



I-81 Corridor Improvement Study Tier 2 – I-77 / I-81 Overlap Location Study

April 18, 2012

Mr. Nicholas Nies

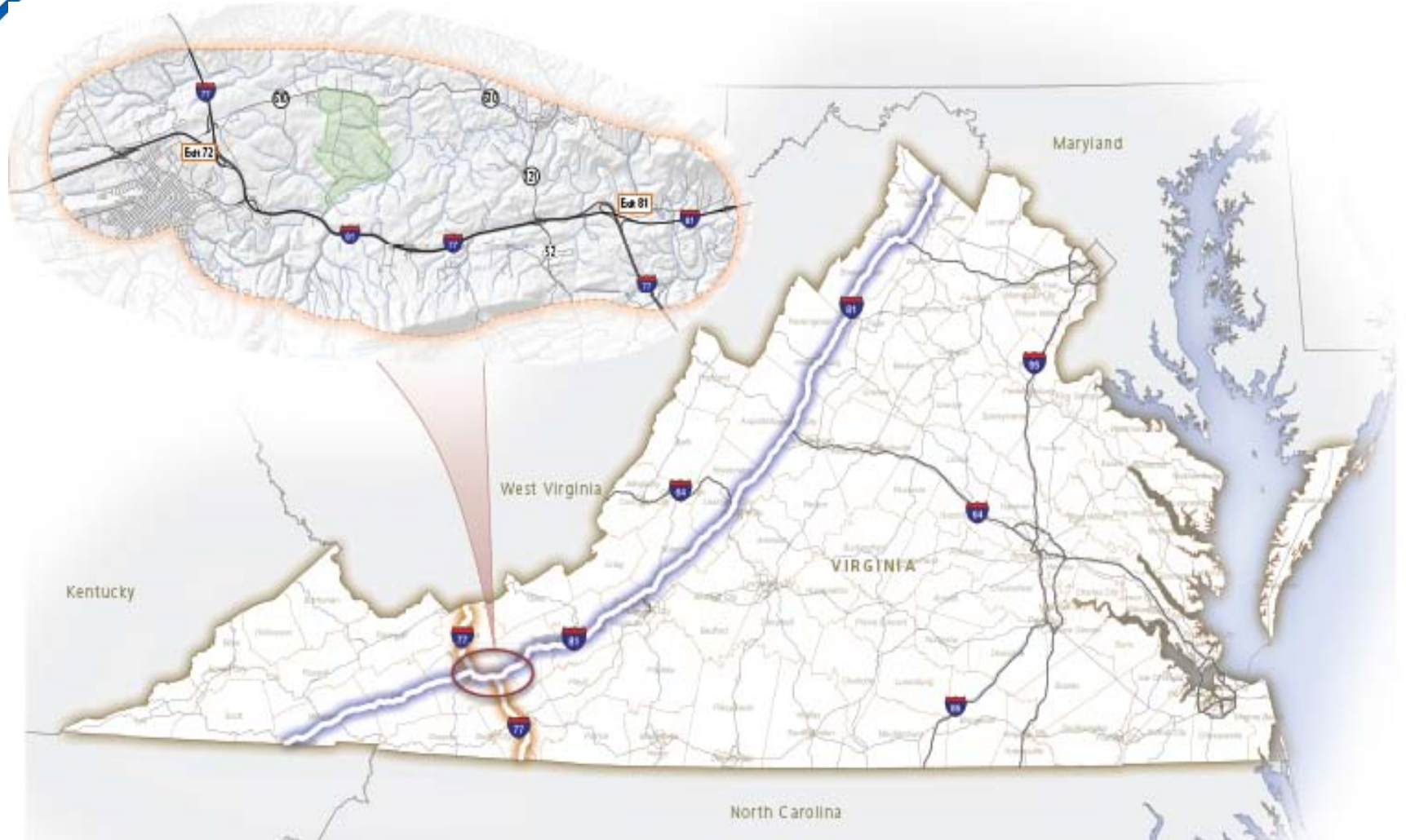
Project Manager, Environmental Division

I-77 / I-81 OVERLAP LOCATION STUDY

Overview:

- **Background Information**
- **Alternatives**
- **Potential Impacts**
- **Considerations of Candidate Build Alternatives**
- **Local Actions**
- **Next Steps**

STUDY AREA MAP



BACKGROUND INFORMATION

- **Identified in I-81 Corridor Improvement Study, Tier I Environmental Impact Statement as a section of independent utility to be developed as a Tier II project**
- **Environmental Assessment (EA) was prepared**
 - **Purpose & Need:**
 - Increase roadway system capacity to address existing traffic volume and projected 2035 travel demand in order to improve the general operating conditions along this section of the I-81 corridor in Virginia
- **Included in Local, Regional, and State planning documents:**
 - **Town of Wytheville Comprehensive Plan**
 - **Wythe County Comprehensive Plan**
 - **Mount Rogers Planning District Commission Rural Long Range Transportation Plan**
 - **VDOT Six Year Improvement Program**

BACKGROUND INFORMATION CONTINUED

- FHWA approved EA for public availability on July 26, 2011
- VDOT conducted a location public hearing on September 28, 2011. Maps, drawings, an EA, and other information was presented at the hearing:
 - 108 persons in attendance
 - 25 comments were received and reviewed

ALTERNATIVES

- The study developed a broad range of alternatives (18) and, through a screening process, narrowed these down to two Candidate Build Alternatives (CBA) and the No-Build Alternative:
 - **CBA A:** Interstate 81 designation on new location that is immediately north of the I-77/I-81 overlap section. Corridor is approximately 10 miles
 - **CBA B:** Adds one travel lane in each direction on existing six-lane roadway section. Corridor is approximately 8 miles
 - **No-Build:** Serves as a benchmark to assess environmental impacts attributable to the proposed improvements

CANDIDATE BUILD ALTERNATIVES MAP



SUMMARY OF POTENTIAL IMPACTS

Resources	CBA A	CBA B
Total Area within Alternative (acres within the 500-foot-wide corridor)	1,240	940 (includes existing facility)
Homes Displaced	33	27
Businesses Displaced	9	13
Farms Displaced	0	0
Noise Impacts (sites with substantial increase)	7	1
Length of Streams Disturbed (linear feet)	10,600	16,850
Wetlands Displaced (acres)	5.86	4.27
Floodplains Crossed (acres)	39	47
Historic Properties Affected (# properties)	3	3
Prime Farmland (acres)	88	42
Karst Terrain (acres)	11.32	9.5
Hazardous Materials (sites that potentially contain flammable, explosive, corrosive, or toxic substances and include gas stations, industrial sites, storage tanks, etc.)	19	36

CANDIDATE BUILD ALTERNATIVES CONSIDERATIONS

Considerations	CBA A	CBA B
Meets Purpose & Need	X	X
Consistent with Local, Regional, and State Planning Documents	X	X
Provides Alternate Route Should Existing Facility Be Closed For Emergency	X	
Simplifies Traffic Operations Management During Construction	X	
Construction Can Be Phased		X
Estimated Construction Cost (PCES – based on FY 2019)	\$585 Million	\$457 Million

LOCAL ACTIONS

- **April 2006 joint resolution supporting separation of the facility and access to Progress Park:**
 - Wythe County Board of Supervisors
 - Wytheville Town Council
 - Rural Retreat Town Council
 - Joint Industrial Development Authority
 - Wytheville-Wythe-Bland Chamber of Commerce
- **September 2011 joint resolution continuing to support separation of the facility and access to Progress Park:**
 - Wythe County Board of Supervisors
 - Rural Retreat Town Council
 - Joint Industrial Development Authority
 - Wytheville-Wythe-Bland Chamber of Commerce
- **October 2011 letter supporting CBA B**
 - Town of Wytheville

NEXT STEPS

- **Request Commonwealth Transportation Board (CTB) Location Decision on either the No-Build, CBA A, or CBA B at May CTB meeting**
- **Revise Environmental Assessment based on public hearing comments and CTB Location Decision**
- **Request a final decision from FHWA on the Environmental Assessment process**



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