

# I-81 CORRIDOR IMPROVEMENT PLAN

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# I-81 Corridor Overview

## Critical to Movement of Goods in Eastern U.S.



**11.7**  
MILLION TRUCKS PER YEAR



**\$312**  
BILLION IN GOODS PER YEAR



**42%**  
OF STATEWIDE  
INTERSTATE TRUCK VMT



**45+**  
CRASHES PER YEAR  
(WITH CLEARANCE TIMES  
GREATER THAN 4 HOURS)

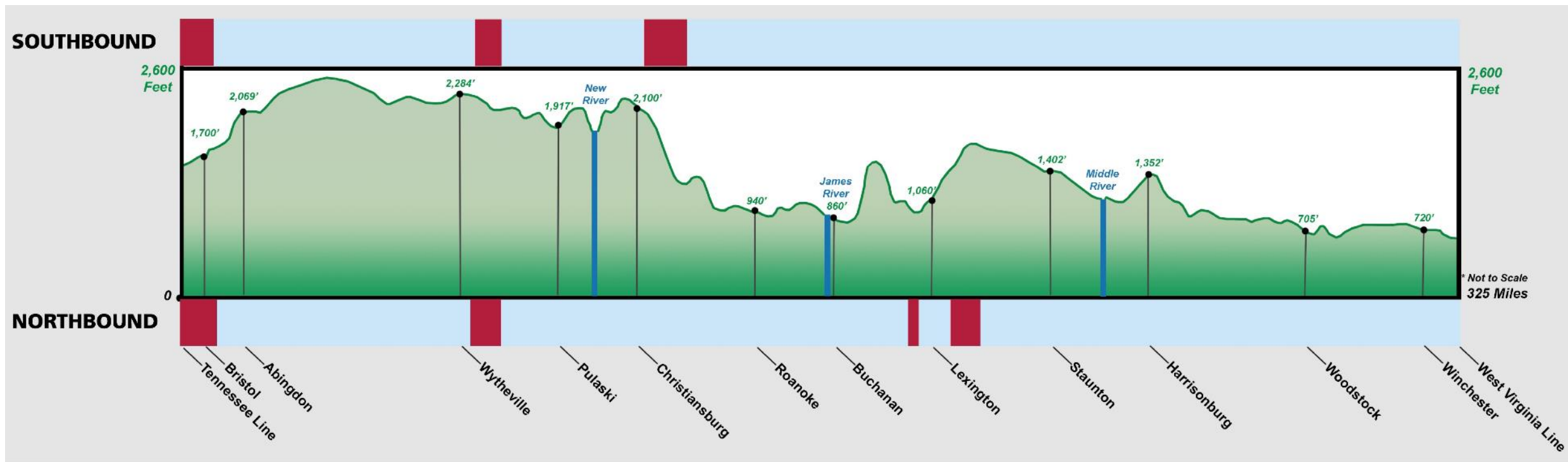


**~11,000**  
CRASHES OVER 5 YEARS



*Includes TRANSEARCH INSIGHT and VDOT data 2012-2016*

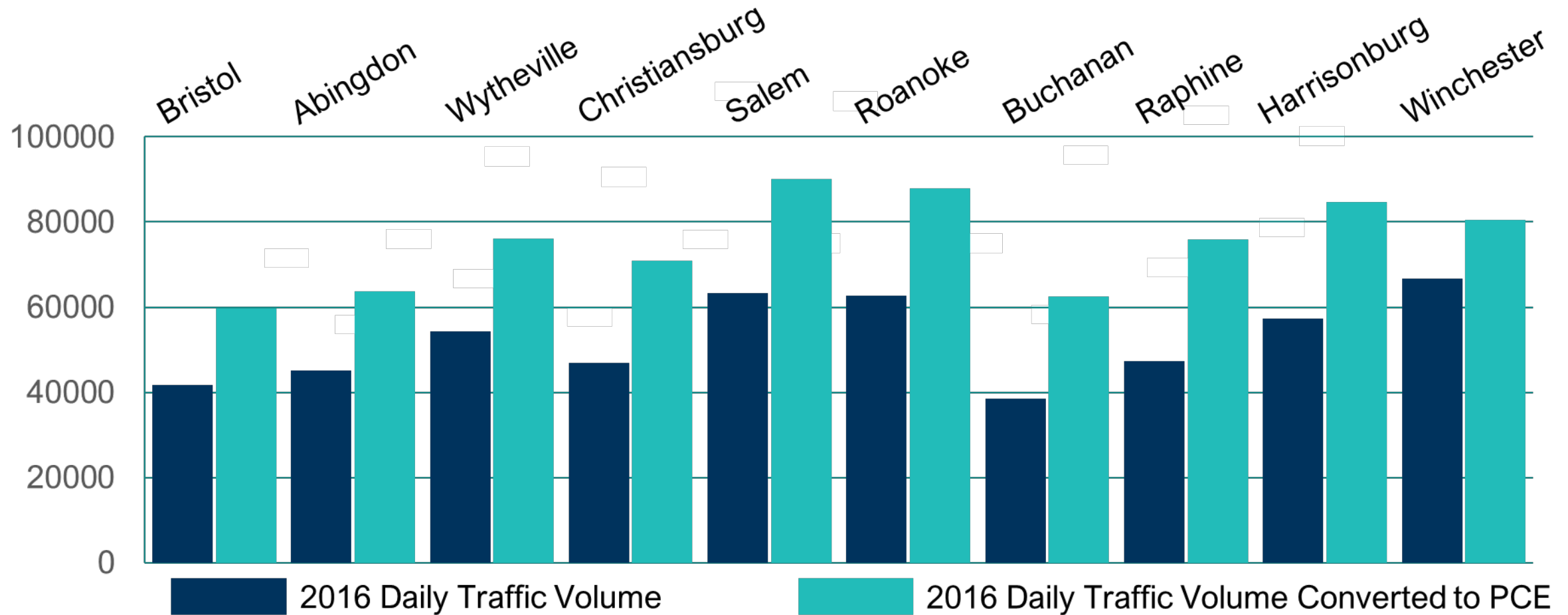
# I-81 Elevation



**LEGEND:**

- 3-LANE SECTION
- 2-LANE SECTION

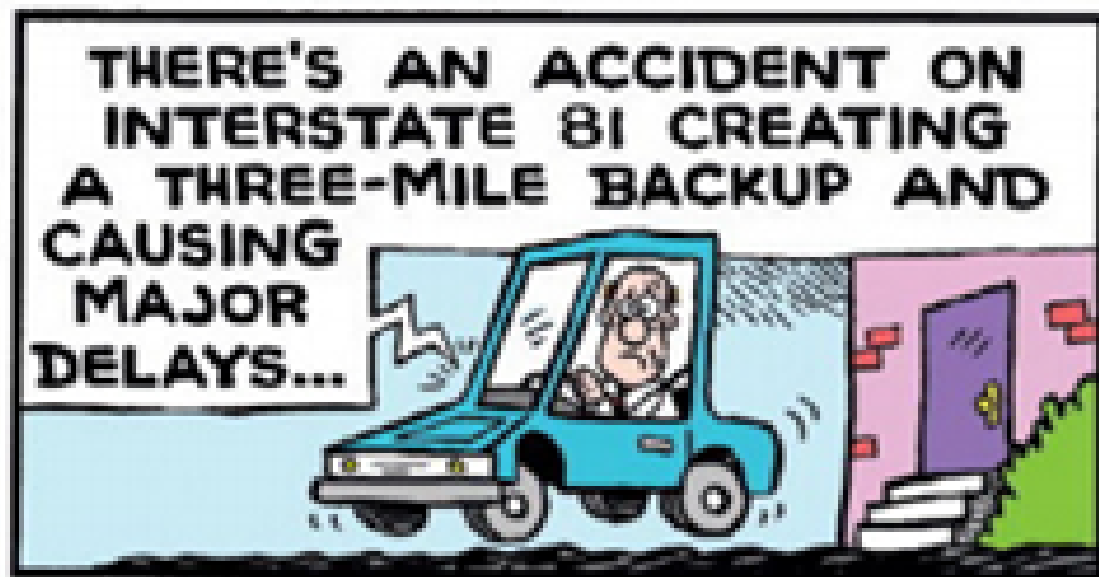
# Effect of Length of Grade and Trucks



**Description:** Daily traffic volume adjusted to account for the effects of the number of trucks and type of terrain

**Definition:** PCE = Passenger Car Equivalent (factor used to convert trucks into passenger cars)

# THINGS YOU HEAR EVERY MORNING...



# Legislative Requirements of Chapter 743

## KEY REQUIREMENT

develop a corridor improvement plan

### TRUCK PARKING

potential additional locations

### INCIDENT MANAGEMENT

strategies corridor-wide

### TARGETED RECOMMENDATIONS

evaluated using consistent performance measures

### LOCAL TRUCK TRAFFIC

impacts minimized

### PARALLEL ROUTES

evaluate through truck prohibition and diversion

### FINANCING FEASIBILITY

through HOT lanes, heavy commercial vehicle tolls, and other options

### TOLL REVENUES EXPENDED

where collected only to benefit the I-81 corridor

### IMPACTS ANALYSIS

Virginia agriculture, manufacturing, logistics, etc.

# Plan Summary and Challenges



Timeframe – Signed into law April 2018 and plan completed December 2018



Data Driven -Needed to identify meaningful and readily-available performance measures



Needed adequate public involvement with all meetings concluded by November 30



Prioritize recommendations (SMART SCALE lite) with cost estimates for recommendations



Simultaneous development of truck parking study, traffic and revenue study, SMART SCALE analysis, corridor-wide operational improvements plan/ IDPs, economic impact analysis and risk management plan for implementation

# Concurrent Activities



 PUBLIC MEETINGS

 CTB BRIEFINGS

DECEMBER 5  
CTB APPROVED  
I-81 CORRIDOR  
IMPROVEMENT  
PLAN

**INDEPENDENT STUDIES**  
Traffic and Revenue Study  
Economic Impact Analysis  
Truck Parking Study  
Financial Analysis

# Corridor-Wide Public Engagement Effort

## 12 Public Meetings (950+ attendees)

- 1 - Validate performance measures, receive input on solutions
- 2 - Present initial list of recommendations
- 3 - Present prioritized list of recommendations, economic analysis and financing options

## 5 CTB briefings

## 2000+ public comments



The screenshot shows the website for the Virginia Commonwealth Transportation Board (CTB) regarding the Interstate 81 Corridor Improvement Plan. The header features the CTB logo and the text "Virginia Commonwealth Transportation Board". Below the header is a navigation menu with links for Home, About The CTB, Planning & Funding, Projects, Meetings & News, and Contact Us. The main content area has a large image of a highway interchange with the title "Interstate 81 Corridor Improvement Plan". Below the image, there is a section titled "What's Being Done" which describes the study of the Interstate 81 corridor. To the right of this section, there is a "Begin date" of June 2018 and a list of "Localities" including Augusta, Botetourt, City of Bristol, Frederick, City of Harrisonburg, Montgomery, Pulaski, Roanoke, City of Roanoke, Rockbridge, Rockingham, City of Salem, Shenandoah, Smyth, City of Staunton, Washington, and City of Winchester.

**Virginia Commonwealth Transportation Board**

Home | Projects | Major Projects | Interstate 81 Corridor Improvement Plan

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### Interstate 81 Corridor Improvement Plan

#### What's Being Done

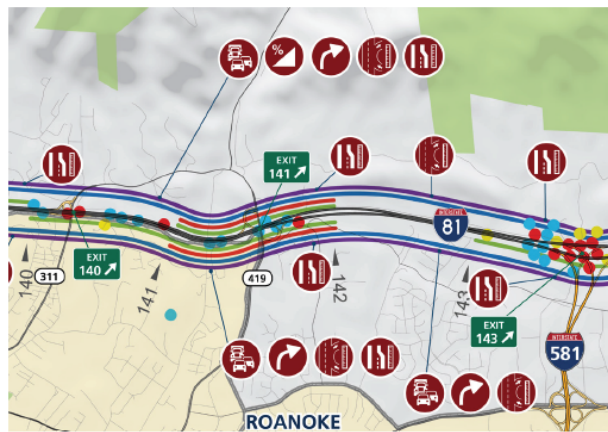
The Office of Intermodal Planning and Investment, the Virginia Department of Transportation and the Department of Rail and Public Transportation are studying the entire length of the Interstate 81 corridor in the Commonwealth of Virginia.

The Commonwealth Transportation Board (CTB) received briefings during the study time frame. Briefings from **May, July, September** and **December** 2018 are available.

**Begin date:** June 2018

**Localities:** Augusta, Botetourt, City of Bristol, Frederick, City of Harrisonburg, Montgomery, Pulaski, Roanoke, City of Roanoke, Rockbridge, Rockingham, City of Salem, Shenandoah, Smyth, City of Staunton, Washington, City of Winchester

# Public Engagement



**LEGEND: Contributing Factors and Public Feedback**

**Targeted Issues**  
By direction (as presented at the June public meetings)

- Crash Frequency
- Crash Severity
- Person-Hours of Delay
- Incident/Crash Lane Closure > 1 Hour

**Public Issues Identified**

- Safety
- Congestion
- Other

**Contributing Factors**

- Traffic Volume
- Grade
- Curve
- Ramp Spacing
- Merge/Diverge Area

**Reference**

- Mile Marker (MM)
- Incorporated City/Town
- County/Independent City Boundary

**LEGEND: Improvements**

**Infrastructure**

- Widen by One Lane
- Extend Acceleration/Deceleration Lane
- Add Truck Climbing Lane
- Add Auxiliary Lane
- Curve Improvement
- Shoulder Widening

**Recommended Improvements**

- Recommended for Funding
- Not Recommended for Funding

**Funded Projects**

- Recently Constructed or Under Construction
- Funded Project

**Operations**

**I-81 Mainline**

- EXISTING: Changeable Message Signs (CMS), Cameras
- PROPOSED: Changeable Message Signs (CMS), Cameras

**Other Routes**

- EXISTING: Changeable Message Signs (CMS), Cameras
- PROPOSED: Changeable Message Signs (CMS), Cameras

## ArcGIS ▾ Interstate 81 Corridor Improvement Plan - Map for Comments

Details | Edit | Basemap

**Legend**

- I81ImprovementPlan\_comments - I81ProjectLocationsRecFunded
- I81ImprovementPlan\_comments - I81ProjectLocationsNotRecFunded
- I81ImprovementPlan\_comments - I81window

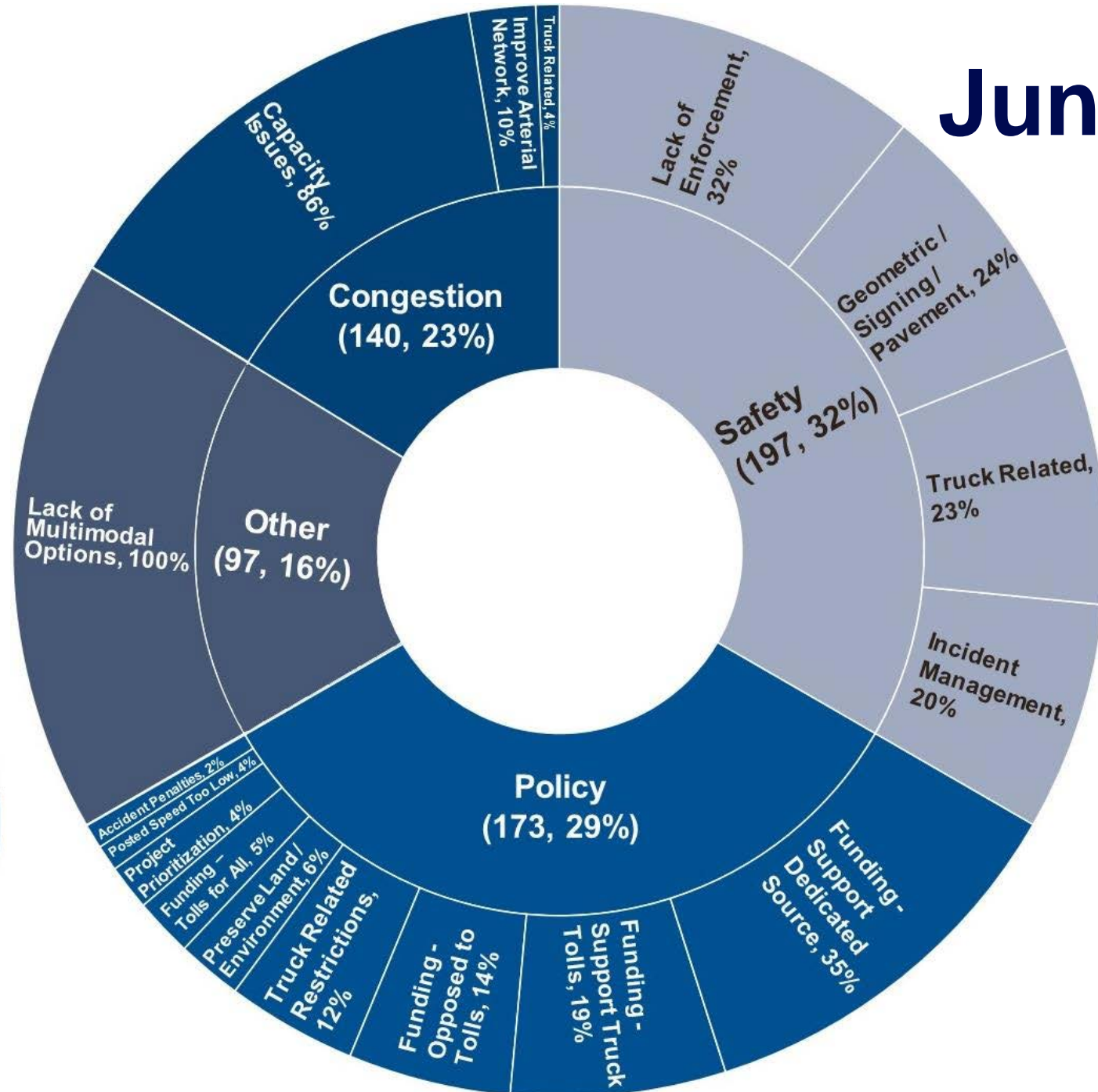
Please Indicate Your Stance on any Individual Project

- N
- Y



# Public Comments

# June - Sept 2018

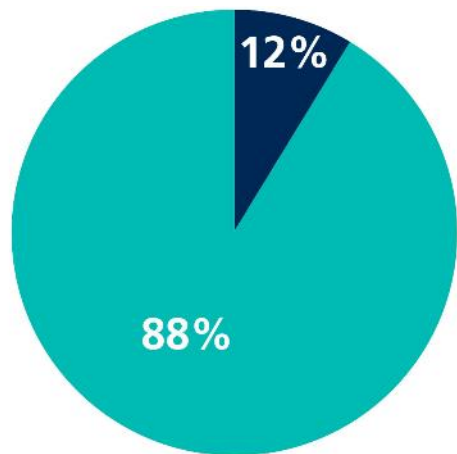
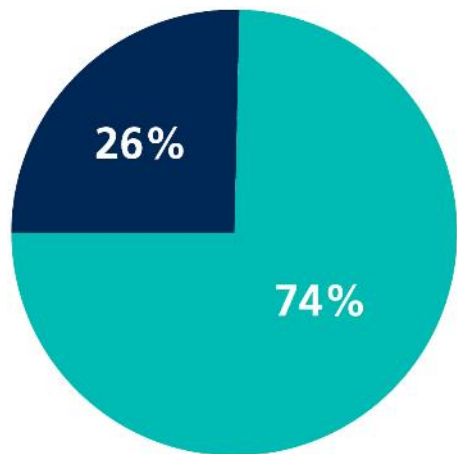


# Performance Measures

Safety



Congestion



Resiliency



  
Not Truck

  
Truck

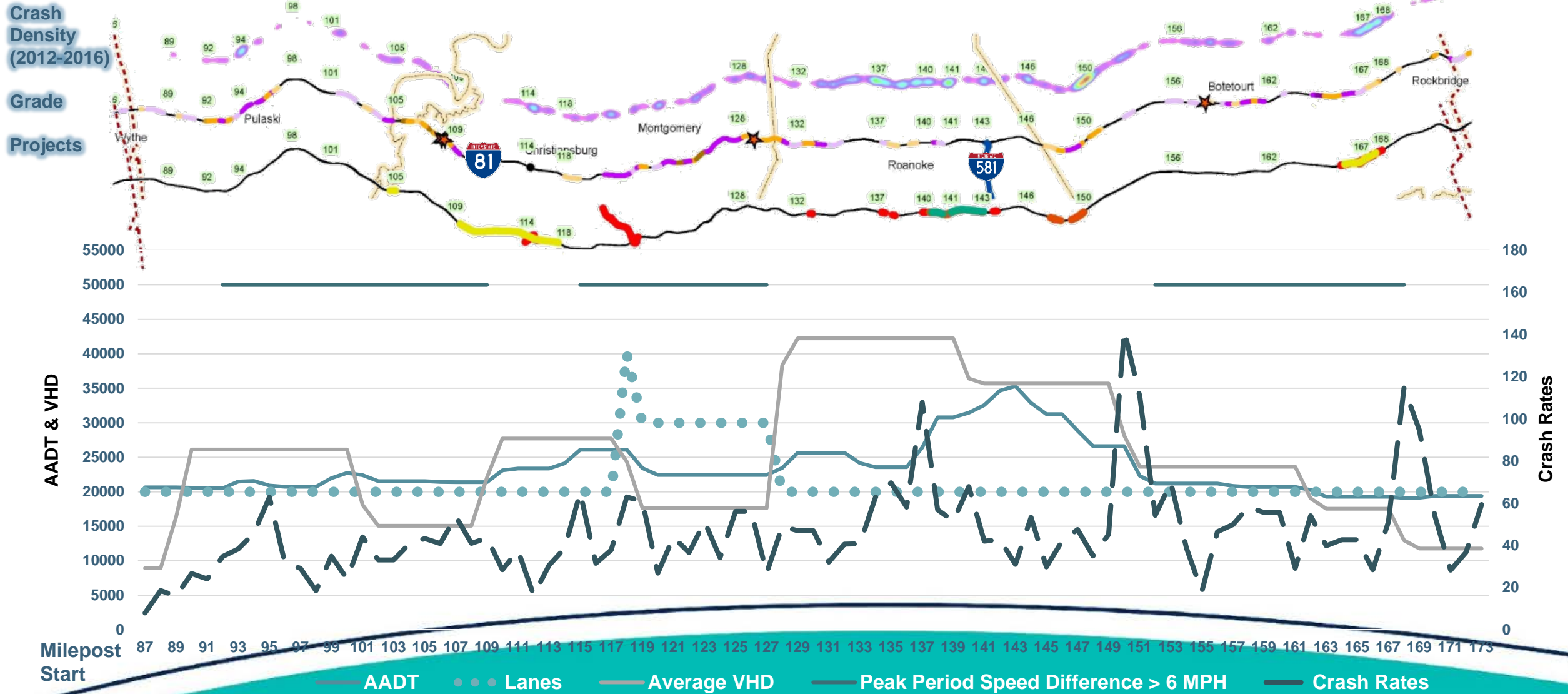
  
Not Speeding

  
Speeding

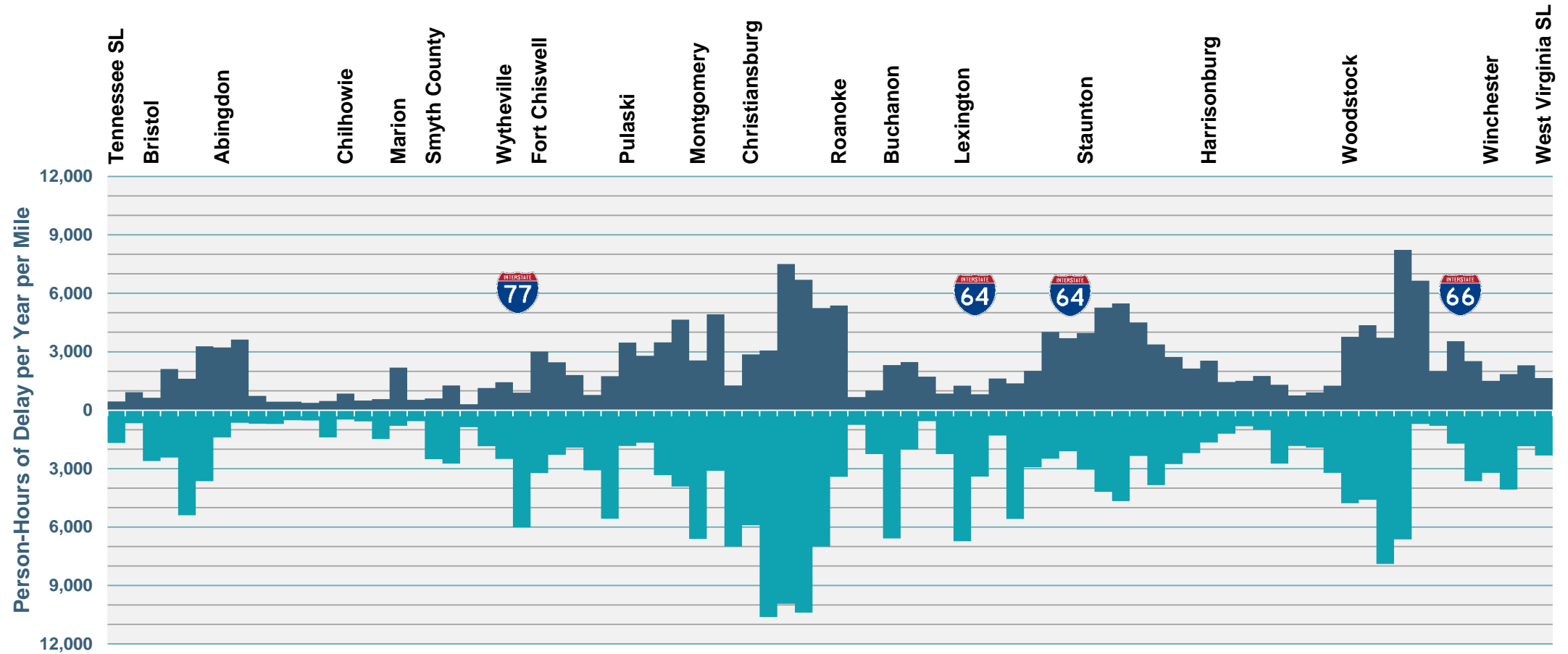
# I-81 Southbound Salem

## Legend

- Exits**
  - ★ Rest Area
  - Other Interstate
- Crashes**
  - Higher (Red to Yellow)
  - Lower (Green to Purple)
- Grade**
  - > -/+ 3% (Light Purple)
  - > -/+ 4% (Orange)
  - > -/+ 5% (Dark Orange)
  - > + 6% (Purple)
- Projects**
  - Funded 3-Lane (Green)
  - Funded Spot (Yellow)
  - Non-Funded 3-Lane (Grey)
  - Non-Funded Spot (Red)
  - Non-Funded SD Bridge (Red Circle)
  - Funded SD Bridge (Green Circle)

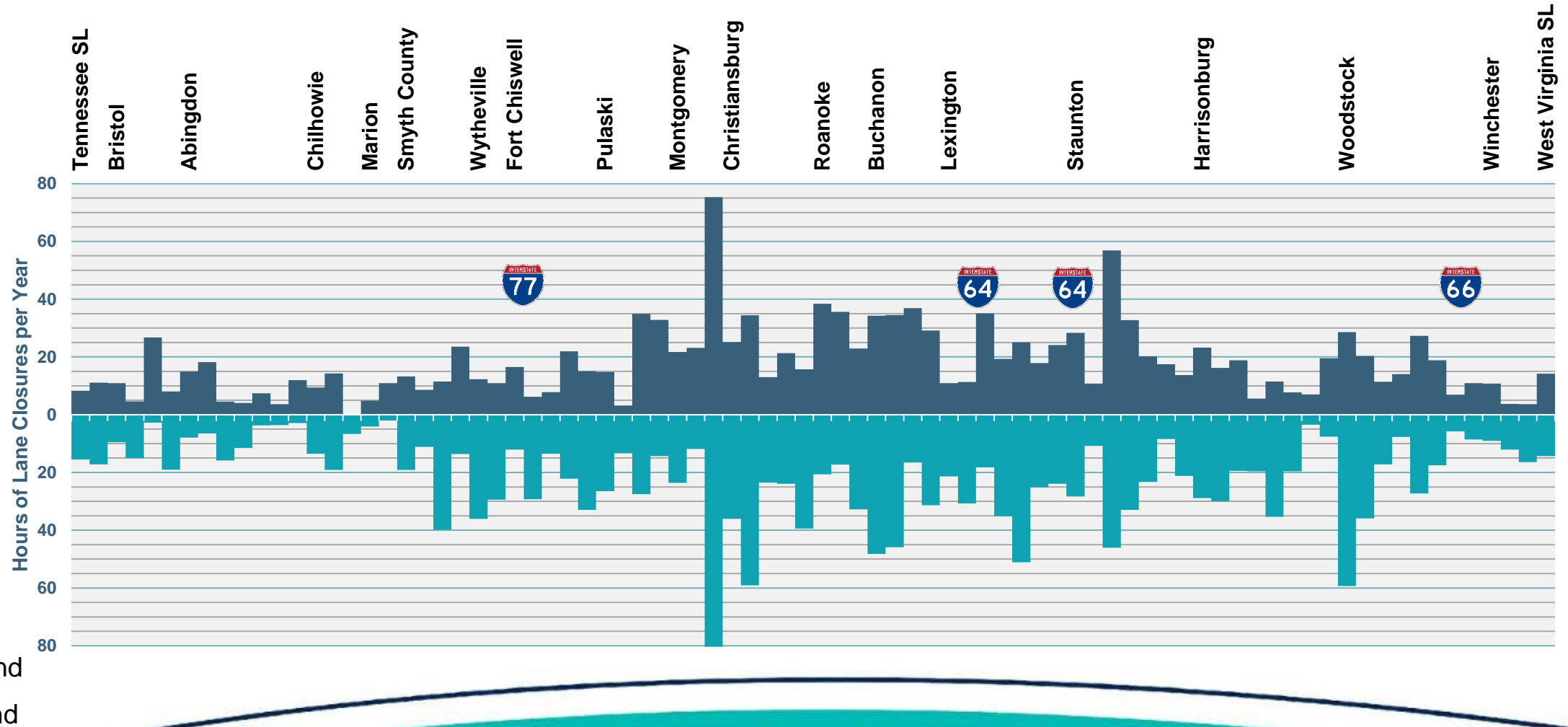


# Person Hours of Delay Between Interchanges Average per One Mile Segment

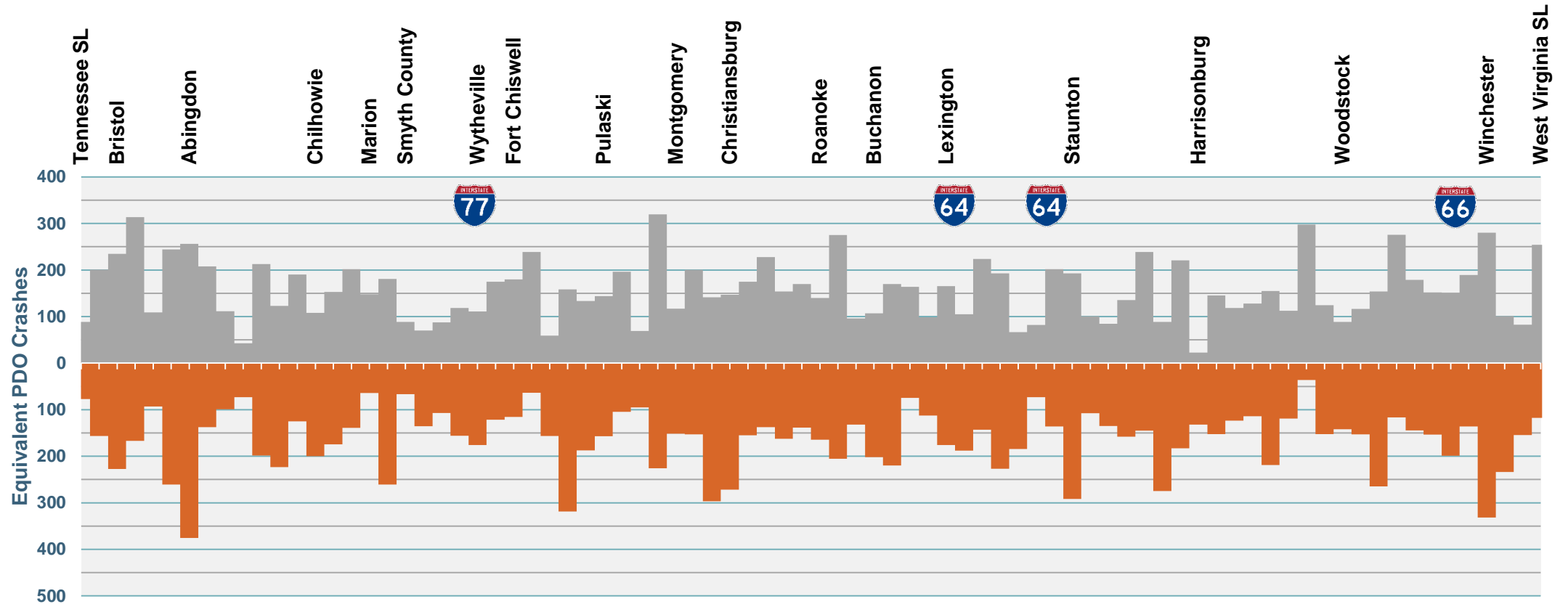


Southbound  
 Northbound

# Duration of Incident-Related Lane Closures Between Interchanges



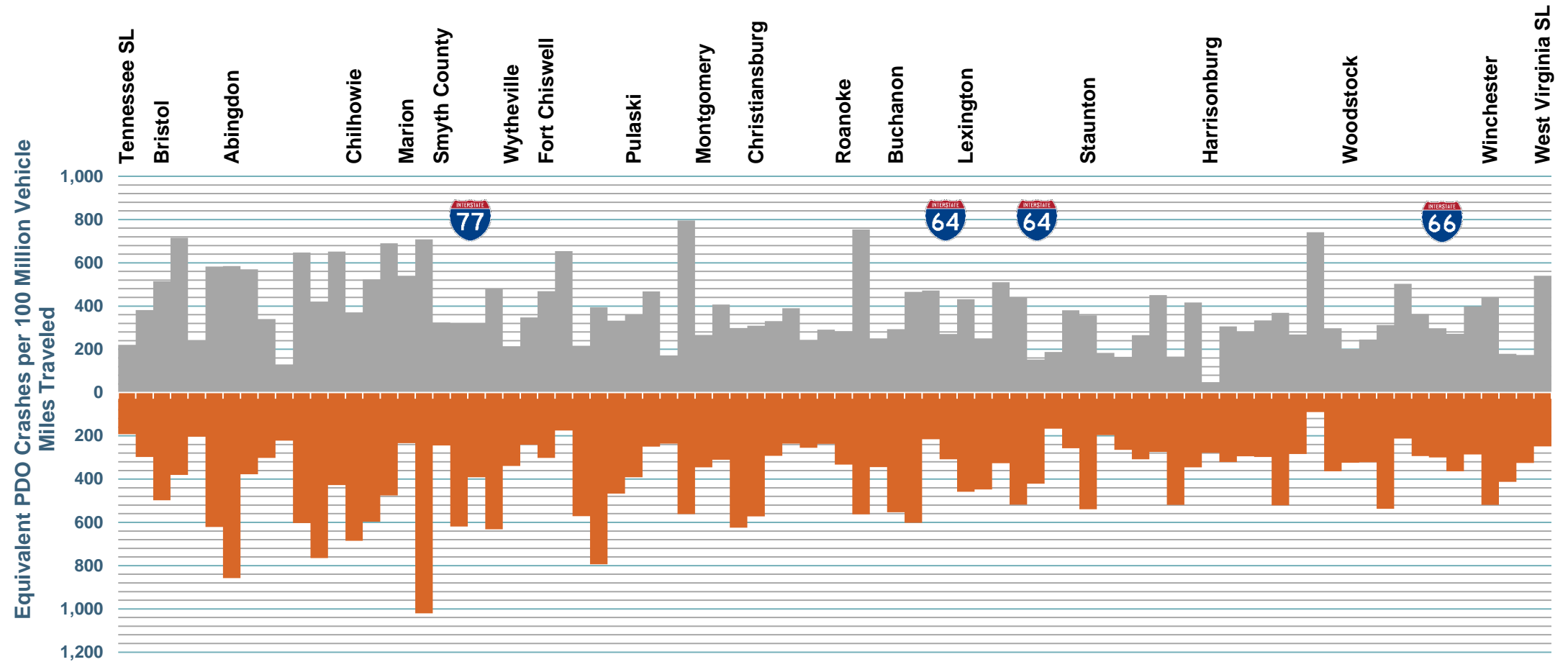
# Equivalent Property Damage Only (EPDO) One-Mile Segments



■ Southbound  
■ Northbound

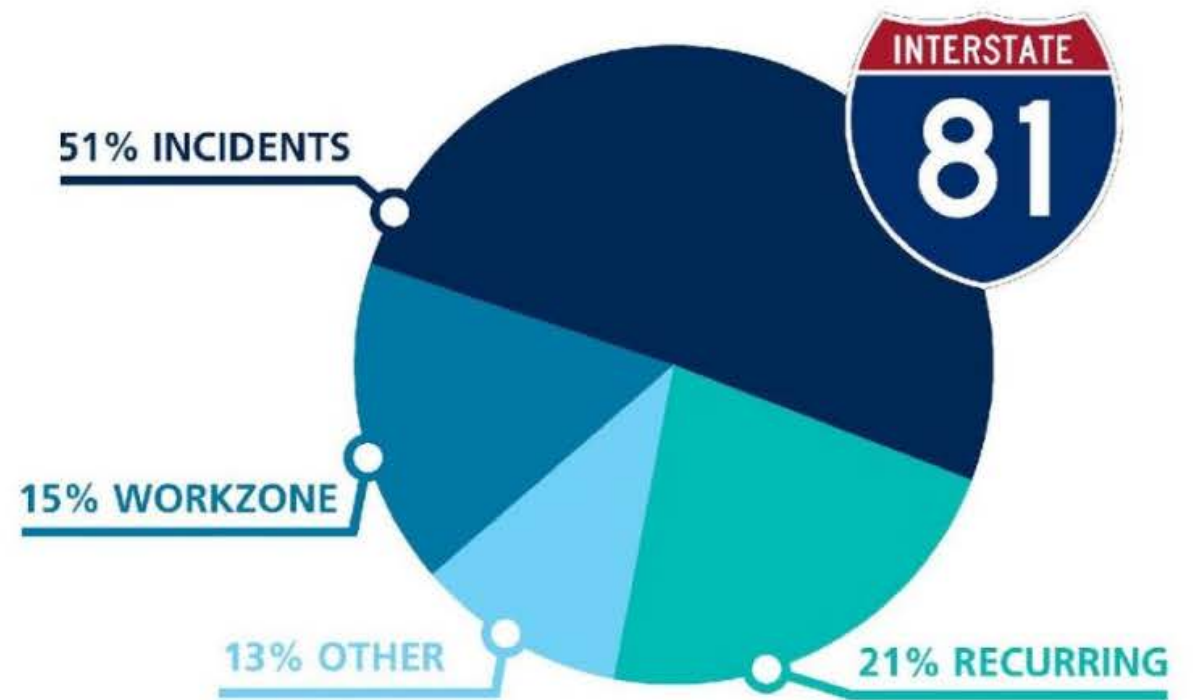
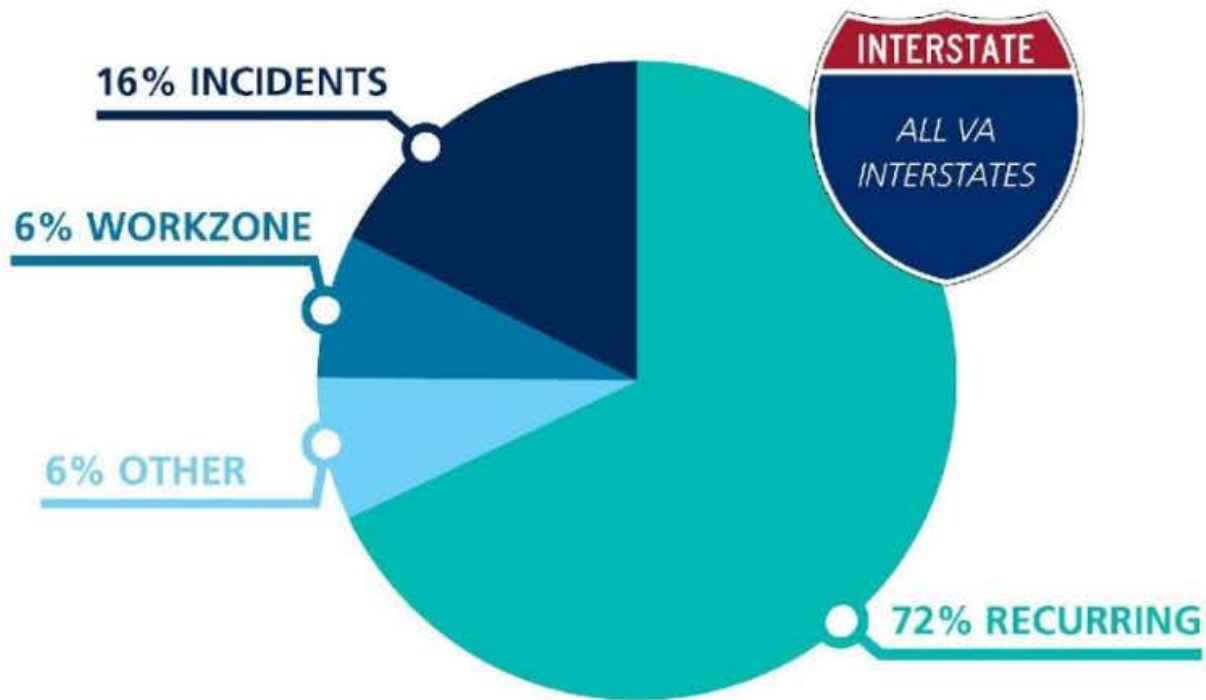
# EPDO Per 100 Million Vehicle-Miles Traveled

## One-Mile Segments



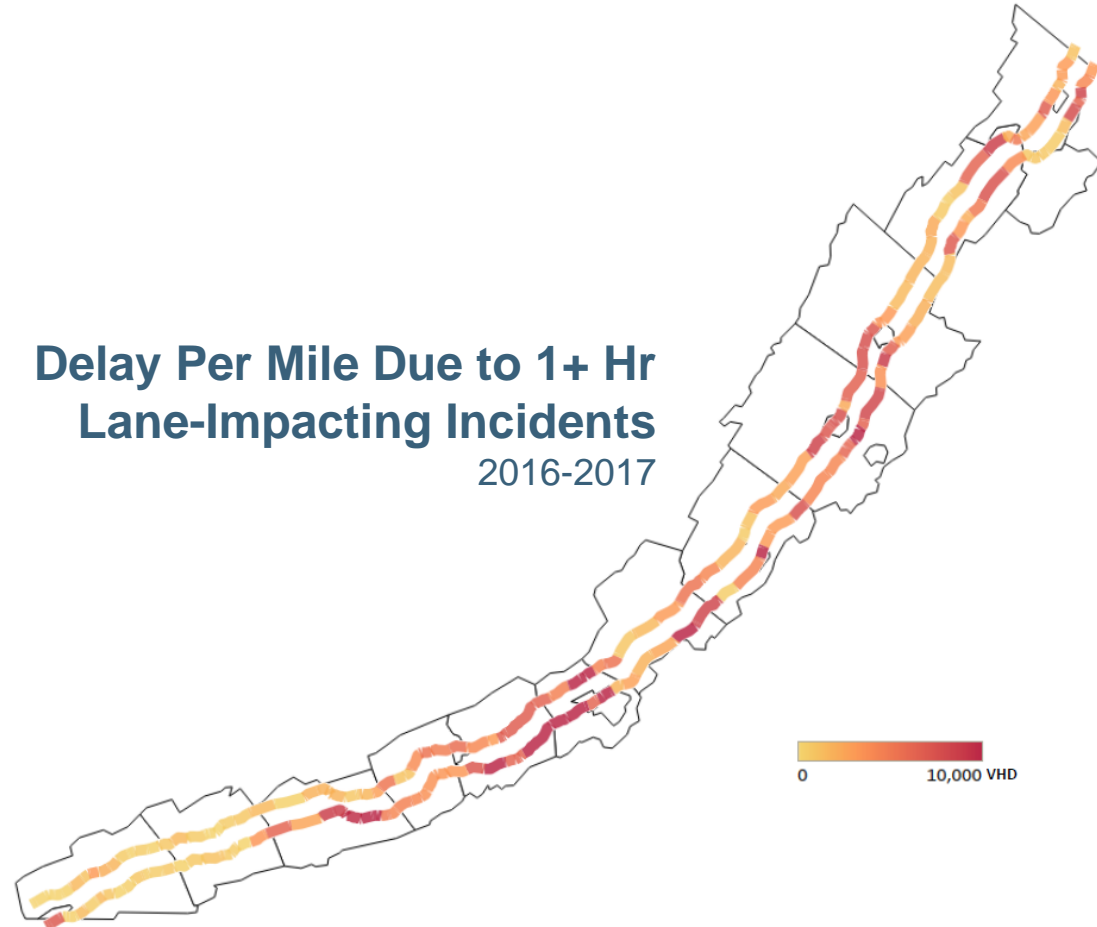
Southbound  
 Northbound

# What Makes I-81 Unique...Delays

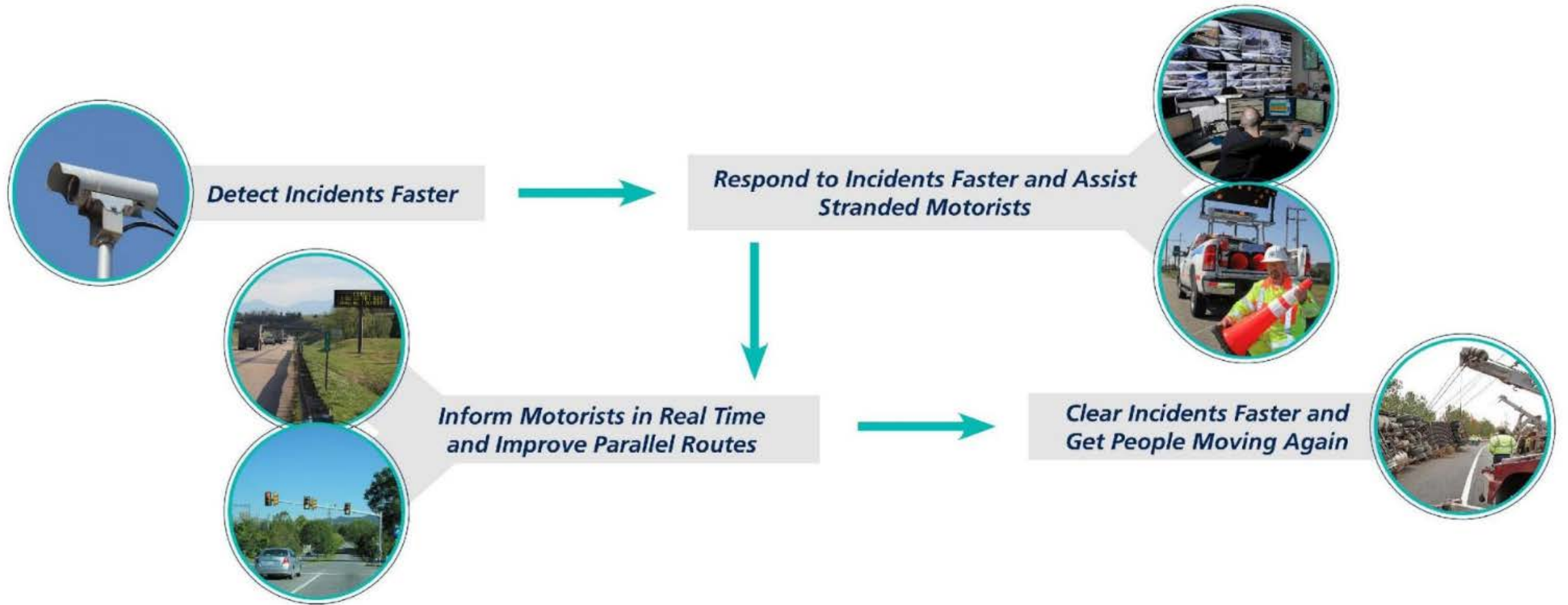


# I-81 Operational Improvements

- Focused on corridor segments with the highest incident-related delay
- Identified crash hotspots
- Developed corridor-wide operations and incident management upgrade plan

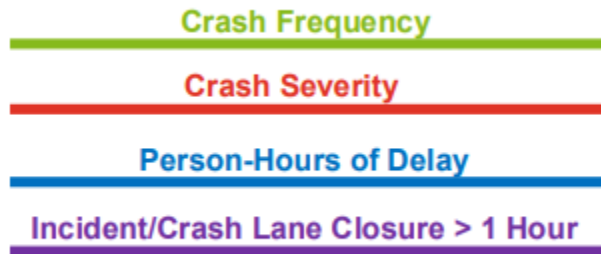


# Enhanced Incident Management Solution



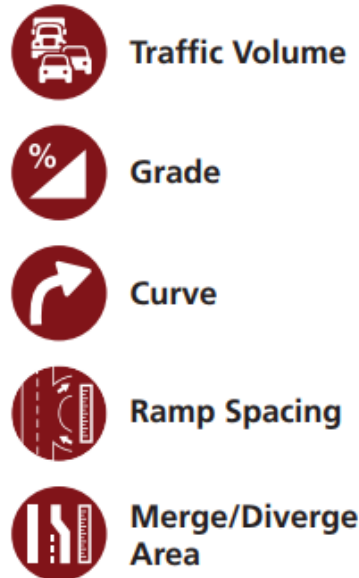
# Identifying I-81 Capital Improvements

Reviewed each problem area identified by performance measures



Address top 20% of issues in corridor

Determined contributing factors

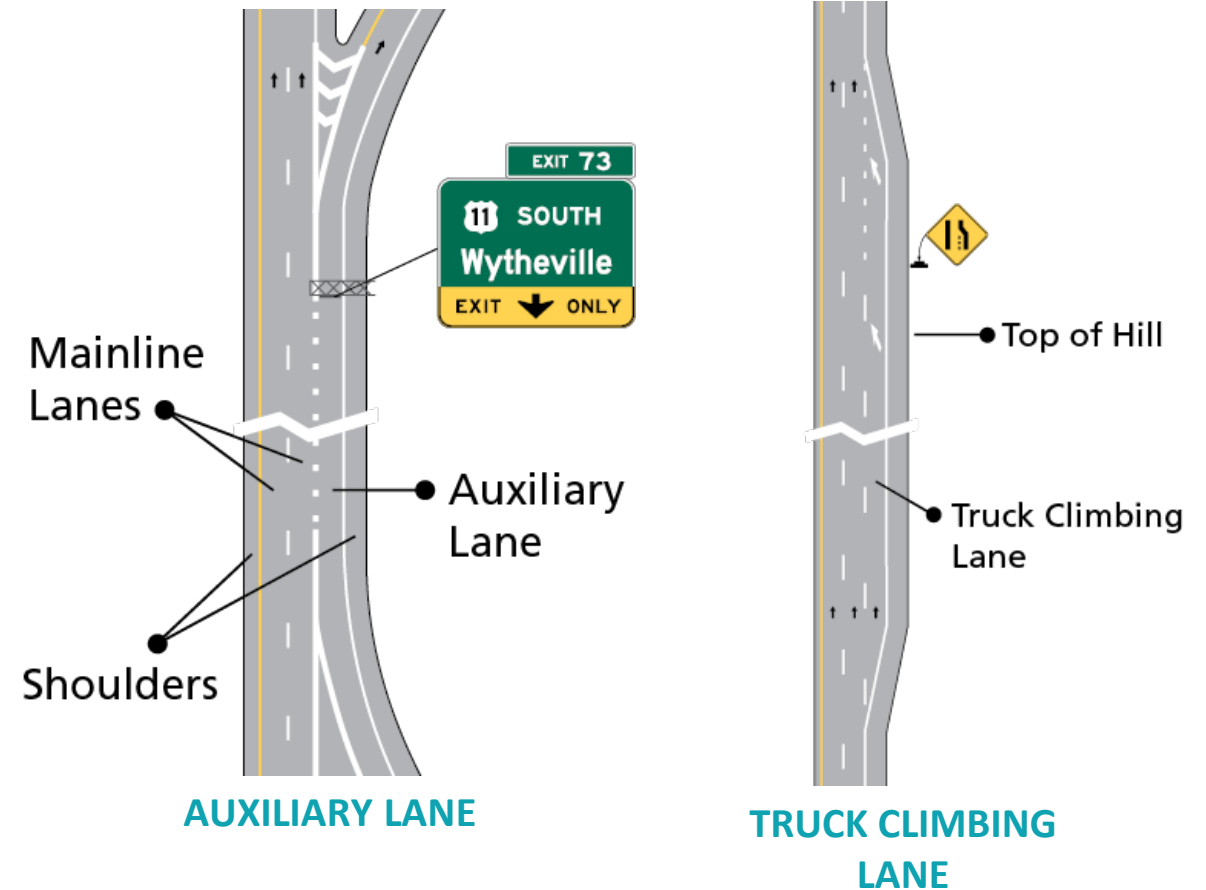


Developed potential solutions based identified contributing factors – a total cost of \$4 billion

# Potential Improvements Development Strategies

## Capital Improvements: Mainline I-81

- **Widening**
  - Third through lane
  - Auxiliary lane
  - Truck climbing lane
- **Acceleration and deceleration lane extensions**
- **Curve improvements**
- **Interchange improvements**
  - Ramp modifications
  - Ramp intersection improvements



# Solutions Identification Boards

## MM 0 TO MM 20

**LEGEND: Improvements**

**Infrastructure**

- Widen by One Lane
- Extend Acceleration/Deceleration Lane
- Curve Improvement
- Potential Solution
- Recently Constructed or Under Construction
- Funded Project
- Add Truck Climbing Lane
- Add Auxiliary Lane

**Operations**

**I-81 Mainline**

EXISTING	PROPOSED
Changeable Message Signs (CMS)	Changeable Message Signs (CMS)
Cameras	Cameras

**Other Routes**

EXISTING	PROPOSED
Changeable Message Signs (CMS)	Changeable Message Signs (CMS)
Cameras	Cameras

FUNDED PROJECTS		
Location	#	Funded Projects (Completion Year)
EXIT 5	1	Extend southbound acceleration and deceleration lanes and relocate frontage roads (2020)
MM 11	2	Reconstruction of northbound and southbound bridges over Halls Bottom Road (2018)
EXIT 14	3	Interchange ramp modifications (2019)
EXIT 17	4	Relocate northbound off-ramp and extend northbound acceleration lane (2024)
EXIT 19	5	Reconfigure interchange and combine the southbound on-ramps (2023)

POTENTIAL SOLUTIONS			Targeted Issues		Contributing Factors		Goal Met							
Location	#	Potential Solutions	High Crash Frequency	High Crash Severity	Excessive Delay	Lane Closures > 1 Hour	Traffic Volume	Grade	Curve	Ramp Spacing	Merge/Diverge Area	Reduce Crash Frequency	Reduce Crash Severity	Reduce Delay
<b>NORTHBOUND</b>														
MM 18	6	Curve Improvements	✓	✓					✓			✓	✓	
EXIT 19	7	Extend deceleration lane	✓	✓								✓	✓	✓
<b>SOUTHBOUND</b>														
MM 18	8	Curve improvements	✓	✓					✓			✓	✓	
EXIT 17	9	Extend acceleration lane	✓	✓						✓	✓	✓	✓	
MM 10 - 8	10	Widen to three lanes	✓			✓								✓



# Refinement of Potential Capital Improvements

## “SMART SCALE-Lite” Analysis

- Performance measures considered in project development
- I-81 Improvements compared against each other





# Prioritization of Potential Capital Improvements

- Scoring focused on outcomes, not the size of the problem
- Focused on capital improvements package of \$2 billion based on industry capacity feedback – approximately 1/2 of cost of all improvements



Note: Presented at the October public meetings. Following the public meetings, there were refinements to the prioritized projects based on feedback from the public, input from the CTB and a review of potential value engineering opportunities.



## Interstate 81 Corridor Improvement Plan - Project Scorecard

App ID: 1145

Title: Add NB auxiliary lane between Exit 140 and Exit 141

District: Salem



<b>17.1</b> PROJECT SCORE	<b>#11</b> OF 107 CORRIDORWIDE	Project Requested Funds.....\$12,900,000
	<b>#5</b> OF 33 DISTRICTWIDE	Project Benefit.....22.0
		Project Benefit / Total Cost.....17.1
<b>Recommended for Funding</b>		

Factor	Congestion Mitigation	Safety	Accessibility	
	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations
Measure Value	63.6 person hours of delay	13.0 EPDO	132.4 jobs per resident	136.7 jobs per resident
Normalized Measure Value (0-100)	25.90	1.6	54.9	55.9
Measure Weight (% of Factor)	100%	100%	75%	25%
Factor Value	25.9	1.6	55.2	
Factor Weight (% of Project Score)	40%	40%	20%	
Weighted Factor Value	10.4	0.6	11.0	
Project Benefit	22.0			
Project Cost	\$12,900,000			
Project Score (Project Benefit per \$10M Project Cost)	17.1			

# Cost Estimating

- **Construction unit cost assumptions**

Type	Unit	Unit Cost	
		Low	High
Auxiliary lane	Mile (one direction)	\$ 8,000,000	\$ 12,000,000
Bridge modification and/or widening	Each	\$ 4,000,000	\$ 6,000,000
Interchange rebuild	Each	\$ 20,000,000	\$ 25,000,000
Interchange reconfiguration	Each	\$ 20,000,000	\$ 25,000,000
Inside widening with barrier	Mile (both directions)	\$ 14,000,000	\$ 17,000,000
Inside widening with barrier (one direction)	Mile (one direction)	\$ 8,000,000	\$ 11,000,000
Inside widening with graded median	Mile (both directions)	\$ 13,000,000	\$ 16,000,000
Inside widening with graded median (one direction)	Mile (one direction)	\$ 7,000,000	\$ 10,000,000
Inside widening including partial outside widening	Mile (both directions)	\$ 15,000,000	\$ 18,000,000
Inside widening including partial outside widening (one direction)	Mile (one direction)	\$ 10,000,000	\$ 15,000,000
New bridge	Each	\$ 8,000,000	\$ 12,000,000
Outside widening	Mile (both directions)	\$ 17,000,000	\$ 22,000,000
Outside widening (one direction)	Mile (one direction)	\$ 10,000,000	\$ 15,000,000
Truck climbing lane	Mile (one direction)	\$ 10,000,000	\$ 15,000,000

# Cost Estimating

- **Determine preliminary engineering and CEI cost**

Cost Estimating Phase	Percent of Construction	Notes
Preliminary Engineering	15%	Use construction contract cost
Construction Engineering and Inspection	15%	Use construction contract cost plus noise wall cost

- **Determine preliminary engineering and CEI cost**

Location	Percent of Construction
Urban Inside	5%
Urban Outside	15%
Rural Inside	2%
Rural Outside	8%

# Capital Improvements Summary

District	Widening	Auxiliary Lane	Truck Climbing Lane	Acceleration Lane Extension	Deceleration Lane Extension	Curve Improvements	Shoulder Widening	Total	Total Cost (millions \$)
Bristol District Number of Improvements	1	3	3	6	10	4	0	27	\$285.3
Salem District Number of Improvements	4	0	0	4	2	3	0	13	\$875.4
Staunton District Number of Improvements	4	1	2	10	4	1	1	23	\$838.1
Total I-81 Corridor Number of Improvements	9	4	5	20	16	8	1	63	\$1,998.8
Total I-81 Corridor Miles	51.0	1.0	8.2	9.5	4.6	0.0	9.4	83.7	

# Capital Project Refinement

Board #	Improvement #	Jurisdiction(s)	Description	Added, Removed, and/or Modified?	Notes
1	5	Montgomery County	Extend northbound acceleration lane at Exit 94	Removed	Improvement removed as a result of scope refinements on other projects in the district
1	9	Montgomery County	Extend southbound acceleration lane at Exit 105	Removed	Improvement removed as a result of scope refinements on other projects in the district
3	5A	Roanoke County	Extend northbound acceleration lane at Exit 132	Removed	Improvement scope is included in the northbound widening to three lanes between Exit 128 and Exit 137 (Improvement 4A)  October recommendations between Exit 137 and Exit 143 included both an auxiliary lane and an additional through lane in the northbound and southbound directions resulting in four lanes in both directions in this section. In November, the improvement scope was reduced to three lanes in both directions between Exit 137 and Exit 143 through a combination of widening to three lanes between Exit 137 and Exit 141 (Improvements 4B and 10B) and the currently-funded auxiliary lane projects between Exit 141 and Exit 143 (Funded Projects 1 and 3).
3	5B	Roanoke County	Extend northbound deceleration lane at Exit 132	Removed	
3	4B (northbound) 10B (southbound)	Salem, Roanoke County	October Description: Widen to three lanes in northbound direction between MM 137 and MM 144 November Description: Widen to three lanes in both directions between Exit 137 and Exit 141	Modified	
3	6	Roanoke County	Extend northbound deceleration lane at Exit 137	Removed	
3	7 (northbound) 12 (southbound)	Roanoke County	Add northbound and southbound auxiliary lanes between Exit 137 and Exit 140	Removed	
3	8 (northbound) 11 (southbound)	Roanoke County	Add northbound and southbound auxiliary lanes between Exit 140 and Exit 141	Removed	

# Remaining Capital Improvement Highlights

## Bristol District

Add northbound truck climbing lane from Exit 32 and from Exit 39

Add a southbound truck climbing lane (Chilhowie)

Various improvements at both I-77/I-81 interchanges

## Salem District

Widen northbound Exit 119 to Exit 137

Widen northbound and southbound Exit 137 to Exit 141

*Connects to active widening from Exit 141 to Exit 143*

Widen northbound and southbound Exist 143 to Exit 150

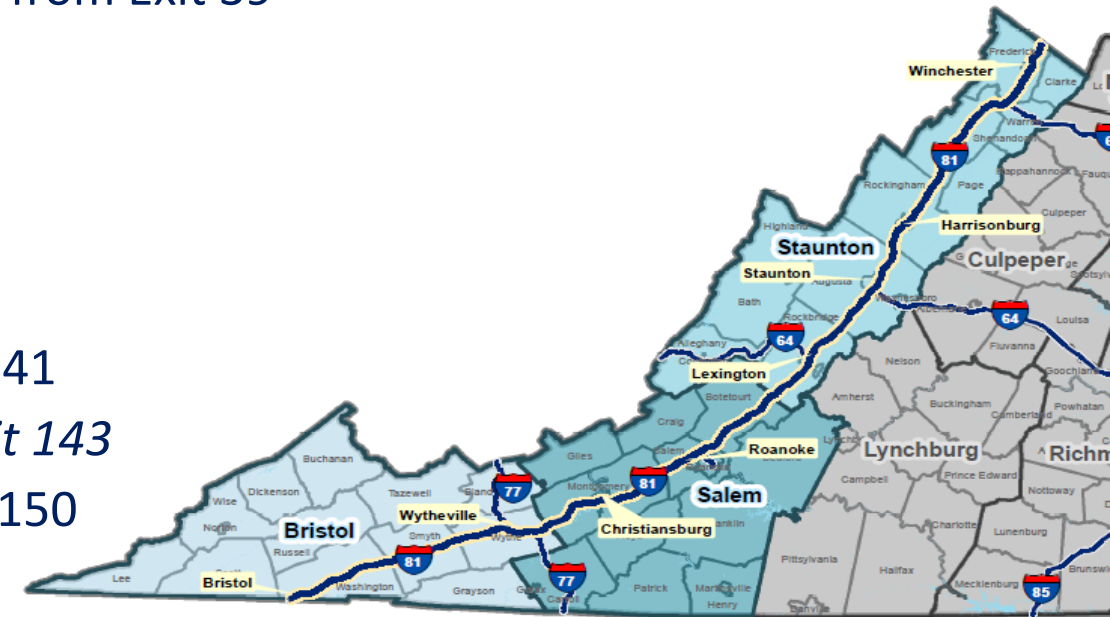
## Staunton District

Widen northbound and southbound Exit 222 to Exit 225 (Staunton)

Add northbound and southbound truck climbing lanes (Weyers Cave)

Widen northbound and southbound Exit 243 to 248 (Harrisonburg)

Widen northbound and southbound Exist 313 to Exit 317 (Winchester)




# Summary Benefit Results from Prioritized Capital Improvements

- **By deploying \$2 billion of capital improvements along the I-81 corridor\*:**
  - Annual vehicle hours of delay will be reduced, on average, by more than 6 million
    - Trucks will capture more than 3.6 million vehicle hours of annual delay reductions
    - Reductions related to construction of capital improvements responsible for more than 90% of these benefits
  - Annual statistical crashes are anticipated to be reduced, on average, by almost 450 across the entire corridor
    - Approximately 29% of the reduction in annual statistical crashes (representing almost 130 crashes) involve an injury

\* Estimated based on the share of vehicle delays generated by projects included in list of \$2B improvements compared to total vehicle delays generated by all improvements considered in the corridor. Estimate includes benefits related to Operational Improvements

# Economic Impact Analysis

- **Analyzed reduced transportation costs due to implementation of the plan and tolling costs for Virginia trucks**
  - **Reduced transportation costs include**
    - Reduced travel times
    - Reduced fuel and labor costs due to travel time savings
    - Reduced monetary costs due to less crashes
- 

# Economic Impact Analysis - Virginia Trucks

Share of Transportation Costs Reduction	Share of Tolls	Net Reduction in Transportation Costs
\$3,419	\$2,303	\$1,116

**1.49 ratio of transportation cost reduction to toll cost**

**\* Figures in millions and 2017 dollars**

# Economic Impact Analysis

## Agriculture, Logistics and Manufacturing

**Net transportation cost reductions were converted into direct economic impacts (in millions \$)**

	<b>Output</b>	<b>Value Added</b>	<b>Labor Income</b>	<b>TOTAL</b>
All Sectors	\$968.1	\$582.6	\$360.0	\$1,910.7
Agriculture	\$12.9	\$4.4	\$2.4	\$19.6
Logistics	\$7.5	\$3.3	\$2.7	\$13.6
Manufacturing	\$218.8	\$78.3	\$33.1	\$330.2

# **I-81 Corridor Improvement Plan**

- **Performance-based plan that identified \$2.2 billion in targeted capital and operations/incident management improvements to the corridor**
  - **Investments in truck parking, enforcement, and multimodal improvements to be identified by Task Forces to be established**
  - **Two financing options presented**
    1. **tolling trucks and autos by time of day with an annual auto pass fee option**
    2. **regional motor vehicle fuels / retail sales tax combination similar to those enacted in NoVA and Hampton Roads**
  - **Plan adopted by the CTB in December 2018, presented to the General Assembly in January 2019**
- 

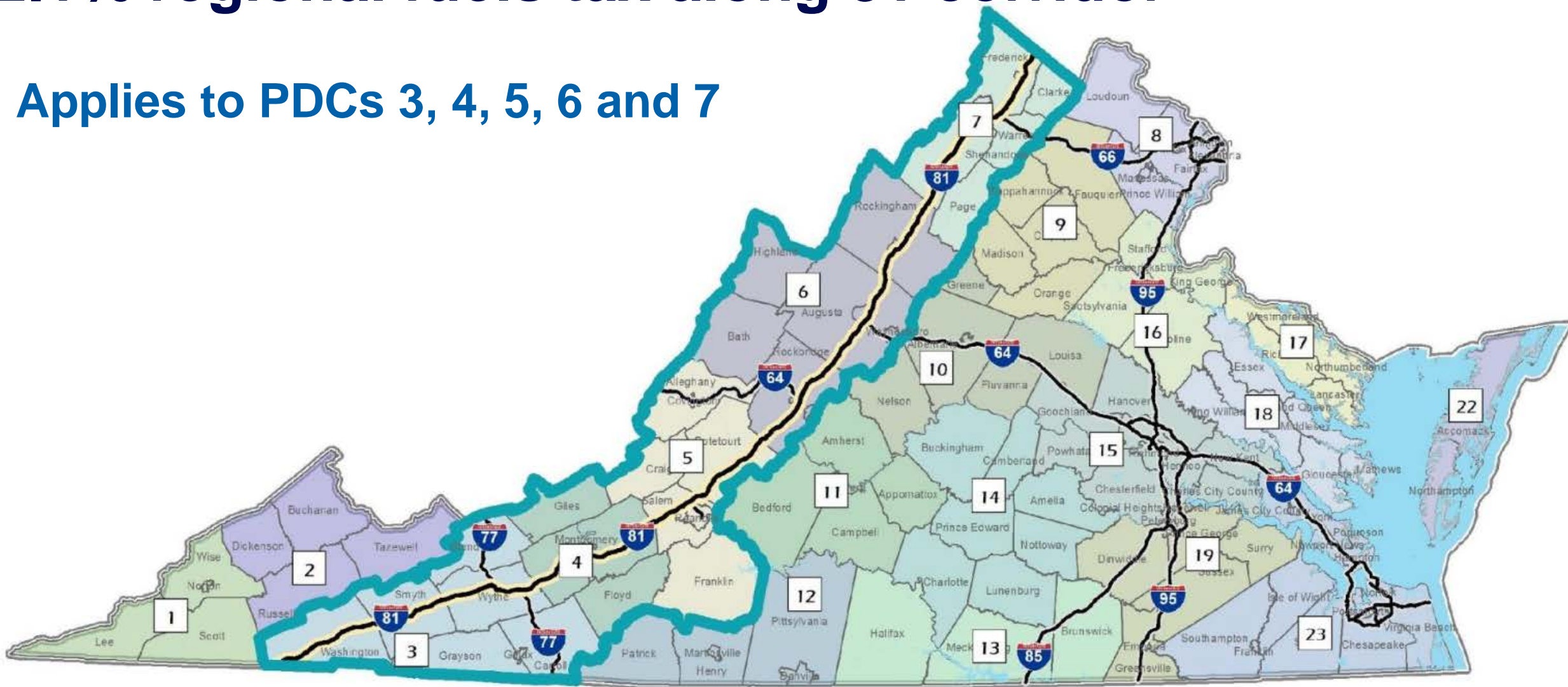
# **Governor Northam's Amendments**

**Recommended 28 line amendments to both HB2718 (Landes and Austin) and SB1716 (Obenshain and Carrico)**


- Increase in statewide truck registration fees**
  - Impose a 2.1% regional fuels tax along 81 corridor**
  - Increase in statewide diesel and road taxes**
  - Technical amendments**
  - “Kill switch” provision**
  - NVTa Technical amendments**
- 

# 2.1% regional fuels tax along 81 corridor

Applies to PDCs 3, 4, 5, 6 and 7



# Overview of Amendments

- **Raises both statewide and regional revenues**
  - **Statewide revenues are distributed based on of truck miles traveled on Interstate highways**
    - **41.0% to Interstate 81 corridor**
    - **17.9% to Interstate 95 corridor (outside NOVA)**
    - **12.6% to Interstate 64 corridor**
    - **9.1% to the Northern Virginia Transportation Authority**
    - **19.4% for other improvements to Interstate highway corridors**
- 

# **Interstate 81 Committee**


## **(33.2-3603)**

### **Board must establish Interstate 81 Committee**

- **15 voting members and two ex-officio**
  - **5 planning district commission chairs**
  - **4 members of the House of Delegates**
  - **3 members of the Senate**
  - **3 CTB members from Bristol, Salem and Staunton**
  - **VDOT Commissioner and DRPT Director ex-officio**
- **Required to hold 4 public meetings each year**

# **Interstate 81 Committee**

## **(33.2-3603)**

- **Purpose is to provide advice and recommendations to the Board–**
    - **Development of the Program**
    - **Updates to the I-81 Corridor Improvement Plan**
  - **Committee shall review the Interstate 81 Corridor Improvement Plan as it relates to project prioritization and funding options**
    - **Must report to the General Assembly and Governor by December 15, 2019 on recommendations**
- 

# Additional Revenues

**Additional information on the:**

- **Truck Registration Fees**
- **2.1% Regional Fuels Tax**
- **Road Tax**
- **Diesel Tax**

**Can be found in the April 9, 2019 Briefing the Commonwealth Transportation Board:**

**[http://www.ctb.virginia.gov/resources/2019/apr/pres/3\\_i81.pdf](http://www.ctb.virginia.gov/resources/2019/apr/pres/3_i81.pdf)**



# Revenue Estimates

	FY20	FY21	FY22	FY23	FY24	FY25
Truck Reg Fees	77.0	77.0	77.0	77.0	77.0	77.0
Diesel Tax	-	-	70.8	70.6	70.4	70.7
Road Tax *	23.8	73.4	73.4	73.4	73.4	73.4
Regional Fuels Tax	55.0	60.7	61.3	61.3	61.2	61.3


Figures in millions

\* New estimates are being developed based restructuring of tax


# Revenue Distribution

	FY20	FY21	FY22	FY23	FY24	FY25
Interstate 81 Corridor Imp Fund	96.4	122.4	152.1	152.0	151.8	152.1
Interstate 95 Corridor	18.0	26.9	39.5	39.5	39.5	39.5
Interstate 64 Corridor	12.7	18.9	27.8	27.8	27.8	27.8
NVTA Fund	9.2	13.7	20.2	20.1	20.1	20.1
Other Imp to Interstates	19.6	29.2	42.9	42.9	42.9	42.9
TOTAL	155.8	211.1	282.5	282.3	282.0	282.4


# **Interstate 81 Corridor Improvement Fund and Program (33.2-3601 and 33.2-3602)**

- **Moneys may only be used for capital, operating and other improvement costs identified in an adopted Interstate 81 Corridor Improvement Plan**
  - **Board must, starting July 1, 2020, annually update and adopt the 81 Corridor Improvement Program**
    - **Must consult with Interstate 81 Committee and review their recommendations**
    - **Must report on status and effectiveness of projects**
- 


# **Interstate 81 Corridor Report (33.2-3602 D)**

- **Board must report to the General Assembly by December 15 each year on—**
    - Safety and performance of Interstate 81**
    - Assessment of effectiveness of the operational strategies and capital projects implemented through the Program**
    - Status of projects funded through the Program**
    - Current and projected balances of the Fund**
- 

# Other Provisions

- **Revenues raised by the legislation expire December 31 in any year the General Assembly uses the funds for a non-transportation purpose**
  - **If any part of the legislation is found to be unconstitutional the remaining portions shall remain in effect**
  - **Board and VDOT shall continue to undertake all work on I-81 that they undertook as of July 1, 2019**
- 

# Moving Forward

- **VDOT has initiated curve improvements (flashing chevrons at select locations)**
  - **Expanded Safety Service Patrol started July 1st**
  - **Procurement of additional cameras underway, changeable message signs contract to be advertised in Fall 2019**
  - **Quick implementation acceleration lane extension projects have been identified, preliminary design work is underway**
  - **VDOT will be working with the I-81 Committee to review the remaining projects in the I-81 Corridor Improvement Plan to identify implementation schedules**
  - **First meeting of the I-81 Committee August 13, 2019**
- 





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## Interstate 81 Corridor Improvement Plan

Project website: <http://www.VA81Corridor.org>