

Martinsville Southern Connector Study

Route 220 Environmental Impact Statement

WELCOME

MARTINSVILLE SOUTHERN CONNECTOR STUDY ROUTE 220 ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING FOR THE RECOMMENDED PREFERRED ALTERNATIVE



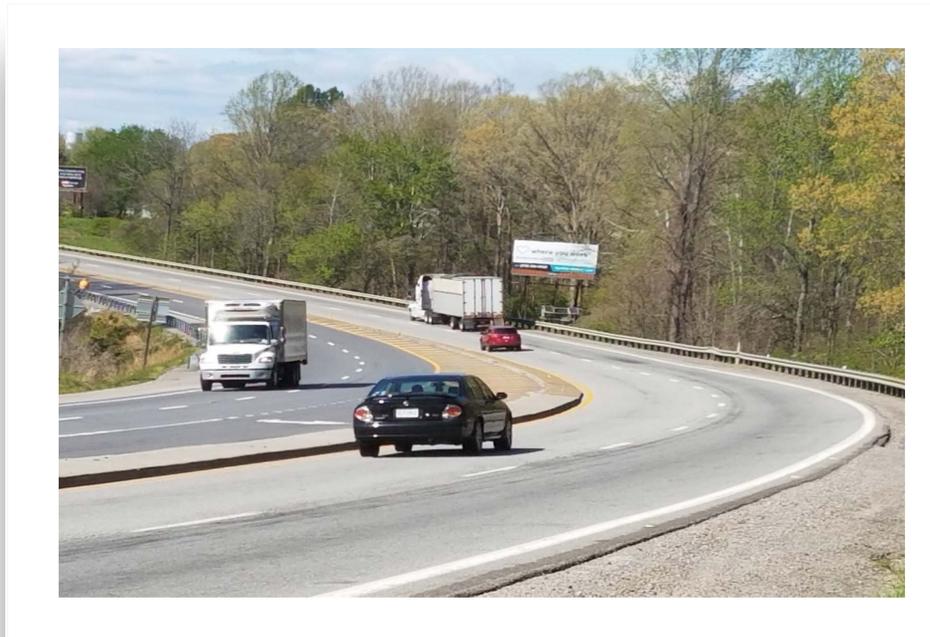
Purpose of this public hearing:

- Present VDOT's recommendation for a preferred alternative
- Provide an opportunity for the public to offer comments on VDOT's recommendation for a preferred alternative
- Answer questions and discuss the study

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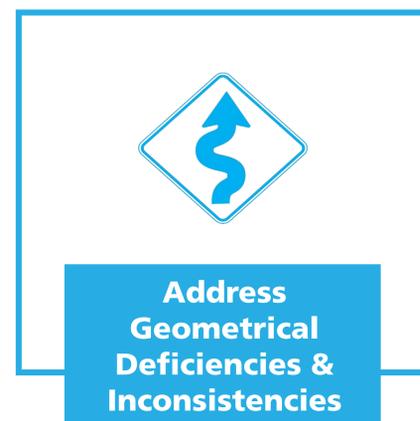
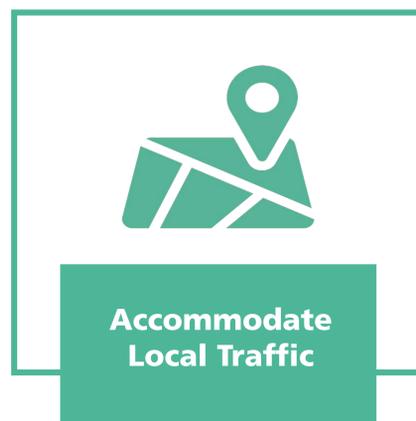
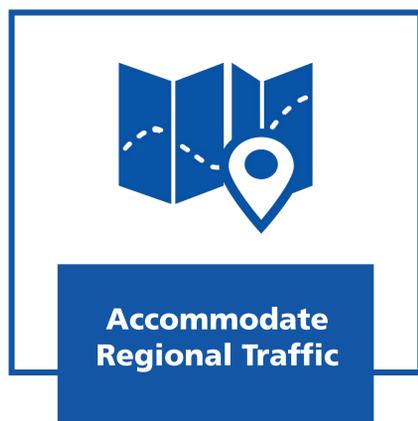
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PURPOSE AND NEED



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:



VDOT, Federal Highway Administration, United States Army Corps of Engineers, and the Environmental Protection Agency agreed on the purpose and need for the study on November 14, 2018 following an online public survey, which resulted in more than 700 responses.

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STUDY PROCESS

The Environmental Impact Statement will document analysis of the possible social, economic, and natural environmental impacts that could result from potential alternatives, based on the following process:



★ Agency Concurrence Point

◆ Agency involvement.

◇ Public involvement.

* Funding for a subsequent phase of the project (e.g., detailed design, final design and right of way, or construction) must be shown in the Statewide Transportation Improvement Program before the Federal Highway Administration can issue a Record of Decision. The study is designated under Executive Order 13807, commonly referred to as One Federal Decision (OFD), which sets timelines for a NEPA decision and federal permits. Following public comment and action by the Commonwealth Transportation Board, VDOT would advance permit applications for the preferred alternative to meet OFD timelines.

VDOT PROJECT DEVELOPMENT PROCESS

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



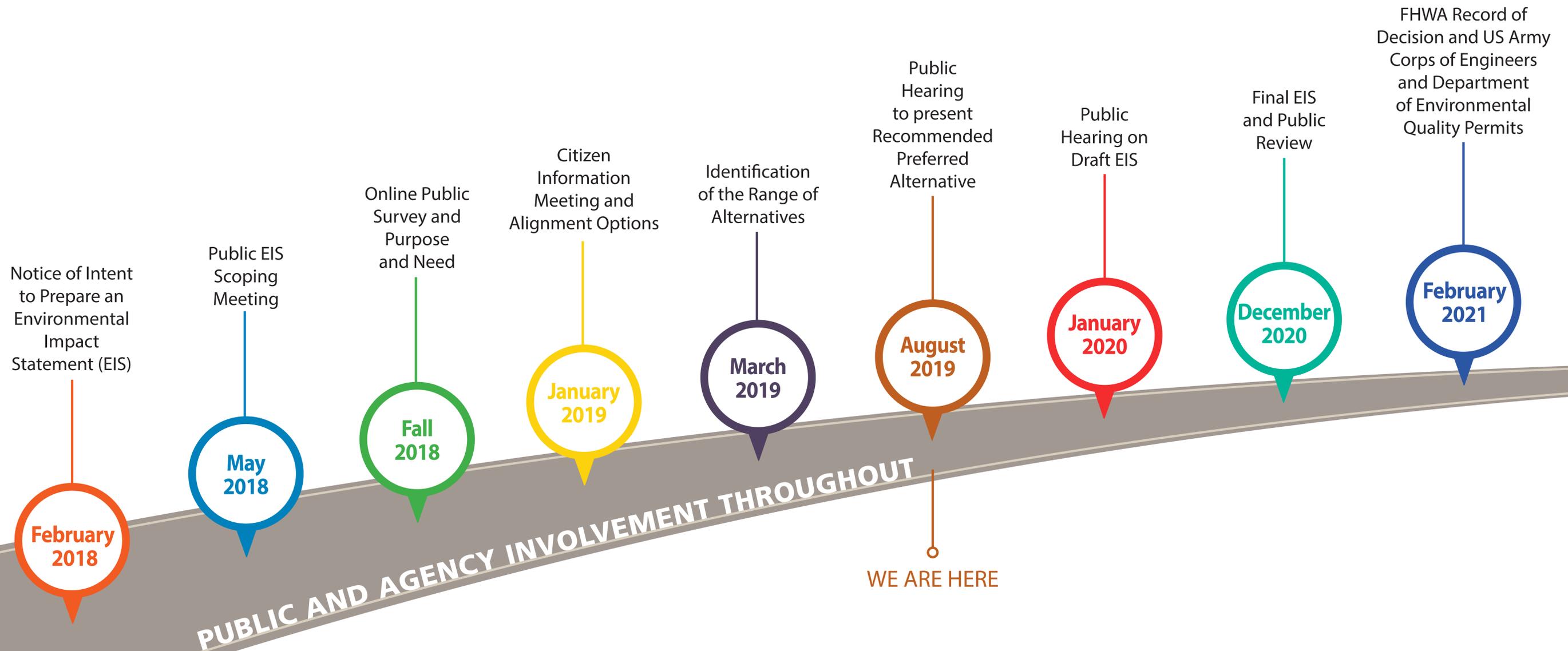
◇ Public and agency involvement.

Each phase of the project development process may be funded separately.

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STUDY SCHEDULE

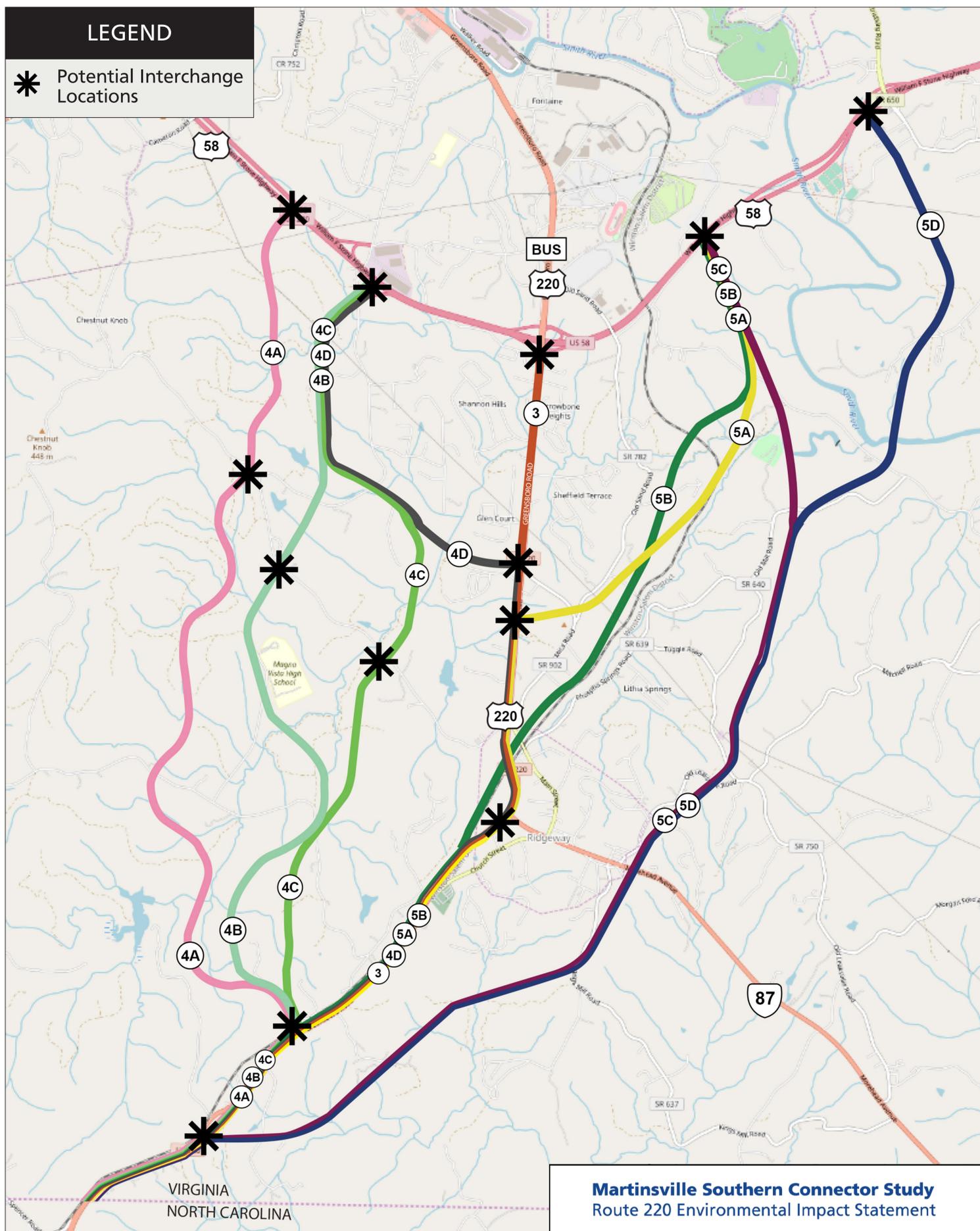


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ALIGNMENT OPTIONS

Presented to the public in January 2019, these alignment options were developed and evaluated to determine whether they met the purpose and need.

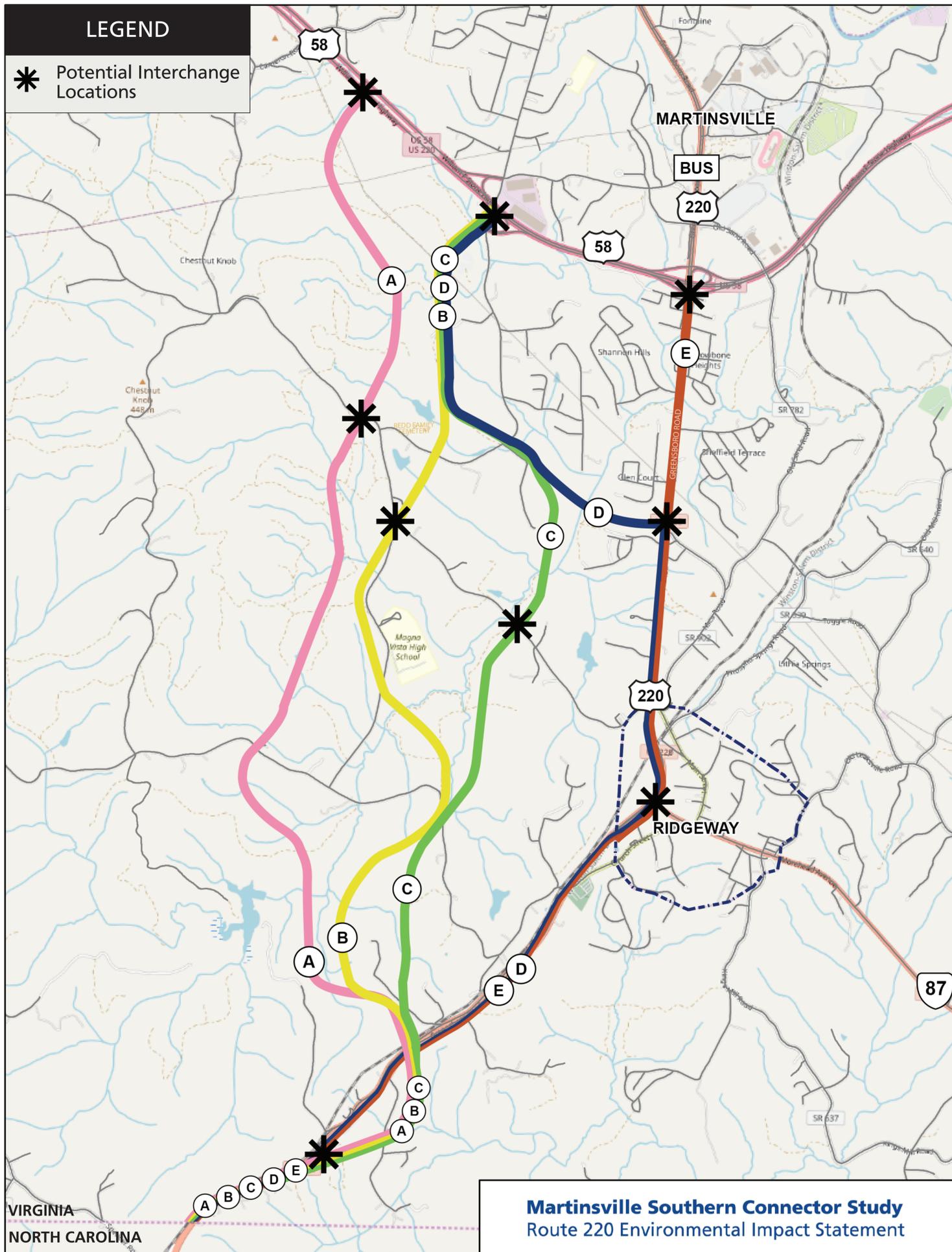


Note: Alignment Options represent a 300-foot bandwidth for new or reconstructed U.S. Route 220

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ALTERNATIVES CARRIED FORWARD FOR EVALUATION



No-Build Alternative

Length: 6.7 miles
Termini: Existing corridor of US Route 220 at North Carolina state line to US Route 58/US Route 220 interchange

Alternative A

Length: 8.3 miles
Termini: US Route 220 at North Carolina state line to US Route 58 at new interchange one mile west of Joseph Martin Hwy

Alternative B

Length: 7.7 miles
Termini: US Route 220 at North Carolina state line to US Route 58 at Joseph Martin Hwy interchange

Alternative C

Length: 7.4 miles
Termini: US Route 220 at North Carolina state line to US Route 58 at Joseph Martin Hwy interchange

Alternative D

Length: 8.4 miles
Termini: US Route 220 at North Carolina state line to US Route 58 at Joseph Martin Hwy interchange

Alternative E

Length: 6.7 miles
Termini: Reconstructed corridor of US Route 220 at North Carolina state line to US Route 58/US Route 220 interchange

Note: Alternatives represent a 400-foot bandwidth for new or reconstructed U.S. Route 220

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REFINEMENT OF THE RANGE OF ALTERNATIVES



Based on the estimated private property impacts, Alternative D (over 80 potential relocations) and Alternative E (over 125 potential relocations) are not considered in detail in the EIS nor is there an opportunity for them to advance as preferred alternatives in the study.

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SUMMARY OF POTENTIAL IMPACTS

VDOT's Recommended
Preferred Alternative

RESOURCE	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Potential Residential Relocations	17	26	25
Potential Commercial Relocations	0	0	0
Other Potential Relocations *	1	5	4
Estimated Stream Impacts (linear feet)	28,530	20,548	21,881
Estimated Wetland Impacts (acres)	7.8	5.9	3.7
Estimated 100-year Floodplain Impacts (acres)	7.0	13.7	7.5
Estimated Forest Impacts (acres)	296	259	219
Preliminary Planning Level Cost Estimate	\$757 million	\$746 million	\$616 million

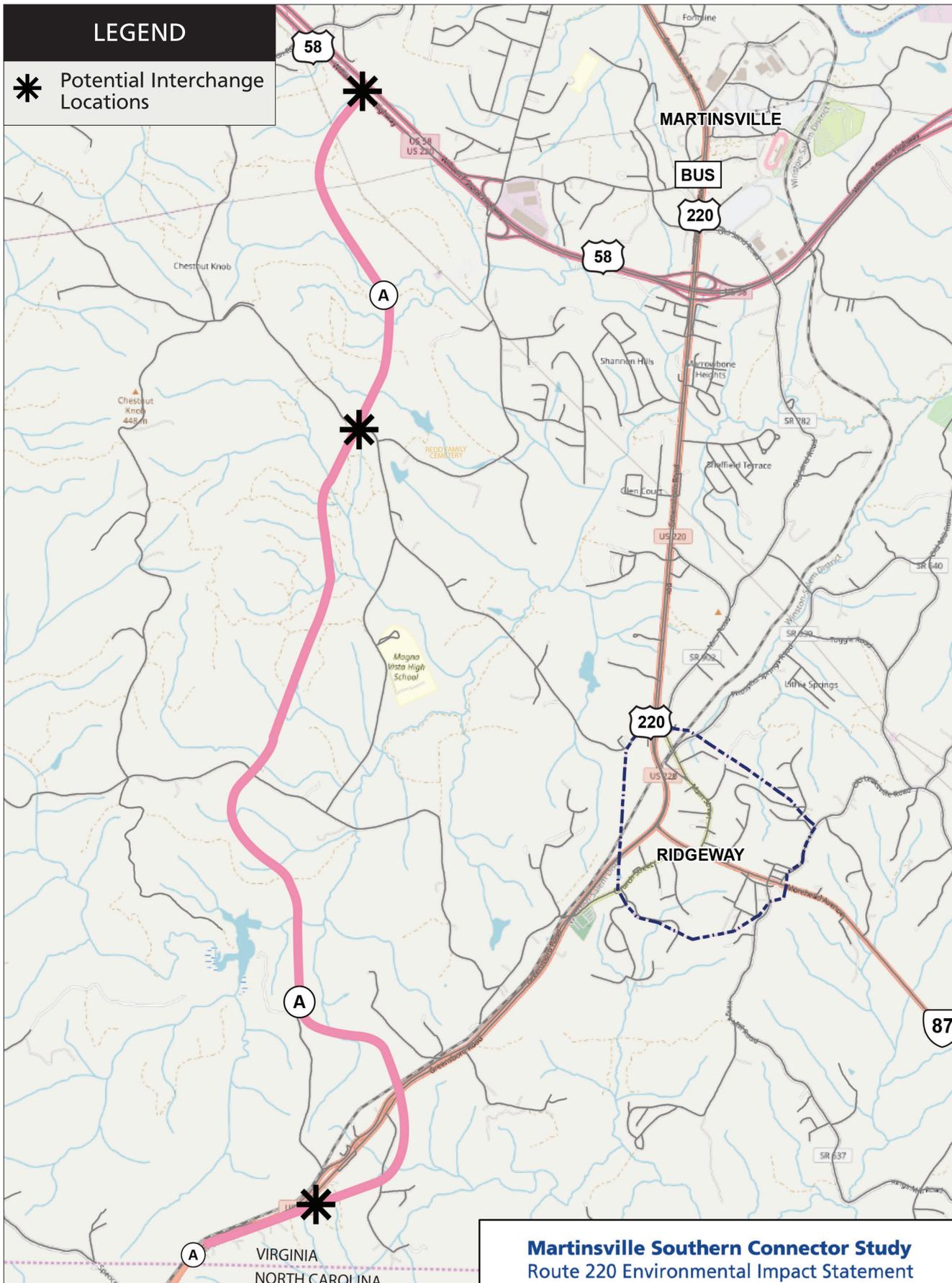
* Includes: Industrial, Institutional, and Cemeteries

Impacts have been estimated based on the planning level limits of disturbance (LOD) of 400 feet, which would be refined if an alternative advances beyond the study to a more detailed phase of project development. Cost estimates will be refined as the study progresses.

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ALTERNATIVE A



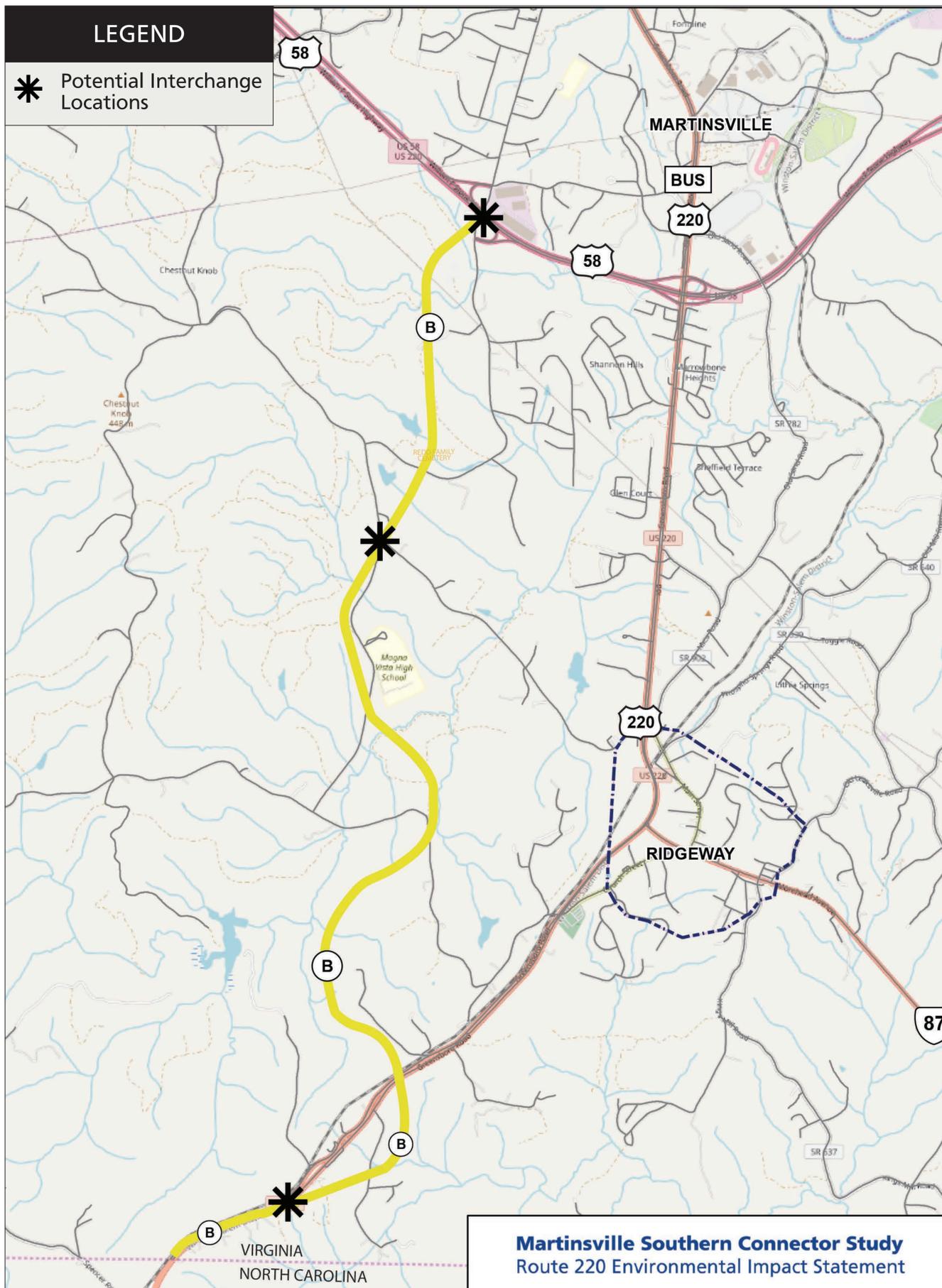
Alternative A Summary of Potential Impacts

Potential Residential Relocations	17
Potential Commercial Relocations	0
Estimated Stream Impacts (linear feet)	28,530
Estimated Wetland Impacts (acres)	7.8
Preliminary Planning Level Cost Estimate	\$757 million

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ALTERNATIVE B



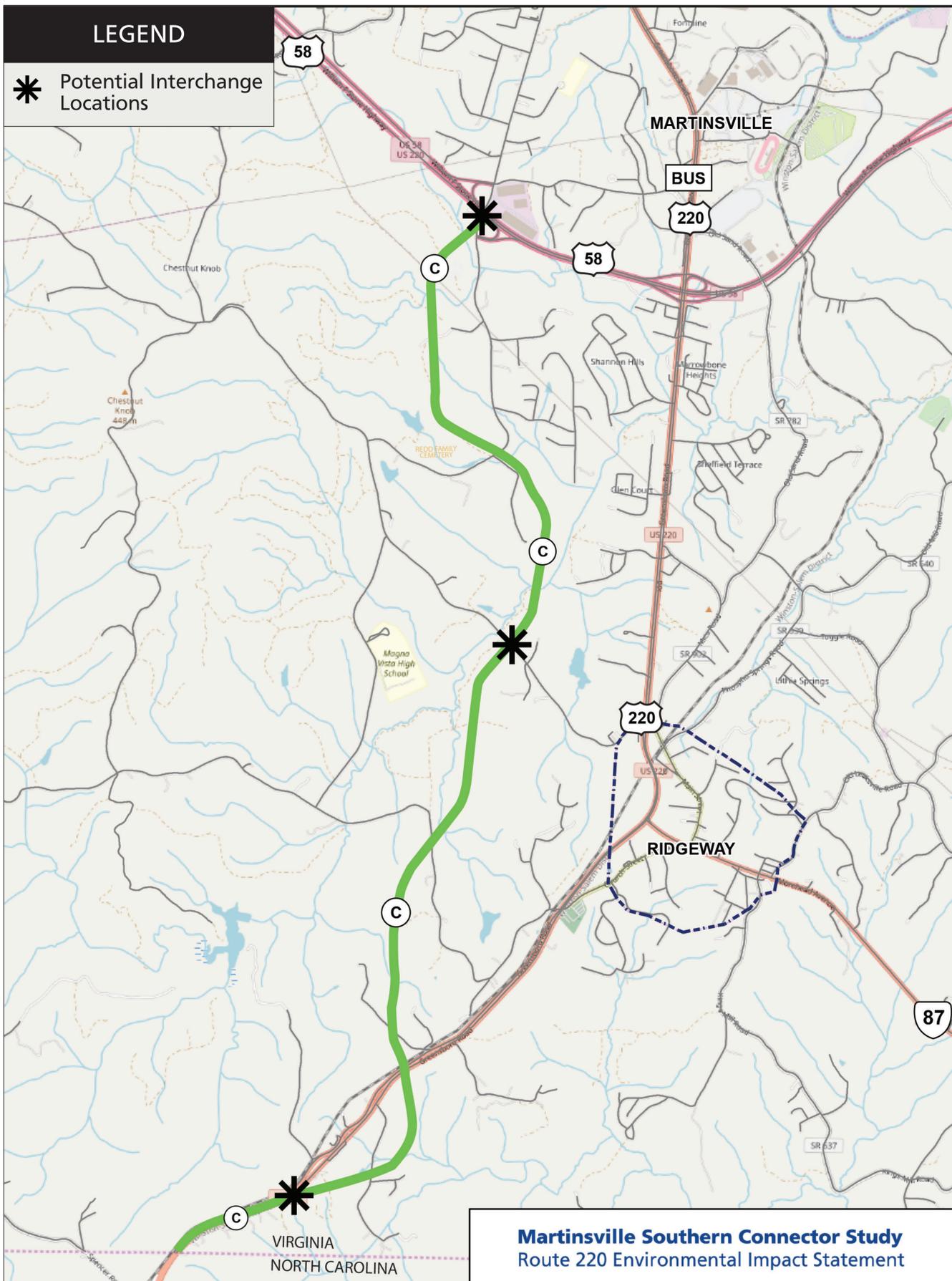
Alternative B Summary of Potential Impacts

Potential Residential Relocations	26
Potential Commercial Relocations	0
Estimated Stream Impacts (linear feet)	20,548
Estimated Wetland Impacts (acres)	5.9
Preliminary Planning Level Cost Estimate	\$746 million

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ALTERNATIVE C - RECOMMENDED PREFERRED ALTERNATIVE



Alternative C Summary of Potential Impacts

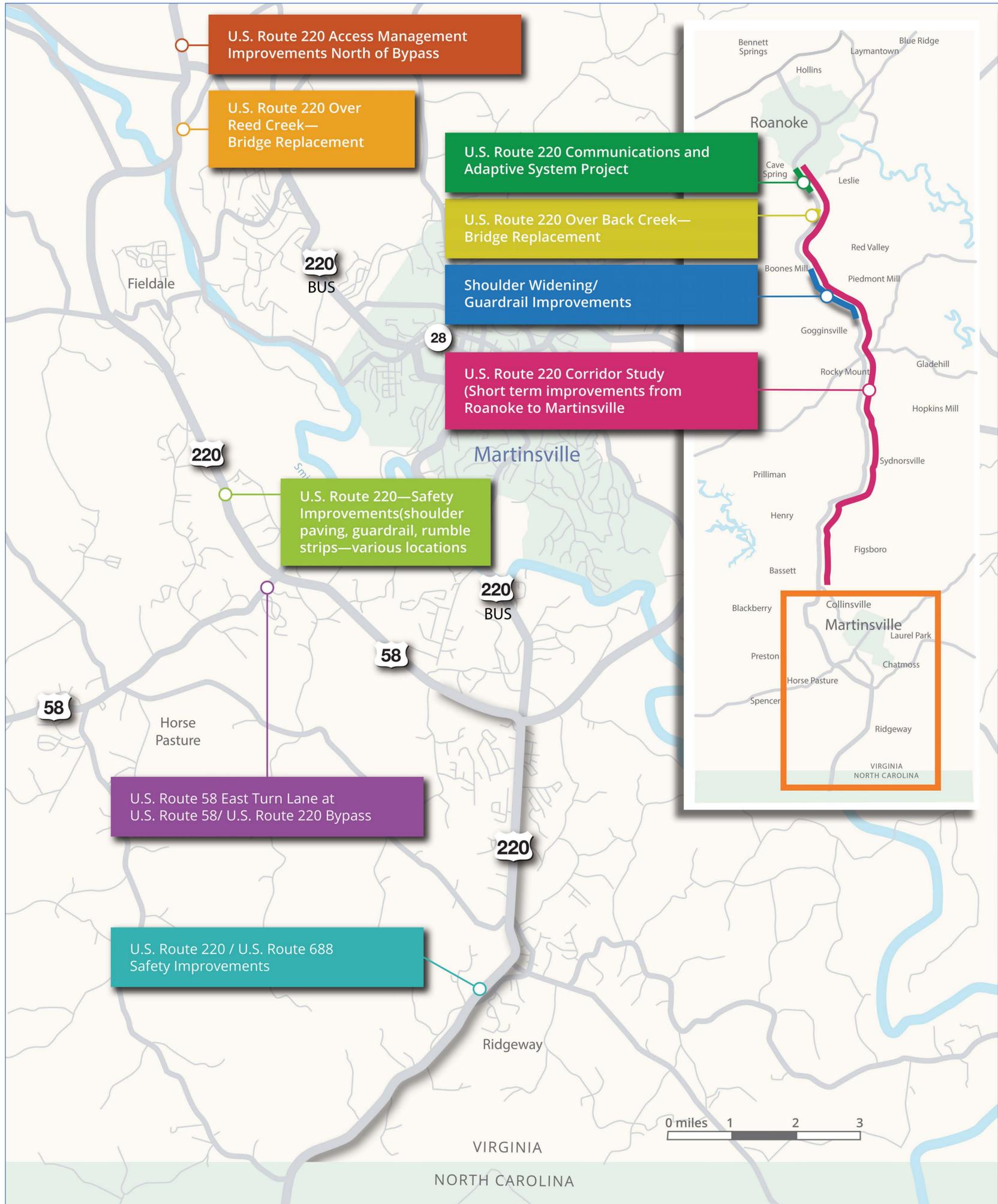
Potential Residential Relocations	25
Potential Commercial Relocations	0
Estimated Stream Impacts (linear feet)	21,881
Estimated Wetland Impacts (acres)	3.7
Preliminary Planning Level Cost Estimate	\$616 million

Alternative C balances cost and impact, while meeting the purpose and need for the study, and appears to be the permissible alternative.

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OTHER ROUTE 220 PROJECTS



These projects are considered to be advancing as separate projects and are not analyzed in detail in the study.

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LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE (LEDPA)

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 it is feasible after taking into consideration cost, existing technology, and logistics. Following the public comment period and action from the Commonwealth Transportation Board, permits from USACE (and Department of Environmental Quality) 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](#) at this time. Based on the data collected and presented at this hearing, VDOT believes Alternative C represents the alternative that can be identified as the [LEDPA](#) through the permit process.