

I-73 Henry County Alternative Environmental Assessment/Reevaluation

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Location Studies Program Manager

VDOT Environmental

- Response to CTB's request for a study of the Henry County Alternative (HCA) in Dec. 2009
- Summarize environmental impacts from Environmental Assessment (EA)
- Present summary of input from the public involvement process

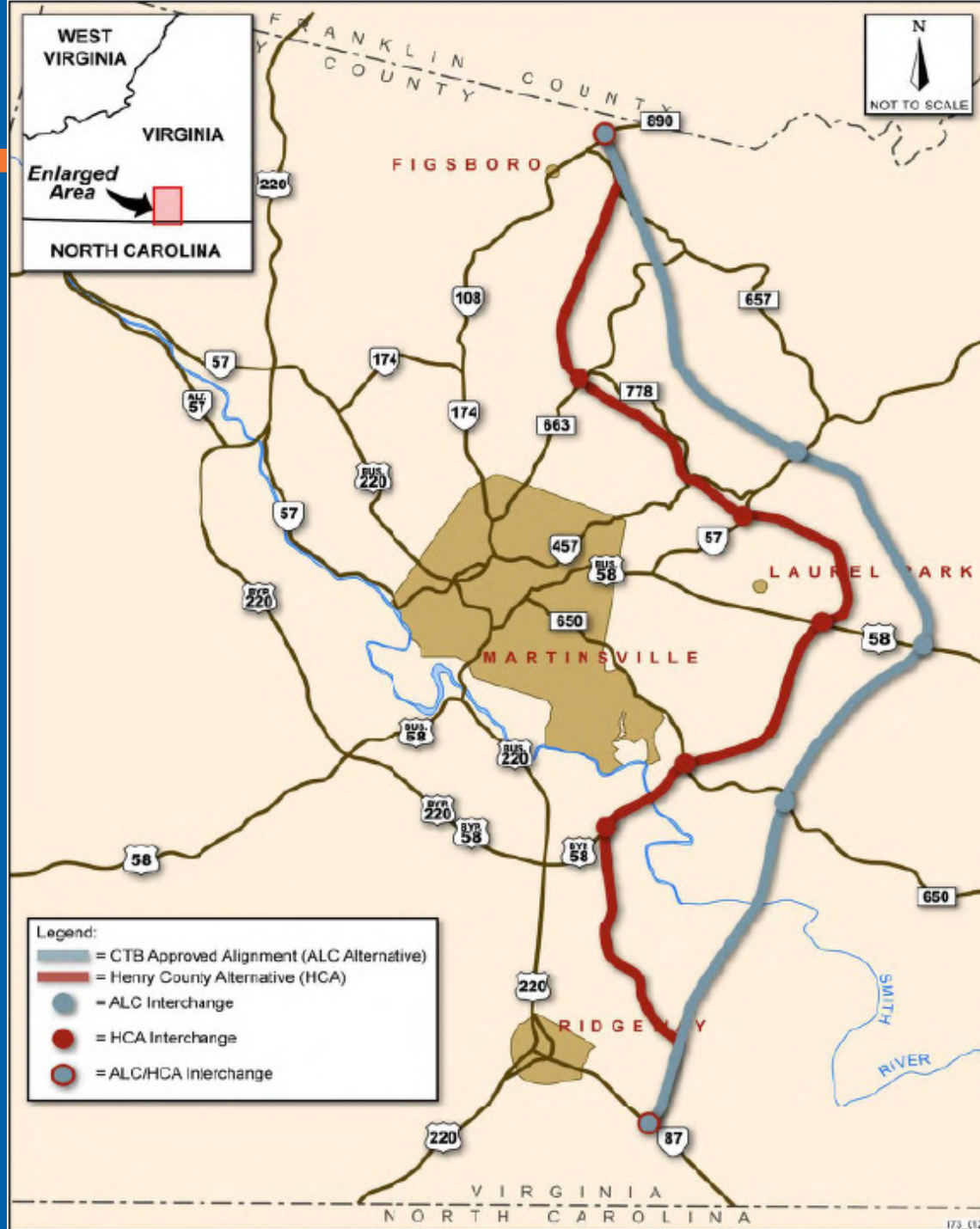
PROJECT HISTORY

- Nov. 2006 – FHWA approves I-73 FEIS
- Mar. 2007 – ROD issued for Approved Location Corridor (ALC)
- Oct. 2007 – Plaintiffs file a lawsuit over the I-73 ROD
- June 2008 – Henry County requests and CTB directs VDOT to evaluate the alternate alignment
- May 2009 – Federal case heard
- Aug. 2009 – Favorable ruling for I-73 ROD

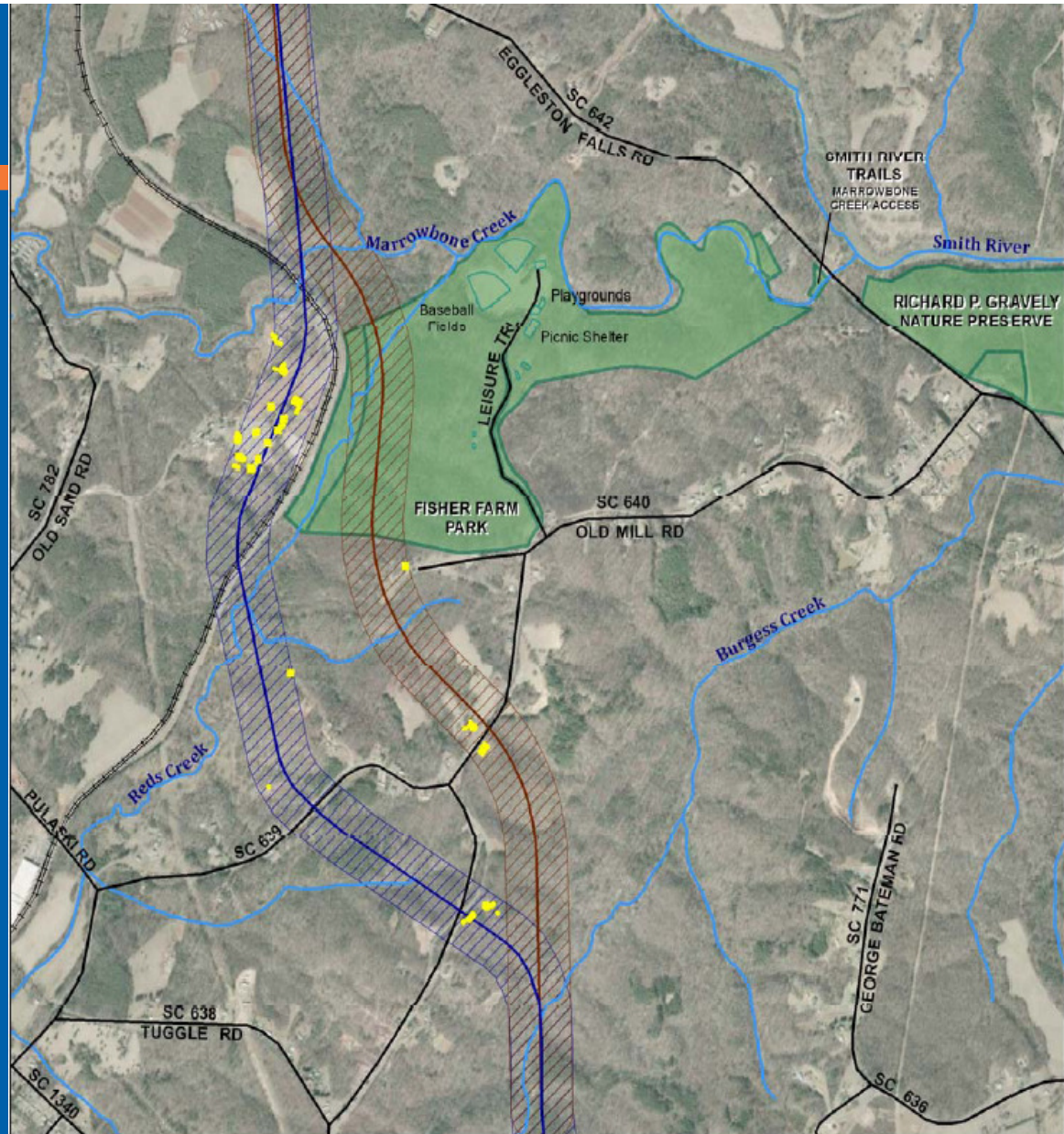
PROJECT HISTORY

- Oct. 2009 – Appeal filed by plaintiffs
- Nov. 2009 – Report to CTB on proposed HCA
- Dec. 2009 – CTB directs VDOT to conduct necessary NEPA study for the HCA
- Jan. 2010 – Settlement of appeal
- Feb. 2011 – Draft EA Signed
- March 2011 – Public Hearing held on HCA

I-73 Study Area Henry County



“HCA Modified” Modification to HCA through Fisher Farm Park



Legend

- Henry County Alternative Original
- Henry County Alternative Modified
- Parks
- Potential Relocations
- Park Facilities
- Norfolk Southern Rail Line





SUMMARY OF IMPACTS

CATEGORY	NO-BUILD	HCA	HCA-Modified	ALC
Size: Corridor Acreage/ Project length (miles)	- / -	2,209/ 21.3	2,200/ 21.1	1,892/ 19.6
# of Interchanges	-	7	7	5
# of Displacements: Residential / Non-Residential	0/0	178/11	169/12	106/14
Section 4(f) Property Used (acres)	0	0	27	0
Farmland Converted (acres)	0	123	123	36
Acidic Rock/Soil Disturbance (acres)	0	992	964	569
Streams: # Crossed / Miles of Disturbance	0/0	16/4.4	16/4.4	21/4.3
Wetlands Displaced (acres)	0	6.2	6.3	10.2
Floodplains Crossed (acres)	0	124	120	91
Forests Displaced (acres)	0	1,460	1,461	1,355

Comment Period on Draft EA: Feb. 26th - April 8th

Public hearing: March 29, 2011

- 120 persons in attendance

Comments Received: 98

- e-mail, letters, public hearing comment sheet and oral comments
- When asked *What is your opinion of the HCA?*:
 - 54 – in favor of HCA
 - 22 – against HCA; in favor of ALC

EPA (Environmental Protection Agency)

- the HCA has significant impacts particularly in residential displacements and proximity to water supply sources

FWS (Fish and Wildlife Service)

- Endangered species surveys are required
- A Supplemental EIS should be prepared

COE (Army Corps of Engineers)

- Primary concern is potential for impacts to public water supply from both HCA and ALC
- Improvements to Route 220 and/or access management within Henry County should be explored

U.S. House Representative Morgan Griffith

- Ø Supports HCA citing economic benefits, cost and time savings and support by others in the community

I-73 Committee

- Ø Supports HCA; committee formed in support of the HCA comprised of area businesses

Mayor, City of Martinsville

- Ø Supports ALC (continue I-73 on its current approved alignment) citing Environmental Justice concerns and proximity to the City's reservoir

City Manager, City of Danville

- Ø Supports ALC

Danville Pittsylvania County Chamber of Commerce

- ∅ Supports ALC; requests CTB reaffirm support for original I-73 route

Andrea Ferster, on behalf of Virginians for Appropriate Roads (VAR), Virginia Forest Watch (VFW) and the Sierra Club

- ∅ States that significant impacts are associated with the HCA including impacts on public water supply, parkland, air quality and secondary and cumulative impacts; asserts that a Supplemental EIS is required

POTENTIAL OUTCOMES

1. Take no action on HCA.

The ALC will remain the approved location for I-73

2. Approve HCA and change the location decision for I-73.

Federal approval needed.

FHWA states the following is needed (as a result of comments on the DEA) before they will take action:

- ∅ 2 endangered species surveys
- ∅ Additional analysis for minimization/mitigation measures regarding impacts to Fisher Farm Park (HCA Modified alternative)
- ∅ Additional analysis for indirect/cumulative impacts around new interchanges along the HCA
- ∅ Commitment to enhanced mitigation measures and design features for impacts to public water supply

Estimated Cost: \$200,000 – \$250,000 (first 3 bullets only)

Potential for additional litigation

Estimated Cost: unknown

Potential for Supplemental EIS

Estimated Cost: \$2.2 million