

Martinsville Southern Connector Study

Route 220 Draft Environmental Impact Statement

WELCOME

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



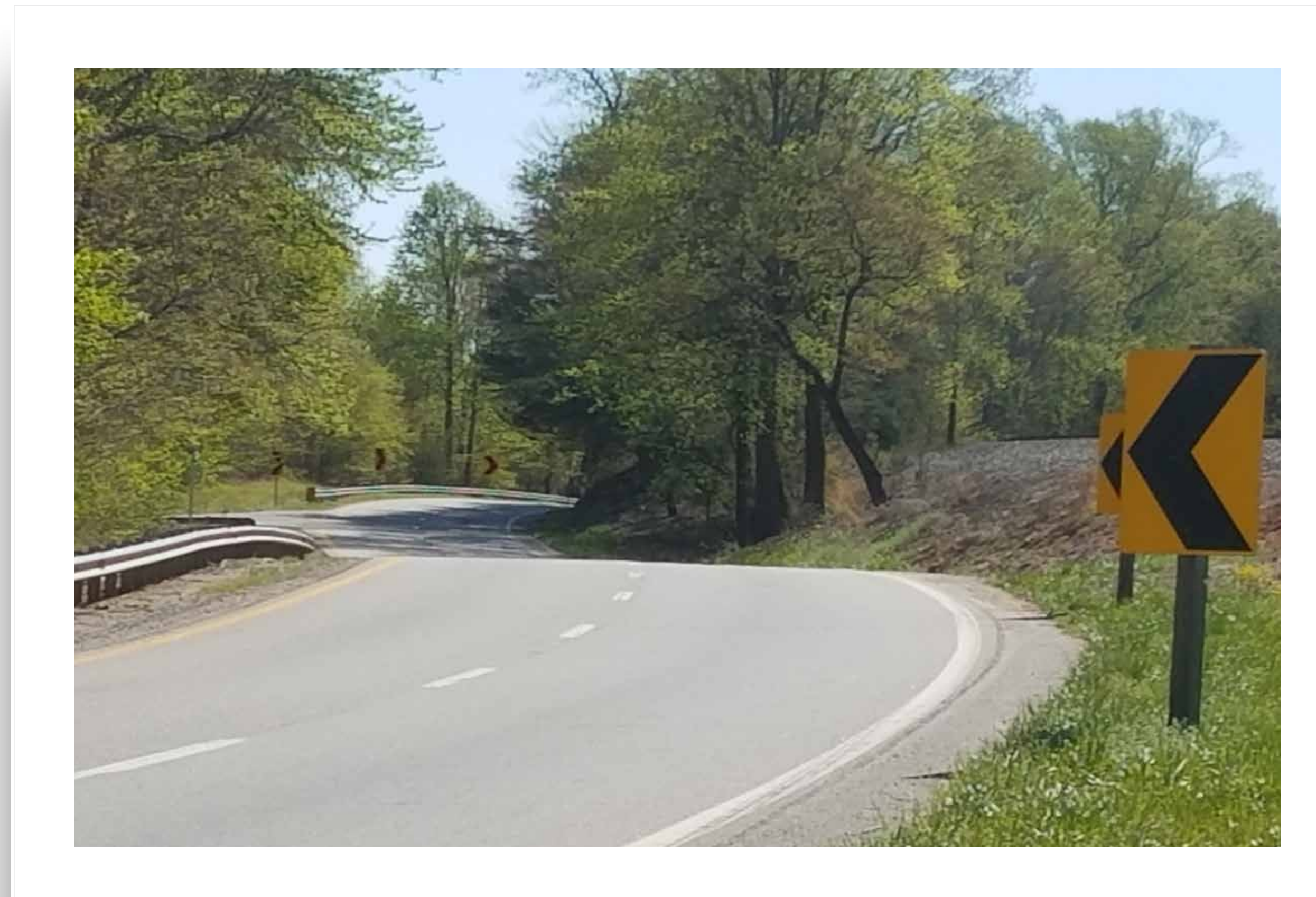
Purpose of this public hearing:

- 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

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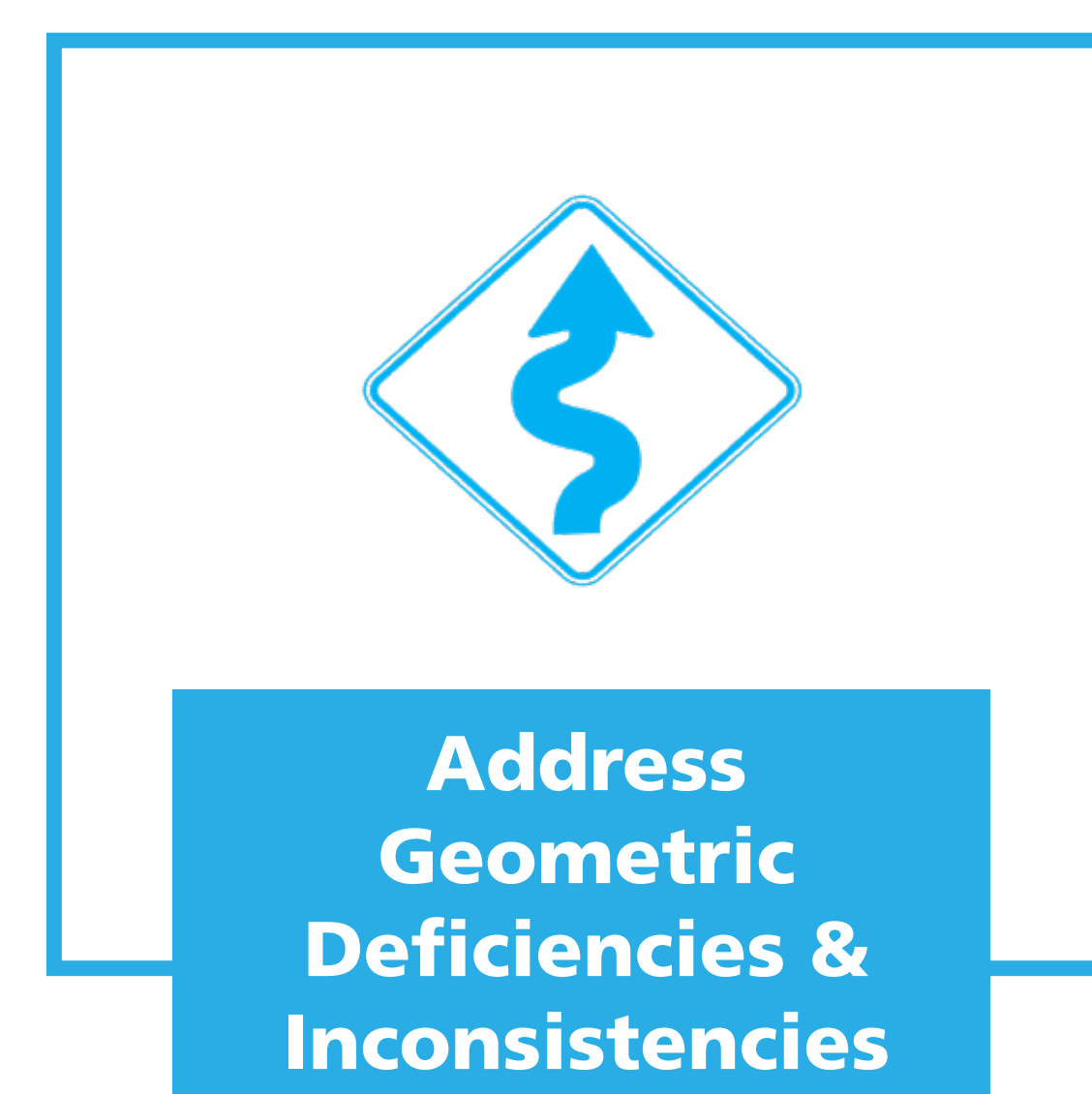
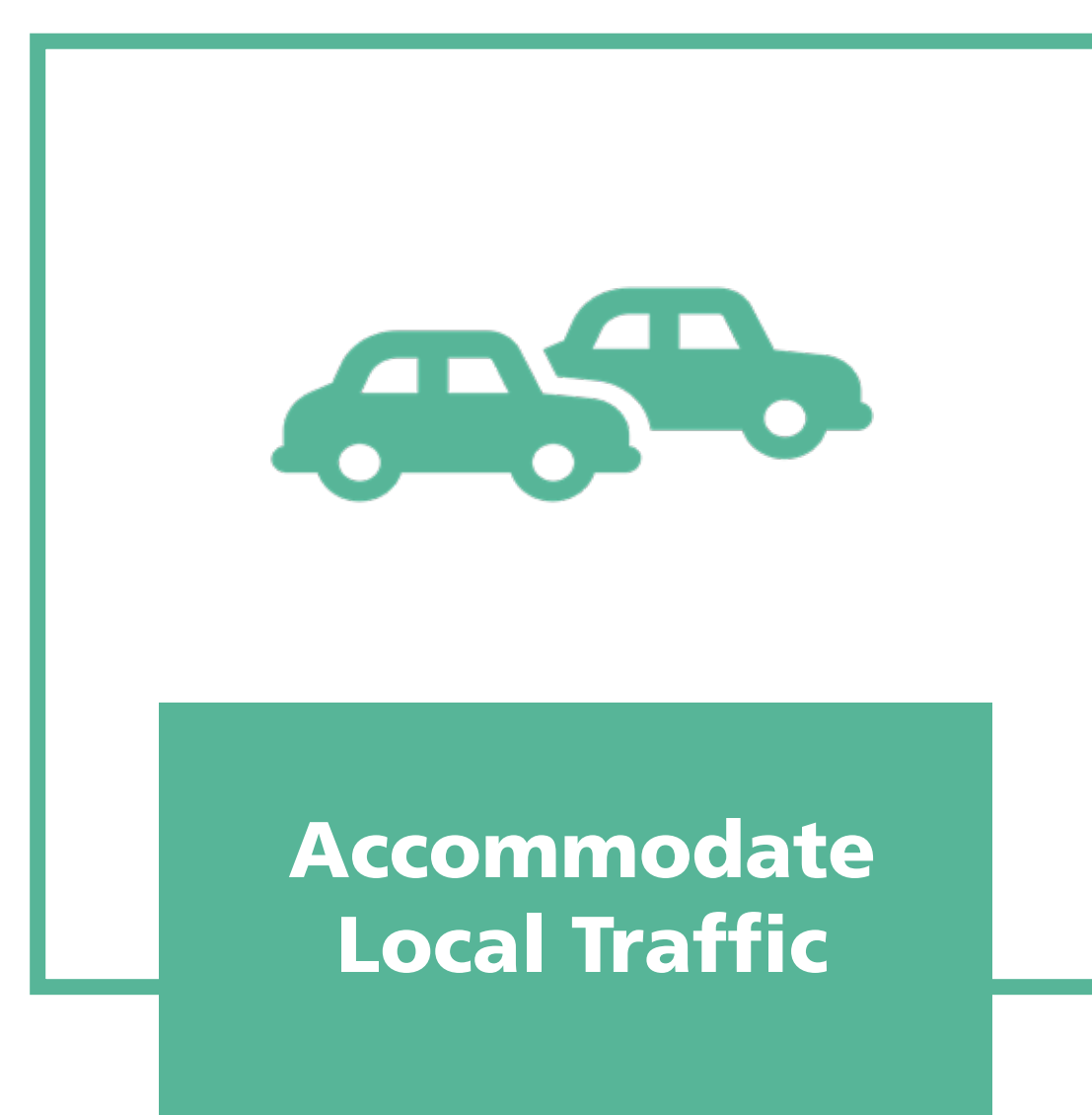
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PURPOSE AND NEED



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 a public survey, which resulted in more than 700 responses.

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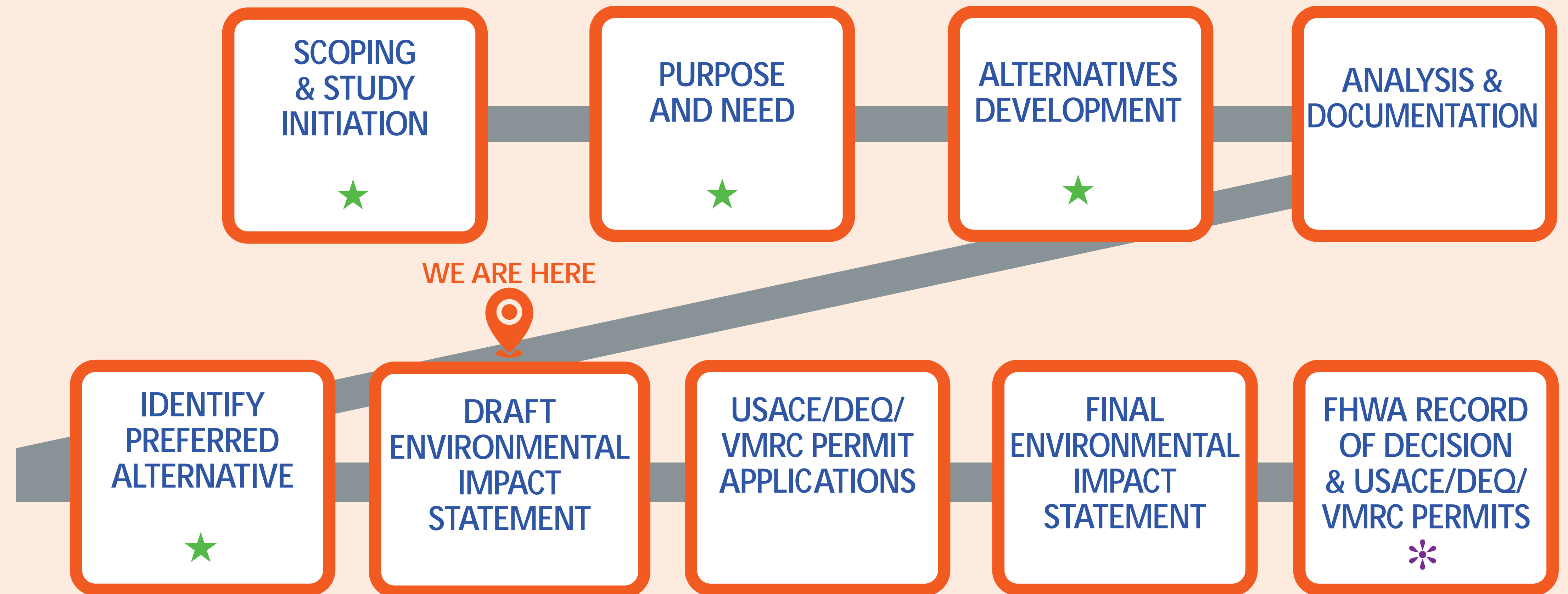
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STUDY PROCESS

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

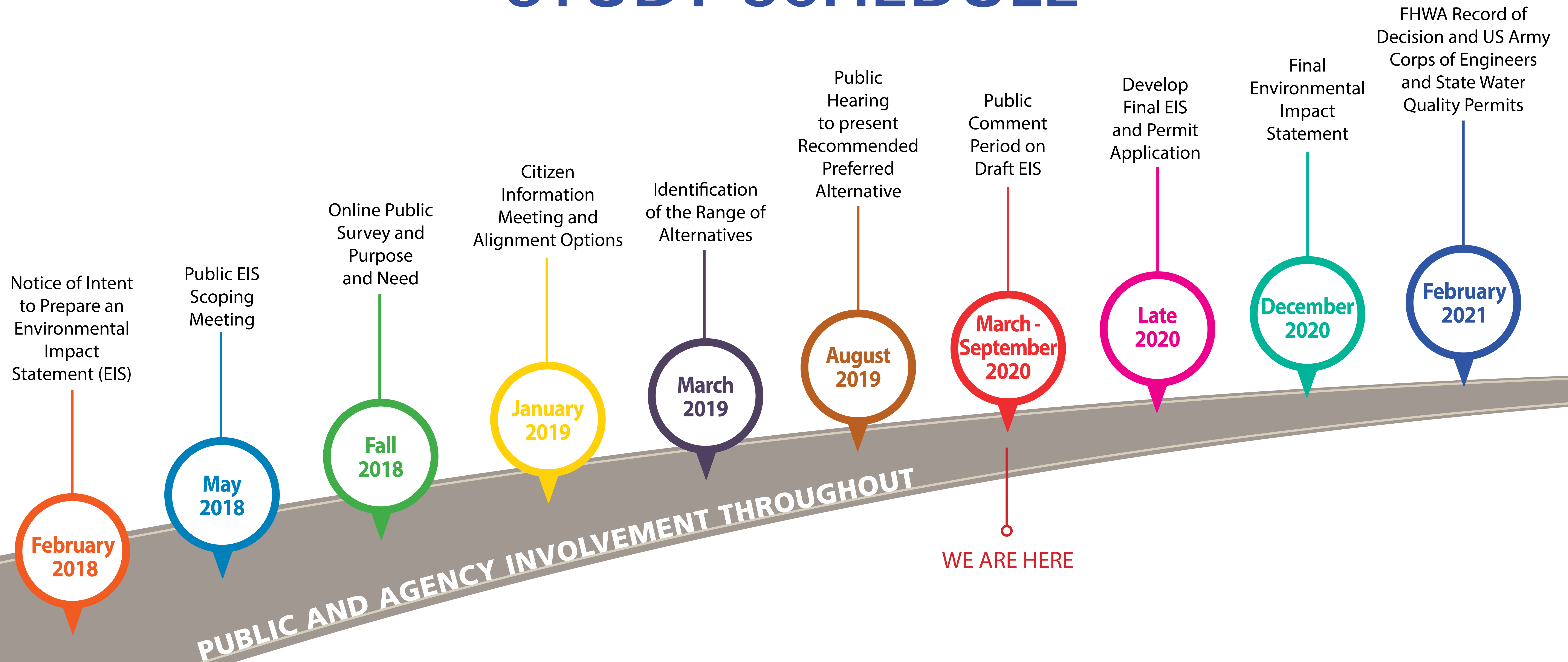
◆ Public involvement



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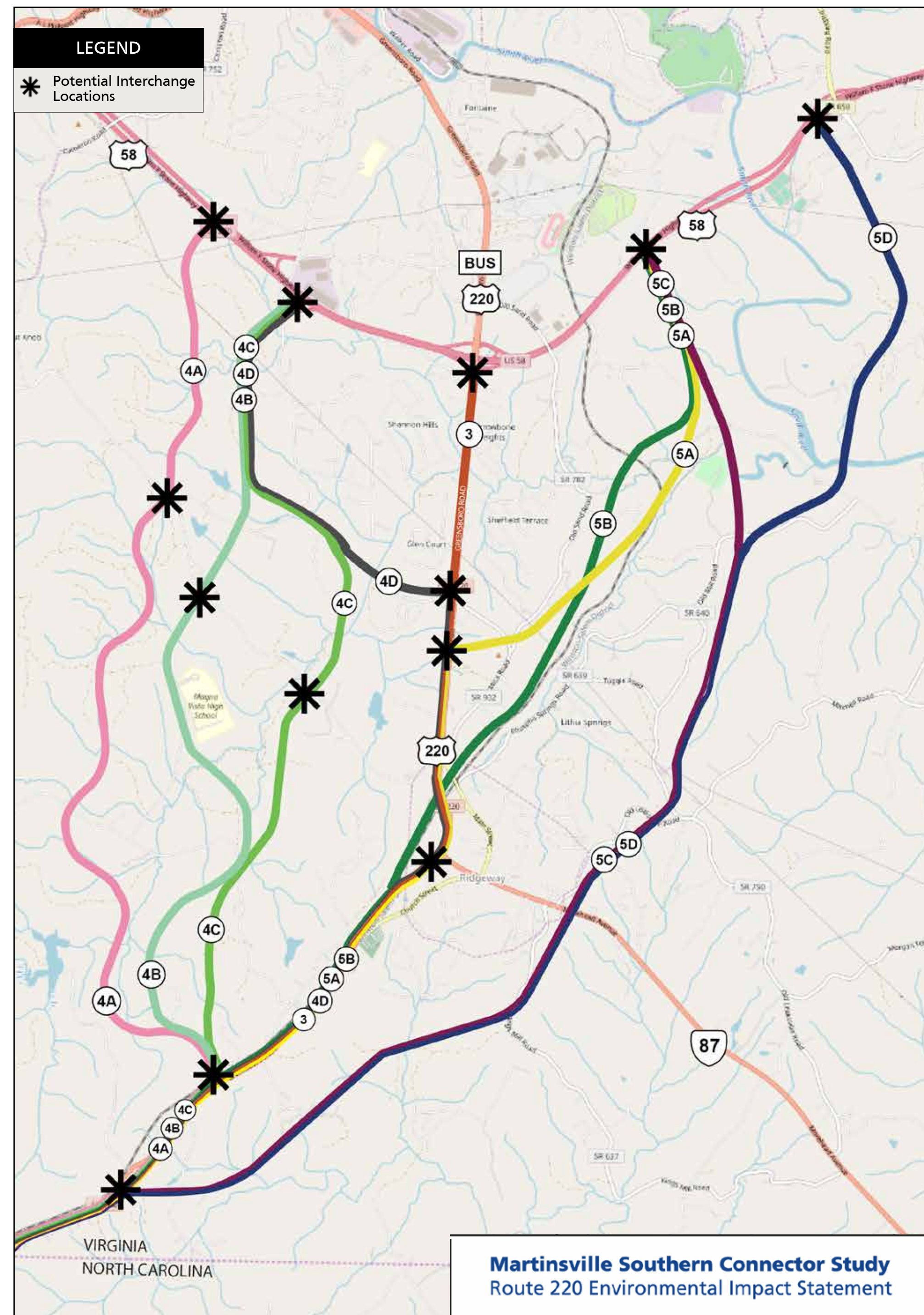
STUDY SCHEDULE



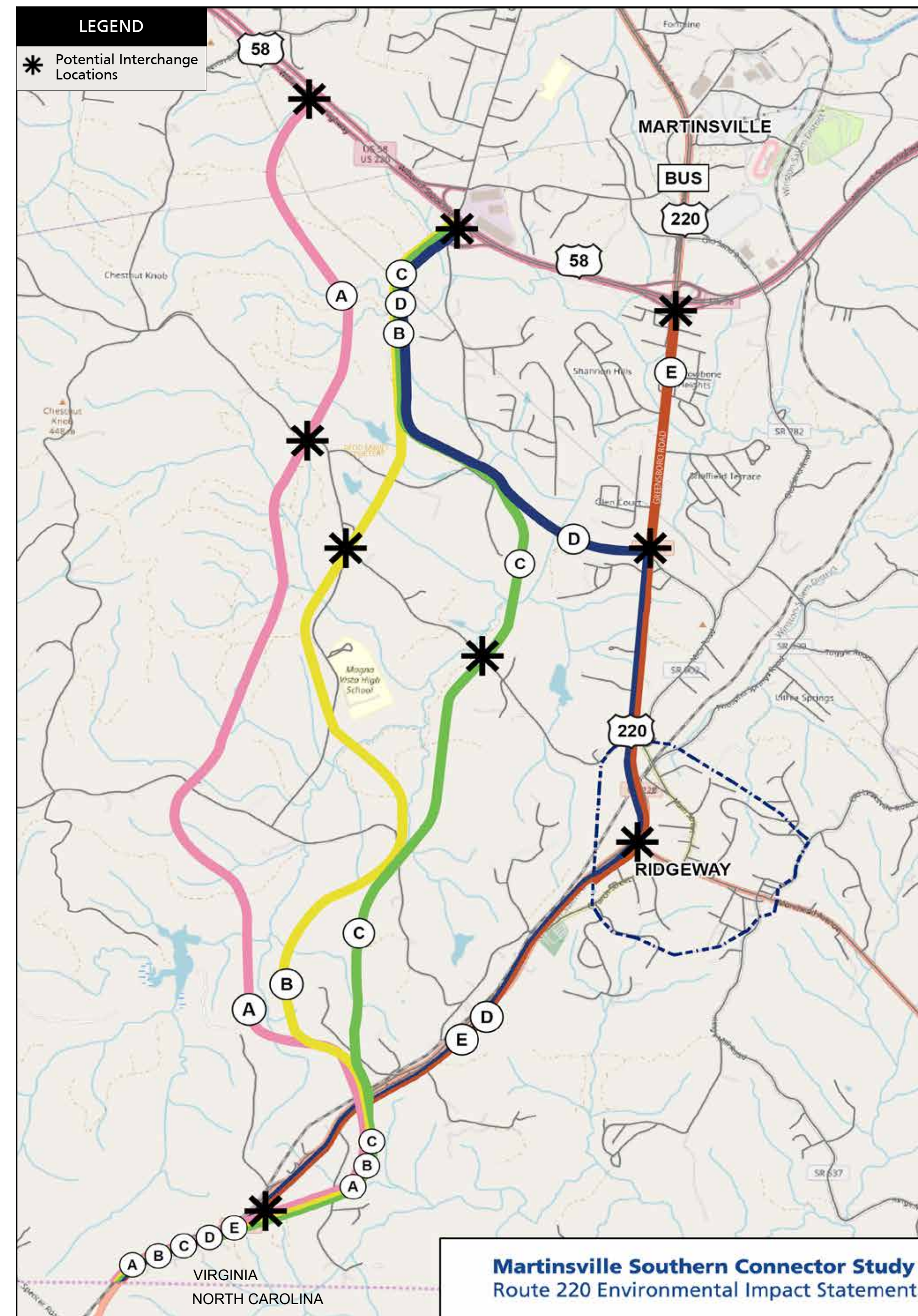
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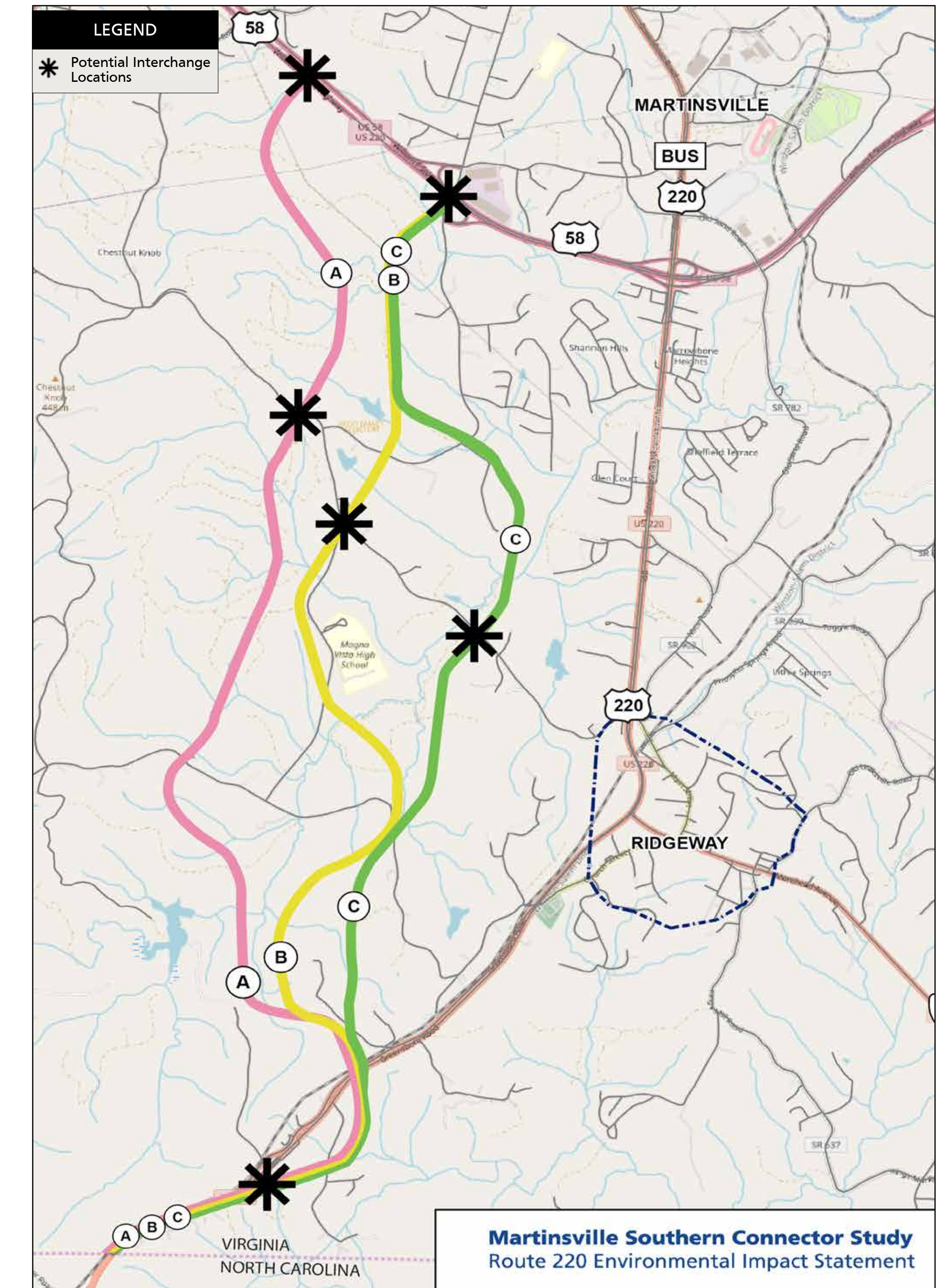
REFINEMENT OF ALTERNATIVES EVALUATED



**ALIGNMENT OPTIONS
INITIALLY CONSIDERED
JANUARY 2019**



**ALTERNATIVES CARRIED
FORWARD FOR EVALUATION
MARCH 2019**

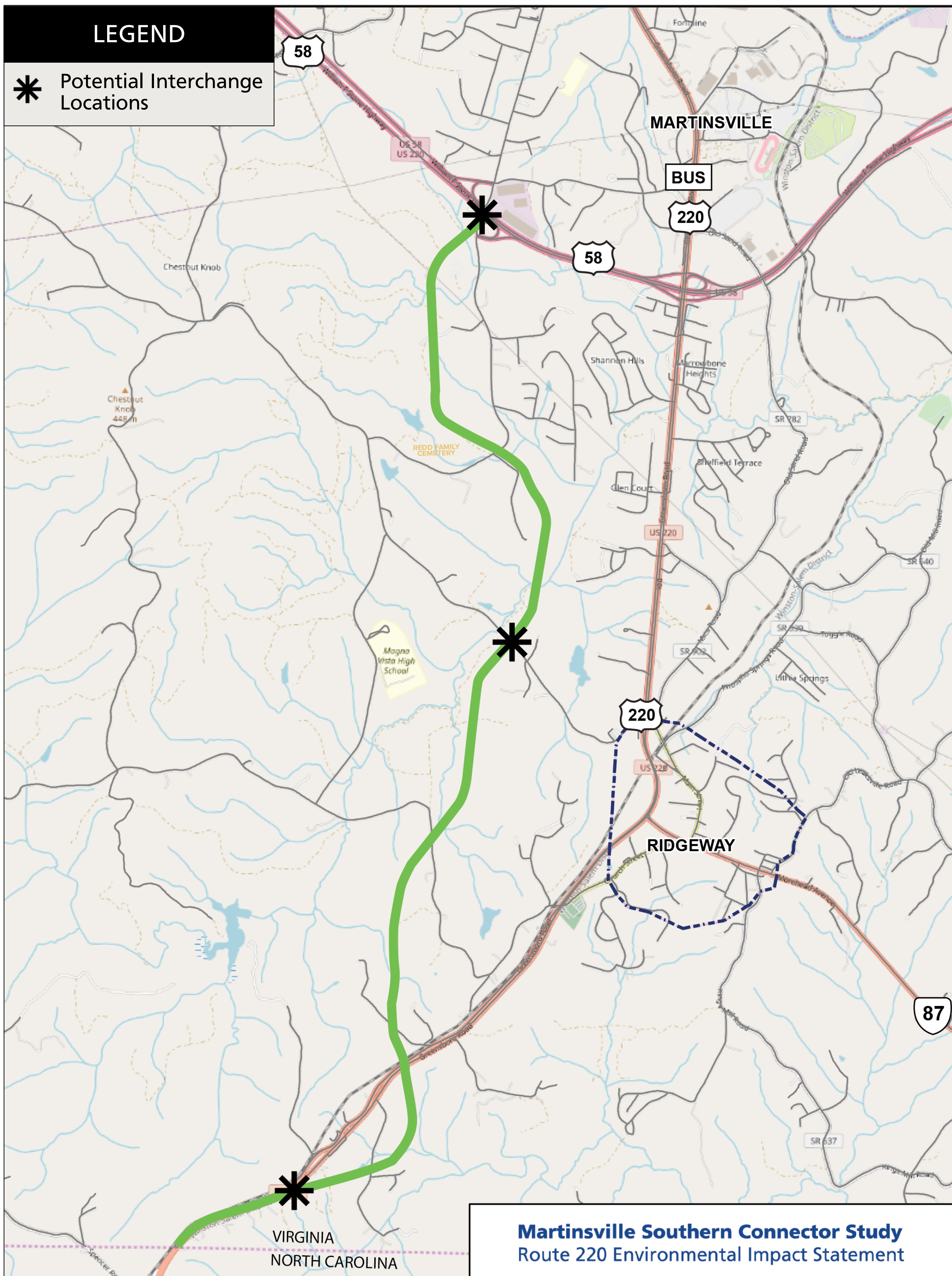


**ALTERNATIVES RETAINED
JUNE 2019**

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ALTERNATIVE C IS THE PREFERRED ALTERNATIVE



**Alternative C
Best Balances
Cost and Impacts
While Meeting the
Purpose and Need
of the Study.**

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

The Commonwealth Transportation Board approved Alternative C as the Preferred Alternative on January 15, 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.

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.

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IMPACTS SUMMARY BY ALTERNATIVE

Preferred Alternative

RESOURCE	A	B	C
Potential Residential Relocations	17	26	25
Commercial Properties Impacted	0	0	0
Industrial Relocations	0	4	3
Other Potential Relocations *	1	1	1
Conversion of Land Use (acres)	574	584	541
Farmland Converted (acres)	264	346	298
Community Facilities Affected (no)	1	3	3
Relocations: Minority Census Block Groups	3	9	9
Low Income Census Block Groups	0	0	0
Historic Properties	4	5	3
Estimated Stream Impacts (linear feet)	28,998	20,548	21,882
Estimated Floodplains (acres)	7.0	13.7	7.5
Estimated Wetland Impacts (acres)	7.8	5.9	3.7
Forest Clearing (acres)	318	261	224
Existing (2018) Noise Receptors Affected	9	17	11
Design Year (2040) Noise Receptors Affected	17	36	26
Hazardous Material Sites	5	8	8
Preliminary Planning Level Cost Estimate	\$757 million	\$746 million	\$616 million

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.

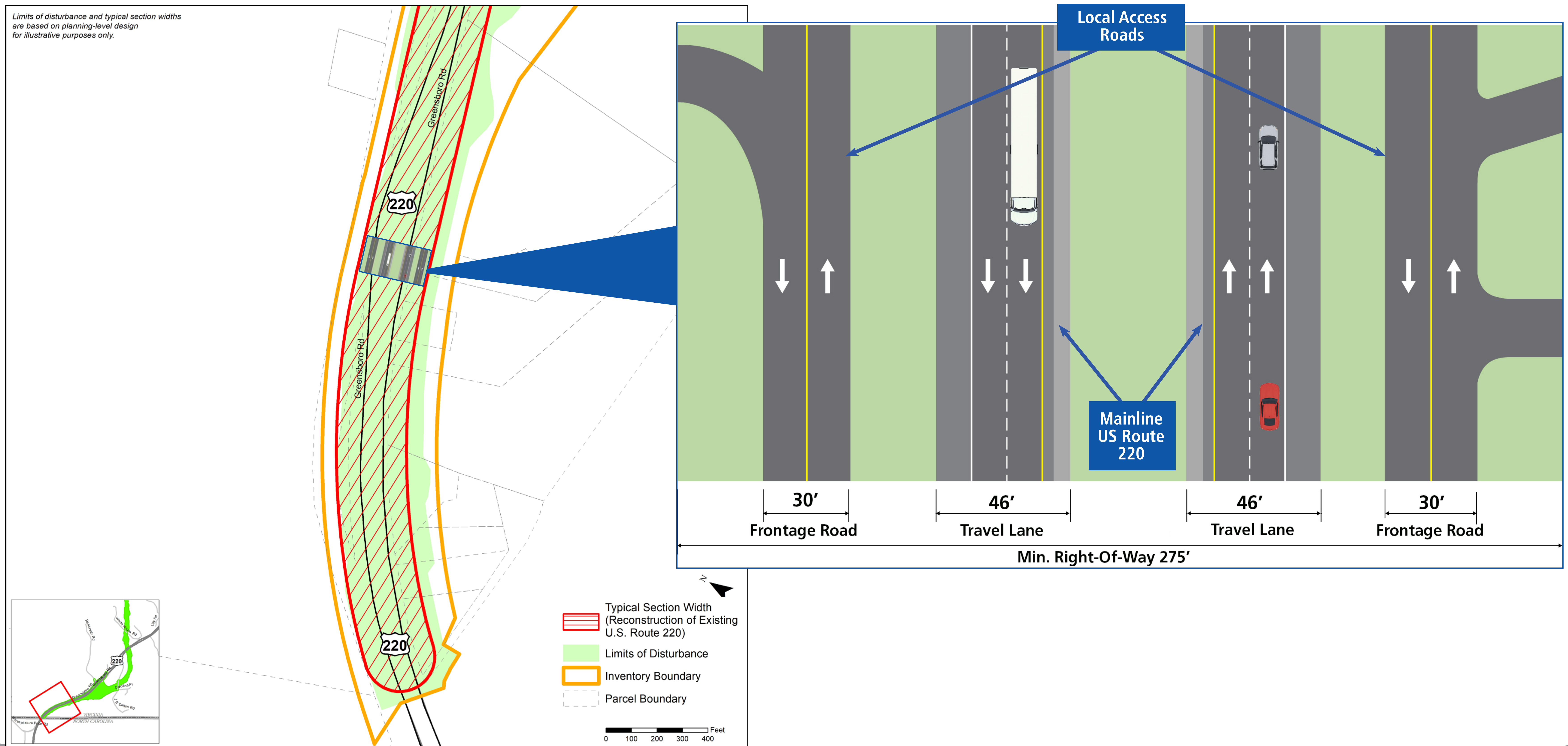
LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE

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**.

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ALTERNATIVE C: TYPICAL SECTION RECONSTRUCTED SEGMENT



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ALTERNATIVE C: TYPICAL SECTION NEW SEGMENT

