

I-81 2025 CORRIDOR IMPROVEMENT PLAN

I-81 Advisory Committee Update

| Rob Williams, AICP

December 2, 2025

CIP Funding History

2018 CIP

- Original \$2.2B supplemented by uplift of federal and state funding and other sources has increased to \$3.5B
 - \$245M General Fund Increases in 2024 and 2025
 - \$42M Federal Earmark

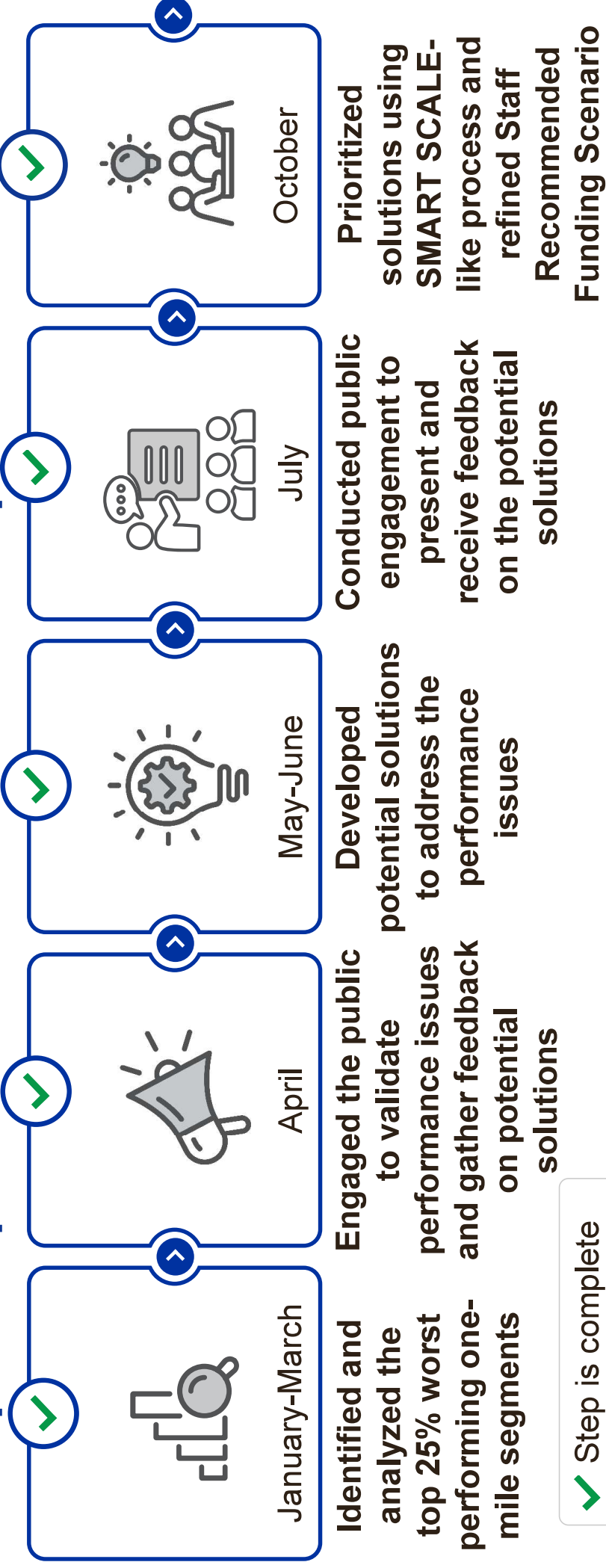
\$277M Priority Funding for S-Curves in Botetourt County

2025 CIP Update

- Significant resources available beginning in FY 2034, with a constraint of \$2.25B established based on anticipated funding

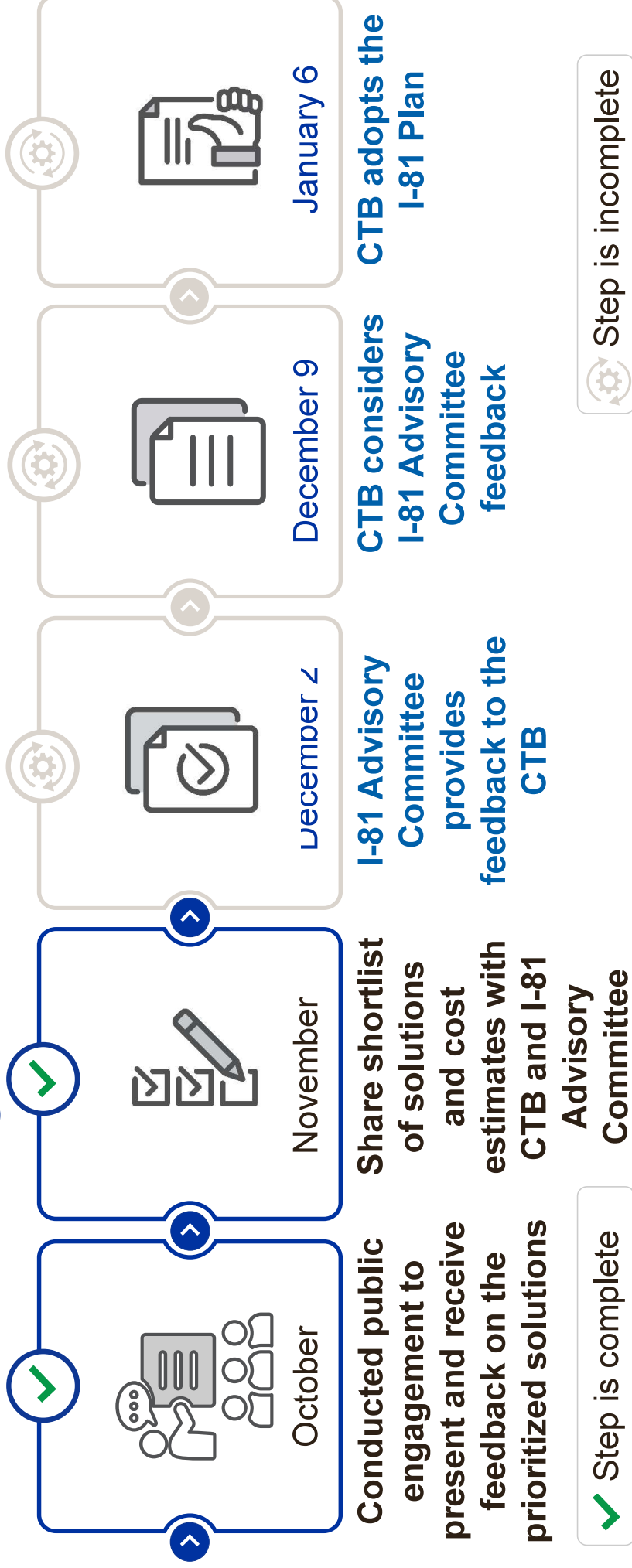
I-81 Corridor Improvement Plan Update Process

Steps completed for the 2025 I-81 CIP Update



I-81 Corridor Improvement Plan Update Process

Steps remaining for the 2025 I-81 CIP Update



Financial Constraints

Project Selection Process

- A SMART SCALE-like process was applied to those capital solutions to constrain the projects against available funding, and a staff-recommended funding scenario developed
- Staff recommended scenario presented at the October CTB meeting and presented to the public in a series of meetings along the corridor

**\$2-2.25 Billion
in funding**

*anticipated to
be available for
new projects*

Preliminary estimate
\$7+ Billion in potential
solutions identified

**2025 CIP
exceeds
anticipated funding**

SMART SCALE-like
prioritization was used to

**Narrow Potential
Solutions List**

Round 2 Public Outreach - July

Potential Solutions Takeaways

IN-PERSON MEETINGS


4 MEETINGS

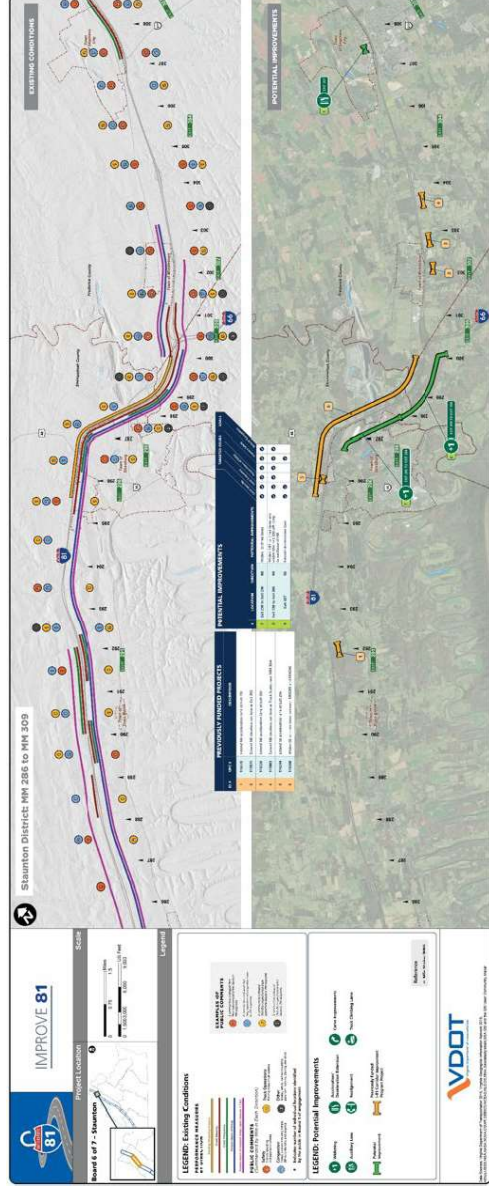
~100 PARTICIPANTS



VIRTUAL ENGAGEMENT


1,136 COMMENTS

1,674 PARTICIPANTS



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

Round 3 Public Outreach – October/November

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

District	County	NB/SB	From/To Mile Markers		Length (mi)	Project Type	SS-Like Score	SS-Like Score Rank
Staunton	Rockingham County	SB	251.1	to 250.7	0.4	Exit 251 SB acceleration lane extension	25.28	1
Bristol	Washington County	NB	25.1	to 25.7	0.5	Exit 24 NB Acceleration lane extension	22.76	2
Bristol	Washington County	NB	29.5	to 30.1	0.5	Exit 29 NB acceleration lane extension	13.64	3
Staunton	Shenandoah County	NB	265.2	to 265.5	0.3	Exit 264 NB acceleration lane extension	8.54	4
Staunton	Frederick County	SB	307.5	to 307.3	0.2	Exit 307 SB acceleration lane extension	6.97	5
Salem	Botetourt County	SB	162.0	to 160.9	1.1	Exit 162 SB acceleration lane extension	6.32	6
Bristol	Washington County	NB	4.5	to 5.0	0.4	Auxiliary lane between Exit 3 and Exit 5	4.8	7
Staunton	Augusta County	NB	227.8	to 228.1	0.3	Exit 227 NB acceleration lane extension	3.68	8
Staunton	Shenandoah County	SB	269.3	to 268.2	1.1	Exit 269 SB acceleration lane extension	3.65	9
Staunton	Augusta County	NB	220.8	to 221.5	0.7	Auxiliary lane between Exit 220 and Exit 222	3.38	10
Bristol	Washington County	NB	19.9	to 20.2	0.3	Exit 19 NB acceleration lane extension	3.21	11
Staunton	Augusta County	SB	221.7	to 216.7	5.0	Widening between Exit 217 and Exit 221	2.68	12
Staunton	Rockbridge County	NB	204.8	to 209.9	5.1	Widening between Exit 205 and MM 209	2.52	13
	Augusta County	SB	209.9	to 204.8	5.1			
Staunton	Augusta County	NB	209.9	to 212.9	3.0	Widening between MM 209 and Exit 213	2.1	14
	Augusta County	SB	212.9	to 209.9	3.0			
Salem	Pulaski County	SB	104.9	to 103.4	1.5	Truck climbing lane between New River Bridge and MM 103	1.75	15
Salem	Montgomery County	NB	105.6	to 108.7	3.1	Truck climbing lane between Exit 105 and Exit 109	1.64	16

LEGEND

- Denotes a project added by the CTB to the I-81 Corridor Improvement Program (CIP) in January 2025

- Denotes 'Cut' line for funding

* -Denotes constructability or operational concern



Virginia Department of Transportation

Staff Recommended Funding Scenario

District	County	NB/SB	From/To Mile Markers		Length (mi)	Project Type	SS-Like Score		SS-Like Rank
							Score	Rank	
Staunton	Augusta County	NB	237.4	to	242.2	Widening between MM 238 and MM 242	1.52	19	
	Rockingham County	SB	242.2	to	237.5				
Bristol	Washington County	SB	24.8	to	24.4	Exit 24 SB acceleration lane extension	1.49	20	
Bristol	Washington County	NB	9.9	to	14.9	Widening between MM 8 to Exit 14	1.31	22	
		SB	14.9	to	9.9				
Staunton	Shenandoah County	NB	298.6	to	300.3	Widening between Exit 298 and Exit 300 and I-81 NB to I-66 EB Ramp	0.89	30	
Staunton	Augusta County	NB	230.4	to	234.4	Widening between MM 230 and Exit 235*	1.57	17	
		SB	234.5	to	230.2				
Staunton	Augusta County	NB	228.7	to	230.5	Widening between MM 229 and MM 230*	1.56	18	
		SB	230.4	to	228.7				
Staunton	Shenandoah County	NB	296.8	to	298.6	Widening between Exit 296 to Exit 298*	1.39	21	
Staunton	Rockbridge County	NB	202.2	to	204.8	Truck climbing lane between MM 202 and MM 205	1.18	23	
Salem	Botetourt County	NB	157.0	to	163.1	Widening between Exit 156 and Exit 162	1.18	24	
		SB	163.1	to	157.0				
Staunton	Rockbridge County	SB	199.6	to	194.9	Widening between Exit 200 and 195	1.16	25	
Bristol	Washington County	NB	33.9	to	34.8	Curve improvements between MM 33 and MM 35	1.13	26	
Staunton	Augusta County	NB	225.2	to	229	Widening between Exit 225 to MM 229	1.11	27	
		SB	229	to	225.4				

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Staff Recommended Funding Scenario

District	County	NB/SB	From/To Mile Markers		Length (mi)	Project Type	SS-Like Score	SS-Like Score Rank
Bristol	Wythe County	NB	67.0	to 69.0	2.0	Curve improvements between Exit 67 and 69	1.08	28
Staunton	Rockbridge County	NB	190.5	to 195.7	5.2	Widening between Exit 188A and Exit 195	1.06	29
Staunton	Rockbridge County	SB	196.6	to 189.9	6.7	Widening between Exit 195 and Exit 188B	0.72	31
Staunton	Rockbridge County	SB	190.0	to 186.9	3.1	Truck climbing lane between MM 190 and Exit 188	0.68	32
Salem	Botetourt County	NB	156.6	to 156.9	0.3	Exit 156 NB acceleration lane extension	0.63	33
Staunton	Frederick County	NB	310.6	to 313.3	2.7	Widening between Exit 310 and Exit 313	0.58	34
Salem	Botetourt County	NB	150.4	to 157.2	6.8	Widening between Exit 150 and Exit 156	0.57	35
Salem	Botetourt County	SB	157.2	to 150.4				
Salem	Pulaski County	NB	94.5	to 94.8	0.3	Exit 94 NB acceleration lane extension	0.45	36
Salem	Botetourt County	NB	163.0	to 166.9	3.9	Widening between Exit 162 and Exit 167	0.37	37
Salem	Botetourt County	SB	166.9	to 163.0				
Salem	Botetourt County	NB	166.9	to 169.0	2.1	'S-Curves' realignment	0.18	38
Salem	Botetourt County	SB	168.9	to 166.9	2.0			
Staunton	Rockbridge County	NB	188.6	to 188.8	0.2	Exit 188B NB deceleration lane extension	0.13	39
Bristol	Smyth County	NB	35.8	to 36.2	0.4	Exit 35 NB acceleration lane extension	0.0	40
Staunton	Rockbridge County	SB	175.8	to 175.2	0.6	Exit 175 SB acceleration lane extension	0.0	41

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Virginia Department of Transportation

Staff Recommended Funding Scenario - Capital

Bristol District

Project	County	Mile Marker From/To	Direction	SS-Like 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	SS-Like 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*				

* 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	SS-Like 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	SS-Like 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*				

* 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

Advisory Committee Discussion

Next Steps - I-81 CIP Update December 2025 to January 2026

- **Receive I-81 Advisory Committee feedback 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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