

**Interstate 73
Report to the CTB
Proposed Henry County Alternate Alignment**

November 18, 2009

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Salem District Administrator



I-73 National View:

I-73 was identified by the U.S. Congress as a high priority corridor in the federal transportation funding bill of 1991, the Intermodal Surface Transportation Act (ISTEA).

I-73 was defined as a north-south corridor from north of Detroit to Charleston, S.C.

VDOT launched a feasibility study for the portion of I-73 from Roanoke to the North Carolina line in late 1993.



The Environmental Impact Statement

Work began on the I-73 Draft Environmental Impact Statement (DEIS) in 1997 with a second set of public involvement meetings in 2000.

VDOT completed the Draft Environmental Impact Statement (FEIS) in late 2006.

The DEIS is a compilation of facts about potential corridors for the new interstate. As a part of this process, VDOT received thousands of public comments about the potential corridor.

The Final Environmental Impact Statement, which identifies the preferred corridor alignment, is 1,039 pages, not including numerous other technical studies for air, noise, cultural resources and others that were also completed as part of the process.

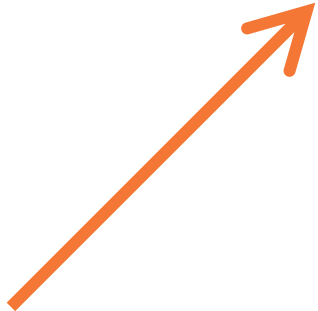
The FEIS is prepared by FHWA and VDOT in consultation with the following federal agencies:

- The U.S. Army Corps of Engineers
- The U.S. Fish and Wildlife Service
- The U.S. Environmental Protection Agency
- The National Park Service
- The U.S. Coast Guard

Interstate 73: Corridor Development

During a very extensive public involvement process, VDOT considered a myriad of possible corridors for I-73.

These suggested route segments were then screened to a shorter list of more viable alternatives.



- Option 1a - 372, 399, 400, 144, 381, 192A, 321, 387, 329, 373, 333, 398
- Option 2 - 374, 376, 294, 118B, 400, 153, 202A, 385, 388, 329, 373, 391, 390, 349, 393, 398
- Option 2a - 374, 376, 287A, 399, 400, 153, 202A, 385, 388, 391, 390, 349, 393, 398
- 118C, 118, 118B, 400, 153, 202A, 329, 373, 391, 390, 349, 393, 398
- 294, 118B, 400, 153, 328B, 326, 387, 381, 390, 349, 393, 398
- 118C, 377B, 377, 379, 397, 380, 382, 386, 388, 389, 390, 392, 393, 398
- 105, 378, 379, 397, 380, 382, 383, 388, 389, 390, 392, 393, 398
- 118C, 118, 296, 379, 397, 380, 382, 383, 384, 386, 388, 389, 390, 392, 393, 398
- Option 3c - 374, 375, 118C, 377B, 377, 379, 397, 380, 382, 319, 321, 387, 388, 389, 390, 392, 393, 398
- Option 4 - 371, 378, 394, 397, 116B, 192A, 321, 237B, 389, 349, 393, 398
- ALC - 374, 375, 118C, 118, 118B, 400, 153, 202A, 385, 369, 373, 333, 398

- Option 3c - 374, 375, 118C, 377B, 377, 379, 397, 380, 382, 319, 321, 387, 388, 389, 390, 392, 393, 398
- Option 4 - 371, 378, 394, 397, 116B, 192A, 321, 237B, 389, 349, 393, 398
- ALC - 374, 375, 118C, 118, 118B, 400, 153, 202A, 385, 369, 373, 333, 398

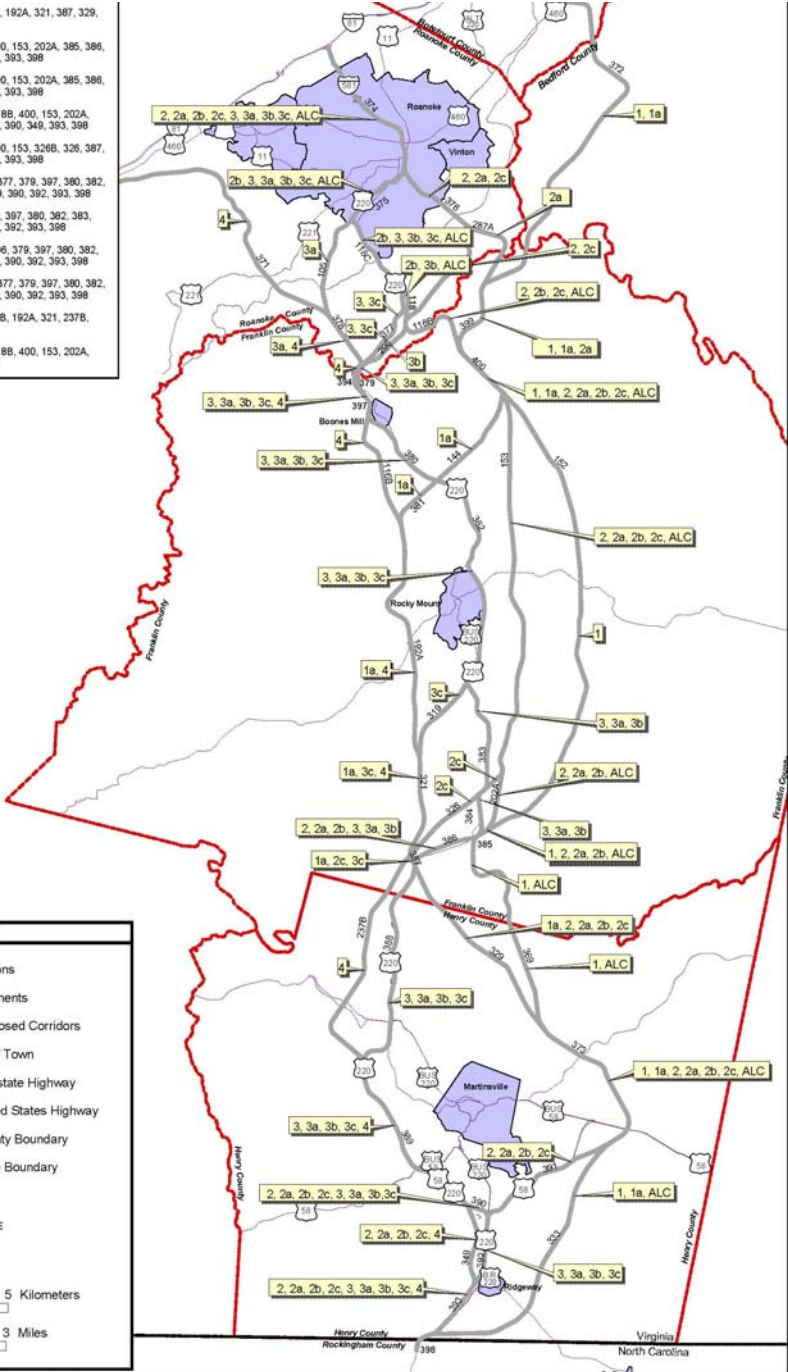
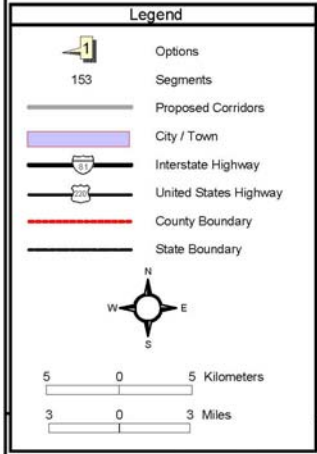
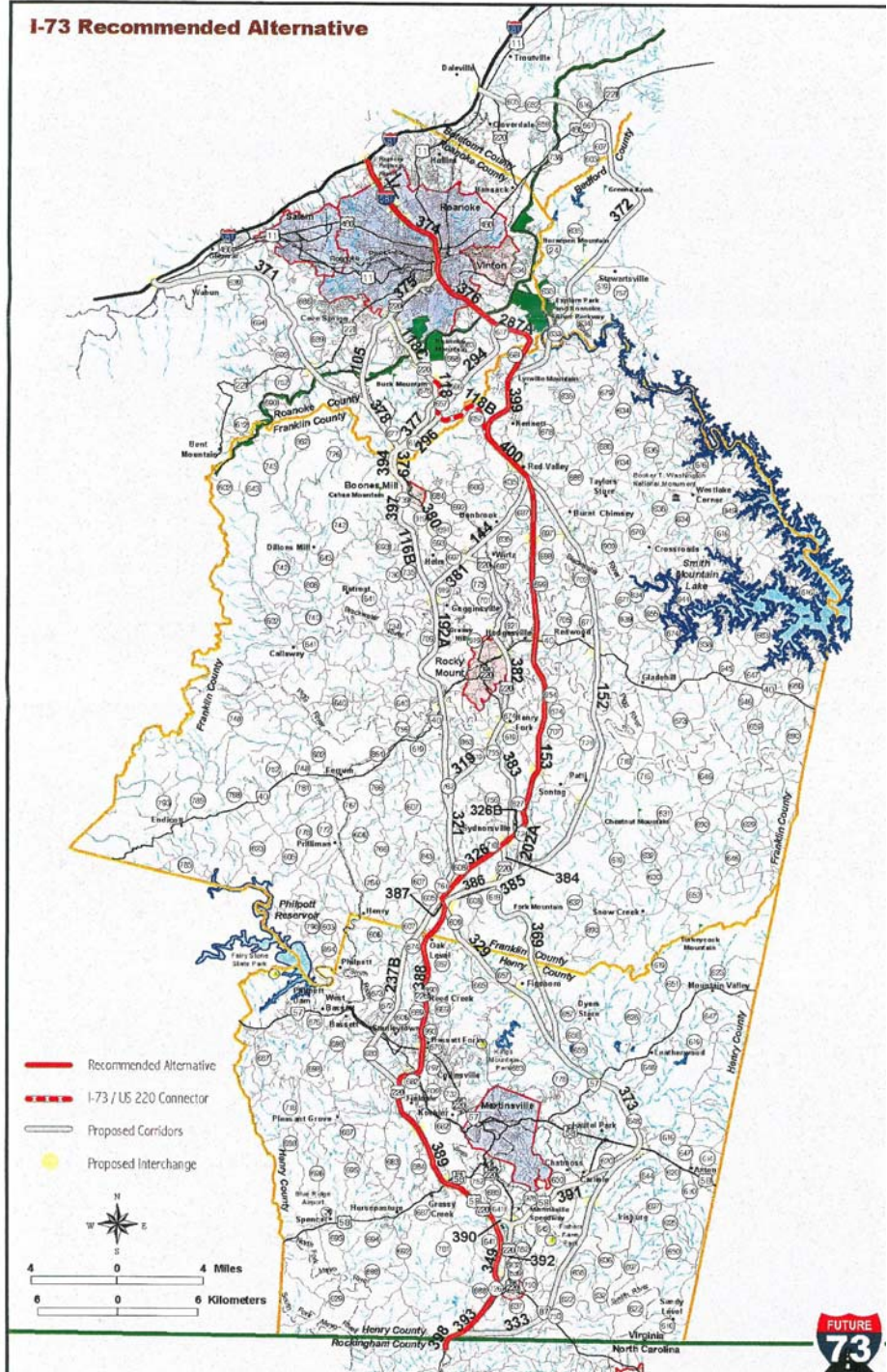
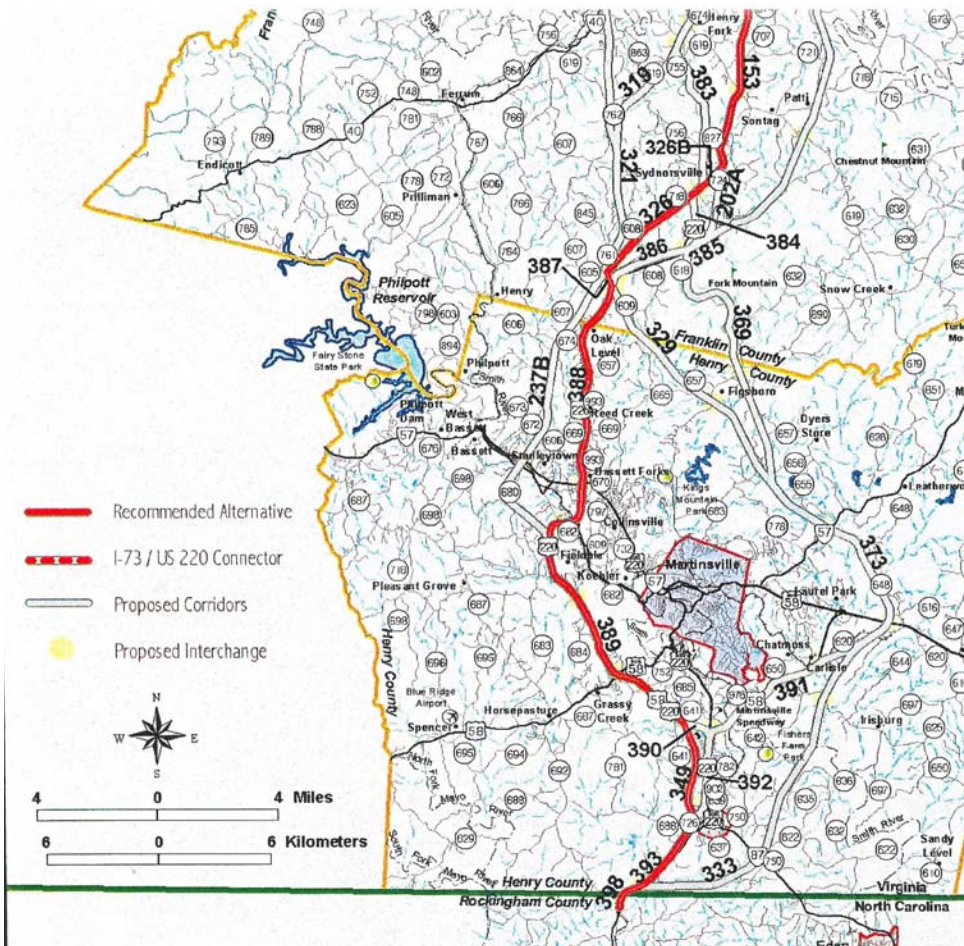


FIGURE 2.6-2
BUILD ALTERNATIVE - ALL OPTIONS

VDOT Staff Recommended Interstate 73 Alignment

VDOT Staff Recommended Alignment presented to the CTB. May 16, 2001



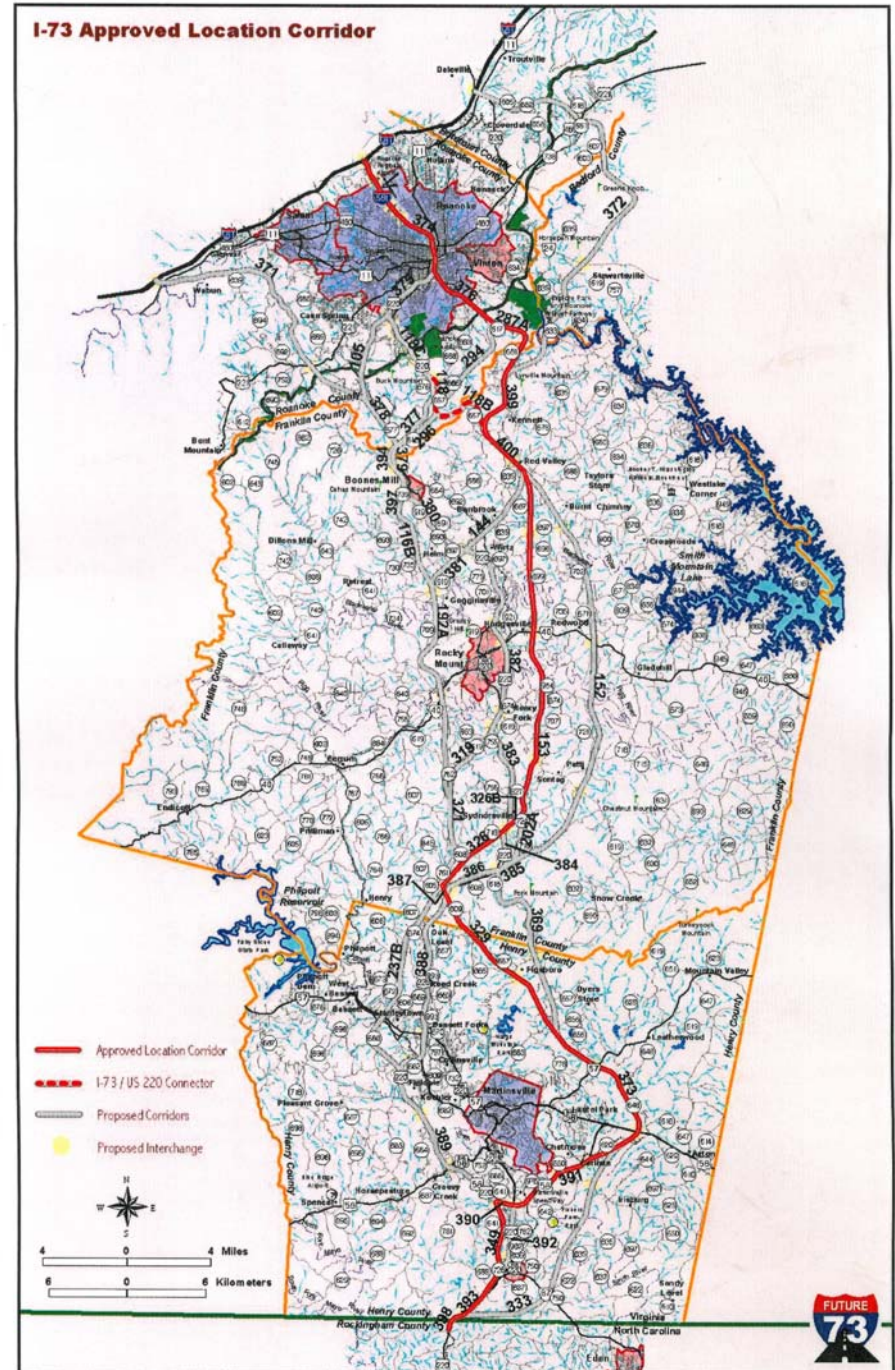
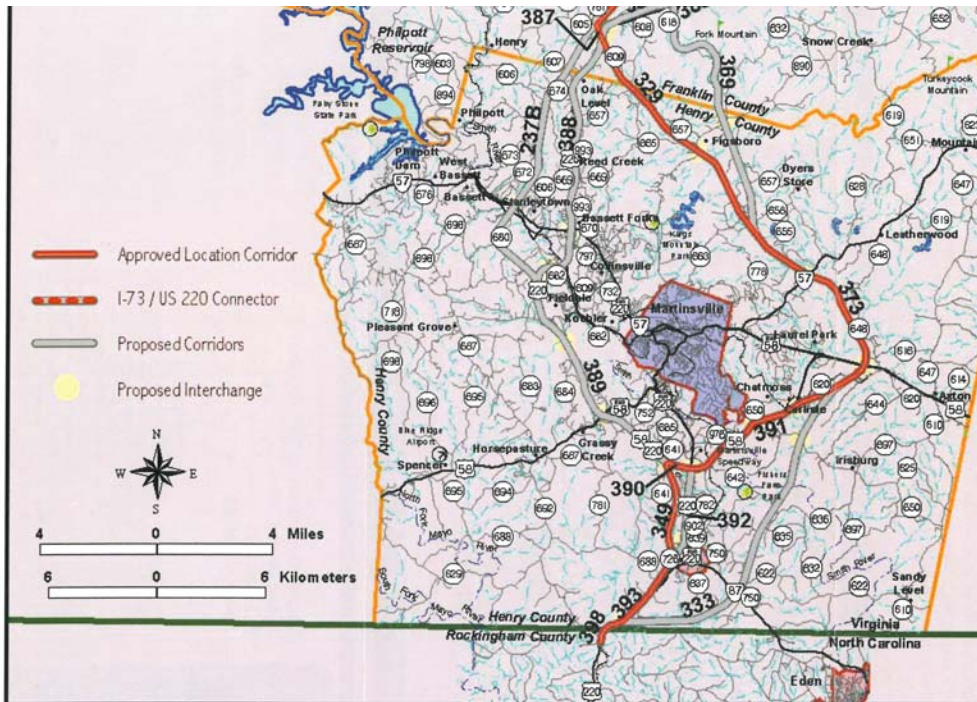
Quote From VDOT 2001 Staff Recommendation

“In determining a recommended alternative location in the Martinsville area, it was determined on a cost basis that the location to the west of Martinsville was preferred. This location provides for the continued utilization of the existing U.S. Route 220/58 bypass west of Martinsville. The cost of a western alignment is considerably less than the cost of locating I-73 to the east of Martinsville. Although Martinsville, Henry County, Halifax County, Pittsylvania County, and Danville supported an eastern location, the cost of such a location is not competitive with the western location and was therefore not recommended.” VDOT Recommendation to the CTB May 16, 2001

Interstate 73: CTB Approved Alignment #1

First CTB Approved Location
May 17, 2001

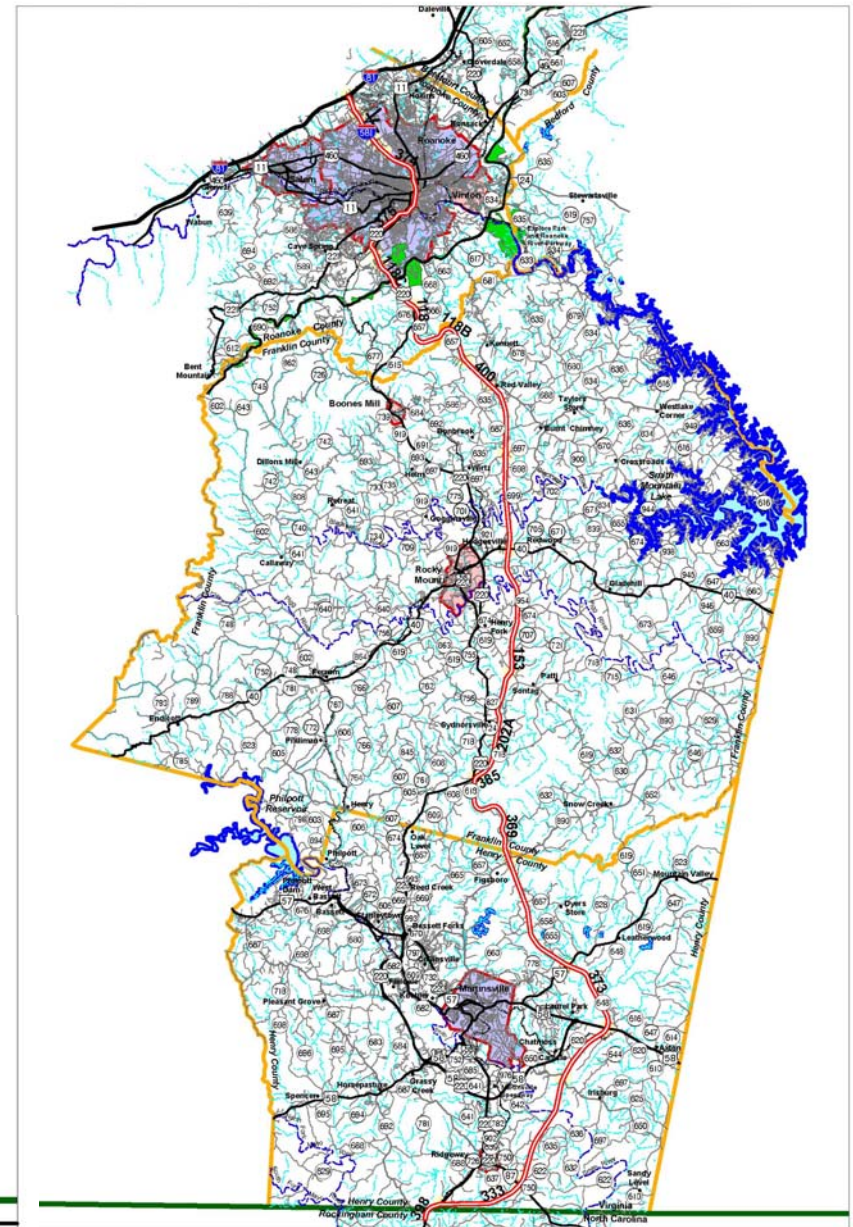
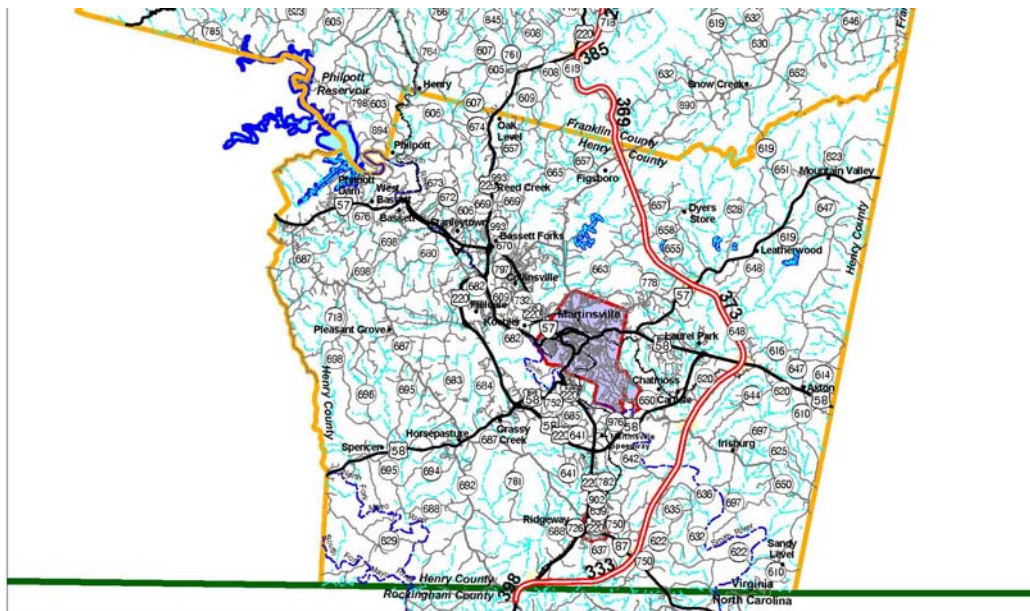
Differs from the VDOT Staff
recommended alignment in Henry
County by locating the corridor to
the east of Martinsville.



Interstate 73: CTB Approved Alignment #2

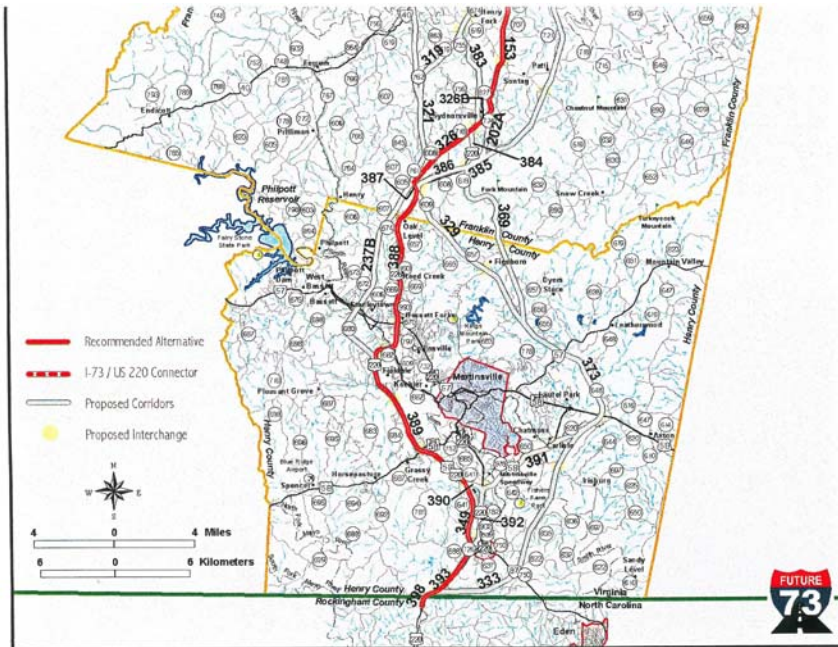
Second CTB Approved Location
June 21, 2001

Differs from the VDOT Staff
recommended alignment and the
initial CTB alignment in Henry
County by moving the route further
to the east.

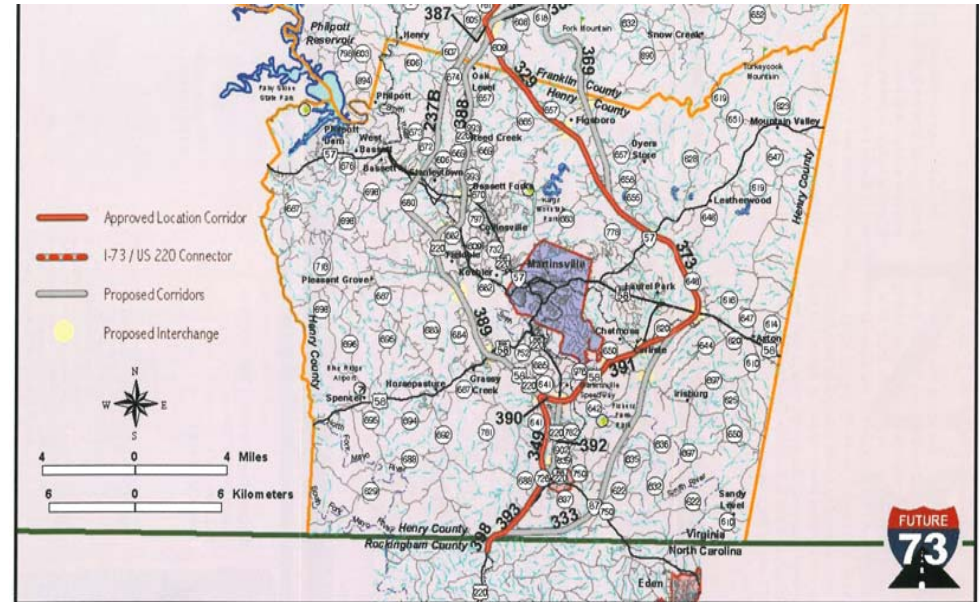


Comparison of the previously considered alignments in Henry County

VDOT Staff Recommended Alignment



First CTB Approved Alignment



Second / Current CTB Approved Alignment

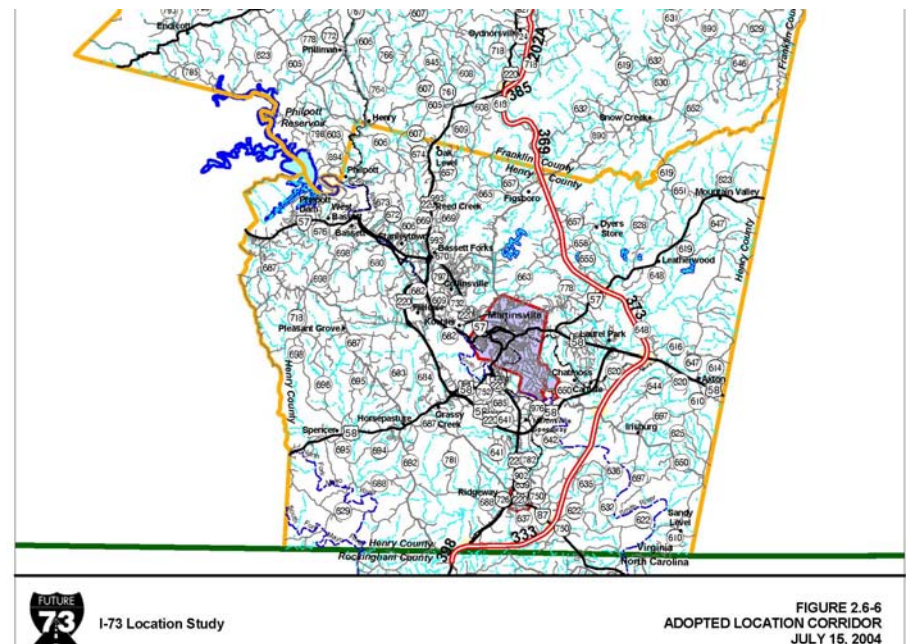


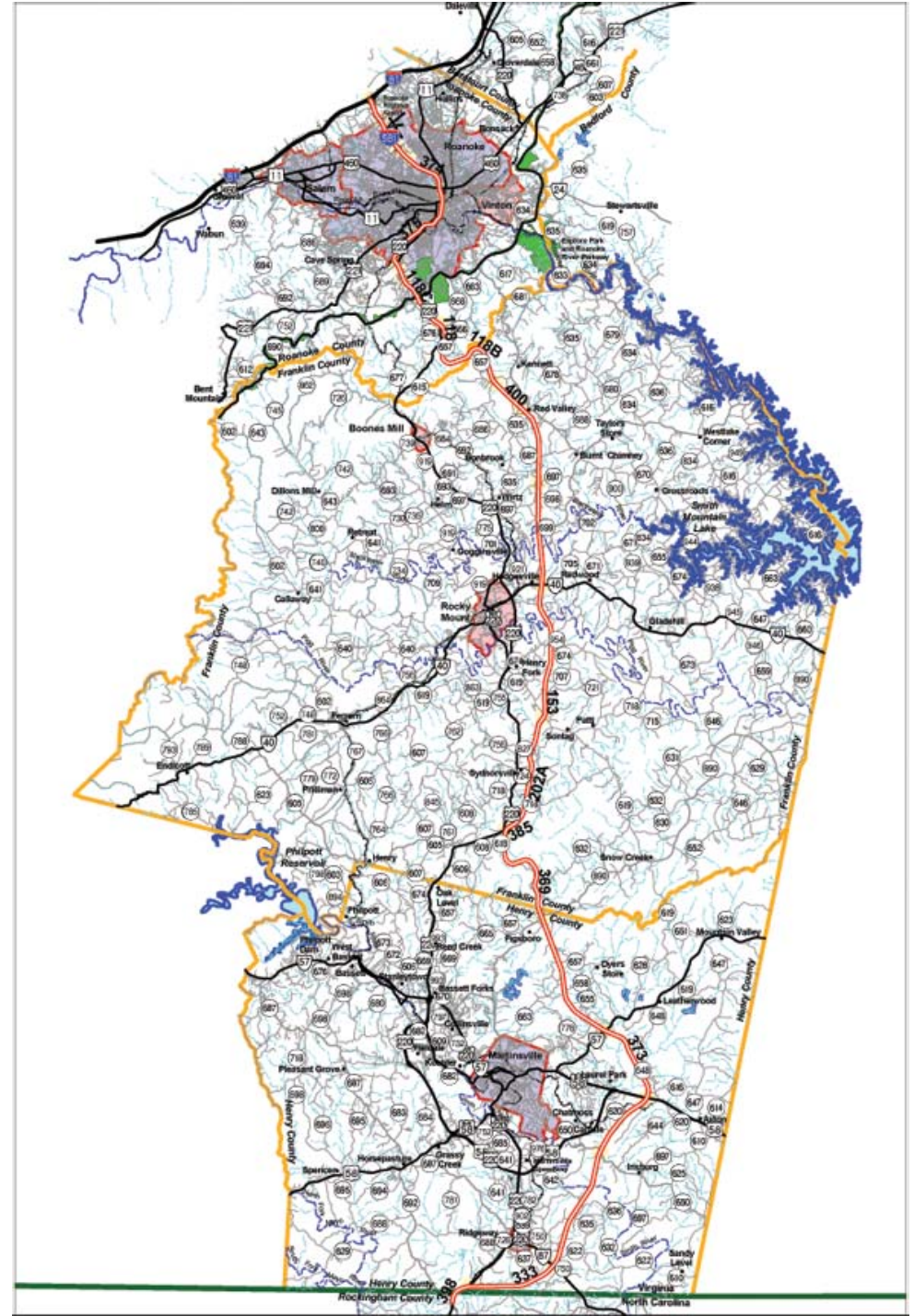
FIGURE 2.6-6
ADOPTED LOCATION CORRIDOR
JULY 15, 2004

Interstate 73: CTB Approved Alignment #3

Adopted by the CTB on June 21, 2003

Included a change to the northern
portion of the corridor.

Change required by the formal
determination of the Keeper of the
National Register of Historic Places
that the “Southeast Roanoke
Neighborhood District” was eligible
for inclusion in the National Register
of Historic Places



Interstate 73: Recent history

The Federal Highway Administration issued a Record of Decision in March 2007.

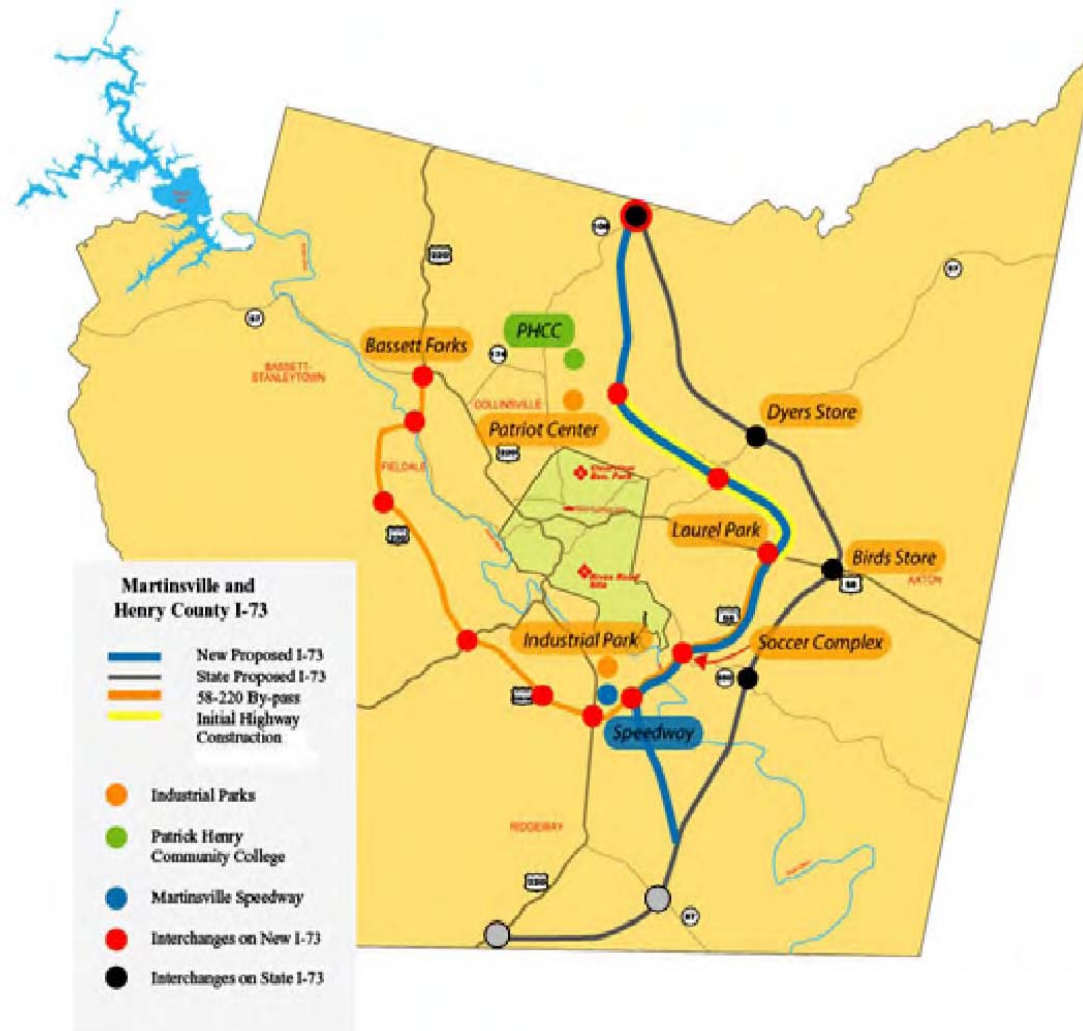
Four plaintiffs, including Virginians for Appropriate Roads, filed a lawsuit against the FHWA, USDOT and VDOT over the Interstate 73 project Record of Decision in October 2007.

This Federal case was heard in May 2009 with a favorable ruling in August 2009.

An appeal to the August 2009 ruling was filed in October 2009 with a separate motion to hold the matter in abeyance filed in November.

Work on I-73 has been temporarily suspended pending the resolution of the litigation. To date, over \$8.2 million has been spent on I-73 for activities associated with the NEPA process leading to the Federal Record of Decision (ROD) and associated litigation costs. Approximately \$4.4 million in previous allocation remain for I-73 for preliminary engineering, \$2.3 million for I-73 in Roanoke (earmark), and \$8.25 million for I-73 in Martinsville (earmark) for a total remaining of just under \$15 million.

Alternate Alignment As Presented by Henry County to VDOT for Consideration by the CTB in June 2008



Review of Henry County's Alternate

June 19, 2008: CTB passed a resolution directing VDOT to evaluate the Henry County proposed alternate route “without prejudicing or otherwise affecting the litigation, federal funding, and the advancement of the project”

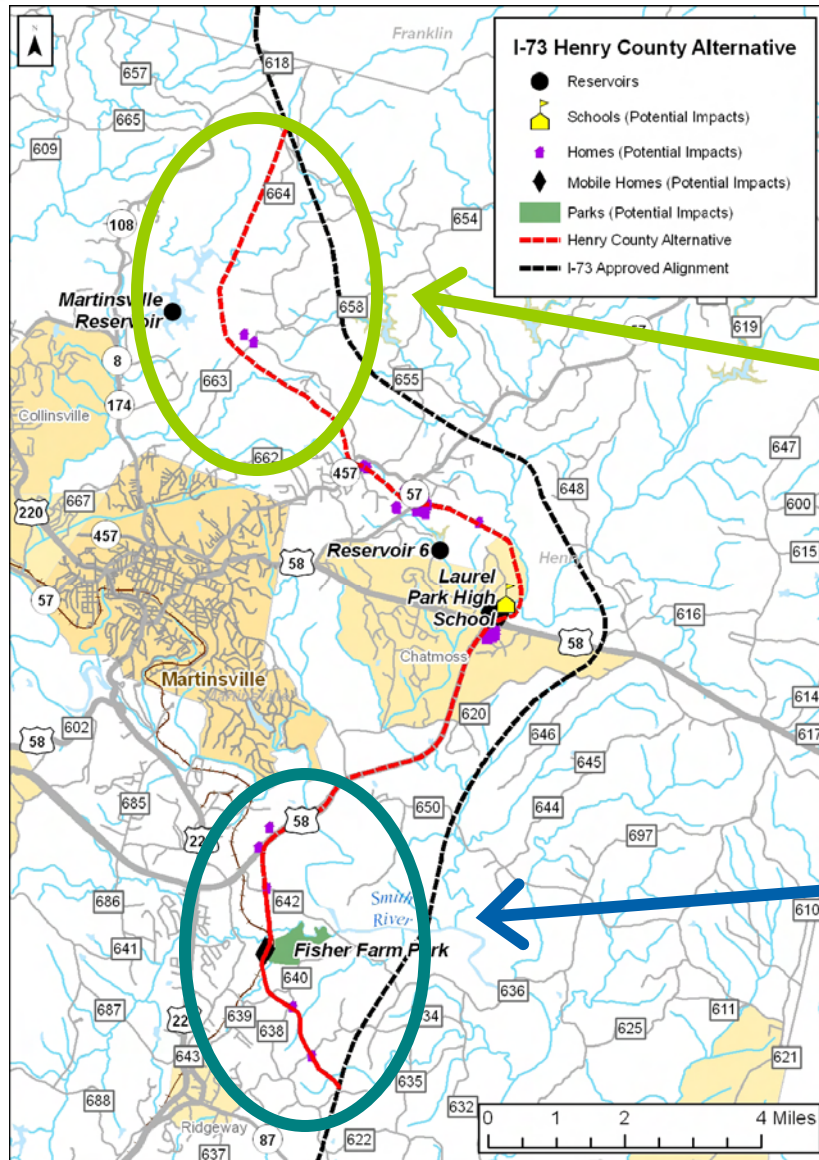
VDOT engaged the consultant engineering firm Parsons Brinkerhoff to evaluate the alignment proposed by Henry County.

Through an iterative and cooperative process, VDOT worked with the County and local advocates to enhance the viability of the proposed alternate route.

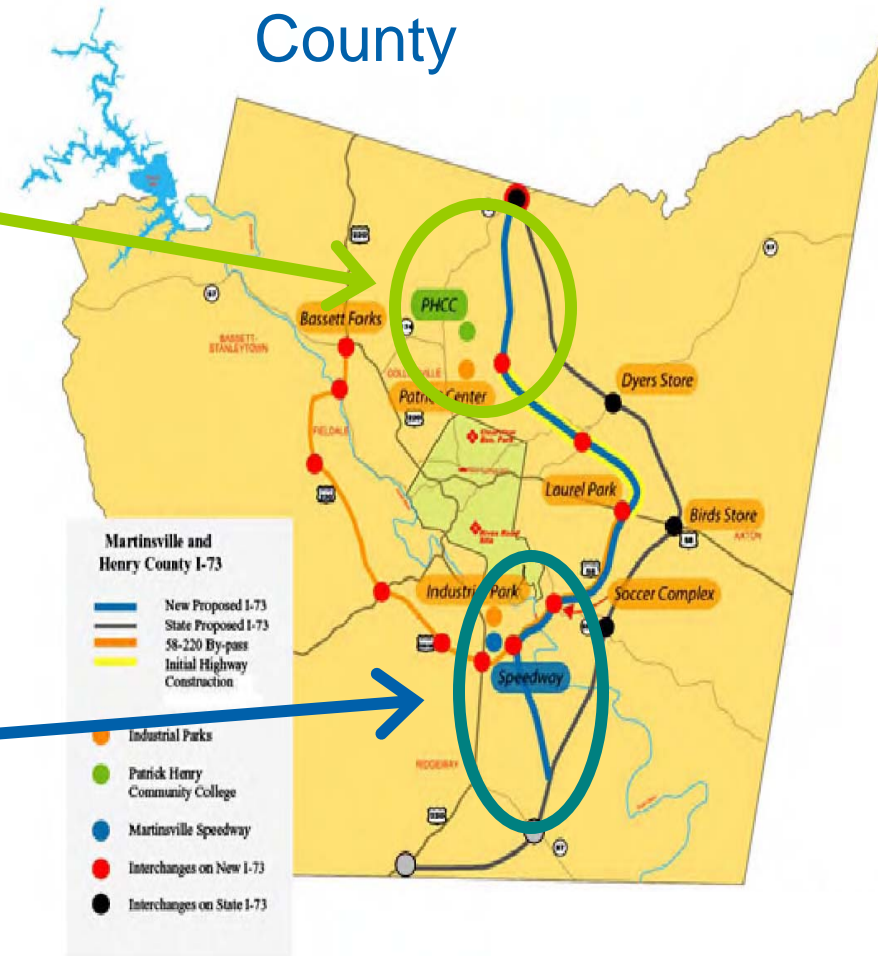
October 2009: The final draft of the review of the alternate was shared with Henry County with a request for any comments by November 13.

Modified Henry County Alignment Based on Work with VDOT and Parsons Brinkerhoff

Modified Alignment



Original Alignment Proposed by Henry County



Key Findings of the Report

Enhancements:

1. **Location closer to the economic activity associated with the Patriot Center and the Martinsville Motor Speedway**
2. **Reduction of 4.2 acres in wetland impacts**
3. **5 fewer stream crossings**
4. **2 fewer commercial property impacts**

Detriments:

1. **Higher capital costs**
2. **Increase in overall corridor length of 1.8 miles**
3. **38 additional residential relocations (Environmental Justice Concerns)**
4. **Increase of 28.7 acres of floodplain impact**
5. **Proximity to Laurel Park Middle School**
6. **Proximity to the Beaver Creek / Martinsville Reservoir**

Costs and Risks Outside the Scope of the Report

Costs:

The estimated cost to revise the current Record of Decision is a minimum of \$450,000 and up to \$2,225,000, or higher depending upon the required scope of work required by the FHWA. This does not include any potential litigation costs, project cost inflation, or opportunity costs.

Time:

The estimated time to revise the current Record of Decision is 12 to 30 months for the study depending on the scope required by FHWA and the level of public involvement. This estimate does not include any time related to litigation.

Summary:

Best case scenario: \$450,000 / 12 months

Worst case scenario: \$2,225,000+ / 2 ½ years+

The most likely scenario is somewhere between the best case scenario and the worst case scenario but we are unable to further refine this estimate without additional guidance from the FHWA.

Costs and Risks Outside the Scope of the Report

Risks:

There is no guarantee that the alternate route will be accepted by the FHWA. The NEPA process may require the consideration of multiple alternatives. Public involvement, FHWA and other agency review, environmental findings, cost considerations, and other factors could lead to the ultimate selection of a route different than the one proposed by Henry County.

Parties opposed to the project would have another opportunity to initiate litigation against VDOT and the FHWA.

The proposed alternative has not been studied at the same level of detail as the other alignments that have previously been presented to the public and considered by the Board.

FHWA may require the entire NEPA process to be repeated which could jeopardize the overall project.

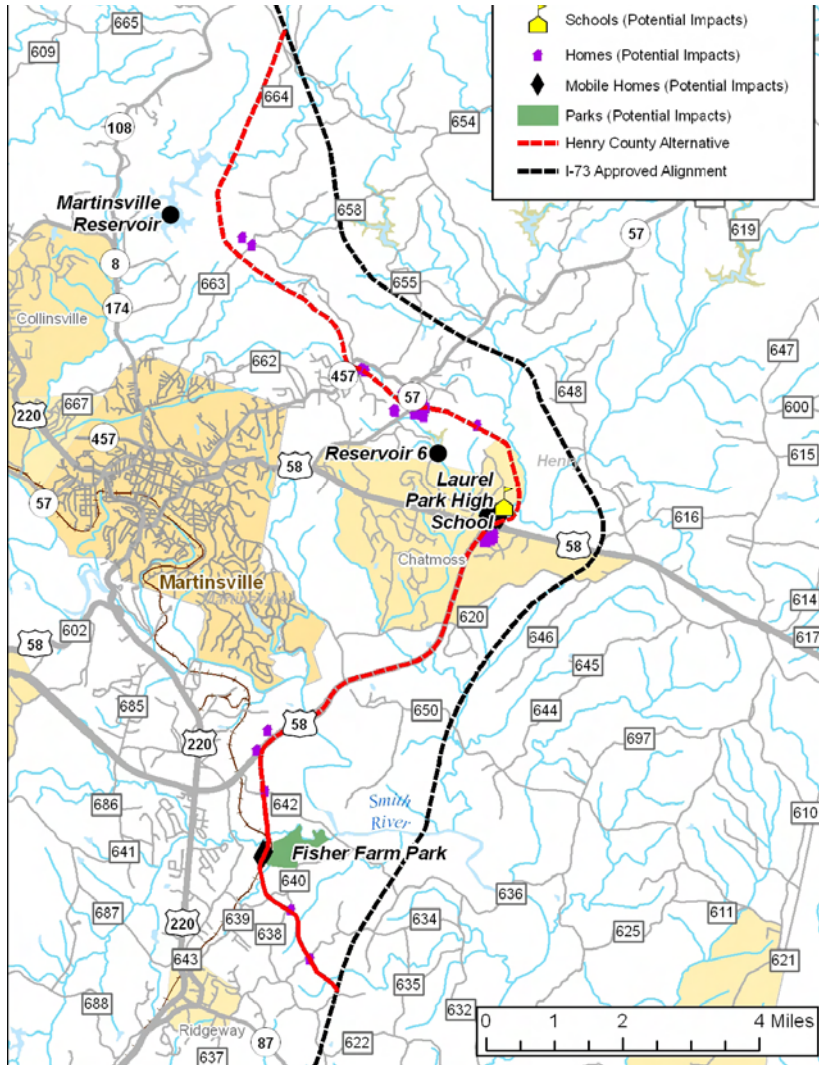
Action Options to be Considered by the CTB

Option #1: Take no action. This would allow VDOT to continue to pursue the project on the current alignment. A variant on this option, with a similar but more forceful effect, would be for the Board to take formal action to reject further consideration of the proposed alternate alignment based upon the findings of the study.

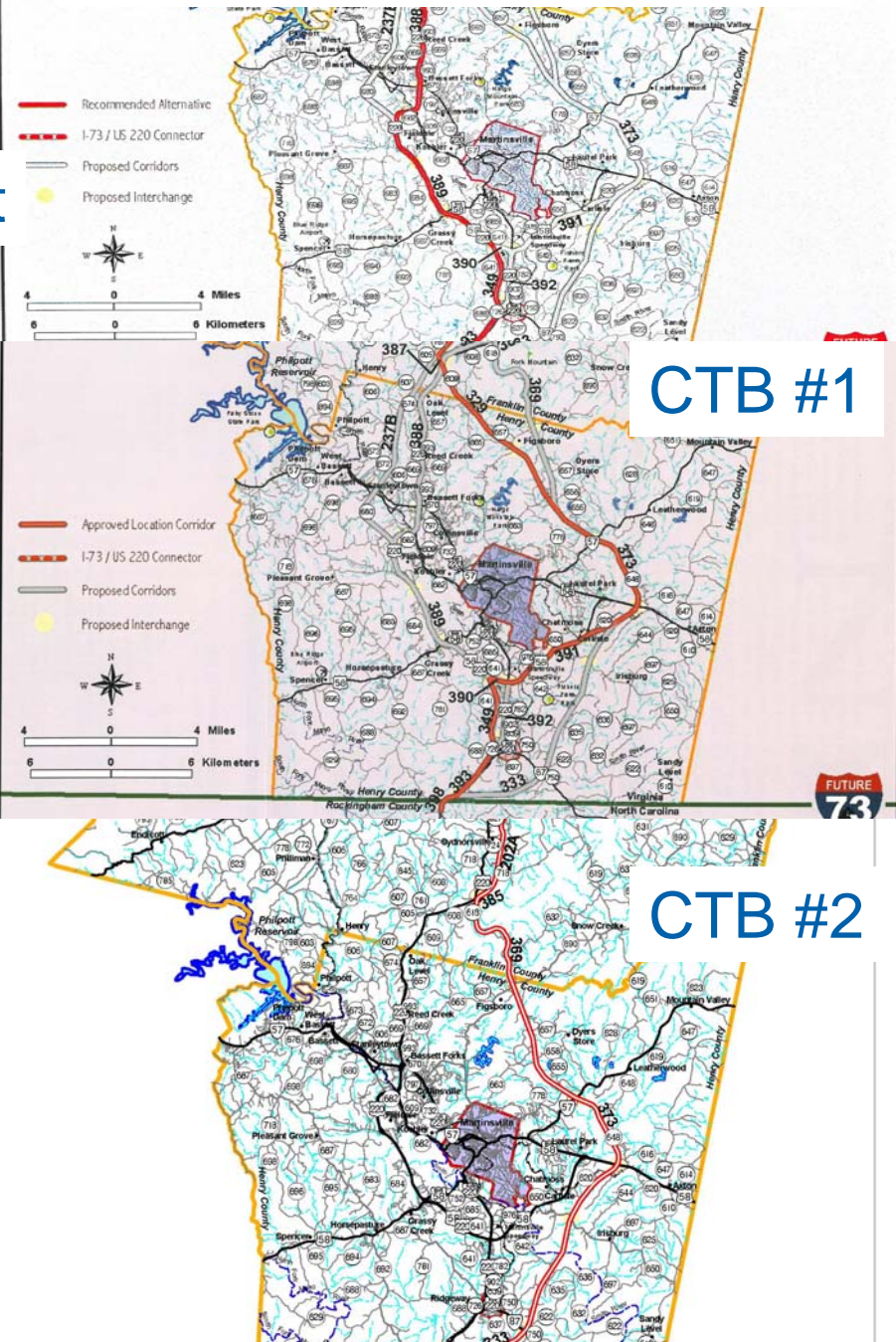
Option #2: Take action to continue work on the proposed alternative route. This would represent the 3rd alignment pursued by the CTB within Henry County. Further CTB action would be required to formally adopt the proposed alignment change after completion of the required federal environmental process, public input, consultation with FHWA and other agencies, and consideration of other viable alternatives.

Comparisons

Henry County Proposed Alignment



VDOT Recommendation



Agency Recommendations

VDOT recommends that the CTB select Option #1 which would allow work to continue on the I-73 corridor alignment as described in the approved FHWA Record Of Decision (ROD).

VDOT advises the CTB that its preferred alignment of I-73 in the Martinsville area remains the western alignment presented to the CTB by VDOT on May 16, 2001.

Despite VDOT's preference for the previously recommended western alignment in the Martinsville area, it is our opinion that the risks associated with reopening the NEPA process outweigh the potential benefits associated with taking steps to shift to the western alignment, the proposed Henry County alignment, or other potential alternate alignments.



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Interstate 73 in Henry County

