WELCOME

PUBLIC HEARING TO PRESENT THE MARTINSVILLE SOUTHERN CONNECTOR STUDY ROUTE 220 DRAFT ENVIRONMENTAL IMPACT STATEMENT

Purpose of this public hearing:
• Present the findings of the Draft Environmental Impact Statement (EIS)
• Provide an opportunity for the public to comment on the Draft EIS and Draft Section 4(f) Evaluation
• Answer questions on the Draft EIS and present next steps
The purpose of the Martinsville Southern Connector Study is to enhance mobility for both local and regional traffic traveling along U.S. Route 220 between the North Carolina state line to the U.S. Route 58 Bypass near Martinsville, Virginia.

The following needs have been identified for the study:
**STUDY PROCESS**
The Environmental Impact Statement documents analysis of the possible social, economic, and natural environmental impacts that could result from potential alternatives, based on the following process:

- Agency Concurrence Point
- Funding for a subsequent phase of the project must be shown in the Statewide Transportation Improvement Program before the FHWA can issue a Record of Decision.

**PROJECT FUNDING**
Funding has to be identified before the project can move forward. Each phase of the project development process may be funded separately.

**VDOT PROJECT DEVELOPMENT**
Once a selected alternative has been identified and necessary funding has been allocated, the following steps must occur before construction can begin:

- Agency involvement
- Public involvement

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Martinsville Southern Connector Study
Route 220 Draft Environmental Impact Statement
Martinsville Southern Connector Study
Route 220 Draft Environmental Impact Statement

STUDY SCHEDULE

WE ARE HERE

February 2018
Notice of Intent to Prepare an Environmental Impact Statement (EIS)

May 2018
Public EIS Scoping Meeting

Fall 2018
Public EIS Survey and Purpose and Need

January 2019
Citizen Information Meeting and Alignment Options

March 2019
Identification of the Range of Alternatives

August 2019
Public Hearing to present Recommended Preferred Alternative

March 2020
Location Public Hearing on Draft EIS

Spring/Summer 2020
Development of Final EIS and Permit Applications

December 2020
Final Environmental Impact Statement

February 2021
FHWA Record of Decision and US Army Corps of Engineers and State Water Quality Permits

PUBLIC AND AGENCY INVOLVEMENT THROUGHOUT

PUBLIC HEARING
MARCH 2020
REFINEMENT OF ALTERNATIVES EVALUATED

ALIGNMENT OPTIONS INITIALLY CONSIDERED JANUARY 2019

ALTERNATIVES CARRIED FORWARD FOR EVALUATION MARCH 2019

ALTERNATIVES RETAINED JUNE 2019

Martinsville Southern Connector Study
Route 220 Draft Environmental Impact Statement

PUBLIC HEARING MARCH 2020
The U.S. Army Corps of Engineers and the Environmental Protection Agency agreed that Alternative C is the Preferred Alternative.


Per CTB direction, VDOT will evaluate whether the preferred alternative can be refined to reduce property impacts while not increasing impacts to other resources.

This study is designated under Executive Order 13807, known as One Federal Decision, which sets timelines for 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>
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<tr>
<td>Commercial Properties Impacted</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Industrial Relocations</td>
<td>0</td>
<td>4</td>
<td>3</td>
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<tr>
<td>Other Potential Relocations *</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Conversion of Land Use (acres)</td>
<td>574</td>
<td>584</td>
<td>541</td>
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<tr>
<td>Farmland Converted (acres)</td>
<td>264</td>
<td>346</td>
<td>298</td>
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<tr>
<td>Community Facilities Affected (acres)</td>
<td>1</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Relocations: Minority Census Block Groups</td>
<td>3</td>
<td>9</td>
<td>9</td>
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<tr>
<td>Low Income Census Block Groups</td>
<td>0</td>
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<tr>
<td>Historic Properties</td>
<td>4</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Estimated Stream Impacts (linear feet)</td>
<td>28,998</td>
<td>20,548</td>
<td>21,882</td>
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<tr>
<td>Estimated Floodplains (acres)</td>
<td>7.0</td>
<td>13.7</td>
<td>7.5</td>
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<tr>
<td>Estimated Wetland Impacts (acres)</td>
<td>7.8</td>
<td>5.9</td>
<td>3.7</td>
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<tr>
<td>Forest Clearing (acres)</td>
<td>318</td>
<td>261</td>
<td>224</td>
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<tr>
<td>Existing (2018) Noise Receptors Affected</td>
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<td>17</td>
<td>11</td>
</tr>
<tr>
<td>Design Year (2040) Noise Receptors Affected</td>
<td>17</td>
<td>36</td>
<td>26</td>
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<tr>
<td>Hazardous Material Sites</td>
<td>5</td>
<td>8</td>
<td>8</td>
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<tr>
<td>Preliminary Planning Level Cost Estimate</td>
<td>$757 million</td>
<td>$746 million</td>
<td>$616 million</td>
</tr>
</tbody>
</table>

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.
LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE

As required by 404(b)(1) guidelines, the U.S. Army Corps of Engineers (USACE) can only authorize the Least Environmentally Damaging Practicable Alternative (LEDPA) through its permit process. To be the LEDPA, an alternative must result in the least impact to aquatic resources while being practicable, which means the alternative is feasible after taking into consideration cost, existing technology, and logistics. Permits from USACE (and State Water Quality Permitting Agencies) will be issued concurrently with a Record of Decision from the Federal Highway Administration. The USACE permit will formally identify the LEDPA. In order to ensure a successful study and permit process; however, it is necessary for VDOT to attempt to identify the LEDPA. Based on the data collected and presented in the Draft EIS, VDOT believes Alternative C represents the alternative that can be identified as the LEDPA through the permit process. USACE agreed Alternative C appears to be the preliminary LEDPA.
ALTERNATIVE C: TYPICAL SECTION
RECONSTRUCTED SEGMENT

Local Access Roads
Mainline US Route 220

Limits of disturbance and typical section widths are based on planning level design for illustrative purposes only.

Typical Section Width
(Reconstruction of Existing U.S. Route 220)
Limits of Disturbance
Inventory Boundary
Parcel Boundary

Min. Right-Of-Way 275’

30’ Frontage Road
46’ Travel Lane
46’ Travel Lane
30’ Frontage Road
ALTERNATIVE C: TYPICAL SECTION
NEW SEGMENT

LIMITS OF DISTURBANCE AND TYPICAL SECTION WIDTH
This is based on preliminary project design
for illustrative purposes only.

Typical Section Width
Limits of Disturbance
Inventory Boundary
Parcel Boundary
Stream

46’
40’ Median
46’
Travel Lane
Travel Lane

Min. Right-Of-Way 168’