

I-81 Program Progress Report

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Prepared for
The Virginia General Assembly

Prepared by
The Commonwealth Transportation Board

December 2026

Office of INTERMODAL Planning and Investment

VDOT

I-81 Program Progress Report

December 2026

Introduction

In April 2019, the Virginia General Assembly enacted legislation establishing Chapter 36 in Title 33.2 of the Code of Virginia, the Interstate 81 (I-81) Corridor Improvement Program and Fund (Va. Code § 33.2-600 et seq.) to advance the projects identified in the I-81 Corridor Improvement Plan (the Plan) for implementation. The Plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specified the roles and responsibilities of the Board and the I-81 Advisory Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

Legislative Requirements

Section 33.2-3602 of the Code of Virginia requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year "regarding the status and progress of implementation of the Program." This report is mandated to include the following information:

- An evaluation of safety and performance of I-81 using the following performance measures:
  - **Crash frequency and severity**: the total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale, summarized per mile.
  - **Total delay**: the total person-hours of delay caused by the impacts of congestion, incidents, and weather events, summarized per mile.
  - **Lane-impacting incident frequency**: the number of incidents that lead to at least one lane of the interstate being closed for an hour or more, summarized per mile.
  - **Lane-impacting incident duration**: the duration in hours of at least one lane of the interstate being closed due to an incident.
- An assessment of the effectiveness of the operational strategies and capital improvement projects implemented and funded through the Program.
- The status of capital improvement projects funded through the Program.
- The current and projected balances of the Fund.

As part of the establishment of the Fund, Title 33.2 provided dedicated annual funding to the corridor. The revenues for the Fund were provided through the creation of a new truck registration fee and the establishment of an I-81 regional fuels tax, a statewide diesel tax, and a statewide road tax.

During the 2020 General Assembly, HB 1414 (Chapter 1230) and SB 890 (Chapter 1275) included the following changes to the Program and Fund:

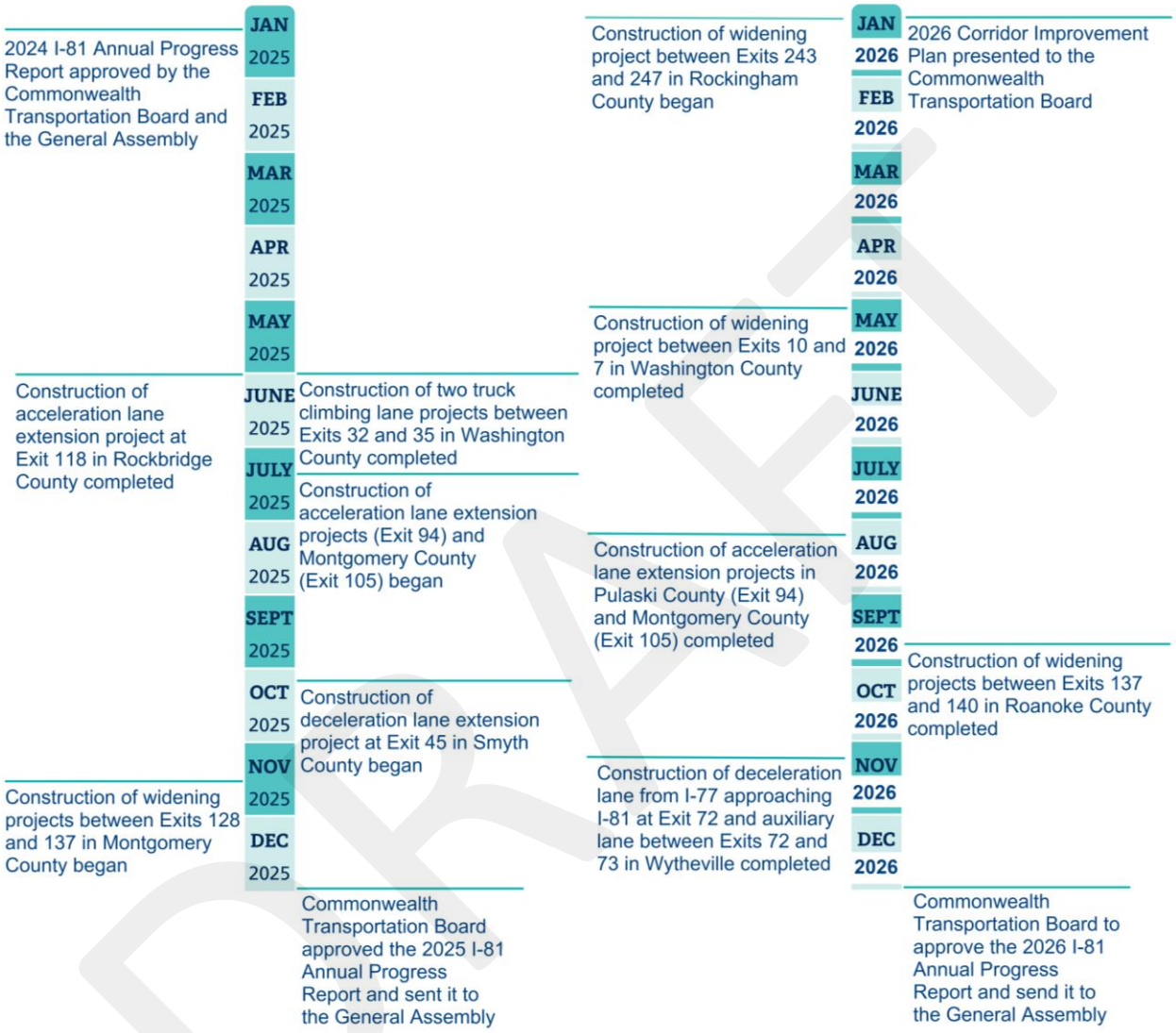
- Authorized the sale and issuance of bonds with an aggregate principal amount of $1 billion.
- Converted the regional fuels tax to a cent per gallon tax with the opportunity for annual growth based on the Consumer Price Index.
- Amended the regional fuels tax to include only localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes.
- Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program (IOEP). Previously provided statewide revenue sources were committed to the Commonwealth Transportation Fund beginning in fiscal year 2021.

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Timeline of Events



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Current and Projected Balances of the Fund

In June 2026, the Virginia Department of Transportation (VDOT) documented the current and projected funds available in the Program. Fiscal year fund balances are summarized in Table 1. All available funds are expected to be allocated to projects within the Program. The amounts shown in the table reflect the allocation of funding adopted by the Board on June 17, 2026, for the capital projects programmed in the Fiscal Year 2027-2032 Six-Year Improvement Program (SYIP). Annual funding for the Program is anticipated to be between $200-250 million. Estimated schedule information for capital improvement projects is available in **Appendix A** and can be found at www.improve81.org. **Appendix B** includes a table of the I-81 Improvement Fund activities to date.

Table 1: Current and Projected Funds Available Based on the FY 2027-2032 SYIP (in millions of dollars)

Source	Through FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total
I-81 Regional Fuels Tax	$553.0	$92.6	$95.9	$99.5	$103.0	$106.4	$109.7	**$1,160.1**
I-81 Allocation from IOEP	$521.9	$117.7	$115.2	$120.0	$124.2	$128.5	$132.4	**$1,259.9**
General Fund[1]	$245.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$245.0**
Other Sources[2]	$88.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$88.7**
Interest Income	$83.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$83.6**
Subtotal	**$1,492.2**	**$210.3**	**$211.1**	**$219.5**	**$227.2**	**$234.9**	**$242.1**	**$2,841.7**
Planned Debt for Const.	$398.8	$334.2	$0.0	$266.9	$0.0	$0.0	$0.0	$999.9
Total	**$1,891.0**	**$544.5**	**$211.1**	**$486.4**	**$227.2**	**$234.9**	**$242.1**	**$3,837.2**

Sources

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, November 2025
Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2026

Notes

FY = Fiscal Year

[1]General Fund includes $70 million provided by the Chapter 2 Budget Bill (HB6001) in FY 2025 and $175 million provided from the FY 2024 General Fund Surplus

[2]Other Sources includes $42 million provided from Highway Infrastructure Programs (HIP) Community Project Grant and funds allocated prior to FY 2021

In 2020, the Virginia General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism was not expected to impact the financial health of the Fund. Furthermore, according to the 2020 IOEP omnibus legislation, I-81 receives funding allocation from the IOEP equal to the ratio of I-81 vehicle-miles traveled (VMT) by vehicle class 6 or higher to total class 6 or higher VMT on Virginia interstates. Beginning in FY 2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund.

Adoption of the FY 2021-2027 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing. In 2024, the General Assembly appropriated $70 million for improvements on I-81 through the Chapter 2 Budget Bill (HB 6001). A Federal Highway Administration (FHWA) Highway Infrastructure Programs (HIP)

Community Project Grant provided an additional $42 million for improvements on I-81. In 2025, the General Assembly approved the allocation of $175 million of the FY 2024 General Fund Surplus to I-81 improvements. These funds will support the completion of projects in the current improvement program, which will be completed in 2035.

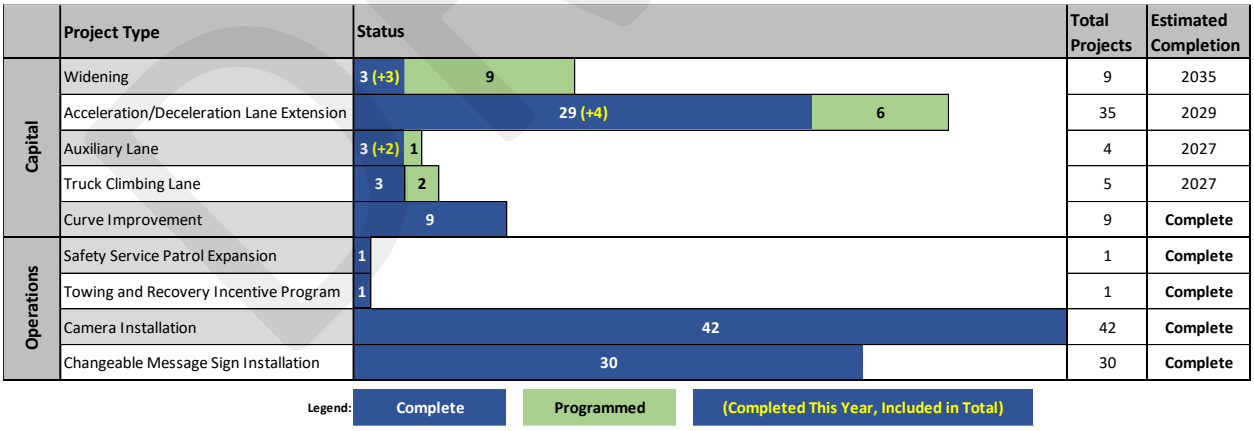
Status of Projects Funded Through the Program

The FY 2027 SYIP, adopted by the Board on June 17, 2026, included the ongoing operational improvements and capital improvement projects identified in the Plan. In 2021, the camera and changeable message sign installations were completed along with the three ramp extension construction projects in the Staunton District. Major progress was made on the acceleration and deceleration lane extension projects with the completion of seven projects in 2023.

The Smyth County auxiliary lane project was also completed in 2023, which was the first auxiliary lane project completed in the I-81 Corridor Improvement Program. In addition, a high friction overlay project was completed in Smyth County in 2023. Two truck climbing lane projects in Washington County and an acceleration lane extension project in Rockbridge County were completed in 2025. Construction on several widening, truck climbing lane, auxiliary lane, and acceleration/deceleration lane extension projects in the Bristol, Salem, and Staunton districts also continued in 2025. In 2026, additional projects advanced from design to construction and nine projects were completed, resulting in 47 completed capital improvement projects and 10 projects under construction throughout the corridor.

As shown in **Figure 1**, the program of projects is estimated for completion in 2035 once construction of the major widening projects is complete. In December 2024, the southbound widening project from Exit 137 to Exit 128 in the Salem District was added to the Program. **Appendix C** includes a table summarizing the status of individual capital improvement projects.

Figure 1: Status of Projects Funded Through the Program



Source: Virginia Department of Transportation, 2026

Performance of the I-81 Corridor

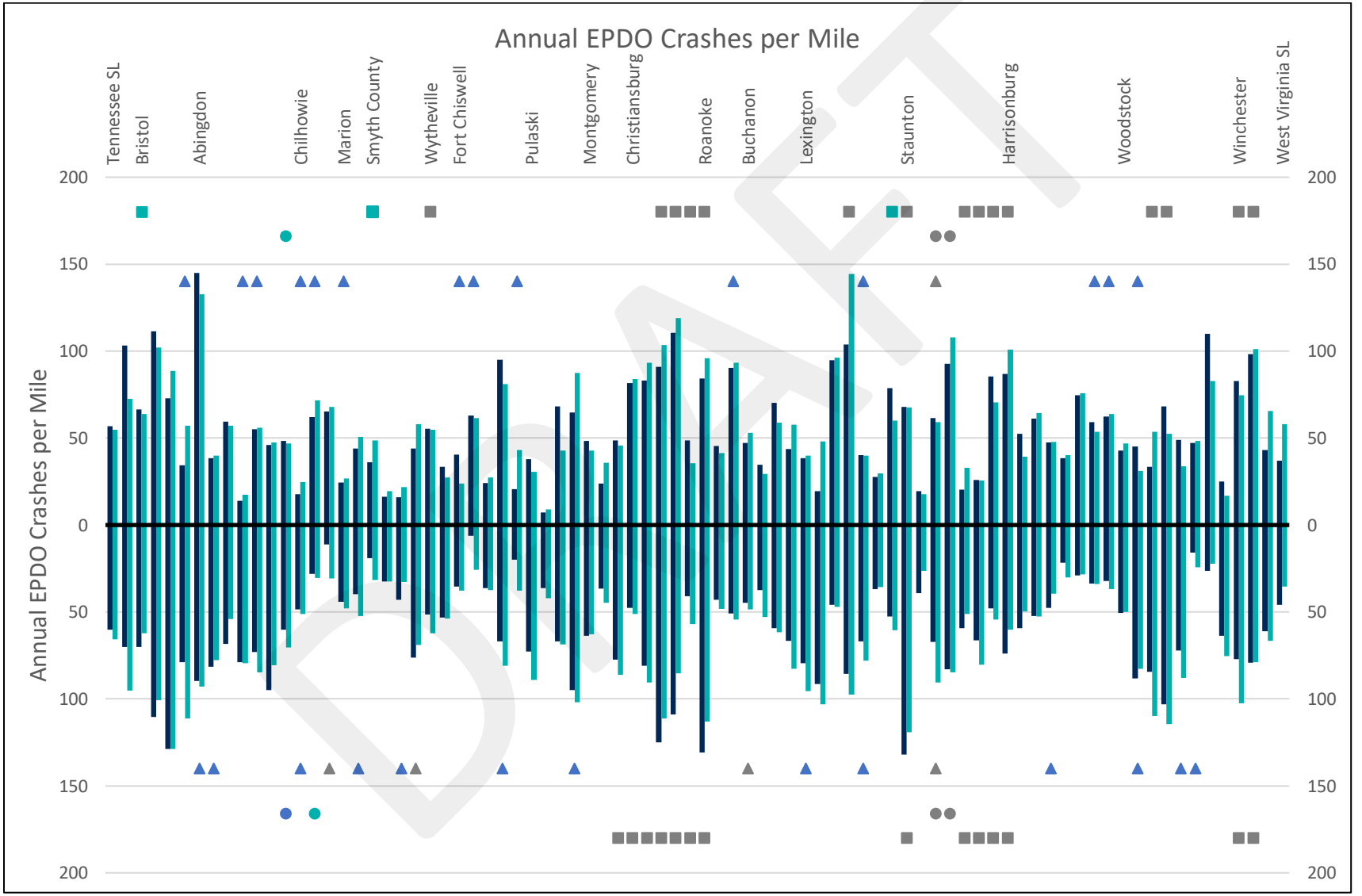
Figure 2 through **Figure 5** show how the four performance measures changed over multi-year periods between 2019 and 2025 for the EPDO performance measure and between 2023 and 2025 for the operations performance measures. These figures also show the location and current status of the capital improvement projects identified in the 2026 project list and timeline. The performance measures documented in the Plan and adopted by the Board in late 2018 were based on data through 2017. The emergence of the COVID-19 pandemic in 2020 caused a 15% reduction in total vehicle-miles traveled (VMT) on I-81, while VMT returned to pre-pandemic levels in 2021. As a result, 2020 data continues to be excluded from the multi-year performance measure analysis for this report as reduced travel on I-81 would skew comparisons with other years.

Crash data was compared between three five-year periods excluding 2020: 2018-2023, 2019-2024, and 2021-2025. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix D**. Delay and incident data were compared for the three two-year periods: 2022-2023, 2023-2024, and 2024-2025.

To illustrate how the program of projects has impacted I-81 performance, this report relies on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** summarize corridor-wide statistics for each two- or five-year period for the four performance measures. The latest results show different trends by measure and direction when compared to previous years. Corridor-wide EPDO crashes and person hours of delay increased, while lane-impacting incident frequency and total lane closure hours decreased.

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Figure 2: Annual EPDO Crashes per Mile

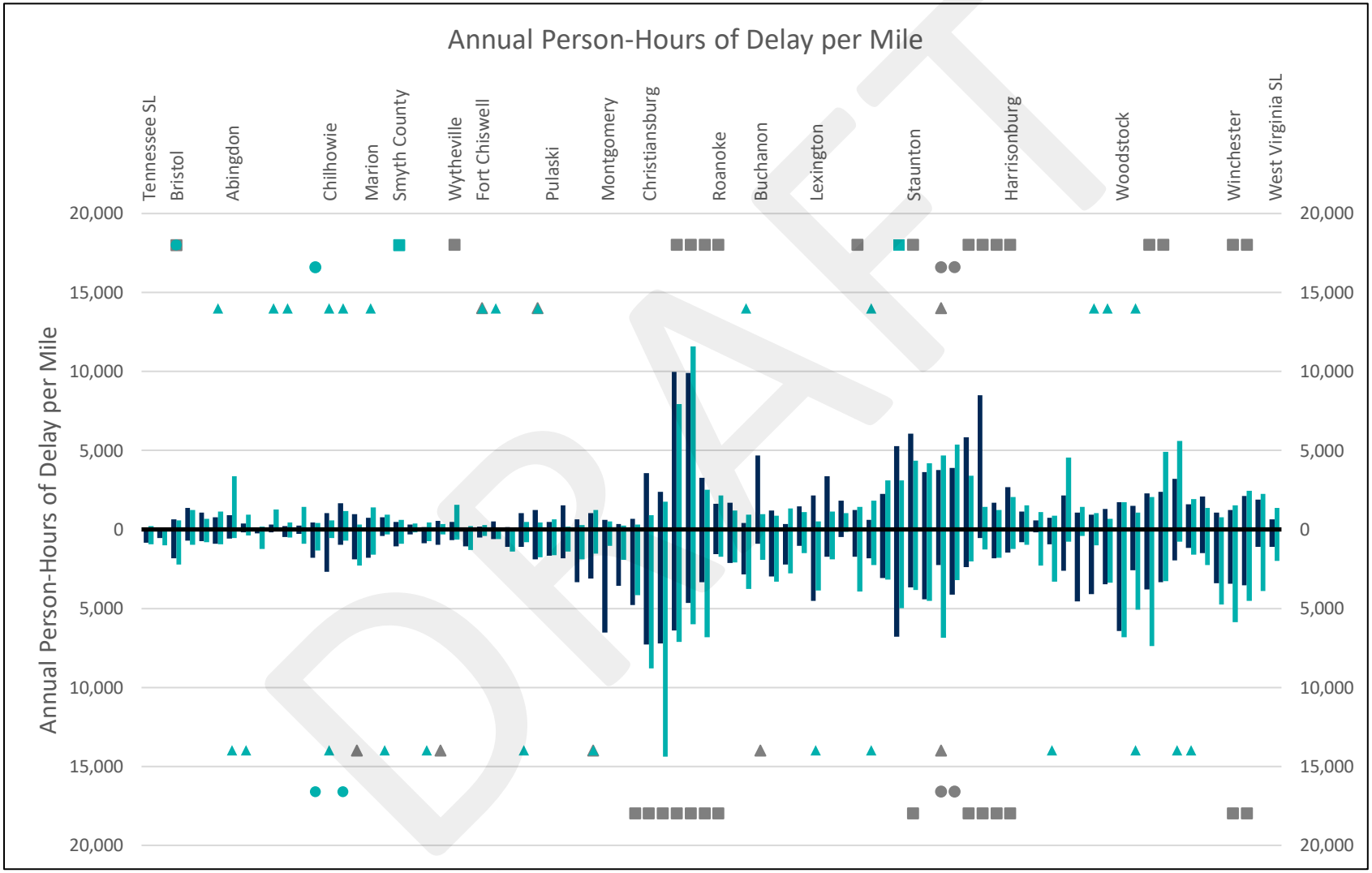


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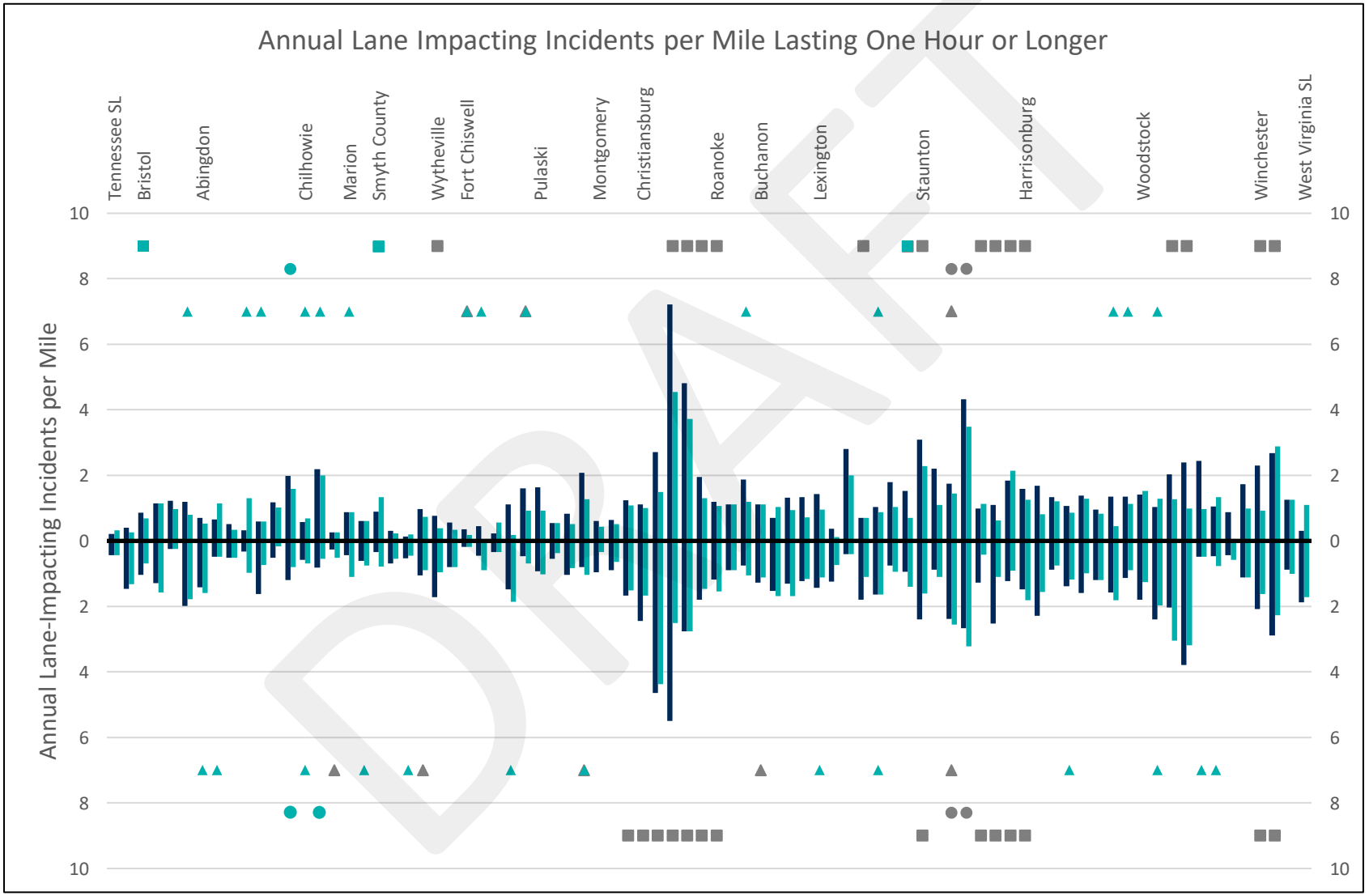
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Figure 3: Annual Person-Hours of Delay per Mile



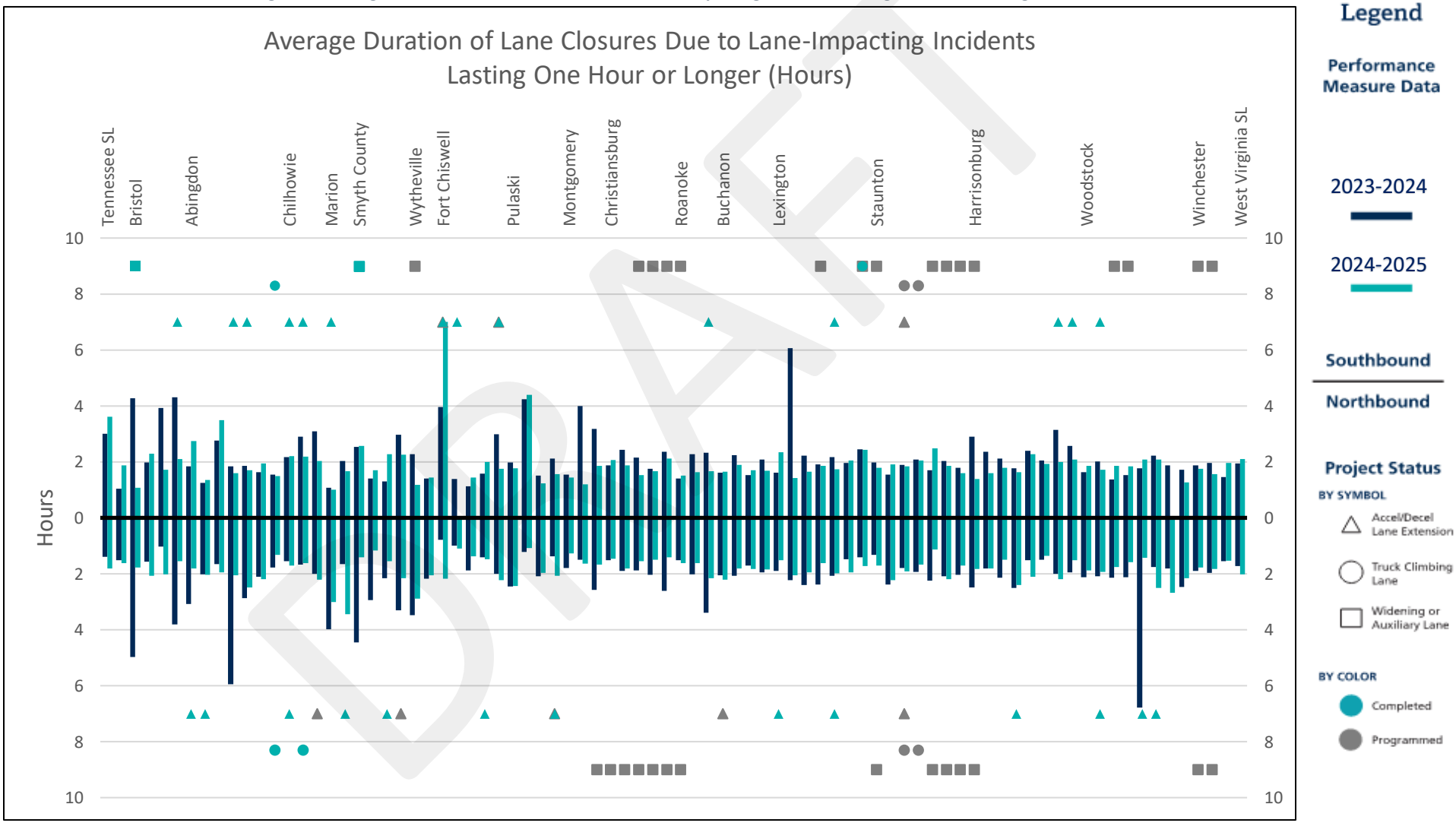
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Figure 4: Annual Lane-Impacting Incidents per Mile Lasting One Hour or Longer



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Figure 5: Average Duration of Lane Closures Due to Lane-Impacting Incidents Lasting One Hour or Longer



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Table 2: EPDO Crashes Excluding 2020 Data

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	96,587	91,066	187,653	--
2024	98,124	89,100	187,224	-0.2%
2025	104,569	91,741	196,310	+4.9%

Table 3: Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	1,548	1,431	2,979	--
2024	1,721	1,239	2,960	-0.6%
2025	1,940	1,161	3,101	+4.8%

Table 4: Total Lane-Impacting Incidents

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	974	960	1,934	--
2024	994	986	1,980	+2.4%
2025	896	772	1,668	-15.8%

Table 5: Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	2,079	2,124	4,203	--
2024	2,085	2,116	4,201	0.0%
2025	1,643	1,425	3,068	-27.0%

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The EPDO-weighted crash total of 196,310 for the 2021-2025 data period was a 4.9% increase compared to the previous five-year data period. The northbound total increased from 98,124 to 104,569 while the southbound total increased from 89,100 to 91,741. This increase in EPDO-weighted crashes reverses the slight corridor-wide decline between the two previous periods and is the highest total since the 2017-2022 data period.

One potential contributing factor for the increase in the EPDO-weighted crash total is an increase in work-zone-related crashes, particularly in the Roanoke area (Exit 143 to Exit 150), Staunton area (Exit 235 to Exit 240), and Bristol area (Exit 7 to Exit 10). All three locations had projects under active construction during 2025. In the Roanoke area within the limits of the Exit 143 to Exit 150 widening project, the number of work-zone-related crashes increased by 11 crashes in the northbound direction and by 21 crashes in the southbound direction between 2024 and 2025. In the Staunton area within the limits of the Weyers Cave truck climbing lane project (Exit 235 to Exit 240), the number of work-zone-related crashes increased by 47 crashes in the northbound direction between 2024 and 2025. In the Bristol area within the limits of the southbound widening project between Exit 7 and Exit 10, truck climbing lane project (Exit 235 to Exit 240), the number of work-zone-related crashes increased from three to 13 crashes between 2024 and 2025. Corridor-wide, 10.2% of all crashes were work-zone related and 21.4% occurred during inclement weather.

Between the 2023-2024 and 2024-2025 periods, total person-hours of delay increased by 4.8%, driven by worsening northbound conditions despite continued improvement in the southbound direction. Northbound delay increased by 12.7%, from 1,721 to 1,940 thousand person-hours, while southbound delay decreased by 6.3%, from 1,239 to 1,161 thousand person-hours. Between the 2023-2024 and 2024-2025 periods, there was an increase in total delay of 98% on the Exit 132 to Exit 137 segment. Incident-related delay accounted for approximately 68% of total delay within the segment, indicating that crashes and other traffic incidents were the primary drivers of deteriorating conditions.

The number of lane-impacting incidents lasting one hour or longer decreased 15.8%, from 1,980 in 2023-2024 to 1,668 in 2024-2025. Northbound incidents decreased 9.9%, from 994 to 896, and southbound incidents decreased 21.7%, from 986 to 772.

Similar to the trend observed with the number of lane-impacting incidents, total hours of lane closures associated with incidents lasting longer than one hour decreased by 27.0%, from 4,201 hours in the 2023-2024 period to 3,068 hours in the 2024-2025 period. Northbound closure hours decreased by 21.2%, from 2,085 to 1,643 hours, while southbound closure hours decreased by 32.6%, from 2,116 to 1,425 hours.

The reduction in both lane impacting incidents and total hours of lane closure may be attributed to operational initiatives such as VDOT's Towing and Recovery Incentive Program (TRIP), which reduces the time motorists spend in traffic due to crashes and other incidents on several interstate highways. The summer of 2026 marked five years of TRIP operations on the I-81 corridor. In the five years of operation on I-81, TRIP providers have responded to over 2,000 incidents and achieved incentive-based performance targets 97% of the time. Program performance statistics indicate an average arrival time of 34 minutes and an average scene-clearance time of 77 minutes, measured from the start of an incident until all travel lanes are reopened.

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Despite these corridor-wide improvements, a notable increase in average hours of lane closures (from 3.96 hours to 7.0 hours) was observed on I-81 near Fort Chiswell. The increase in southbound lane-closure hours was largely attributable to a single lane-impacting incident that remained active for approximately seven hours. Since the performance measure is based on average lane-closure duration, the presence of one long-duration incident significantly influenced the calculated average and accounts for most of the observed increase between the 2023-2024 and 2024-2025 periods.

In future years, evaluation of completed projects will continue to be affected by the following factors:

- Year-to-year fluctuation in performance measures since development of the Plan.
- Performance effects of active work zones.
- Exclusion of atypical 2020 travel conditions from crash-period comparisons.
- The need for sufficient post-implementation data before drawing conclusions about project effectiveness.

Multimodal Improvements to the I-81 Corridor

In addition to the capital and operational improvements of the I-81 Corridor Improvement Program, several multimodal improvements were implemented or advanced to provide meaningful intercity bus and passenger-rail connections throughout the I-81 corridor. These improvements are intended to expand transportation choices, connect rural communities with major destinations, and provide alternatives to automobile travel along the corridor.

The Virginia Breeze intercity bus system continued to provide and expand multimodal connections to the I-81 corridor. The Valley Flyer operates between Blacksburg and Washington, D.C., while the Highlands Rhythm operates between Bristol and Washington, D.C., with stops in Wytheville, Radford, Christiansburg, Salem, and Harrisonburg. During FY 2025, the Valley Flyer carried 33,741 passengers and the Highlands Rhythm carried 19,330 passengers, representing increases of approximately 9% and 19%, respectively, compared with FY 2024. Combined ridership for the two I-81 corridor routes totaled 53,071 passengers. Systemwide, Virginia Breeze carried 67,127 passengers during FY 2025, an increase of approximately 9% from the preceding fiscal year. Service expanded further on April 20, 2026, with the launch of the Tidewater Current, the system's first east-west intercity bus route. The new daily service connects Virginia Beach with Harrisonburg and provides an additional interregional connection to the I-81 corridor. With the addition of the Tidewater Current, Virginia Breeze now operates five routes in the Commonwealth.

The Highlands Rhythm continues to receive dedicated support from the I-81 Corridor Improvement Program. The Commonwealth Transportation Board approved $243,000 annually through November 2026 to support a portion of the route's operating expenses and provided $100,000 in one-time capital funding for bus-stop improvements. The Virginia Department of Rail and Public Transportation (DRPT) also advanced plans to relocate and improve the existing Wytheville bus stop using I-81 capital funding. Planned improvements include enhanced connectivity, lighting, ADA accessibility, and a bus shelter. Although construction was anticipated to be completed by the end of 2025, confirmation of the Wytheville bust stop enhancement project completion was not available at the time of this report.

Passenger-rail improvements also advanced during the reporting period. Construction is underway on the New River Valley Passenger Rail Project, which will extend Amtrak Virginia service beyond Roanoke to the historic Cambria station site in Christiansburg. The project includes a high-level passenger platform and canopy, parking facilities, track and signal improvements, access roads, and an Amtrak train layover and maintenance facility in Radford. The 2024 agreement between the Virginia Passenger Rail Authority (VPRA) and Norfolk Southern (NS) provided passenger access to the NS main line between Roanoke and Christiansburg and enabled construction of the associated passenger platform, track, parking, and layover improvements.

By summer 2026, crews completed the retaining wall surrounding the future Cambria passenger parking lot and the foundation structure for the nearly 1,000-foot passenger platform and canopy. Platform construction and retaining wall work along Depot Street were continuing. At the Radford layover facility, ballasts were placed between the tracks, electrical connections were complete, and preparations were underway for installation of the Amtrak office and maintenance building. Passenger-rail service to the New River Valley is expected to begin in late 2027.

Use of existing passenger rail serving western Virginia also remained strong. The Roanoke Amtrak Virginia corridor recorded 369,829 passenger trips during calendar year 2025, which was 8% higher than during calendar year 2024. Together, increasing intercity bus and passenger-rail ridership, the launch of a new interregional bus connection, and continued construction of the New River Valley Passenger Rail Project demonstrate measurable progress toward expanding multimodal transportation options for communities along the I-81 corridor.

Commonwealth Transportation Board Activities

VDOT initiated an update to the Plan in January 2025 at the direction of the Board and briefed the Board throughout 2025. On January 6, 2026, the Board approved the 2025/2026 Update to the Plan and directed VDOT to submit it to the General Assembly. The 2025/2026 Corridor Improvement Plan Update provides a framework for identifying corridor needs related to safety improvements, congestion reduction, and future growth. This new plan is oriented to projects beginning in 2035.

On October 13, 2026, VDOT presented the 2026 I-81 Corridor Improvement Program Annual Progress Report to the Board. The presentation included an update on the performance measures for the latest year of data, status of capital projects funded through the Program, and the current and projected balances of the Fund. The presentation delivered to the Board in October 2026 is in **Appendix E**.

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I-81 Advisory Committee Meetings

The Committee provides advice and recommendations to the Board regarding the development of the I-81 Plan. The Committee has 15 voting members: seven Virginia lawmakers, three Board members representing all three districts on I-81, and the five chairs of the planning district commissions. The Committee met in-person on December 2, 2025. Meeting minutes are available online by visiting the Improve I-81 webpage (improve81.org). The presentation delivered to the Committee in December 2025 is in **Appendix E**.

VDOT's Director of Planning provided the Committee with an update on the status of the 2025/2026 Plan, focused on results from recent public engagement efforts and the development of staff-recommended funding scenarios for consideration by the Committee. Key takeaways included the following:

- Gave a progress update of the 2025/2026 I-81 Plan, including sharing timeline for the adoption of the 2025/2026 I-81 Plan in January 2026.
- A SMART SCALE-like prioritization process was used to evaluate potential corridor improvements and develop a recommended funding scenario within the anticipated $2.0 to $2.25 billion budget available for new projects.
- Round 2 and Round 3 public outreach results were outlined with over 1,500 comments and almost 2,000 participants.
    - Feedback reinforced the needs for capacity and safety improvements, roadway lighting, and wildlife crossings.
- A staff-recommended funding scenario was developed prioritizing a combination of acceleration lanes, auxiliary lanes, truck climbing lanes, and widening projects across the corridor.
    - SMART SCALE-like score and ranking was used to prioritize new projects.
    - VDOT Bristol, Salem, and Staunton Districts each gave a recommended funding scenario for projects within their respective districts.

Next Steps

Most of the remaining capital improvement projects are either under construction or in the design phase. The following projects are expected to be completed by the end of 2026.

- Bristol District
    - Add auxiliary lane between Exit 73 and Exit 72 (southbound only).
    - Extend I-77 deceleration lane approaching I-81 Exit 72; reconfigure northbound off-ramp at I-77 Exit 41 (northbound only).

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The following projects are expected to be completed by the end of 2027:

- Bristol District
  - Extend deceleration lane at Exit 45 (northbound only).
  - Extend I-77 Exit 40 and I-81 Exit 72; extend southbound acceleration lane (southbound only).
  - Extend deceleration lane at Exit 72 (northbound only).
- Salem District
  - Extend acceleration lane at Exit 162 (northbound only).
- Staunton District
  - Widen to three lanes between Exit 221 and Exit 225 (both directions).

Construction will begin in 2027 and will be completed by 2035 at the following locations.

- Salem District
  - Segment N: Widen to three lanes between Exit 128 and MM 131 (both directions).
  - Segment S: Widen to three lanes between MM 133.8 and Exit 137 (both directions).
- Staunton District
  - Widen to three lanes between Exit 317 and MM 318.8.

Preliminary design will begin on the new projects once funding becomes available.

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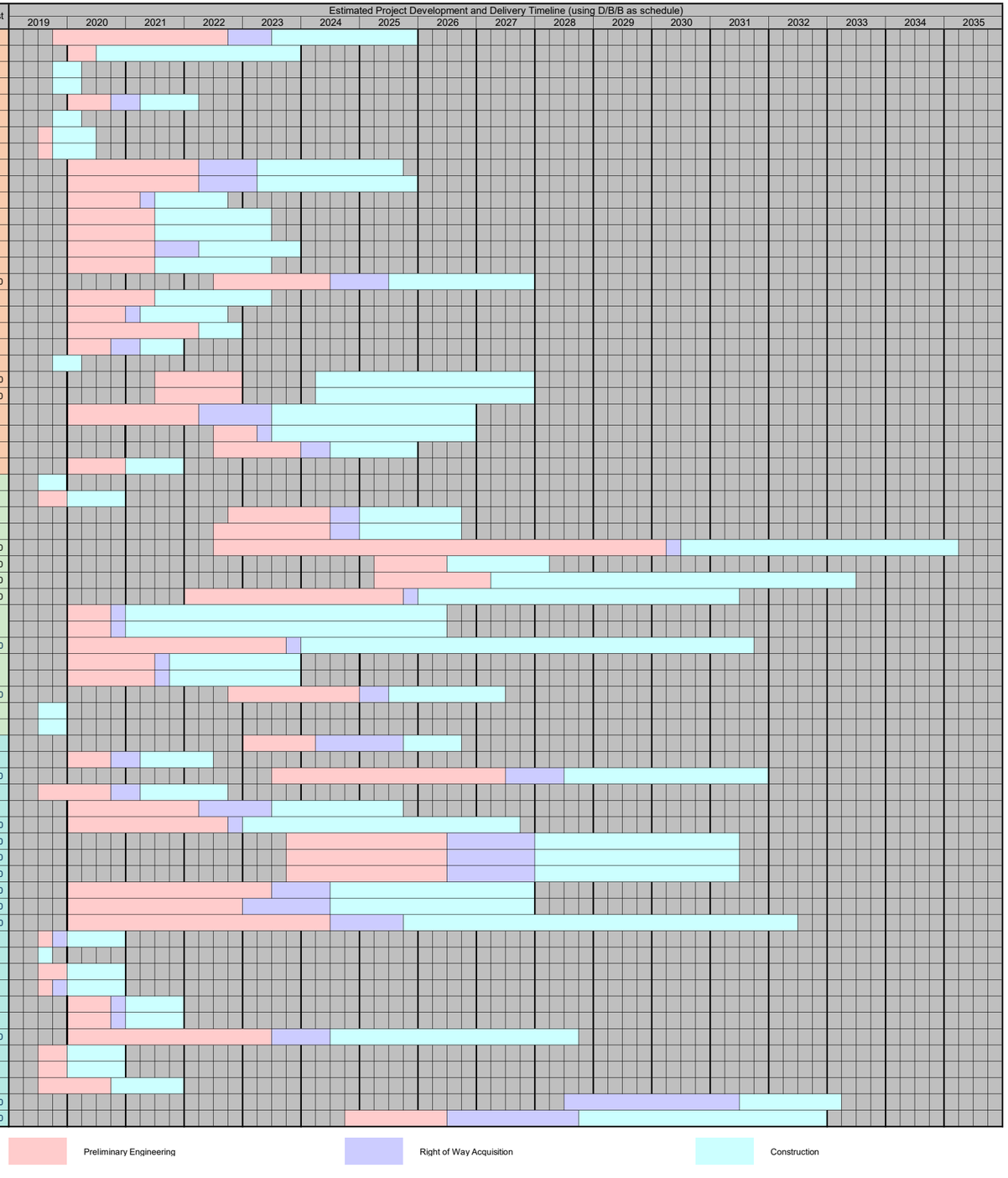
APPENDICES

Appendix A: Preliminary Capital Improvement Project Schedule

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Preliminary Capital Improvement Project Schedule
Order of Projects is South to North

UPC	Mile Marker From	Mile Marker To	District	Jurisdiction	Project ID	Direction	Improvement Description	Estimated Cost
116170	8.0	9.9	Bristol	Washington County / Bristol	27	SB only	Widen to three lanes between Exit 10 and Exit 7	Complete
116171	16.5	16.8	Bristol	Abingdon	26	SB only	Extend acceleration lane at Exit 17	Complete
115394	17.6	17.6	Bristol	Abingdon	25	SB only	Curve improvements (flashing chevrons)	Complete
115393	17.9	17.9	Bristol	Abingdon	1	NB only	Curve improvements (flashing chevrons)	Complete
116155	19.1	19.4	Bristol	Washington County / Abingdon	2	NB only	Extend deceleration lane at Exit 19	Complete
115395	21.5	21.5	Bristol	Washington County	24	SB only	Curve improvements (flashing chevrons)	Complete
115346	26.1	25.9	Bristol	Washington County	23	SB only	Extend acceleration lane at Exit 26	Complete
115345	26.8	26.7	Bristol	Washington County	22	SB only	Extend deceleration lane at Exit 26	Complete
116156	32.5	33.5	Bristol	Washington County	3	NB only	Add truck climbing lane	Complete
116172	32.8	34.3	Bristol	Washington County	21	SB only	Add truck climbing lane	Complete
116173	38.1	39.2	Bristol	Smyth County	20	SB only	Install high friction overlay and animal control fence	Complete
116159	38.6	38.9	Bristol	Smyth County	5	NB only	Extend deceleration lane at Exit 39	Complete
116174	39.4	39.7	Bristol	Smyth County	19	SB only	Extend deceleration lane at Exit 39	Complete
116157	39.5	40.8	Bristol	Smyth County	4	NB only	Add truck climbing lane	Complete
116167	42.8	43.1	Bristol	Smyth County / Marion	17	SB only	Extend acceleration lane at Exit 44	Complete
116160	45.1	45.7	Bristol	Smyth County / Marion	6	NB only	Extend deceleration lane at Exit 45	$ 16,500,000
116158	47.3	47.7	Bristol	Smyth County / Marion	16	SB only	Extend acceleration lane at Exit 47	Complete
116161	48.1	48.9	Bristol	Smyth County / Marion	7	NB only	Extend acceleration lane at Exit 47	Complete
116169	54.1	54.5	Bristol	Smyth County	15	SB only	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area	Complete
116162	67.1	67.4	Bristol	Wytheville	8	NB only	Extend deceleration lane at Exit 67	Complete
115600	67.6	67.6	Bristol	Wytheville	9	NB only	Curve improvements (flashing chevrons)	Complete
116163	72.5	73.3	Bristol	Wytheville	10	NB only	Extend deceleration lane at Exit 72	$ 43,000,000
116175	72.7	73.4	Bristol	Wythe County	18	SB only	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane	$ 35,000,000
116164	73.0 (I-81)	42.9 (I-77)	Bristol	Wytheville	11	NB only	Extend I-77 deceleration lane and reconfigure off-ramp	Complete
116168	73.2	73.8	Bristol	Wytheville	14	SB only	Add auxiliary lane between Exit 73 and Exit 72	Complete
116166	81.7	81.9	Bristol	Wythe County	13	SB only	Extend deceleration lane at Exit 81	Complete
116165	84.3	84.6	Bristol	Wythe County	12	SB only	Extend deceleration lane at Exit 84	Complete
115794	88.0	88.0	Salem	Pulaski County	28	NB only	Curve improvements (flashing chevrons)	Complete
115795	90.2	90.7	Salem	Pulaski County	29	NB only	Extend acceleration lane at Exit 89	Complete
116200	94.2	93.7	Salem	Pulaski County / Pulaski	38	SB only	Extend acceleration lane at Exit 94	Complete
116198	105.5	106.0	Salem	Montgomery County / Radford	30	NB only	Extend acceleration lane at Exit 105	Complete
116196	116.2	128.4	Salem	Montgomery County / Christiansburg	31	NB only	Widen to three lanes between mile marker 116 and Exit 128	$ 441,900,000
127445	128.4	131.0	Salem	Montgomery County / Roanoke County	32	Both Directions	Segment S: Widen to three lanes between mile marker 131 and Exit 128	$ 334,000,000
127443	131.0	133.8	Salem	Roanoke County			Segment M: Widen to three lanes between mile marker 131 and 133.8	$ 279,400,000
116197	133.8	136.6	Salem	Montgomery County / Roanoke County / Salem			Segment N: Widen to three lanes between mile marker 133.8 and Exit 137	$ 310,500,000
116203	136.0	139.0	Salem	Roanoke County / Salem	39A	Both Directions	Widen to three lanes between Exit 137 and Exit 140	Complete
	139.0	142.0	Salem	Roanoke County / Salem	39B	Both Directions	Widen to three lanes between Exit 140 and Exit 141	
116201	144.2	151.3	Salem	Roanoke County / Botetourt County	40	Both Directions	Widen to three lanes between Exit 143 and Exit 150	$ 462,400,000
116202	158.0	157.2	Salem	Botetourt County	37	SB only	Extend acceleration lane at Troutville Safety Rest Area	Complete
	158.4	158.2	Salem	Botetourt County	36	SB only	Extend deceleration lane at Troutville Safety Rest Area	
116199	162.4	162.9	Salem	Botetourt County / Buchanan	33	NB only	Extend acceleration lane at Exit 162	$ 8,400,000
--	171.7	175.6	Salem	Botetourt County	34	NB only	Curve improvements (flashing chevrons)	Complete
--	175.3	171.4	Salem	Botetourt County	35	SB only	Curve improvements (flashing chevrons)	Complete
116246	189.0	189.4	Staunton	Rockbridge County	41	NB only	Acceleration Lane Extension at Exit 188	Complete
116245	204.9	204.6	Staunton	Rockbridge County	59	SB only	Acceleration Lane Extension at Exit 205	Complete
116282	200.5	205.0	Staunton	Rockbridge County	60	SB only	Widen to three lanes between Exit 205 and Exit 200	$ 111,700,000
115801	205.3	205.7	Staunton	Rockbridge County	42	NB only	Acceleration Lane Extension at Exit 205	Complete
116279	221.2	221.0	Staunton	Augusta County	58	SB only	Add Auxiliary Lane between Exit 221 and Exit 220	Complete
116269	221.4	225.6	Staunton	Augusta County / Staunton	61	Both Directions	Widen to three lanes between Exit 221 and Exit 225	$ 140,500,000
116271	232.4	232.8	Staunton	Augusta County	43	NB only	Acceleration Lane Extension at Northbound Mt Sidney Rest Area	$ 9,000,000
116276	232.5	231.9	Staunton	Augusta County	57	SB only	Acceleration Lane Extension at Southbound Mt Sidney Rest Area	$ 8,000,000
116275	232.9	232.7	Staunton	Augusta County	56	SB only	Deceleration Lane Extension at Southbound Mt Sidney Rest Area	$ 5,000,000
116277	234.1	237.7	Staunton	Augusta County / Rockingham County	44	NB only	Truck Climbing Lane at Weyers Cave (Northbound)	$ 45,700,000
116278	237.9	234.2	Staunton	Augusta County	55	SB only	Truck Climbing Lane at Weyers Cave (Southbound)	$ 40,300,000
116280	242.0	248.8	Staunton	Rockingham County / Harrisonburg	62	Both Directions	Widen to three lanes between Exit 243 and Exit 247	$ 319,500,000
115802	268.8	268.9	Staunton	Shenandoah County	45	NB only	Deceleration Lane Extension at Exit 269	Complete
115848	272.7	271.8	Staunton	Shenandoah County	54	SB only	Curve Improvements (Flashing Chevrons)	Complete
116243	278.6	278.4	Staunton	Shenandoah County	53	SB only	Acceleration Lane Extension at Exit 279	Complete
115804	282.8	282.6	Staunton	Shenandoah County	52	SB only	Acceleration Lane Extension at Exit 283	Complete
116270	291.8	292.1	Staunton	Shenandoah County	46	NB only	Acceleration Lane Extension at Exit 291	Complete
116244	296.1	296.0	Staunton	Shenandoah County	51	SB only	Acceleration Lane Extension at Exit 296	Complete
116268	299.6	295.4	Staunton	Shenandoah County / Warren County	50	SB only	Widen to three lanes between mile marker 299 and 296	$ 82,700,000
115870	302.0	302.2	Staunton	Frederick County	48	NB only	Deceleration Lane Extension at Exit 302	Complete
116236	302.6	302.9	Staunton	Frederick County	47	NB only	Acceleration Lane Extension at Exit 302	Complete
115803	303.5	303.8	Staunton	Frederick County	49	NB only	Deceleration Lane Extension at Truck Scales (mile marker 304)	Complete
126389	312.2	317.0	Staunton	Frederick County	63B	Both Directions	Widen to three lanes between mile marker 312.2 and 317	$ 285,900,000
116281	317.0	318.8	Staunton	Frederick County / Winchester	63A	Both Directions	Widen to three lanes between Exit 317 and mile marker 318.8	$ 200,200,000



Appendix B: I-81 Improvement Fund Activity to Date

Activity	Total (in Millions)
Expenditures	
Pay-Go Project Expenditures	$590.6
Bond Fund Project Expenditures	$199.4
Debt Service	$23.3
Financing Costs	$2.1
Total - Expenditures	**$815.4**
Balance Remaining	
Fund Balance	$781.3
Bond Balance	$0.0
Federal IOEP Balance	$36.0
Federal Earmark Balance	$59.0
TIFIA Balance	$199.4
Total Funds Available	**$1,075.7**
Expenditures and Balance Remaining Total	**$1,891.1**

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Appendix C: Improvements Summary Table

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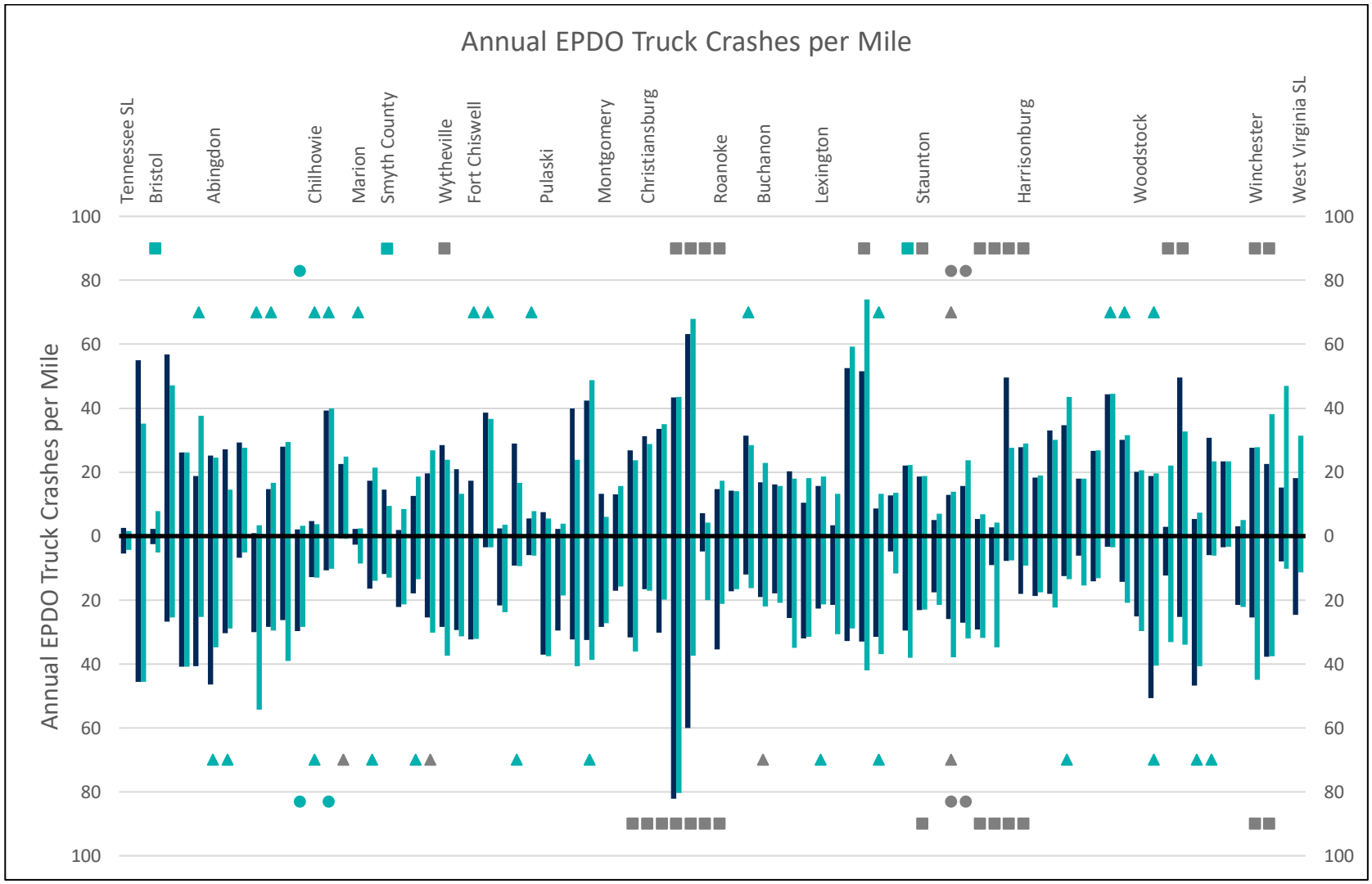
Improvements Summary Table
Order of Projects is South to North

Recommended Improvements								
Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker From		To	Improvement Description
27	116170	Bristol	Washington County / Bristol	SB only	8.0	to	9.9	Widen to three lanes between Exit 10 and Exit 7
26	116171	Bristol	Abingdon	SB only	16.5	to	16.8	Extend acceleration lane at Exit 17
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvements (flashing chevrons)
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvements (flashing chevrons)
2	116155	Bristol	Washington County / Abingdon	NB only	19.1	to	19.4	Extend deceleration lane at Exit 19
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvements (flashing chevrons)
23	115346	Bristol	Washington County	SB only	26.1	to	25.9	Extend acceleration lane at Exit 26
22	115345	Bristol	Washington County	SB only	26.8	to	26.7	Extend deceleration lane at Exit 26
3	116156	Bristol	Washington County	NB only	32.5	to	33.5	Add truck climbing lane
21	116172	Bristol	Washington County	SB only	32.8	to	34.3	Add truck climbing lane
20	116173	Bristol	Smyth County	SB only	38.1	to	39.2	Install high friction overlay and animal control fence
5	116159	Bristol	Smyth County	NB only	38.6	to	38.9	Extend deceleration lane at Exit 39
19	116174	Bristol	Smyth County	SB only	39.4	to	39.7	Extend deceleration lane at Exit 39
4	116157	Bristol	Smyth County	NB only	39.5	to	40.8	Add truck climbing lane
17	116167	Bristol	Smyth County / Marion	SB only	42.8	to	43.1	Extend acceleration lane at Exit 44
6	116160	Bristol	Smyth County / Marion	NB only	45.1	to	45.7	Extend deceleration lane at Exit 45
16	116158	Bristol	Smyth County / Marion	SB only	47.3	to	47.7	Extend acceleration lane at Exit 47
7	116161	Bristol	Smyth County / Marion	NB only	48.1	to	48.9	Extend acceleration lane at Exit 47
15	116169	Bristol	Smyth County	SB only	54.1	to	54.5	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
8	116162	Bristol	Wytheville	NB only	67.1	to	67.4	Extend deceleration lane at Exit 67
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevrons)
10	116163	Bristol	Wytheville	NB only	72.5	to	73.3	Extend deceleration lane at Exit 72
18	116175	Bristol	Wythe County	SB only	72.7	to	73.4	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane
11	116164	Bristol	Wytheville	NB only	73.0 (I-81)	to	42.9 (I-77)	Extend I-77 deceleration lane and reconfigure off-ramp
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Extend deceleration lane at Exit 81
12	116165	Bristol	Wythe County	SB only	84.3	to	84.6	Extend deceleration lane at Exit 84
28	115794	Salem	Pulaski County	NB only	88.0	to	88.0	Curve improvements (flashing chevrons)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Extend acceleration lane at Exit 89
38	116200	Salem	Pulaski County / Pulaski	SB only	94.2	to	93.7	Extend acceleration lane at Exit 94
30	116198	Salem	Montgomery County / Radford	NB only	105.5	to	106.0	Extend acceleration lane at Exit 105
31	116196	Salem	Montgomery County / Christiansburg	NB only	116.2	to	128.4	Widen to three lanes between mile marker 116 and Exit 128
32	127445	Salem	Montgomery County / Roanoke County	Both Directions	128.4	to	131	Segment S: Widen to three lanes between mile marker 131 and Exit 128
32	127443	Salem	Roanoke County	Both Directions	131.0	to	133.8	Segment M: Widen to three lanes between mile marker 131 and 133.8
32		Salem	Montgomery County / Roanoke County / Salem	Both Directions	133.8	to	136.6	Segment N: Widen to three lanes between mile marker 133.8 and Exit 137
39A	116203	Salem	Roanoke County / Salem	Both Directions	136	to	139	Widen to three lanes between Exit 137 and Exit 140
39B		Salem	Roanoke County / Salem		139.0	to	142	Widen to three lanes between Exit 140 and Exit 141
40	116201	Salem	Roanoke County / Botetourt County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
37	116202	Salem	Botetourt County	SB only	158	to	157.2	Extend acceleration lane at Troutville Safety Rest Area
36		Salem	Botetourt County	SB only	158.4	to	158.2	Extend deceleration lane at Troutville Safety Rest Area
33	116199	Salem	Botetourt County / Buchanan	NB only	162.4	to	162.9	Extend acceleration lane at Exit 162
34	--	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevrons)
35	--	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevrons)
41	116246	Staunton	Rockbridge County	NB only	189	to	189.4	Acceleration Lane Extension at Exit 188
59	116282	Staunton	Rockbridge County	SB only	204.9	to	204.6	Acceleration Lane Extension at Exit 205
60	116245	Staunton	Rockbridge County	SB only	200.5	to	205	Widen to three lanes between Exit 205 and Exit 200
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Acceleration Lane Extension at Exit 205
58	116279	Staunton	Augusta County	SB only	221.2	to	221	Add Auxiliary Lane between Exit 221 and Exit 220
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.4	to	225.6	Widen to three lanes between Exit 221 and Exit 225
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Acceleration Lane Extension at Northbound Mt Sidney Rest Area
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Acceleration Lane Extension at Southbound Mt Sidney Rest Area
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Deceleration Lane Extension at Southbound Mt Sidney Rest Area
44	116277	Staunton	Augusta County / Rockingham County	NB only	234.1	to	237.7	Truck Climbing Lane at Weyers Cave (Northbound)
55	116278	Staunton	Augusta County	SB only	237.9	to	234.2	Truck Climbing Lane at Weyers Cave (Southbound)
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242	to	248.8	Widen to three lanes between Exit 243 and Exit 247
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Deceleration Lane Extension at Exit 269
54	115848	Staunton	Shenandoah County	SB only	272.7	to	271.8	Curve Improvements (Flashing Chevrons)
53	116243	Staunton	Shenandoah County	SB only	278.6	to	278.4	Acceleration Lane Extension at Exit 279
52	115804	Staunton	Shenandoah County	SB only	282.8	to	282.6	Acceleration Lane Extension at Exit 283
46	116270	Staunton	Shenandoah County	NB only	291.8	to	292.1	Acceleration Lane Extension at Exit 291
51	116244	Staunton	Shenandoah County	SB only	296.1	to	296	Acceleration Lane Extension at Exit 296
50	116268	Staunton	Shenandoah County / Warren County	SB only	299.6	to	295.4	Widen to three lanes between mile marker 299 and 296
48	115870	Staunton	Frederick County	NB only	302	to	302.2	Deceleration Lane Extension at Exit 302
47	116236	Staunton	Frederick County	NB only	302.6	to	302.9	Acceleration Lane Extension at Exit 302
49	115803	Staunton	Frederick County	NB only	303.5	to	303.8	Deceleration Lane Extension at Truck Scales (mile marker 304)
63B	126389	Staunton	Frederick County	Both Directions	312.2	to	317	Widen to three lanes between mile marker 312.2 and 317
63A	116281	Staunton	Frederick County / Winchester	Both Directions	317	to	318.8	Widen to three lanes between Exit 317 and mile marker 318.8

Completed Project

Programmed Project

Appendix D: Crash Frequency and Severity Per Mile for Truck-Related Crashes



Appendix E: Commonwealth Transportation Board and I-81 Advisory Committee Presentations

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INTERSTATE 81 – CORRIDOR IMPROVEMENT PROGRAM ANNUAL PROGRESS REPORT

Ben Mannell, AICP Transportation and Mobility Planning Division
Kimberly Pryor, Chief Financial Officer

October 13, 2026

I-81 Corridor Improvement Program Progress Report

Pursuant to § 33.2-3602, the Report must include:

- **The safety and performance of the Interstate 81 corridor**
  - **Number of incidents**
  - **Average duration of incidents**
  - **Number and average duration of incidents involving lane closures**
  - **Person-hours of delay along the Interstate 81 corridor**
- **An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program**
- **The status of capital projects funded through the Program**
- **The current and projected balances of the Fund**

The report must be adopted by the board and submitted to the General Assembly by Dec 15th

Corridor Performance

Performance measure data fluctuated by segment throughout the corridor in the years since the plan was developed

Between 2024 and 2025, I-81 experienced an increase in two performance measures in both directions, but especially in the northbound direction

- Equivalent property damage only (EPDO) crashes
- Person-hours of delay

Equivalent Property Damage Only Crashes

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	96,587	91,066	187,653	--
2024	98,124	89,100	187,224	-0.2%
2025	104,569	91,741	196,310	+4.9%

Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	1,548	1,431	2,979	--
2024	1,721	1,239	2,960	-0.6%
2025	1,940	1,161	3,101	+4.8%

Effectiveness of Improvements

The number of lane-impacting incidents lasting longer than one hour and hours of lane closures leveled off in 2024 and decreased below 2023 levels in 2025

Initiatives like the Towing and Recovery Incentive Program (TRIP) contribute to the decrease in lane closures lasting one hour or longer

- Average TRIP arrival time: 34 min
- Average scene-clearance time: 77 min (~40 min faster than before TRIP)

Total Lane-Impacting Incidents Lasting 1+ Hours

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	974	960	1,934	--
2024	994	986	1,980	+2.4%
2025	869	772	1,668	-15.8%

Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	2,079	2,124	4,203	--
2024	2,085	2,116	4,201	0.0%
2025	1,643	1,425	3,068	-27.0%

Tables from I-81 CIP Annual Report

Performance Evaluation in Future

In future years, it will continue to be challenging to evaluate the impact of completed construction projects on the corridor performance measures for the following reasons:

- **Significant construction activity will occur in 2027, so corridor performance may continue to worsen before it gets better**
- **Active construction work zones will continue to 2035 and beyond**

Status of Projects funded through the Program

With current funding and project cost estimates, all planned projects currently in the adopted I-81 CIP are anticipated to be completed by 2035

	Project Type	Status	Total Projects	Estimated Completion
Capital	Widening	3 (+3) 9	12	2035
	Acceleration/Deceleration Lane Extension	29 (+4) 6	35	2029
	Auxiliary Lane	3 (+2) 1	4	2027
	Truck Climbing Lane	3 2	5	2027
	Curve Improvement	9	9	Complete
Operations	Safety Service Patrol Expansion	1	1	Complete
	Towing and Recovery Incentive Program	1	1	Complete
	Camera Installation	42	42	Complete
	Changeable Message Sign Installation	30	30	Complete

Legend: Complete | Programmed | (Completed This Year, Included in Total)

Source: Virginia Department of Transportation, 2026

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions) Activity to Date

Sources	Actuals Through FY 2026
Regional Fuels Tax	$553.0
Interstate Operations and Enhancement Program Allocation (State and Federal)	$521.9
General Fund	$245.0
Other Sources Prior to FY 2021/Other	$88.7
Interest Income	$83.6
Prior Year Revision	0
Subtotal	**$1,492.2**
Bonds/TIFIA Loan	$398.8
Total	**$1,891.0**

Activity	Total
Expenditures	
Pay-Go Project Expenditures	$590.6
Bond Fund Project Expenditures	$199.4
Debt Service	$23.3
Financing Costs	$2.1
Total - Expenditures	**$815.4**
Balance Remaining	
Fund Balance	$781.3
Bond Balance	0
Federal IOEP Balance	$36
Federal Earmark Balance	$59
TIFIA Balance	$199.4
Total Funds Available	**$1,075.7**
Expenditures and Balance Remaining Total	**$1,891.1**

Fund Sources: Revenue Performance and Projections

Projected Funds Available Based on the FY 2027-2032 SYFP

(in millions of dollars)

Source	Through FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total
I-1 Regional Fuels Tax	$553.0	$92.6	$95.9	$99.5	$103.0	$106.4	$109.7	$1,160.1
I-81 Allocation from IOEP	$521.9	$117.7	$115.2	$120.0	$124.2	$128.5	$132.4	$1,259.9
General Fund[1]	$245.0	-	-	-	-	-	-	$245.0
Other Sources[2]	$88.7	-	-	-	-	-	-	$88.7
Interest Income	$83.6	-	-	-	-	-	-	$83.6
Subtotal	**$1,492.2**	**$210.3**	**$211.1**	**$219.5**	**$227.2**	**$234.9**	**$242.1**	**$2,837.3**
Planned Debt for Construction	$398.8	$334.2	-	$266.9	-	-	-	$999.9
Total	**$1,891.0**	**$544.5**	**$211.1**	**$486.4**	**$227.2**	**$234.9**	**$242.1**	**$3,837.2**

[1] *General Fund includes $70 million provided by the Chapter 2 Budget Bill (HB 6001) in FY 2025 and $175 million provided from the FY 2024 General Fund Surplus*

[2] *Other Sources includes $17 million provided from federal Community Project Funding (CPF), $42 million provided from federal Highway Infrastructure Programs (HIP) Community Project Grant, and funds allocated prior to FY 2021*

Remaining Projects

Most remaining capital improvement projects are either under construction or in the design phase

Five projects to be completed in 2027

1. Extend deceleration lane at Exit 45 (NB only) [Marion]
2. Extend I-77 Exit 40 and I-81 Exit 72; extend southbound acceleration lane (SB only)
3. Extend deceleration lane at Exit 72 (NB only) [I-77 N to WV]
4. Extend acceleration lane at Exit 162 (NB only) [Buchanan]
5. Widen to three lanes between Exit 221 and Exit 225 (both directions) [Staunton]

Three projects to begin in 2027 are planned for completion by 2035

1. Widen to three lanes between Exit 128 and MM 131 (both directions) [Montgomery Co]
2. Widen to three lanes between MM 133.8 and Exit 137 (both directions) [Roanoke Co]
3. Widen to three lanes between Exit 317 and MM 318.8 (both directions) [Frederick Co]

Next Steps

- October :
  - Distribute report to I-81 Committee for feedback
- December :
  - Share I-81 Committee feedback
  - CTB resolution to approve I-81 Annual Report
  - Transmit report to General Assembly

I-81 2025 CORRIDOR IMPROVEMENT PLAN

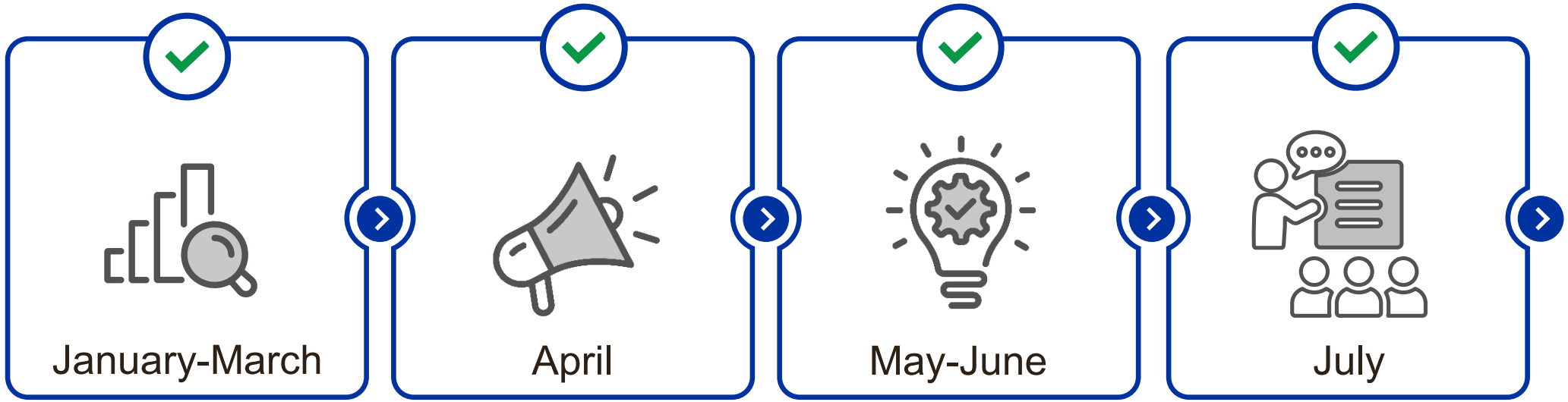
Commonwealth Transportation Board Update

Rob Williams, AICP

December 9, 2025

I-81 Corridor Improvement Plan Update Process

Steps completed for the 2025 I-81 CIP Update



Identified and analyzed the top 25% worst performing one-mile segments

Engaged the public to validate performance issues and gather feedback on potential solutions

Developed potential solutions to address the performance issues

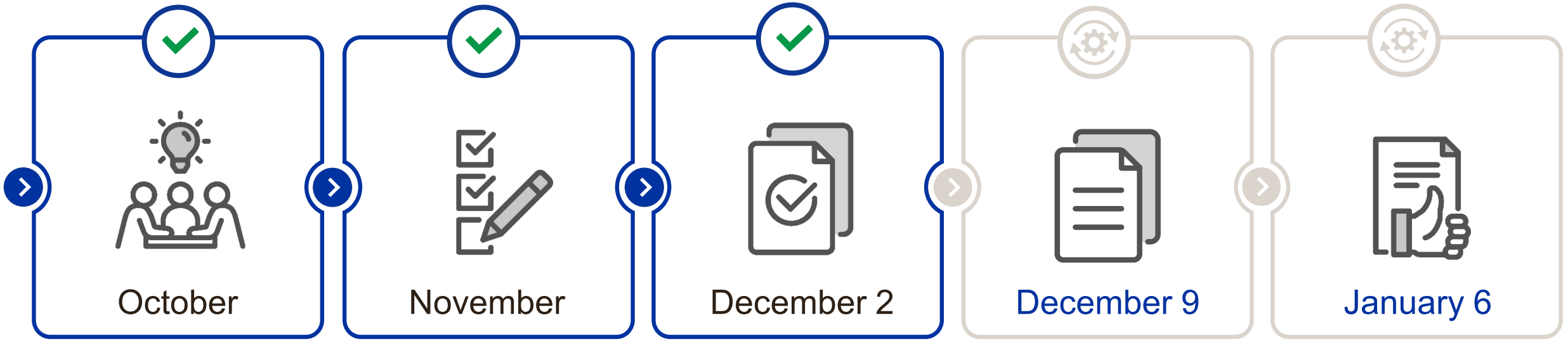
Conducted public engagement to present and receive feedback on the potential solutions

Continued on Next Slide

✓ Step is complete

I-81 Corridor Improvement Plan Update Process

Steps remaining for the 2025 I-81 CIP Update



Prioritize potential solutions using SMART SCALE-like process and share results

Share shortlist of solutions and cost estimates with CTB and I-81 Advisory Committee

I-81 Advisory Committee submits recommended projects to the CTB

CTB considers I-81 Advisory Committee recommendations

CTB adopts the I-81 Plan

✓ Step is complete

Step is incomplete

Round 2 Public Outreach - July
Potential Solutions Takeaways

IN-PERSON MEETINGS

4
MEETINGS

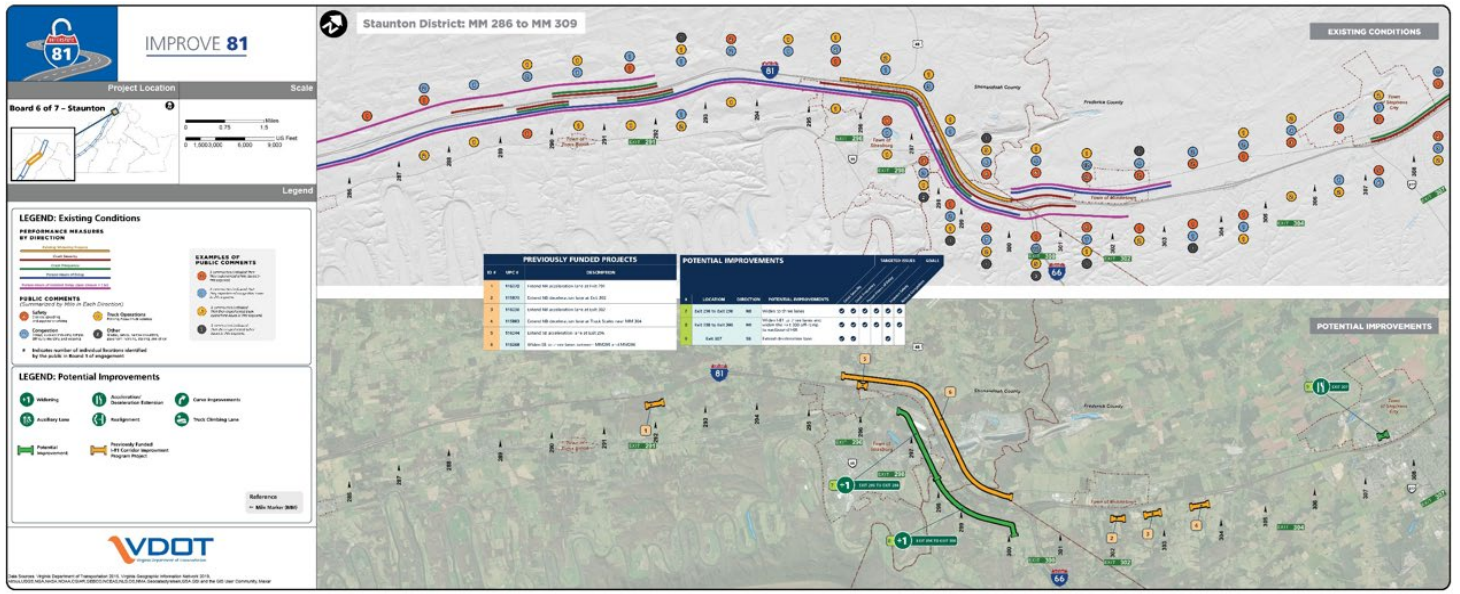
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PARTICIPANTS



VIRTUAL ENGAGEMENT

1,136
COMMENTS

1,674
PARTICIPANTS



87% of respondents agreed with the overall list of potential solutions presented

Round 3 Public Outreach - Solutions Refinement

- Open October 27 to November 9, 2025

VIRTUAL & IN-PERSON ENGAGEMENT

409
COMMENTS

4
MEETINGS

312
PARTICIPANTS



- Public reiterated the need for capacity and safety improvements
- Additional comments addressed concerns for wildlife crossings, enforcement and roadway lighting

Staff Recommended Funding Scenario - Capital

Bristol District

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Washington	25.1 to 25.7	NB	2
Acceleration Lane Extension	Washington	29.5 to 30.1	NB	3
Auxiliary Lane	Washington	4.5 to 5.0	NB	7
Acceleration Lane Extension	Washington	19.9 to 20.2	NB	11
Acceleration Lane Extension	Washington	24.8 to 24.4	SB	20
Widening (+1 Lane)	Washington	9.9 to 14.9	NB/SB	22
Grand Total Rough Order of Magnitude Range*	**$370-486M**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Salem District

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Botetourt	162.0 to 160.9	SB	6
Truck Climbing Lane	Pulaski	104.9 to 103.4	SB	15
Truck Climbing Lane	Montgomery	105.6 to 108.7	NB	16
Grand Total Rough Order of Magnitude Range*	**$271-425M**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Staunton District (1 of 2)

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Rockingham	251.1 to 250.7	SB	1
Acceleration Lane Extension	Shenandoah	265.2 to 265.5	NB	4
Deceleration Lane Extension	Frederick	307.5 to 307.3	SB	5
Acceleration Lane Extension	Augusta	227.8 to 228.1	NB	8
Acceleration Lane Extension	Shenandoah	269.3 to 268.2	SB	9
Auxiliary Lane	Augusta	220.8 to 221.5	NB	10
Widening (+1 Lane)	Augusta	221.7 to 216.7	SB	12
Widening (+1 Lane)	Rockbridge	204.8 to 209.9	NB/SB	13

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Staunton District (2 of 2)

Project	City/County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Widening (+1 Lane)	Augusta	209.9 to 212.9	NB/SB	14
Widening (+1 Lane)	Augusta/Rockingham	237.4 to 242.2	NB/SB	19
Widening (+1 Lane)	Shenandoah	298.6 to 300.3	NB	30
Grand Total Rough Order of Magnitude Range*	**$1.0-1.9B**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

I-81 Advisory Committee Feedback

At their December 2, 2025 meeting, the I-81 Advisory Committee endorsed the staff recommended funding scenario

Next Steps - I-81 CIP Update

- Receive I-81 Advisory Committee recommendation on funding scenario
- CTB considers Advisory Committee feedback on funding scenario at December 9, 2025 Meeting
- CTB adopts final funding scenario and update to the I-81 CIP at January 6, 2026 meeting

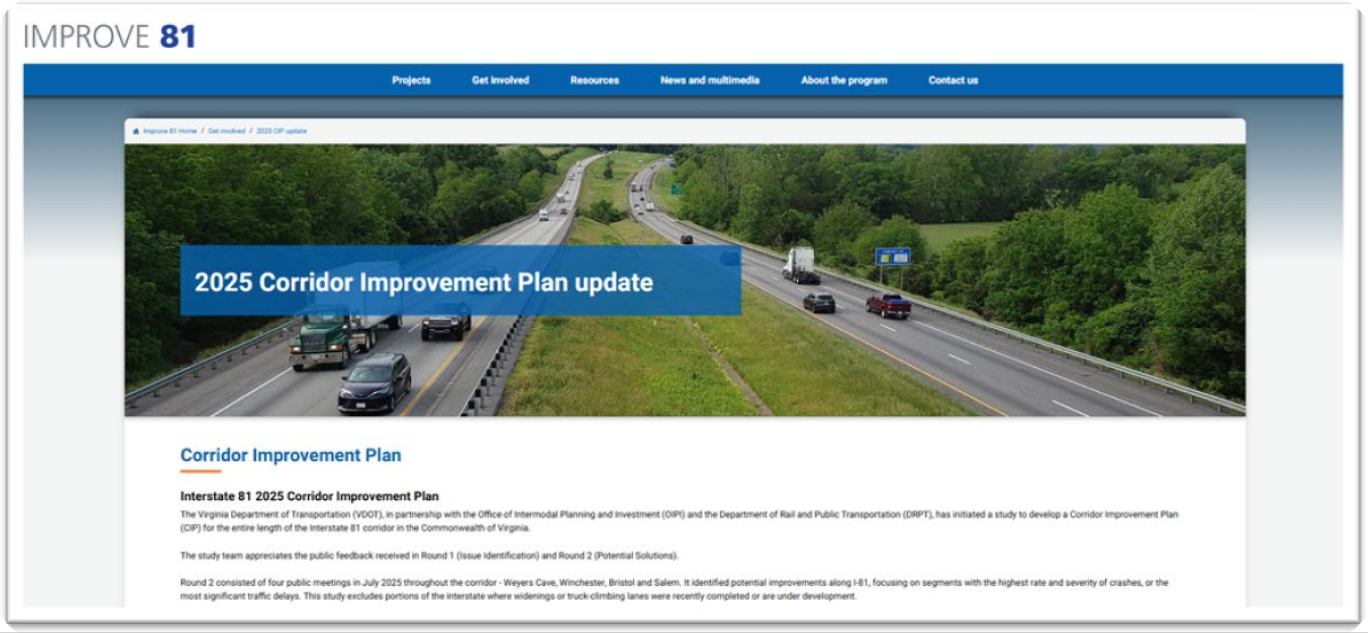
Questions

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