

IMPROVE **81**

I-81 CORRIDOR IMPROVEMENT PROGRAM

Speakers Bureau

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Program Benefits



Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



Reduced Congestion

The program improvements will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improving speed of incident clearance to help limit travel delays.



Economic Development

I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

Project Development Process (Capital Projects)



Planned Improvements

The **325-mile long corridor** spans three VDOT districts:
Bristol, Salem, and Staunton.

Localities along the corridor include: City of Bristol, Washington County, Smyth County, Wythe County, Pulaski County, City of Radford, Montgomery County, City of Salem, Roanoke County, City of Roanoke, Botetourt County, Rockbridge County, City of Lexington, City of Buena Vista, Augusta County, City of Staunton, City of Waynesboro, Rockingham County, City of Harrisonburg, Shenandoah County, Frederick County, and the City of Winchester.



Capital Improvement Projects

There are currently **56 Capital Improvement projects** within the Program. Some of these projects include:

+1

Widening

The addition of a third lane for added capacity and safety. Some projects include the addition of a third lane in both the northbound and southbound directions while some projects include the addition of a third lane in only one direction.



Acceleration/Deceleration Lane Extension

Allows drivers additional time to make appropriate speed adjustments on the entrance and exit ramps before merging into interstate traffic or encountering sharper curves and stop conditions on exit ramps.



Curve Improvement

Installation of static and/or flashing chevron signs along specific curves to notify drivers of upcoming sharp or challenging curves where crashes are prevalent.

Capital Improvement Projects

There are currently **56 Capital Improvement projects** within the Program. Some of these projects include:



Truck Climbing Lane

An additional lane added to enable trucks to ascend a steep grade at a lower speed while maintaining regular traffic speeds for passenger vehicles.



Auxiliary Lanes

Allows drivers additional time to speed up or slow down when merging on or off I-81. Typically constructed between two interchanges, these lanes help enhance safety by reducing traffic “weaving” between I-81 travel lanes and ramps.



Shoulder widening

Wider shoulder lanes increase safety for the travelling public during emergencies such as flat tire or breakdown, provide recovery area for errant vehicles, and enhance safety for emergency responders.

Operational Improvements

The Program also includes a host of **Operational Improvements** which enhance safety as well as mobility, particularly during emergency events. Examples of operational improvements include:



Digital Message Signs

Digital message boards help to alert drivers in real time of incidents along the interstate and assist with directing them to alternate routes.



Additional Traffic Cameras (CCTV)

The additional traffic cameras assist the Traffic Operations Center during emergency events as well as provide information to travelers via the VA 511 system.



Enhancements to Safety Service Patrol

Additional hours of operations and additional routes help to protect the travelling public during vehicle emergencies, speed up recovery time, and protect incident zones.

Operational Improvements

The Program also includes a host of **Operational Improvements** which enhance safety as well as mobility, particularly during emergency events. Examples of operational improvements include:



Detour Route Improvements

One of the biggest challenges of the I-81 Corridor is the lack of reliable alternative routes. Low cost, high return investments in signal systems and minor geometric improvements help to efficiently move traffic around incidents on the interstate.



Enhancements to Clearance Times

Reducing incident clearance time saves time, money, and enhances reliability along the interstate system. The implementation of a Towing and Recovery Incentive Program (TRIP) and lift-and-tow devices help to clear incidents more quickly to keep traffic moving.

Planned Studies With Potential Future Improvements

The [I-81 Corridor Improvement Plan](#), Section 10, identified three areas for further analysis and potential future improvements based on the outcome of the analyses:



Truck Parking

Appendix I of the I-81 Study Report includes an analysis of truck parking availability along the corridor and identifies deficiencies. The Plan recommends the formation of a task force comprised of representatives from the Virginia Department of Transportation, The Virginia Department of Motor Vehicles, private travel center owners, economic development authorities, trucking associations, and representatives from local and regional governments and planning agencies. The purpose of the task force is to:

- Identify site-specific issues and overcome obstacles to parking development
- Investigate opportunities to fund the expansion of public and private truck parking facilities in targeted locations
- Develop a truck parking information system for public rest areas initially and examine opportunities to partner with the private sector
- Implement mobile technology to assist truck drivers with finding available and reserved parking

The Truck Parking Task Force was formed in August 2020 and has begun the work to serve its purpose.

Planned Studies With Potential Future Improvements

The [I-81 Corridor Improvement Plan](#), Section 10, identified three areas for further analysis and potential future improvements based on the outcome of the analyses:



Speed Enforcement

With specific focus on the northern end of the I-81 Corridor within the Commonwealth, the I-81 Corridor Improvement Plan recommends the formation of a task force comprised of members of the Commonwealth Transportation Board, Department of State Police, and local law enforcement to determine strategies for enhanced speed enforcement.



Multimodal Improvements

The I-81 Corridor Improvement Plan states that the Office of Intermodal Planning and Investment and the Virginia Department of Rail and Public Transportation will work through a cooperative process with the railroad industry, Amtrak, local governments, intercity bus operators, and regional planning bodies to fully develop the capital improvement needs to support impactful multimodal improvements along the I-81 Corridor.

Capital Improvement Project Status – Bristol District

- 6 projects under design by VDOT staff
- 1 projects under design by on-call consultant
- 2 projects under design by project-specific consultant (procured)
- 2 Design-Build projects (bundled) under development (out-year projects advanced)
- 6 projects under construction
- 3 projects – Construction Complete
- **Of the 20 current SYIP projects in the District, all are currently under design, under construction, or have completed construction**

Capital Improvement Project Status – Salem District

- 2 projects under design by VDOT staff
- 0 projects under design by on-call consultant
- 1 project under design by project-specific consultant (procured)
- 2 Design-Build projects, bundled under design and construction
- 1 project - Construction Complete
- **Of the 6 current SYIP projects in the District, all are currently under design, under construction, or have completed construction**

Capital Improvement Project Status – Staunton District

- 1 projects under design by VDOT staff
- 1 project under design by on-call consultant
- 3 projects under design by project-specific consultant (procured)
- 1 Design-Build project
- 2 projects under construction
- 8 projects – Construction Complete
- **Of the 16 current SYIP projects in the District, all are currently under design, under construction, or have completed construction**

Corridor-wide Operational Improvements

- Curve Improvements (static and flashing Chevron signs) - Complete
- Safety Service Patrol Enhancements – Complete
- Lift and Tow - Complete
- Towing and Recovery Incentive Program – Complete
- Traffic Camera Installations – Complete
- Digital Message Signs – Complete

Corridor-wide Arterial Improvements

Signal upgrades –

- Planning and design underway in concert with coordination with localities for signal system integration into VDOT central signal system.
- Construction on VDOT maintained signals in Salem District is ongoing and will be completed by the end of 2021.
- Construction on VDOT maintained signals in Bristol District will begin this winter.

Parallel Route upgrades –

- Minor geometric improvement projects to facilitate access to and from I-81 during incidents – Complete

Corridor-wide Communications

- Video and podcast series:
 - **Published** – Troutville Rest Area Project, Safety Service Patrol Expansion, VDOT TOC and Customer Service Center, Exit 205 Projects, Exit 137 – 141 Widening, Digital Message Sign project, I-81/I-77 Interchange Projects, Exit 243 – 248 Widening, Exit 221 – 220 Auxiliary Lane Project, Multimodal Projects, Arterial Route Upgrades.
 - **Upcoming Publications** – How the projects were selected, Year-end review and 2022 preview, Bristol District Truck Climbing Lane Projects
- **Newsletter** – Fall 2021 edition published, Winter 2021 edition under development
- Visit www.improve81.org for more information.

Takeaway Scorecard

ACTIVITY	STATUS	ANTICIPATED COMPLETION
Curve improvements (8)	Complete	Fall 2019
Initial accel/decel lane extensions (8)	Complete	Fall 2020
Safety Service Patrol Expansion	Complete	July 2019
Additional Cameras (51)	Complete	Spring 2020
Additional Changeable Message Signs	Complete	October 2021
Arterial Upgrades	Underway	Varies by project
Remaining capital projects (32)	Underway	Varies by project

Advisory Committee

An I-81 Advisory Committee was established to provide advice and recommendations to the Commonwealth Transportation Board (CTB) regarding the development of the I-81 Corridor Improvement Plan.

The committee is scheduled to meet a minimum of two times each year at rotating planning district locations along the corridor and report to the Governor and General Assembly each December. The committee has 15 voting members: seven Virginia lawmakers, three CTB members representing the Bristol, Salem and Staunton districts, and the five chairs of the planning district commissions. VDOT's Commissioner and DRPT's Director will serve on the committee ex officio in non-voting capacities.

Advisory Committee Members

Voting Members

- Chair - Delegate Gwendolyn Gooditis, District 10
- Vice Chair – Senator John Edwards, District 21
- Delegate Chris Hurst, District 12
- Delegate Sam Rasoul, District 11
- Delegate Tony Wilt, District 26
- Senator Creigh Deeds, District 25
- Senator Todd Pillion, District 40
- Chair Frank Friedman, Central Shenandoah PDC
- Chair Bradley Grose, Roanoke Valley/Alleghany PDC
- Chair Michael Maslaney, New River Valley PDC
- Chair Dennis Morris, Northern Shenandoah PDC
- Chair Willie Green, Mount Rogers PDC
- Ray Smoot, Jr., Salem District CTB Member
- Jerry Stinson, Bristol District CTB Member
- Mark Merrill, Staunton District CTB Member

Ex Officio

- Stephen Brich, VDOT Commissioner
- Jennifer Mitchell, DRPT Director

Program Funding

In 2019, the General Assembly adopted legislation creating the Interstate 81 Corridor Improvement Fund. Revenues supporting the fund and improvements were identified from the following sources:



Regional Fuels Tax



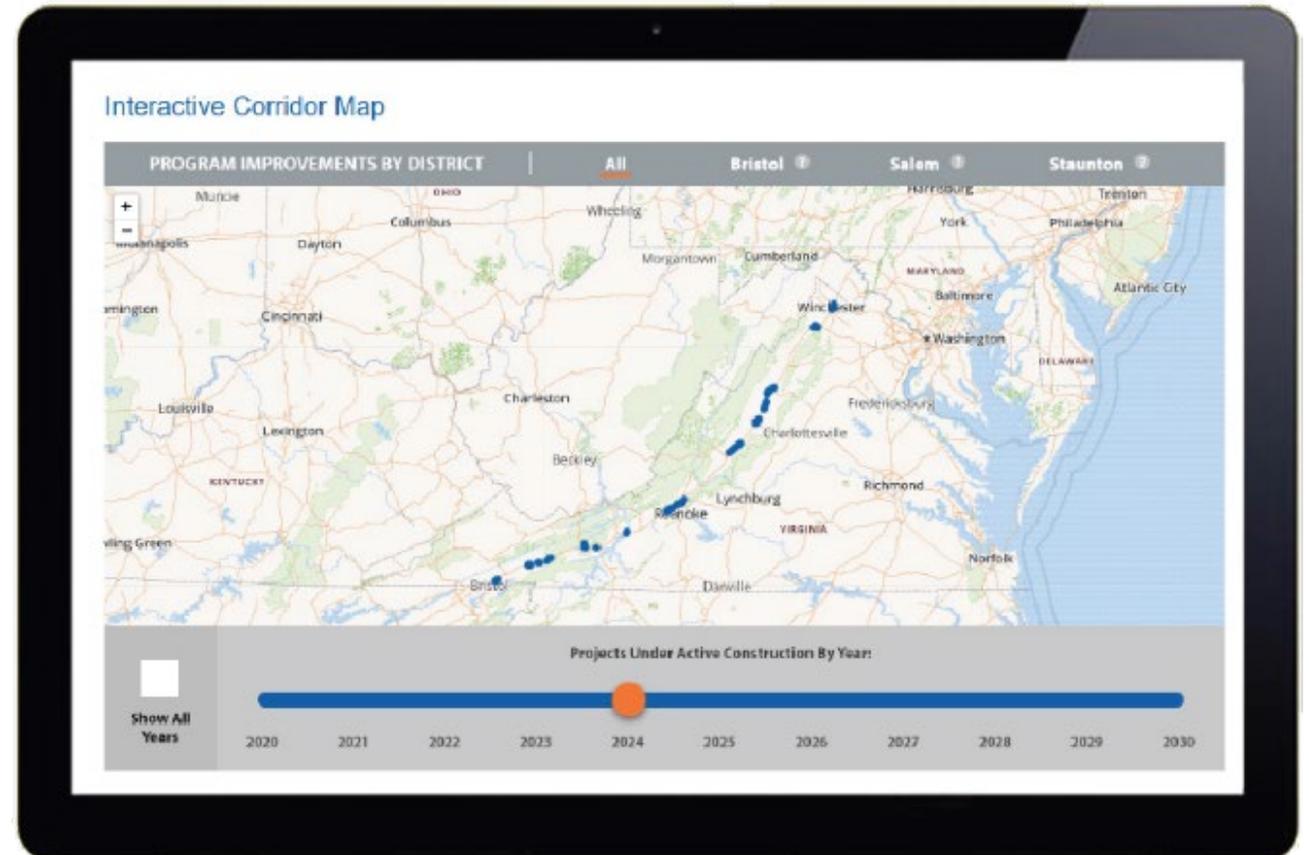
**Interstate Operations
and Enhancement
Program***

*I-81 receives a percentage of the Interstate Operations and Enhancement Program based on the ratio of vehicle miles traveled by Class 6 and higher vehicles.
More information about funding resources is available in the [April 2021 I-81 CIP Financial Update](#).

Schedule

The entire program is anticipated to last until at least 2030, with projects completed at various times. Timing related to specific projects can be found on the website via the interactive map or the [planned improvements](#), [work underway](#), and [work completed](#) pages.

Visit the website: Improve81.org



Next Steps

- Continue Design of Capital Improvement Projects (corridor widening)
- Complete Construction of projects currently under construction:
 - Exit 39 (2 projects)
 - Exit 47 NB & SB (2 projects)
 - Exit 44
 - Exit 17
 - Exit 137 – Exit 141 (2 projects)
 - Exit 205 (2 projects)
 - Exit 19
 - Exit 67
- Complete construction of Bristol District VDOT maintained signals – Construction begins Winter 2021
- Begin Arterial Improvements (signal upgrades) – Spring/Summer 2022

Contacts

Communications Contacts

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