

MARTINSVILLE SOUTHERN CONNECTOR ROUTE 220 ENVIRONMENTAL IMPACT STATEMENT

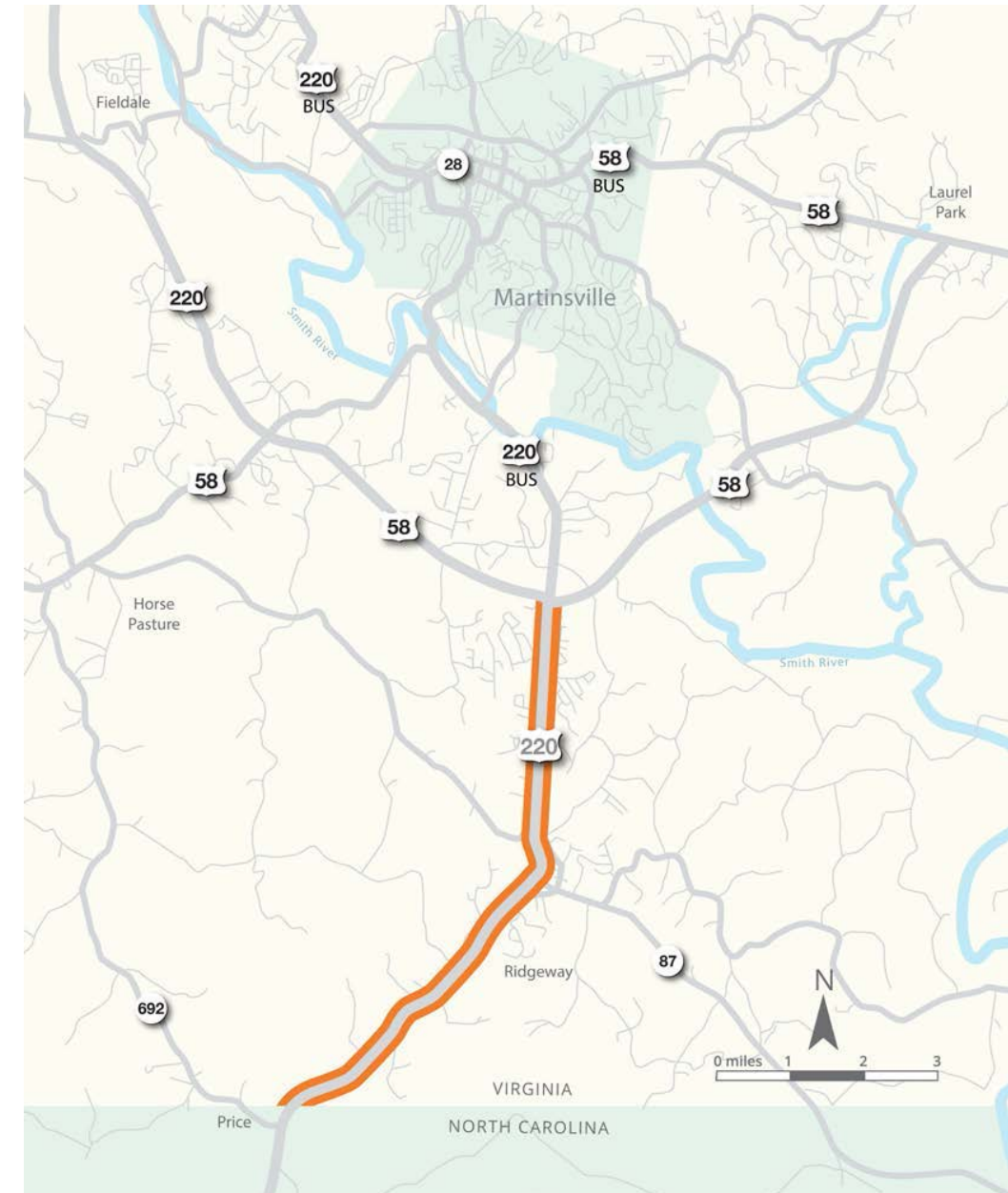
| Angel Deem, Environmental Division Director
December 10, 2019

UPDATES SINCE MAY BRIEFING

- **Elimination of Alternatives D and E as potential preferred alternatives**
- **Completion of all draft NEPA documentation and corresponding agency reviews**
- **Public hearing held on August 15, 2019 to solicit public input on VDOT's recommended preferred alternative**
- **The U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) have concurred to recommending Alternative C as the preferred alternative**
- **Henry County Board of Supervisors has taken action**

STUDY OVERVIEW

- Study initiated in early 2018 to analyze Improvements to U.S. Route 220 between the North Carolina State line and U.S. 58 south of Martinsville
- FHWA has identified the study as one of three that will comply with the One Federal Decision (OFD) Executive Order
- OFD applies time limits on study activities and results in permits being issued during the study phase



PUBLIC AND AGENCY INVOLVEMENT TO DATE

- **Held two Citizen Information Meetings, one Public Hearing, and three online surveys resulting in over 1,300 survey responses received to date**
- **Maintained monthly meetings with federal, state, and local agencies that have resulted in concurrence on study methods, the Purpose and Need, alternatives retained for detailed study, and VDOT's recommended preferred alternative**
- **Provide a monthly email newsletter to keep interested parties informed on the study schedule (389 subscribers)**
- **Owners of 1,331 parcels notified in writing in advance of ongoing field work**

PURPOSE AND NEED SURVEY

- **Conducted September – October 2018**
- **775 responses**
- **Asked participants about how and why they use the U.S. Route 220 corridor and solicited feedback on how to improve travel**

Which would best improve travel through the 220 corridor?	Percent
Add additional capacity	31
Separate local and through traffic	51
Improve intersections	38
Reduce access points	23
Other	25

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.

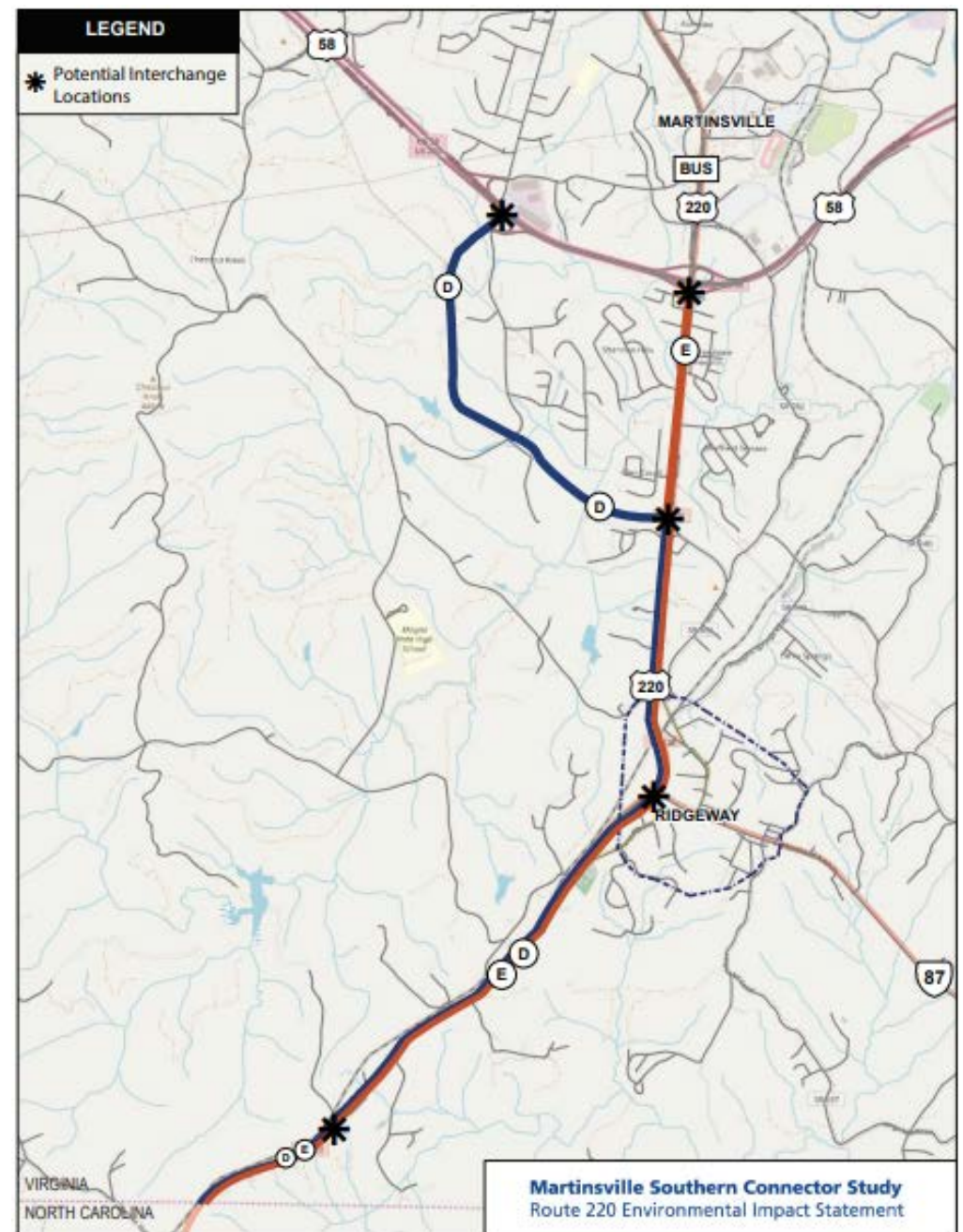
The study addresses the following needs:

- Accommodate Regional Traffic
- Accommodate Local Traffic
- Address Geometric Deficiencies and Inconsistencies



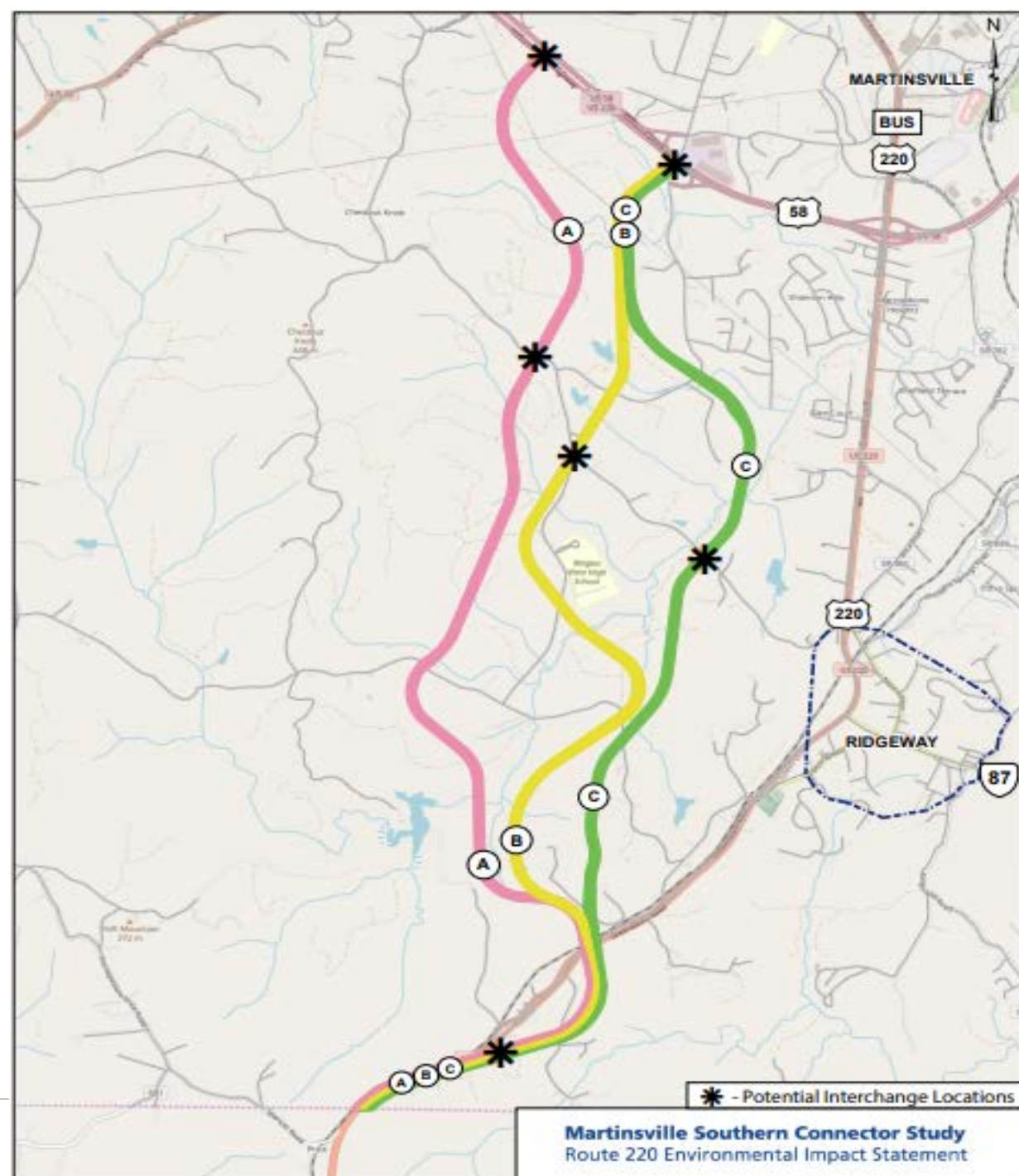
ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

- **Alternative D - Western Spur Alignment**
- **Alternative E - 220 Reconstruction Alignment**
- **Private property impacts associated with these alternatives made both infeasible**



ALTERNATIVES RETAINED FOR DETAILED STUDY

Western Alignments – Alternatives A, B & C



ALTERNATIVES RETAINED FOR ANALYSIS

Alternative	Approximate Length	Relocations		Wetlands (acres)	Streams (linear feet)	Planning Level Cost Estimate
		Residential	Commercial and Other			
A	8.3 miles	17	1	7.8	28,530	\$760 million
B	7.7 miles	26	5	5.9	20,548	\$750 million
C	7.4 miles	25	4	3.7	21,881	\$620 million

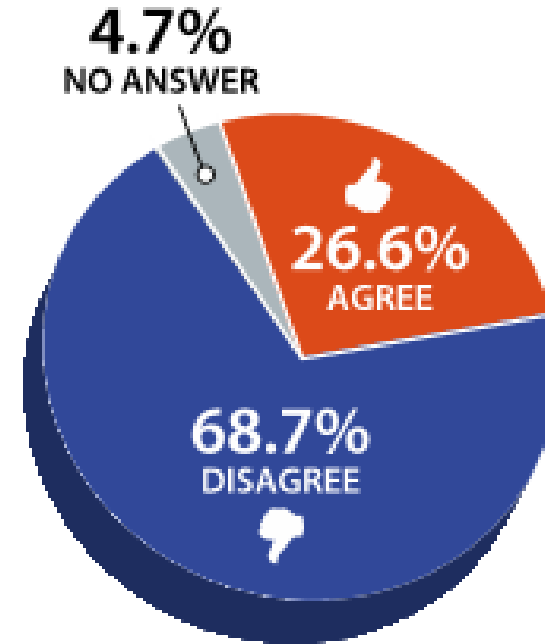
- Impacts have been estimated based on the planning level limits of disturbance (LOD) of 400 feet, which would be refined if an alternative advances beyond the study to a more detailed phase of project development
- Cost estimates will be refined as the study progresses

BASIS FOR RECOMMENDATION OF THE PREFERRED ALTERNATIVE

- **14 meetings with local, state, and federal agencies that have resulted in concurrence through the study process**
- **VDOT's recommendation is based on how each alternative meets the Purpose and Need, while balancing cost and impacts**
- **The recommendation is informed by public review and has achieved concurrence from the federal agencies**
- **Concurrence by USACE implies the recommended preferred alternative can successfully advance through the permitting process**

PUBLIC COMMENT ON THE RECOMMENDED PREFERRED ALTERNATIVE

- 659 public comments received through the public hearing, court reporter, online survey, email, and standard mail
- Additional public comment opportunity will be offered when the Draft EIS is issued



26.6%

**Agree With VDOT's
Recommendation of Alternative
C as the Preferred Alternative**

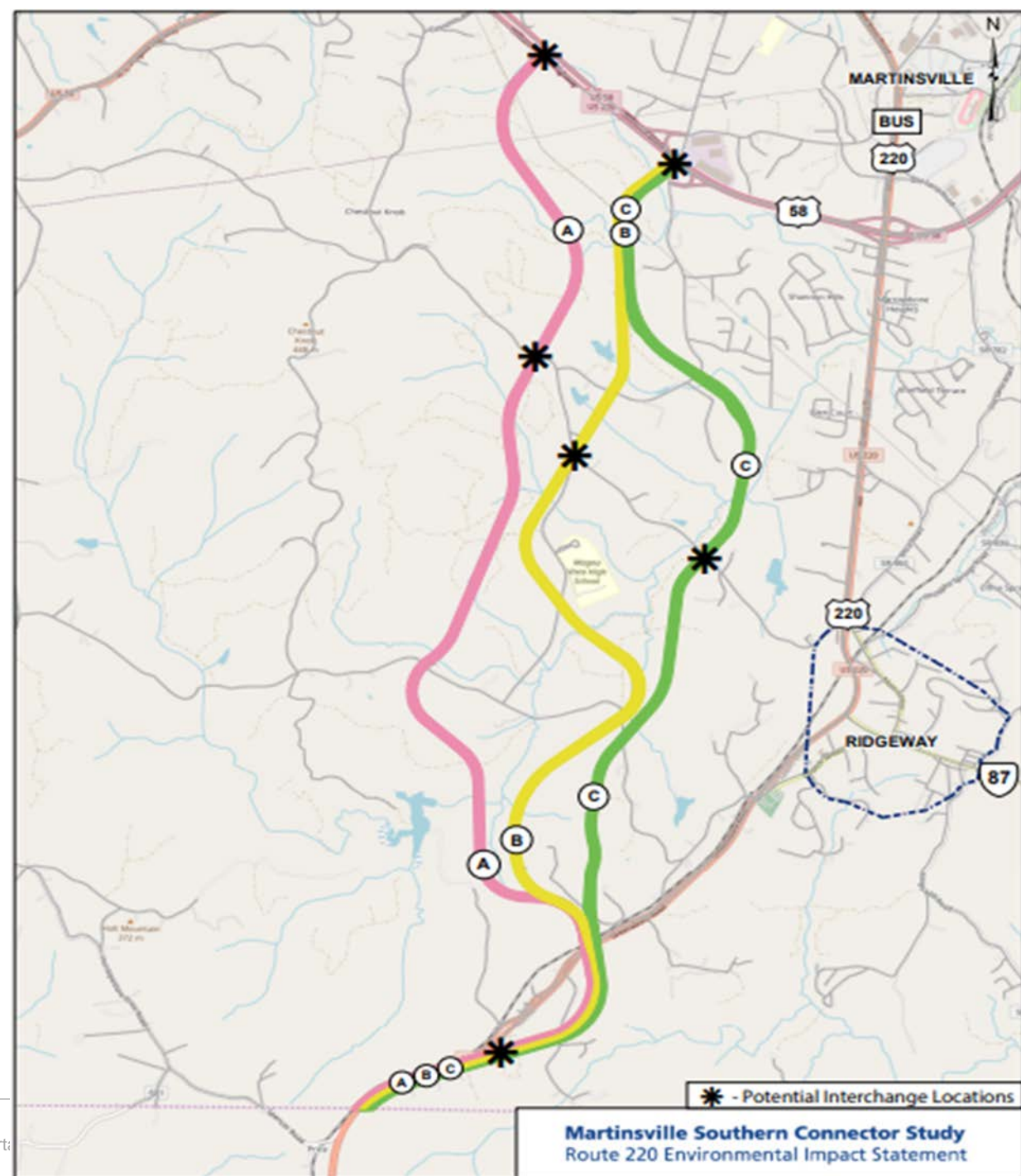
PUBLIC HEARING – AUGUST 15, 2019

- 295 signed-in attendees
- 69 comment forms received at the public hearing
- 21 comments received via court reporter
- Four letters from individual citizens received
- One petition received
- Primary concerns: potential impacts to properties and noise
- Letters of support received since the public hearing



CTB DECISION OPTIONS

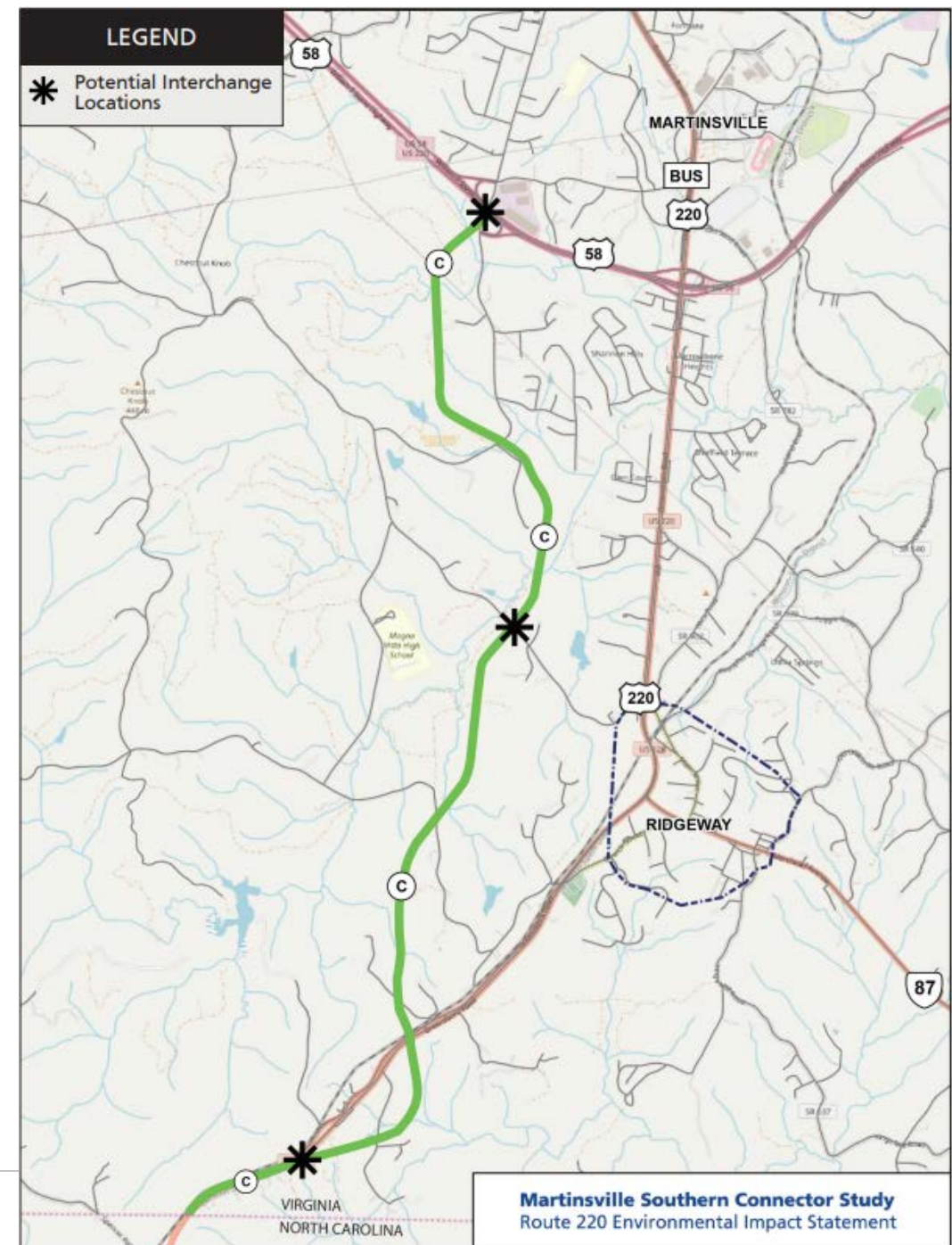
- The CTB can designate the preferred build alternative route location as Alternative A, B or C
- The CTB can also select the No-Build option



STAFF RECOMMENDATION OF THE PREFERRED ALTERNATIVE

Alternative C

- Satisfies Purpose and Need and best balances impacts and cost
 - Lowest estimated cost by \$130 million
 - Lowest estimated wetland impacts by over 2 acres
- Refinements to the preferred alternative to be considered



STEPS THAT WILL FOLLOW CTB ACTION

1. **CTB action to identify preferred alternative**
2. **Publication of Draft EIS documenting preferred alternative**
3. **Public hearing to present Draft EIS**
4. **Publication of Final EIS responding to public comments and supporting a permit application**
5. **FHWA Record of Decision/USACE and DEQ permits issued**

QUESTIONS, COMMENTS, DISCUSSION

