair of
25 the Roanoke Valley Transportation Planning

1 Organization. I'd like to thank the general assembly
2 for recognizing that I-81 has travel-time reliability
3 and safety issues and for initiating this plan.

4 I'd also like to thank all the folks, both
5 local and state, who have been working hard to pinpoint
6 the problems, identify solutions, and engage people in
7 the planning effort.

8 I-81 is the primary means of access to the
9 Roanoke Valley for people and freight coming from other
10 regions and states. It is in our best interest that
11 travel on I-81 to the Roanoke Valley function more
12 reliably and safely than it does today.

13 The Roanoke Valley is the largest urban area
14 along I-81 in Virginia and we are growing. More people
15 have needed to commute between Roanoke and Blacksburg
16 for education and work. Likewise, new employment
17 growth in Botetourt County is also attracting more
18 trips along I-81.

19 We are very happy that businesses are finding
20 a home in Roanoke Valley, and that this growth will
21 provide new opportunities for our citizens. However,
22 with a growth region, we do not wish a future of
23 congestion and delay that impacts our daily life, or
24 the travel of people and goods simply passing through
25 the region.

1 Thus we are grateful the Commonwealth, through
2 this I-81-corridor-improvement effort is planning
3 significant improvements to keep Virginians in our
4 district moving safely along I-81. The plan's
5 identification of operational improvements will be the
6 first step toward enhancing travel reliability and
7 safety within the interstate's existing footprint, and
8 we fully support pursuing these lower-cost solutions.

9 Where possible, capacity and travel time
10 improvements to parallel routes, such as US 460 and
11 US 11, through the Roanoke Valley should be pursued to
12 not only provide a route around interstate incidents,
13 but to provide the area's residents and businesses a
14 realistic and efficient alternative to traveling within
15 the broader region. Without sufficient parallel
16 routes, local traffic will prefer to use Interstate 81,
17 merging with long-distance travelers.

18 In a study completed by the transportation
19 planning organization this spring, several important
20 improvements were identified. Number one, widening and
21 improving I-81; two, improving US 460 traffic flow west
22 of Salem to Christiansburg; number three, improving
23 US 460, alternative 460 traffic flow around downtown
24 Salem; and lastly, improving and expanding transit
25 options. The study also called for additional

1 examination of I-581 and I-81 interchange
2 configuration.

3 I hope that these proposals will also be
4 reflected in the I-81 Corridor Improvement Plan. The
5 TPO policy board has been actively pursuing
6 auxiliary-lane interchanges and is grateful for the
7 Commonwealth contributions toward these projects
8 between Exits 141 and 143. The region's next
9 interstate priority is adding auxiliary lanes on I-81
10 in both directions between Exit 140 and 141, to which
11 the TPO, as was mentioned earlier, has dedicated
12 6 million in regional service transportation
13 block-grant funding in the hopes of securing the
14 remaining construction funding for the SMART SCALE
15 process.

16 The TPO has also applied for I-81 southbound
17 widening from Exit 150 and the truck-weigh station, and
18 hopes the project will score well, despite not having
19 sufficient regional funding to contribute toward that
20 effort.

21 The TPO policy board has indicated, in a
22 resolution adopted in September, urges the general
23 assembly to consider designated funding that would
24 specifically benefit the I-81 corridor region.

25 Thank you very much.

1 MS. VALENTINE: Thank you so much.

2 Joyce Waugh? How are you?

3 MS. WAUGH: I am good.

4 MS. VALENTINE: It's like we've been doing
5 this a long time.

6 MS. WAUGH: We have, indeed.

7 MS. VALENTINE: Well, some people weren't
8 here.

9 MS. WAUGH: Good afternoon. I am Joyce Waugh,
10 president of the Roanoke Regional Chamber of Commerce.
11 On behalf of Roanoke Regional Chamber and the
12 businesses and organizations that we serve, we want to
13 thank you for the opportunity to comment on the ongoing
14 I-81 Corridor Improvement Plan.

15 Improving I-81 has been a long-standing policy
16 goal for our members and we appreciate the effort of
17 the administration, elected leaders, and transportation
18 advocates to make this initiative a top priority.

19 Interstate 81 is the artery of western
20 Virginia that connects our communities to economic
21 development around Virginia, US, and the world.
22 Significant improvements to the corridor are
23 immediately necessary to us to foster future growth.

24 The data show that I-81 has the highest
25 proportion of incident-related delay compared to other

1 areas of Virginia interstates, presenting unique safety
2 and reliability challenges. We appreciate the work
3 that has been done to identify incident hot spots and
4 potential solutions along the corridor.

5 With multiple contributing factors in the
6 problem areas -- these problem areas, the most
7 effective solutions will be a combination of capital
8 and operational improvements. Twenty-two of the
9 thirty-three identified projects in the Salem district
10 have been recommended for funding at this point. While
11 we understand that projects must be prioritized based
12 on funding capacity, I would like to reiterate the
13 chamber's support for projects proposed in the Roanoke
14 Valley transportation planning organization's recent
15 head study that was just referenced by Janet Scheid,
16 which identifies and prioritizes investment in projects
17 that would advance regional economic goals.

18 The chamber recognizes that existing revenue
19 is not sufficient to support needed projects or
20 improvements for I-81. Areas in Virginia with the
21 highest level of interstate investment rely primarily
22 on regional funding. The Roanoke Regional Chamber
23 supports the regional dedicated fund for infrastructure
24 improvement in the corridor.

25 And as Senate Bill 971 progressed through the

1 2018 general assembly, we supported the amended
2 language to assess the economic impact of truck tolls
3 on manufacturing, agriculture, and logistic sectors of
4 various companies.

5 The final analysis will be an important
6 consideration of these concepts as they are developed.
7 The latest inclusion of auto tolls and I-81 commuter
8 passes does seem to make the financing structure more
9 equitable among all users in the corridor. And as the
10 placement of toll gantries are mapped out, we urge the
11 Department of Transportation and Commonwealth
12 Transportation Board to avoid interference between the
13 New River Valley and the Roanoke Valley, including
14 Botetourt County, where regional economic connections
15 continue to develop and grow.

16 So we look forward to analyzing the new
17 concepts presented and the most recent iteration of the
18 improvement plan to understand how toll rates and
19 gantry locations will impact our local businesses and
20 broader regional economy. Our goal is to support
21 improvements on 81 that will make it safer, more
22 reliable for all users, including businesses moving
23 goods and services, commuters traveling to and from
24 work, students to one of the more than thirty colleges
25 and universities routing the corridor, and visitors

1 exploring Virginia's Blue Ridge.

2 Again, thank you for making this initiative a
3 priority, for the opportunity to offer feedback on
4 behalf of the regional businesses in our community.

5 MS. VALENTINE: Thank you so much.

6 Dale Bennet? I did not see you. I'm sure you
7 were hiding. How are you?

8 MR. BENNETT: I was sitting in the back.

9 Good afternoon. I'm Dale Bennett, president
10 and CEO of the Virginia Trucking Association. We are
11 the statewide organization that represents trucking
12 companies that are for-hire motor carriers and
13 corporate, private fleets that transport their own
14 products.

15 Our members are family-owned and corporate
16 trucking businesses of all sizes located in Virginia
17 and across the country that transport freight into the
18 Commonwealth.

19 Trucking is the glue that holds Virginia's
20 freight system together. While some shippers and
21 receivers have direct service by rail, water, or air,
22 the majority depend on trucks to move their goods,
23 picking up and delivering to rail terminals, seaports,
24 or airports, moving to and from warehouse distribution
25 centers or delivering door-to-door. In fact, trucks

1 transport 88 percent of Virginia's total manufacturing
2 freight tonnage.

3 In addition, trucking is the only mode that
4 serves all of Virginia's community, and about 86
5 percent of them depend solely on trucks to move their
6 goods.

7 Before I continue, I would like to take a
8 minute to commend you, Secretary Valentine and staff,
9 for taking the time to meet with us and hear our
10 concerns and opposition to trucking tolls on I-81.

11 As we communicated to you during those
12 meetings and conversations about 81, and I want to
13 repeat it today for the public record, we share the
14 concerns over the safety and congestion problems on
15 I-81, and agree that a plan of action and funding for
16 safety and capacity improvements to address them is
17 needed sooner rather than later.

18 The 81 corridor is a critical corridor for our
19 members and the customers located in Virginia and
20 throughout the eastern US that they serve. That is why
21 the trucking industry is willing to pay its fair share
22 of an overall funding solution where all users who will
23 benefit from the improvements in the corridor make a
24 fair contribution.

25 Before I get to the funding options, I do want

1 to address some of the other parties who want to say
2 that we believe the operations solutions plan will be
3 very helpful in reducing the impact where crashes do
4 occur, and we're very interested in working with you on
5 the emergency-clearance component. Hopefully, that
6 will provide some relief for some trucking fleets who
7 fell victim to some in the towing business who have hit
8 us with excessive towing fees. Hopefully, that will
9 help provide some relief there.

10 We also greatly appreciate the recognition of
11 the truck-parking shortage and look forward to working
12 with you on addressing that.

13 I would like to go on and move to the
14 financing part, speaking to that. We commend you for
15 not including the truck-only toll, but do want to say
16 that we do oppose any toll that -- a mandatory toll on
17 interstate that includes trucks.

18 We do favor the fuel tax and we're concerned
19 about version issues with tolling, and what that can
20 do. We do support an increase in the diesel fuel tax,
21 the trucking share to improve 81 because the fuel tax
22 does not waste money for administration-collection
23 enforcement. It's difficult to evade and does not
24 cause diversion of vehicles, including trucks to other
25 routes that are not suited for them. It does not pick

1 economic winners and losers along regions of the state,
2 and there are no constitutional issues with increasing
3 the fuel tax.

4 So we will be submitting more detailed
5 comments and look forward to continuing to work with
6 you on a fair, efficient, and reasonable funding
7 solution to address critical issues on I-81 as the
8 state moves forward.

9 Thank you.

10 MS. VALENTINE: Thank you so much.

11 That is all I have signed up. Would anybody
12 else care to speak?

13 With that I'm going to -- just pretend I have
14 a gavel. We're going to end the formal part of this so
15 that we have all the comments incorporated.

16 Is Mr. Foster still here?

17 A VOICE: I'm sitting in for him.

18 MS. VALENTINE: Okay. Ben, I want you to tell
19 Mr. Cutler and Mr. Foster how quickly you called
20 Morgan.

21 MR. MANNELL: As soon as we met with you, I
22 believe Mr. Foster, when he made the comment to
23 Secretary Valentine, there was discussion that we meet
24 back in June or May.

25 MS. VALENTINE: So yes, they did respond right

1 away, because we couldn't agree more that it needs to
2 be a multimodal solution. Part of the issue is Norfolk
3 Southern is going through some transition as far as
4 their strategic planning goes. As far as trying to
5 develop additional freight, intermodal movement along
6 the corridor, it did not fit into this particular time
7 frame.

8 However, we are continuing to work with them
9 to enhance freight service along the 81 corridor. The
10 inland port for the Port of Virginia up in Front Royal
11 is an incredible asset for us. The Port of Virginia is
12 going through a 670-million-dollar expansion right now.
13 We're going to expand capacity there by about forty
14 percent.

15 It moves the most cargo by rail than any port
16 on the east coast. So developing more access to the
17 inland port and more spurs to go out and along the
18 corridor is really strategically important for
19 Virginia.

20 We are continuing to work with Norfolk
21 Southern and the port about how to do that. So it will
22 be a part of the solution, if not a part of these
23 particular set of recommendations.

24 I am going to ask Ben to make sure that that
25 slide is a piece of it.

1 Also, passenger rail, just looking at trying
2 to divert cars off 81 is also important. We are
3 working and negotiating with Norfolk Southern about how
4 we can expand rail service to Blacksburg,
5 Christiansburg, which I know is a huge priority of
6 Mr. Smoot, as well as many of you. So that is in our
7 plan. Again, those negotiations are taking place.

8 We're also working on enhanced transit along
9 the corridor. The Virginia Breeze, the bus service
10 along 81, has been far more successful than we ever
11 thought it would. So that transit is going to actually
12 play a part along the corridor.

13 And technology, I'm not sure we actually
14 developed all the technological -- these were some of
15 top pieces. But the operations actually include more
16 technology as part of the solution.

17 So in our communications and as we refine
18 this, we'll make it very clear that there is going to
19 be a multimodal solution along the corridor. I will
20 say that making these improvements that are currently
21 recommended, or some dimension of those, is also really
22 important.

23 Just think about the reduction in time of six
24 million hours, reducing that delay. We're just not
25 actually taking into account, you know, all the

1 financial numbers, but it's tremendously important.
2 425 reduced accidents every year, 130 of those
3 predicted to be very severe.

4 So a lot of these are focused on safety, the
5 congestion issues, and just helping us to move people
6 and goods along the corridor as efficiently as we
7 possibly can. Even with intermodal as a part of this
8 solution, which is also important, I believe that those
9 improvements are also needed.

10 I don't know if there was -- do any of you
11 have any specific questions about how things might
12 work, you just didn't want to make it a part of the
13 official?

14 A VOICE: You talked about a commuter pass and
15 you talked about, it might be 20- or \$30 a year. I
16 personally think that's cheap, but that's all right.

17 What about a truck-commuter pass? What about
18 the trucking companies that are on 81 that are
19 constantly going in and out, why can't we get a
20 commuter pass?

21 MS. VALENTINE: You know, that's the second
22 time that question's been asked. So we will look at
23 that.

24 I'm also pleased right now that the 20- to \$30
25 is too cheap.

1 You are the second person who has actually
2 brought that up. I haven't analyzed it. And
3 Mr. Bennett brings up the diesel-fuel tax. Deputy
4 Secretary Nick Donohue is actually looking. I said,
5 Nick, we really should just look at what would it take?
6 So even as we move forward, we are going to constantly
7 refine this to see how we can do it better.

8 A VOICE: Also, when you showed your graph of
9 the vehicles, cars on 81, when their peak cycle is and
10 when the trucks are -- the trucks stay a whole lot more
11 consistent than the autos did. So basically, if the
12 cars were paying a premium because they're using it as
13 premium times, would that not make sense?

14 MS. VALENTINE: Yes. If a passenger vehicle
15 chose not to have an annual pass, that is exactly what
16 would happen. It wouldn't be at the same rate, but
17 they, too, would also pay higher during the day.

18 A VOICE: Because we're talking about
19 congestion. Then you have the time of day for truck
20 tolls. Then you're talking about also --

21 MS. VALENTINE: Can you all hear?

22 A VOICE: I'm saying nice things.

23 MS. VALENTINE: I said you could have
24 microphone.

25 A VOICE: The time of day for truck tolls, and

1 then you have -- I've lost my thought now you gave me a
2 mic. Then you talk about parking, and we're looking
3 for parking. We appreciate you recognizing we need
4 parking. Okay?

5 But what you've done now is you've squeezed
6 all the trucks into certain windows, which is now going
7 to impact parking even more because you're doing the
8 tolls higher during the day, and then only going to be
9 the tolls at 6:00 at night and later. With trucking,
10 we only have hours. We don't want to lose the 600
11 miles or moments or hours, whatever you said it was.
12 Time is money to us. We have only "X" hours a day per
13 truck, and we can't lose those. We hate congestion
14 more than anybody else.

15 MS. VALENTINE: It's so true.

16 A VOICE: It just came out today, said
17 \$74 billion is wasted every year in congestion. So we
18 all need to work on the congestion, whether it's a lane
19 here or a lane there on 81.

20 81's not recurring traffic. It's
21 non-recurring. So we need to work on things that can
22 stop that non-recurring incidents such as a lane, a
23 passing lane or a pull-over lane, extra lane. That's
24 the impact.

25 MS. VALENTINE: Yes. That really is the

1 strategy behind the recommendations that have been
2 made.

3 A VOICE: Then on your public versus your
4 private parking, I think it would be a great solution.
5 If you all went in and worked with the truck stops,
6 then you go ahead, buy the land, give them the land and
7 say, You use the land, but let us park there. I
8 guarantee every one of them will say thank you.

9 MS. VALENTINE: We're setting up a
10 truck-parking task force.

11 Would you be willing to serve on it?

12 A VOICE: Sure.

13 MS. VALENTINE: There you go.

14 Anybody else? How are you?

15 A VOICE: I'm fine. Thank you,
16 Madame secretary, gentlemen.

17 Many of you know, some of you know that I wear
18 a number of hats, but my very quick question for
19 clarification is a simple private-citizen question.

20 On your slide showing benefits and costs of
21 the project, I think we recognized intuitively that the
22 cost of the project will be incurred over a period of
23 time, but it's a relatively short period of time
24 compared to the time period over which the benefits
25 will be accrued.

1 My question is: Are the numbers you are
2 showing for the benefits brought back as a net-present
3 value to the same time period in which the costs will
4 be incurred, or are they a stream of period benefits?

5 I'm seeing you're nodding at the first part.
6 You have calculated them as net-present value?

7 MR. MANNELL: Right.

8 A VOICE: So Madame Secretary, when I put on
9 one of those hats and we talk to you about that other
10 project that isn't the subject of this meeting, we are
11 going to be very careful to do it at net-present value
12 so we can do examples for net comparison.

13 MS. VALENTINE: Thank you. Thank you for
14 coming.

15 Did you want to say anything?

16 A VOICE: Thank you. My name's Jackie
17 Cromwell. I'm with VDOT, actually in the office of
18 public/private partnerships. We do, as Secretary
19 Valentine said, have a plan for a task force for
20 truck-parking solutions. This gentleman got my first
21 business card. So you're our first volunteer.
22 Mr. Bennett, you definitely are on our list.

23 We'd like to get a good group of folks to talk
24 about all of the different aspects related to truck
25 parking and some of the solutions. We definitely want

1 to be mindful of things that would impact your delivery
2 times, so we can get the truck parking in the right
3 spots. So we'll be in touch shortly.

4 MS. VALENTINE: Really, I have to give credit
5 to Mr. Bennett because it was really in our discussion,
6 where you were saying, you know, we needed to work with
7 the private sector in developing a truck-parking
8 strategy. Anyway, I thank you for that.

9 Yes? You need your own show.

10 A VOICE: I just want to say that I was
11 flabbergasted when you were bringing out these numbers
12 that said 2060. I'm going to be gone. You all are
13 going to be gone in 2060. We need action now and need
14 to do whatever we can do that has the least litigious
15 impact that's going to drag it out and stall it, so we
16 can get immediate money and funds and get something
17 going. We need to go.

18 As soon as we start working on 81, economic
19 development will come faster than you will be fixing
20 and getting the roads ready. Okay? But if you start
21 just arbitrarily putting a truck toll on there, that
22 will hurt your economic development.

23 MS. VALENTINE: Thank you.

24 Anybody on this side?

25 A VOICE: Hi. He touched on my point, which

1 -- okay -- is timing. So if your study is approved by
2 the CTB and the general assembly says, yes --

3 MS. VALENTINE: You know how easy this is
4 going to be?

5 A VOICE: Right. All this is going to be
6 easy; right?

7 But so, how long will construction of the
8 recommended things take? Because I, like this
9 gentleman, will be dead in forty years, as will
10 Mr. Smoot and a few others of you.

11 So I think really the question is, you know,
12 this is going to be the economy; right? This
13 construction. I'm sure we have construction people
14 here who are thrilled, but how long is that -- is it
15 going to be 2060 to get all those things?

16 MS. VALENTINE: No, no, no. Let's say that we
17 do get dedicated funding. Let's just say it's tolls.
18 And we're able to get a triple-A rating on the debt.

19 How fast, if that's an issue, can we begin
20 construction?

21 MR. MANNELL: The operations and into
22 management, we would be hitting the ground running,
23 pretty much. We'd be ready to roll.

24 MS. VALENTINE: And the plans -- do you all
25 know the commissioner of VDOT, Stephen Brich?

1 MR. BRICH: Madame Secretary, what I'd say is
2 the operational improvements, we have a plan to be able
3 to move forward starting July 1, 2019. We should be
4 hitting the ground running.

5 We do have a number of other projects that are
6 already in the development phase that we can
7 accelerate. I don't see that happening until late
8 2019, early 2020 to start those improvements.

9 Our plan right now is, those that already have
10 environmental work in commencing, we would accelerate
11 those in the 2020 time frame. We're going to have to
12 do the environmental work on the residual ones that
13 aren't being identified today. And I can see those
14 going into 2021, 2022. So it's a very -- I have a very
15 aggressive time line to be able to get those other
16 projects moving.

17 It is going to take a little bit of financing
18 to be able to make sure that we have the money to be
19 able to build those others. So it's going to be a
20 phased-in project, but I see all the improvements over
21 the next seven to ten years.

22 MS. VALENTINE: So we can do it. We can all
23 be here to get ribbons. So yes, I will say that the
24 commissioner actually raised a really good point. It
25 just made me think of this.

1 There are improvements already scheduled along
2 the corridor. The Salem district, Staunton district,
3 and Bristol district all use their own district and
4 high-priority money along 81.

5 If we can get a dedicated funding source for
6 the I-81 corridor, then the money that's currently
7 being spent on 81 could actually go to other
8 transportation priorities within your district.

9 It's going to open other funding for you all
10 to be able to do some other things, work on materials
11 and multimodal access. So it would really open so much
12 for this region if we could identify an approved and
13 dedicated funding. Okay?

14 With that, you all, thank you very much. We
15 will take this. We're going to have a multimodal slide
16 in the next presentation for the CTB. And I just thank
17 you very, very much.

18

19 (Hearing adjourned at 5:16 p.m.)

20

21 * * * * *

22

23

24

25