Public Hearing on Draft Environmental Impact Statement

Martinsville Southern Connector Study
Route 220 Environmental Impact Statement

March 26, 2020 • 6 p.m. – 8 p.m.
(Inclement Weather Date: April 2, 2020)
Drewry Mason Elementary School
45 Drewry Mason School Rd
Ridgeway, VA 24148

Welcome

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is holding this public hearing to present the Martinsville Southern Connector Study – Route 220 Draft Environmental Impact Statement (EIS). The study is being conducted to comply with the National Environmental Policy Act (NEPA). This public hearing will be an open-house format and will provide an opportunity for the public to discuss the study with VDOT representatives. The hearing will include a video presentation that will run throughout the evening. Comment forms are available at this meeting and your input is encouraged. For more information, visit the study website at www.Virginiadot.org/MartinsvilleConnector.

Study Overview

The Martinsville Southern Connector Study evaluates improvements to U.S. Route 220 from the North Carolina state line to the U.S. Route 58 bypass near Martinsville.

The Purpose and Need sets goals for the study and serves as the primary criteria in the development of alternatives. The purpose of the study is to enhance mobility for both local and regional traffic traveling along U.S. Route 220 within the study area. The needs identified for the study are:

- Accommodate regional traffic
- Accommodate local traffic
- Address geometric deficiencies and inconsistencies

This study is designated under Executive Order 13807, commonly referred to as the One Federal Decision (OFD), which sets timelines and requirements to obtain a NEPA decision and federal permits. VDOT will advance permit applications for the Preferred Alternative to meet OFD requirements.

Impacts Summary By Alternative

<table>
<thead>
<tr>
<th>RESOURCE</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Residential Relocations</td>
<td>17</td>
<td>26</td>
<td>25</td>
</tr>
<tr>
<td>Potential Commercial Relocations</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Estimated Stream Impacts (linear feet)</td>
<td>28,998</td>
<td>20,548</td>
<td>21,882</td>
</tr>
<tr>
<td>Estimated Wetland Impacts (acres)</td>
<td>7.8</td>
<td>5.9</td>
<td>3.7</td>
</tr>
<tr>
<td>Preliminary Planning Level Cost Estimate</td>
<td>$757 million</td>
<td>$746 million</td>
<td>$616 million</td>
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Impacts are based on illustrative planning level design and may be refined as part of the Final EIS or if/when funding is available and the project advances to more detailed design.

Contact Information

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Refinement of Alternatives Evaluated and Identification of the Preferred Alternative

The Draft EIS documents analysis of potential social, economic and natural environmental impacts that could result from the alternatives evaluated. Alternative C best balances costs and impacts while meeting the Purpose and Need established for the study.

VDOT recommended Alternative C as the Preferred Alternative and the U.S. Army Corps of Engineers and Environmental Protection Agency concurred. The Commonwealth Transportation Board (CTB) approved Alternative C as the Preferred Alternative in January 2020. Per CTB direction, VDOT will evaluate whether the preferred alternative can be refined to reduce property impacts while not increasing impacts to other resources.

Following the Final EIS, VDOT will request a Record of Decision from FHWA, as well as permits from U.S. Army Corps of Engineers, Virginia Department of Environmental Quality and Virginia Marine Resources Commission.

These dimensions may change if/when funding is identified for the project to advance to detailed design and construction.