Welcome to the Virginia Department of Transportation (VDOT) public hearing on the recommended preferred alternative for the Martinsville Southern Connector Study - Route 220 Environmental Impact Statement (EIS). The study is being conducted to comply with the National Environmental Policy Act (NEPA). This public hearing is being held to present the alternatives evaluated in the EIS, recommend a preferred alternative, and gather input from the public. VDOT representatives are on hand to discuss the study and answer questions. 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

This study evaluates options to improve U.S. Route 220 from the North Carolina state line to the U.S. Route 58 bypass near Martinsville.

- The 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.
- To assist the federal agencies in complying with OFD, VDOT is identifying the recommended preferred alternative at this stage in the study.
- Study process will result in a Federal Highway Administration decision, as well as issuance of U.S. Army Corps of Engineers and Virginia Department of Environmental Quality permits.

Purpose and Need

The Purpose and Need sets the goals for the NEPA study and serves as the primary criteria in the development of alternatives. 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:
- Accommodate Regional Traffic
- Accommodate Local Traffic
- Address Geometric Deficiencies and Inconsistencies

VDOT, Federal Highway Administration, U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency agreed on the Study Area

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After analysis of the alignment options presented at the Citizen Information Meeting in January 2019, VDOT reduced the alignments to a range of five alternatives based on factors of engineering, costs, traffic and impacts. For these five alternatives, VDOT considered in greater detail how they would connect to existing roads and their feasibility based on impacts. Due to the number of potential relocations needed, Alternatives D and E were determined to be infeasible and removed from further study.

For the remaining alternatives, VDOT evaluated how each alternative would meet the Purpose and Need for the study, while balancing costs and impacts. Based on this analysis, VDOT recommends Alternative C as the Preferred Alternative.

VDOT’s recommendation is the alternative that the department has determined to be permissible, as the U.S. Army Corps of Engineers (USACE) only can authorize the Least Environmentally Damaging Practicable Alternative through its permit process. Following public comment and action by the Commonwealth Transportation Board, VDOT would advance with permit applications for the preferred alternative to meet the OFD timelines.

For more details on potential impacts, visit the study website at www.virginiadot.org/MartinsvilleConnector. Supporting documentation will be published with the Draft EIS in December 2019. Cost estimates will be refined as the study progresses.