Interstate 81 - 325 Miles in Virginia

I-81 Corridor Significance

- 11.7 million trucks per year
- $312 billion in goods per year
- 42% of statewide interstate truck VMT
- \( \approx 11,000 \) crashes over 5 years
- 30 crashes per year (with clearance times greater than 6 hours)

* Data sources include TRANSEARCH INSIGHT and VDOT data between 2012 and 2016
### 2016 AADT Versus Passenger Car Equivalent (PCE) AADT

<table>
<thead>
<tr>
<th>Location</th>
<th>2016 AADT</th>
<th>Converted to PCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bristol *</td>
<td>41,700</td>
<td>59,700</td>
</tr>
<tr>
<td>Abingdon</td>
<td>45,200</td>
<td>63,700</td>
</tr>
<tr>
<td>Wytheville *</td>
<td>46,900</td>
<td>64,400</td>
</tr>
<tr>
<td>Christiansburg</td>
<td>70,900</td>
<td>76,100</td>
</tr>
<tr>
<td>Salem *</td>
<td>62,700</td>
<td>63,400</td>
</tr>
<tr>
<td>Roanoke</td>
<td>67,800</td>
<td>90,000</td>
</tr>
<tr>
<td>Buchanan *</td>
<td>62,600</td>
<td>62,700</td>
</tr>
<tr>
<td>Raphine</td>
<td>38,600</td>
<td>47,400</td>
</tr>
<tr>
<td>Harrisonburg</td>
<td>66,700</td>
<td>57,300</td>
</tr>
<tr>
<td>Winchester</td>
<td>80,400</td>
<td>84,700</td>
</tr>
</tbody>
</table>

**Source:** VDOT continuous traffic count stations and Statewide Planning System

**Description:** Traffic volume that has been 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)

* Portions of section are three lanes in southbound (*) and/or northbound (+)
SB971 – Legislation Requirements

**FINANCING SCENARIOS**
- Truck tolling impacts on specific economic sectors such as agriculture and manufacturing.

**TOLL REVENUES EXPENDED**
- Where collected only to benefit the I-81 corridor.

**TARGETED RECOMMENDATIONS**
- Evaluated using consistent performance measures.

**LOCAL TRUCK TRAFFIC**
- Impacts minimized.

**TOLL FINANCING FEASIBILITY**
- Through HOT lanes or heavy commercial vehicles.

**INCIDENT MANAGEMENT**
- Strategies corridor-wide.

**TRUCK PARKING**
- Potential additional locations.

**PARALLEL ROUTES**
- Evaluate through truck prohibition and diversion.

**FINANCING SCENARIOS**
- Truck tolling impacts on specific economic sectors such as agriculture and manufacturing.