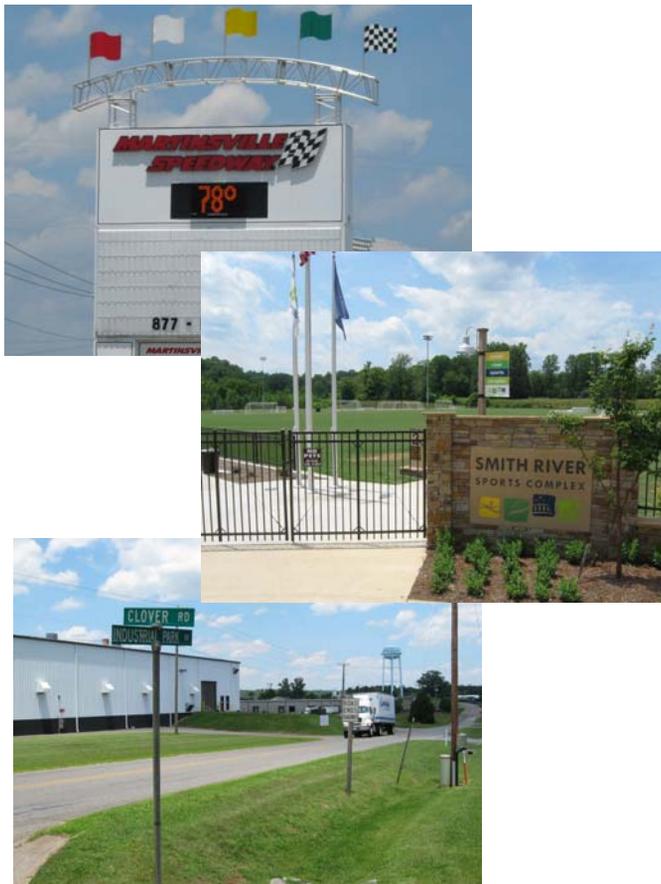
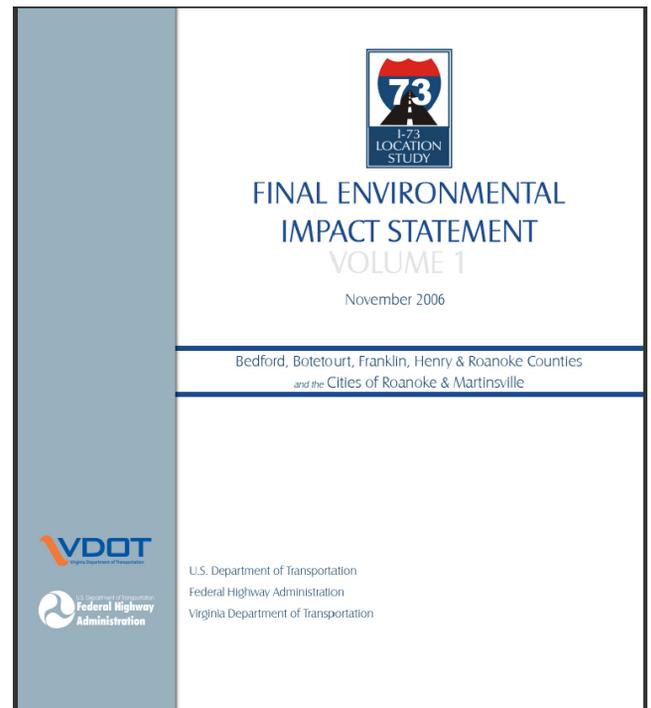


PURPOSE & NEED FOR IMPROVEMENTS

In November 2006, the Commonwealth Transportation Board approved the ALC alignment for I-73, followed by Federal Highway Administration (FHWA) approval of the Final Environmental Impact Statement (FEIS) and a Record of Decision (ROD) in March 2007. The purpose and need for I-73 included:

- Improving the safe movement of people and goods in the U.S. Route 220 corridor;
- Enhancing general mobility and transportation linkage in the study area and through the broader Michigan to South Carolina travel shed; and,
- Providing for the economic growth, economic vitality, and maintenance of existing economic competitiveness in southwest Virginia.



Henry County has proposed the HCA as an alternative to the I-73 ALC in the belief that it better achieves the above objectives, improves access to existing and developing industrial areas, and enhances economic development in Martinsville and Henry County for the following reasons:

1. The alignment is one to two miles closer to the City of Martinsville;
2. The alignment proposes two additional interchanges to access existing and proposed development; one in the vicinity of Patriot Centre and one in the vicinity of the Martinsville Speedway; and,
3. The alignment follows the alignment of existing U.S. Route 58 Bypass for approximately five miles.

HENRY COUNTY ALTERNATIVE

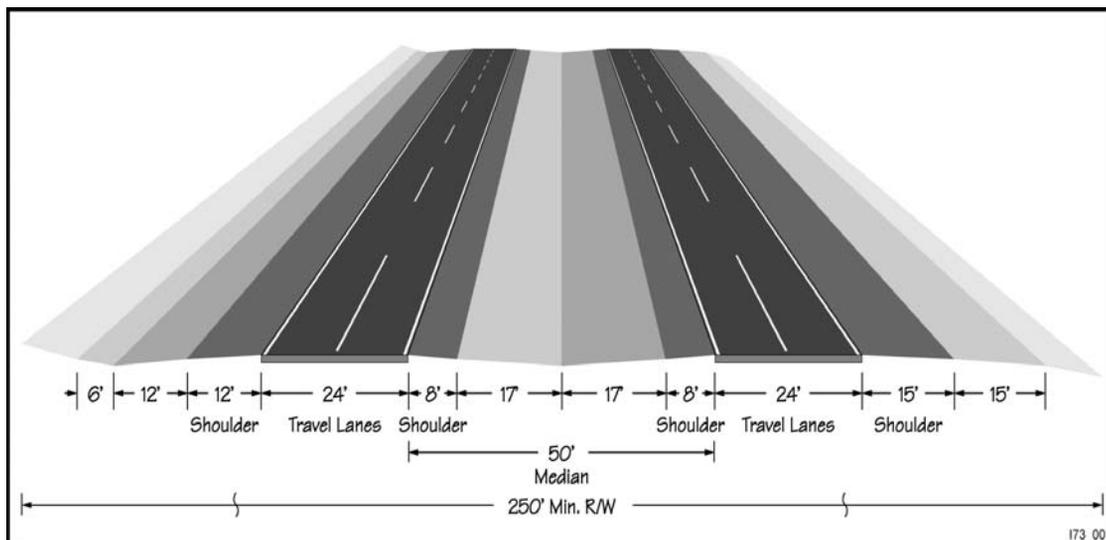
The I-73 Henry County Alternative extends 21.3 miles from Route 890/108 to Route 87. It breaks from the ALC at a point near Figsboro and then heads in a more southerly direction towards Martinsville and closer to Henry County's Patriot Centre Industrial Park. It is in this general area where an additional interchange is proposed at Route 663 (Barrows Mill Road) to serve local economic development. From there, the alignment generally parallels the ALC approximately one-and-a-half miles closer to Martinsville. In the vicinity of Laurel Park, the HCA ties into the existing U.S. Route 58 Bypass and U.S. Route 58 interchange and follows the existing U.S. Route 58 Bypass south-southwest for approximately five miles toward the Martinsville Speedway, where an additional interchange is proposed at Clover Road to serve the speedway and Martinsville Industrial Park area. The route then heads south-southeast approximately four miles before tying back into the ALC at Flanigan Branch Road, two miles east of the Town of Ridgeway.

The interchanges that are proposed as part of the Henry County Alternative are listed in the following table.

HCA Interchange	Proposed Configuration
Route 890/108 north of Figsboro	Cloverleaf
Route 663 Barrows Mill Road/Beaver Creek Drive intersection area near Patriot Centre Industrial Park & Patrick Henry Community College	To Be Determined
Route 57 near Route 457 intersection	Diamond
U.S. Route 58 in the vicinity of Laurel Park	Diamond
U.S. Route 58 at Route 650 intersection near Smith River Sports Complex	Diamond
U.S. Route 58 and Clover Road near Martinsville Speedway	To Be Determined
Route 87 north of the Route 750 intersection	Diamond

* Each new interchange location as well as interchange type is tentative at this point and based on preliminary information that is subject to change as the design is refined and the traffic analyses are updated.

The I-73 HCA would be built to meet interstate (freeway) design standards with a four-lane divided highway typical section (two 12-foot lanes in each direction), as shown in the figure below.



ENVIRONMENTAL IMPACTS

CATEGORY	ENVIRONMENTAL IMPACTS			
	NO-BUILD	HENRY COUNTY ALTERNATIVE	HENRY COUNTY ALTERNATIVE - MODIFIED	ADOPTED LOCATION CORRIDOR
Total Area within Corridor (acres)	-	2,209	2,200	1,892
Length (miles)*	-	21.3	21.1	19.6
Interchanges	-	7	7	5
Homes Displaced**	0	178	169	106
Businesses Displaced**	0	1	1	2
Farms Displaced**	0	8	9	9
Schools Displaced**	0	0	0	0
Churches Displaced**	0	2	2	2
Other Community Facilities Displaced (rescue squads, fire stations, etc.)**	0	0	0	1 (Fire Station)
Section 4(f) Property Used (acres)	0	0	27 (Fisher Farm Park)	0
Historic Properties Affected	0	0	0	0
Agricultural and Forestal District Land Used (acres)	0	0	0	0
Prime, Unique, or Statewide-Important Farmland Converted (acres)***	0	123	123	36
Acidic Rock/Soil Disturbance (acres)	0	992	964	569
Number of Stream Crossings	0	16	16	21
Length of Streams Disturbed (miles)	0	4.4	4.4	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
Threatened or Endangered Species Impacted	0	0	0	0
Hazardous Material Sites Impacted	0	6	6	1****
Violations of National Ambient Air Quality Standards	0	0	0	0
Noise Impacts	0	2 Noise Sensitive Areas	2 Noise Sensitive Areas	0*****

* HCA, HCA-Modified, and ALC lengths of 21.3, 21.1, and 19.6 miles, respectively, calculated from Route 890/108 interchange north of Figsboro to Route 87 interchange north of the Route 750 intersection.

** The I-73 FEIS calculated land use impacts using a 350-foot wide corridor (175 feet from centerline) combined with a 1,320-foot wide radius surrounding each of the interchanges; therefore, relocation impacts will not be comparable in this EA, which used a 600-foot wide corridor width.

*** Prime, unique, or statewide-important farmland impacts reported here will not be comparable to the I-73 FEIS as the latter used hand-digitized mapping and at that time, Virginia had not yet adopted a statewide important farmland list. This EA used Henry County Soil Survey spatial and tabular data and includes the statewide important farmland units, which increases acreage of farmland impacted by Farmland Protection Policy Act (FPPA) definition.

**** The portion of the ALC in Henry County that is being referenced in this study consists of Segments 333 and 373. In Segment 333, one site with one occurrence (registered Underground Storage Tank) was identified near the segment boundary. No sites were identified within or near Segment 373 (I-73 Location Study FEIS, Environmental Data Resources, Inc. 2004).

***** In the FEIS, based on a corridor-wide inspection of aerial photographs and U.S. Geological Survey maps, and from overlay of future estimated traffic noise contours, an approximate count was made of the total number of residences that would experience traffic noise impacts from proposed I-73. Twenty-two receptors were located throughout Henry County, and the monitored L_{eq} did not exceed the noise abatement criteria along any of those that were located in the proximity of the ALC.

PROJECT SCHEDULE

Date	Event
February 15, 2011	Environmental Assessment approved by the Federal Highway Administration (FHWA) for public availability
March 29, 2010	Public Hearing
April 8, 2011	Final day to submit comments on the Henry County Alternative and the Environmental Assessment
Late May 2011	Decision by the Commonwealth Transportation Board
July 2011	Environmental Assessment revised, as appropriate, based on hearing comments and CTB decision
Late August 2011	Final decision on the Environmental Assessment by FHWA

NEXT STEPS

The study team will review and evaluate the comments you provide to us tonight and during the comment period. The comments, along with other information developed during the study, will then be forwarded to the Commonwealth Transportation Board for consideration in reaching a decision on the HCA. Following the public availability period, the Environmental Assessment (EA) will be revised as appropriate to reflect changes in the proposed action or mitigation measures resulting from comments received on the EA or at the public hearing. It will then be submitted to the Federal Highway Administration (FHWA), along with a copy of the public hearing transcript, the recommendation of the preferred alternative, and a request that a final decision be made by FHWA.

Any further project development efforts, such as design, right of way acquisition, and construction, will depend on availability of funding and are not scheduled at this time.



THANK YOU!

Thank you for taking the time to review the materials presented at this public hearing.

Your comments are valuable and greatly appreciated. VDOT will carefully consider all comments received at this public hearing and during the comment period.

You may leave your comments in the box provided at tonight's meeting. You may also record your comments orally at the designated recording station.

If you are not ready to provide your comments tonight, you may submit them by April 8, 2011 to the following address, which is also preprinted on the back of the comment sheet:

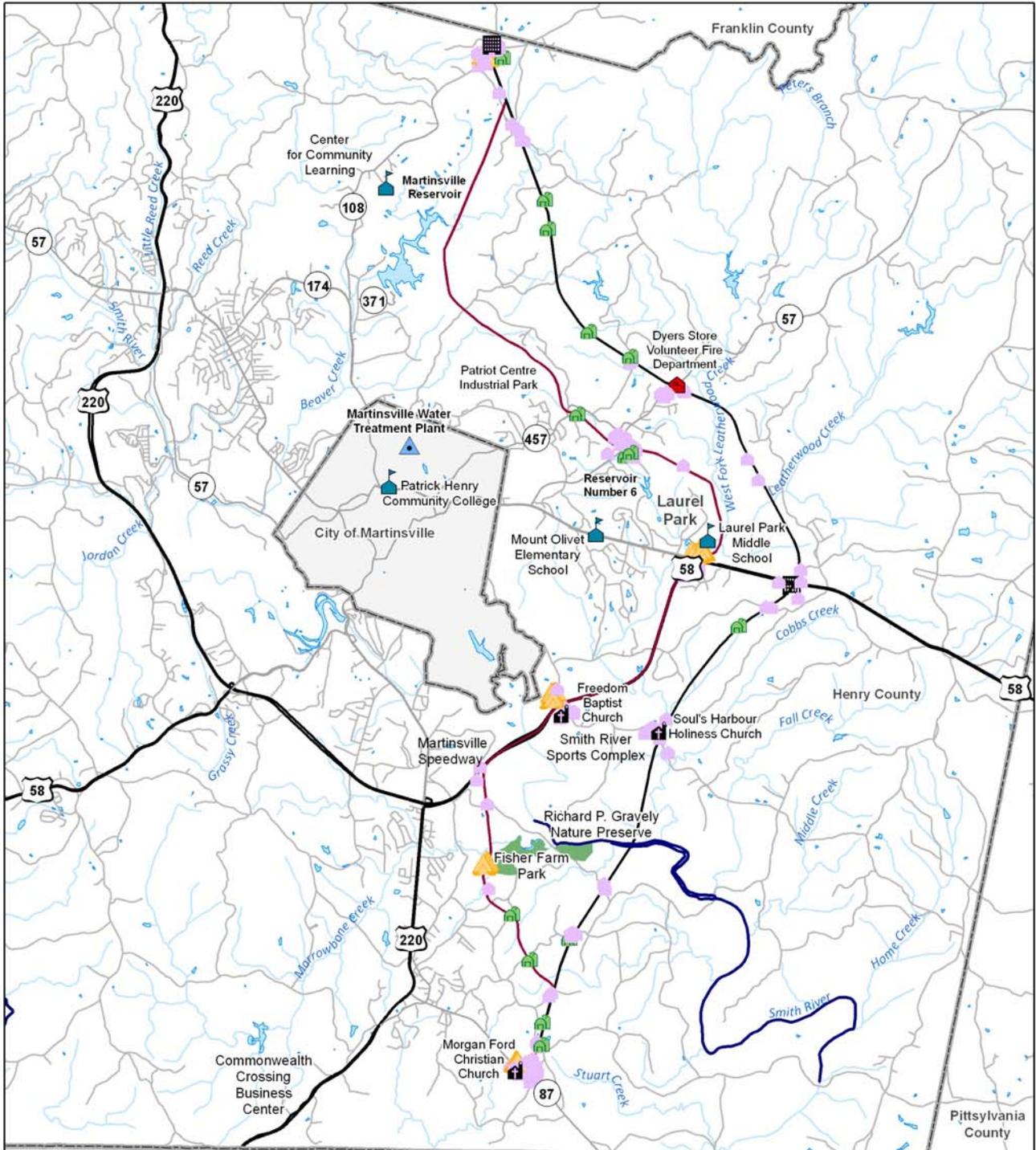
Angel Deem
Environmental Division
Virginia Department of Transportation
1221 E. Broad Street
Richmond, Virginia 23219

You also can submit comments by email to Angel Deem at:

Angel.Deem@VDOT.Virginia.gov

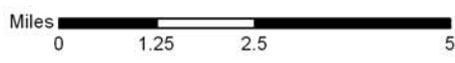
If you need additional information following tonight's meeting, please call Ms. Deem at 804-371-6756.

COMMUNITY FACILITIES

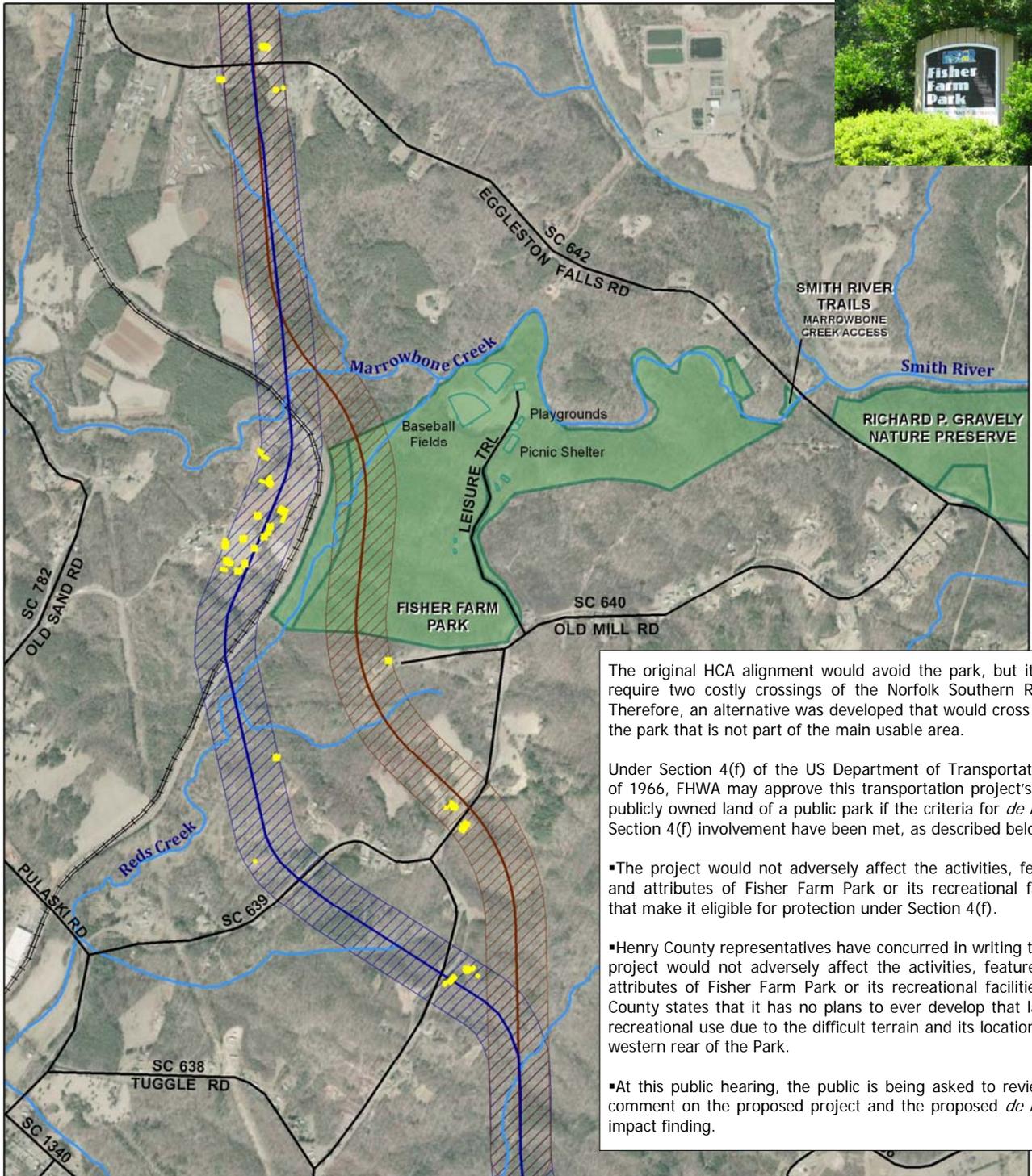


North Carolina

Legend	Potential Impact	Church
Adopted Location Corridor	School	Fire Department
Henry County Alternative	Farm	Mobile Home
Scenic River	Commercial	Residential
Water Treatment Plant	Park	



DE MINIMIS USE OF FISHER FARM PARK



The original HCA alignment would avoid the park, but it would require two costly crossings of the Norfolk Southern Railway. Therefore, an alternative was developed that would cross part of the park that is not part of the main usable area.

Under Section 4(f) of the US Department of Transportation Act of 1966, FHWA may approve this transportation project's use of publicly owned land of a public park if the criteria for *de minimis* Section 4(f) involvement have been met, as described below:

- The project would not adversely affect the activities, features, and attributes of Fisher Farm Park or its recreational facilities that make it eligible for protection under Section 4(f).
- Henry County representatives have concurred in writing that the project would not adversely affect the activities, features, and attributes of Fisher Farm Park or its recreational facilities. The County states that it has no plans to ever develop that land for recreational use due to the difficult terrain and its location in the western rear of the Park.
- At this public hearing, the public is being asked to review and comment on the proposed project and the proposed *de minimis* impact finding.

Legend

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

N

0 750 1,500 3,000
Feet

WATERSHEDS, WATER TREATMENT PLANT, AND SURFACE WATER INTAKES

