

# MARTINSVILLE SOUTHERN CONNECTOR ROUTE 220 ENVIRONMENTAL IMPACT STATEMENT

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# UPDATES SINCE LAST BRIEFING (DECEMBER 2019)

- **Draft EIS issued March 2020**
- **In-Person Public Hearing on Draft EIS held September 2020 (with online component)**
- **Preferred Alternative modified based on January 2020 CTB resolution**
- **Joint Permit Application (JPA) submitted July 2020; permitting activities ongoing**
- **Coordination with FHWA on plan for next phase of funding**



# REMAINING TASKS – NEPA AND PERMITTING<sup>1</sup>

NEPA	Permitting
<p><b>Identification of funds</b></p>	<p><b>USACE</b></p> <ul style="list-style-type: none"> <li>• No public hearing required; permit issuance would be conditioned on DEQ issuance of 401 cert.</li> </ul>
<p><b>Final EIS signature</b></p>	<p><b>VDEQ</b></p> <ul style="list-style-type: none"> <li>• Permit on hold per VDOT request; public hearing may be required</li> </ul>
<p><b>Issuance of Final EIS and No-Action period</b></p>	<p><b>VMRC</b></p> <ul style="list-style-type: none"> <li>• Permit on hold per VDOT request; public hearing required</li> </ul>
<p><b>VDOT request for/FHWA issuance of ROD</b></p>	<p><b>USACE permit issuance anticipated after FHWA ROD</b></p>

<sup>1</sup>These tasks would proceed following CTB action.



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# TIMELINE

Date	Activity
July 2021	CTB Action on funding
July 2021	Sign Final EIS
August 2021	Issuance of Final EIS by FHWA
September 2021	STIP Amendment
October 2021	Request ROD from FHWA
Spring to Fall 2022	Construct Next Phase Improvements

# NEXT PHASE OF THE PROJECT

**VDOT will commit as the subsequent phase the surplus CPR bonds funds from the Martinsville Southern Connector study and other completed projects to:**

- **Advance southbound safety improvements on existing Route 220**
- **From the state line to MM 3.0**
- **Mitigate existing geometric challenges**
- **Location of improvements supported by recent safety analysis of Route 220 between state line and US 58 Bypass**

# NEXT PHASE OF THE PROJECT

## Roadway Characteristics

(MM 0.0 to 3.0)

**Significant Horizontal and Vertical alignment challenges in the Southbound direction**

- **Four Curve Warning Signs**
- **25 Chevrons**
- **Two Truck Rollover Warning Signs**

**No Curve Warning, Chevron or Truck Rollover signs in the NB direction**

## Crash Experience

(8/1/15 to 7/31/20 from MM 0.0 to 3.0)

- **Twice as many crashes in the SB direction compared to NB**
- **71% of SB crashes were Run Off the Road**

# NEXT PHASE OF THE PROJECT



Truck warning signs posted southbound three miles prior to the NC State Line



Paved Shoulder, Rumble Strip and Guardrail Example on Route 29

## Proposed Targeted Safety Improvements SB Direction

- **Widened Paved Shoulder**
- **Shoulder Rumble Strips**
- **Guardrail Installations and Upgrades**
- **Expected to mitigate 53% of Run Off Road Crashes**

# QUESTIONS, COMMENTS, DISCUSSION

