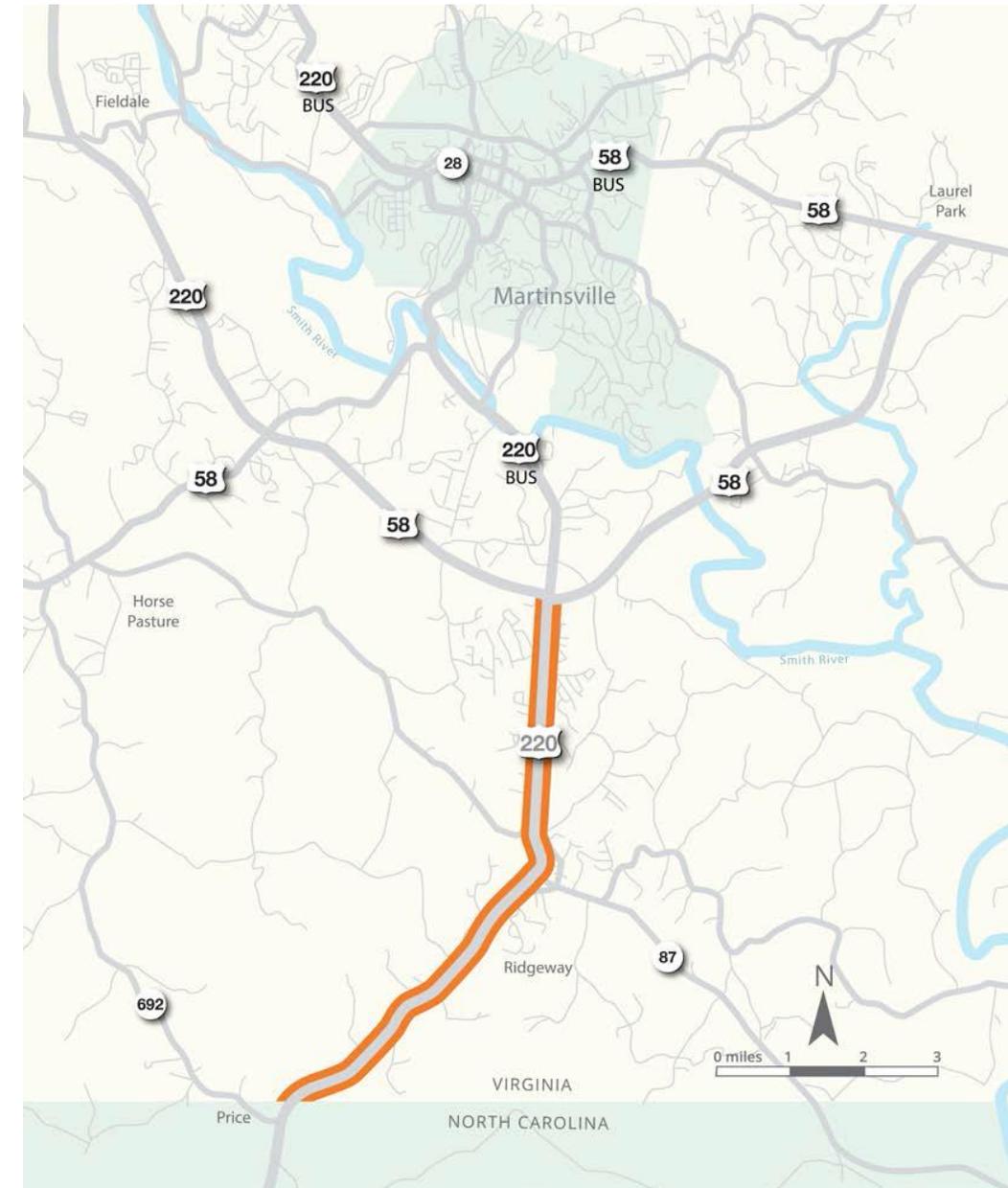


# MARTINSVILLE SOUTHERN CONNECTOR ROUTE 220 ENVIRONMENTAL IMPACT STATEMENT

| Angel Deem, Environmental Division Director  
| May 14, 2019

# 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 and two online surveys resulting in over 1,067 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, and alternatives retained for detailed study**
- **Provide a monthly email newsletter to keep interested parties informed on the study schedule (370 subscribers)**
- **Provided written notification to property owners in advance of ongoing field work**

# 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.

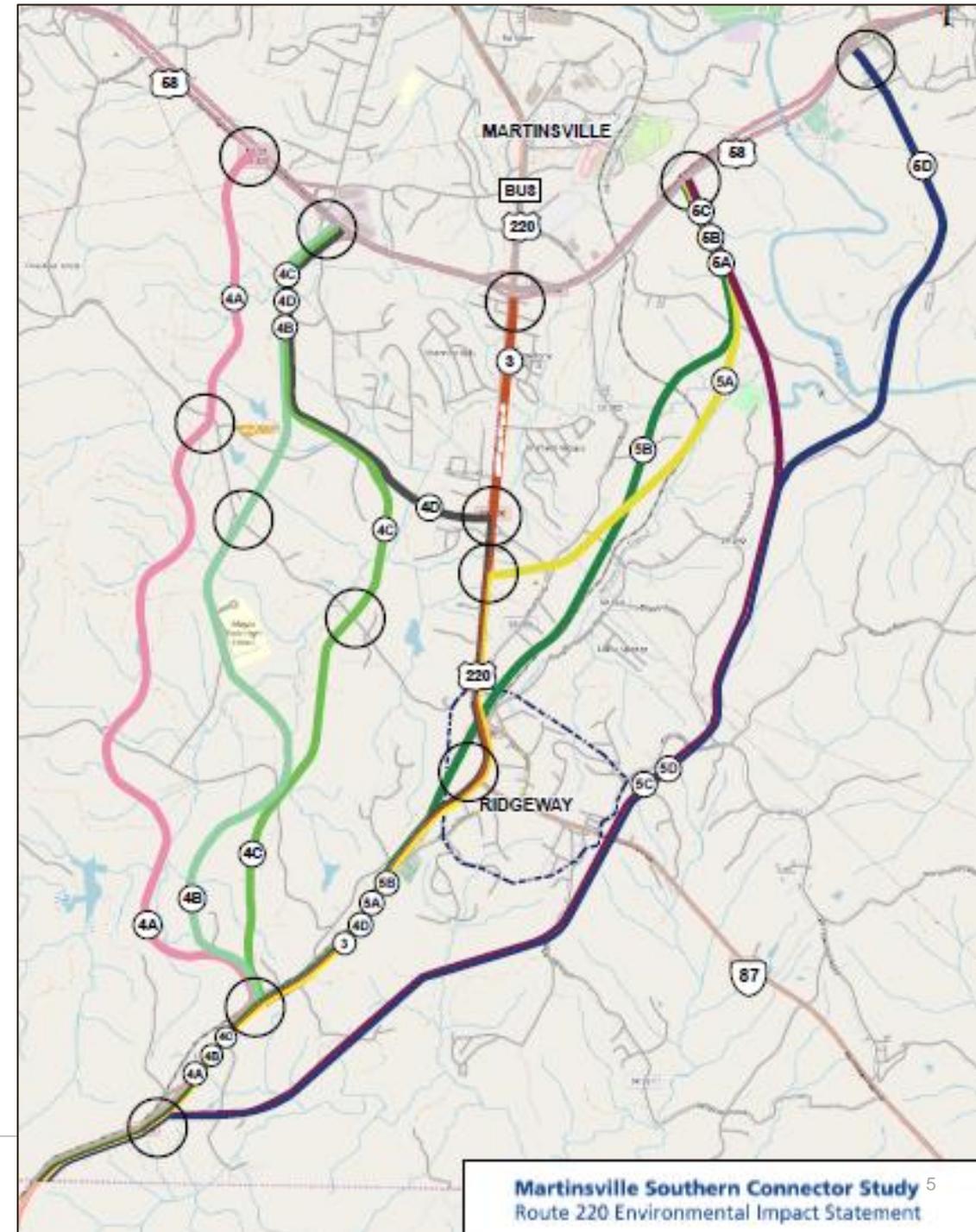
The study will address the following needs:

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



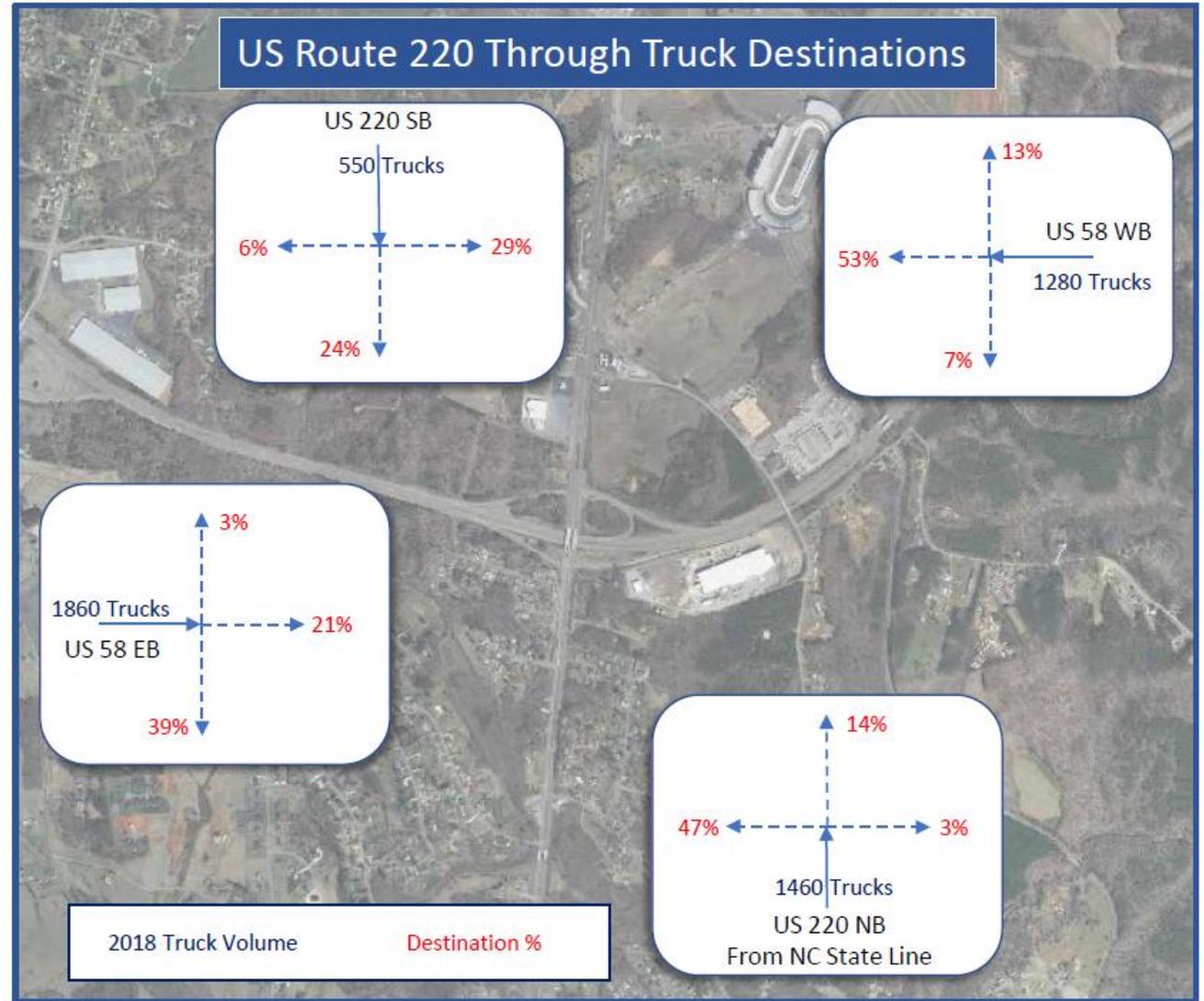
# PRELIMINARY OPTIONS

- 11 options, including a No-Build, were initially considered
- All build options assume a limited access facility
- Options included new alignments and “spur” alignments to the east and west of existing Route 220
- Reconstruction of Route 220 was considered
- All options were reviewed with the agencies and presented to the public



# TRAFFIC DATA – HOW OPTIONS MAY MEET THE PURPOSE AND NEED

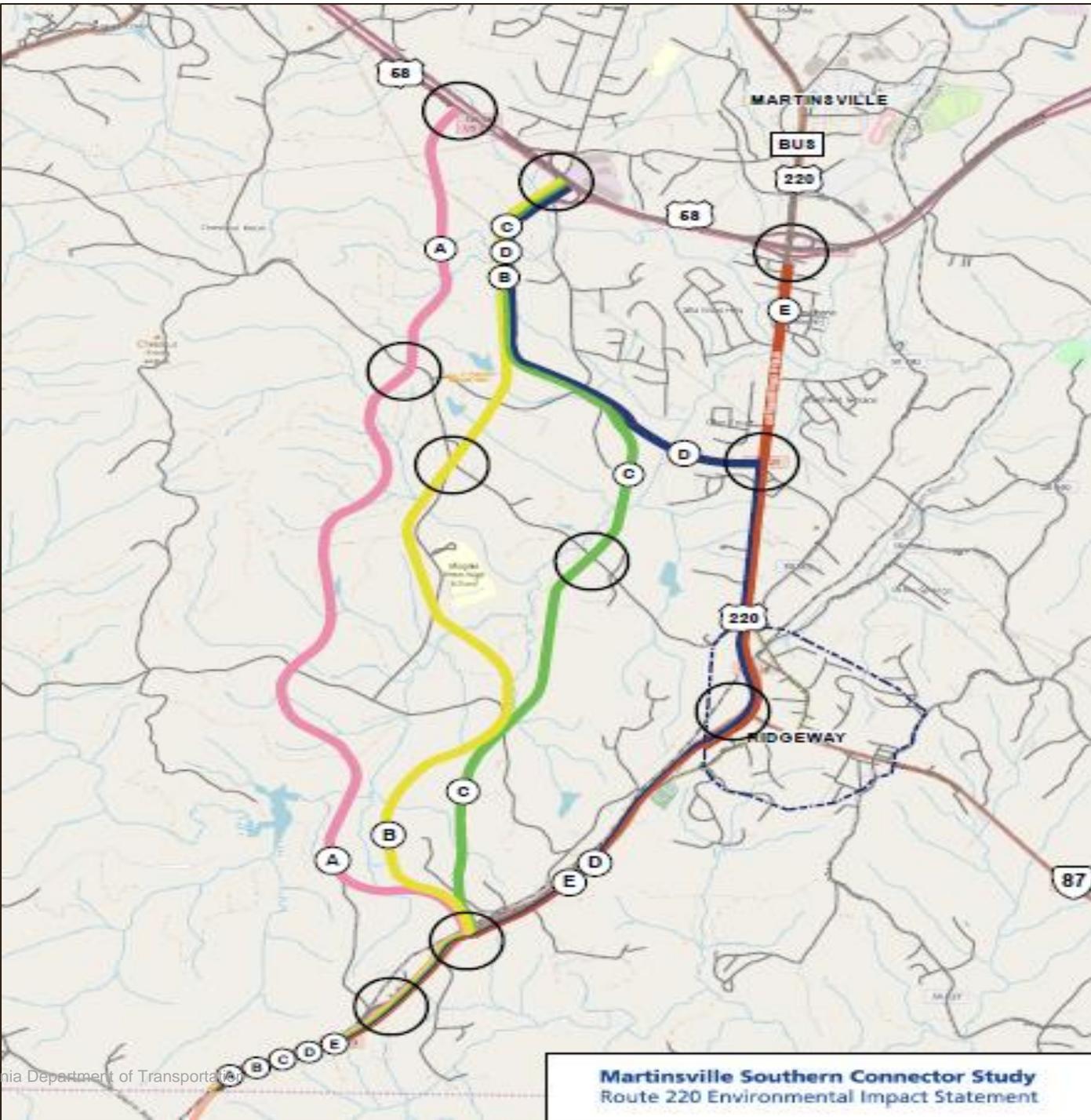
- 64% of trucks from North Carolina travel through the study area
- 47% of trucks from North Carolina are heading to US 58 westbound
- 39% on US 58 eastbound go south on US Route 220 to North Carolina
- Based on traffic data, eastern alignments were not retained for analysis



# ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

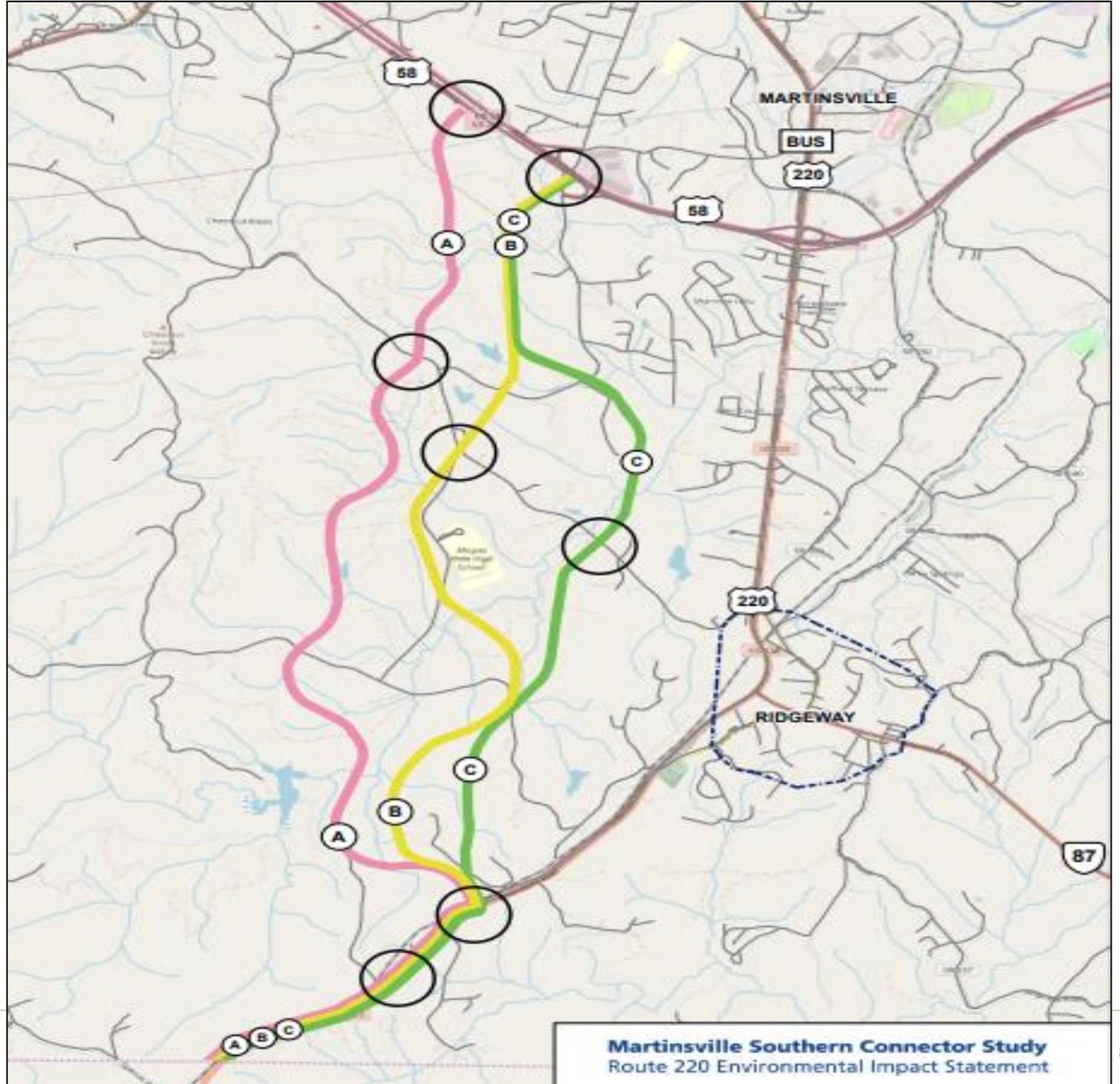
Western Spur Alignment –  
Alternative D

220 Reconstruction Alignment –  
Alternative E



# ALTERNATIVES RETAINED FOR DETAILED STUDY

Western Alignments –  
Alternatives A, B & C



# ALTERNATIVES RETAINED FOR ANALYSIS

Alternative	Approximate Length	Relocations		Wetlands (acres)*	Streams (linear feet)*
		Residential	Commercial and Other		
A	7.7 miles	17	1	8.2-9.0	26,917-29,608
B	7.3 miles	26	5	5.6-6.1	19,211-21,132
C	7.4 miles	25	4	3.6-3.9	21,338-23,472
D <sup>†</sup>	8.4 miles	56	28	4.3-4.8	15,011-16,512

Preliminary costs to date based on cost per mile averages for typical roadway in Salem District

- Range: \$225M - \$350M
- Costs do not fully account for right of way, bridging, utilities, environmental mitigation, or topography
- Refined cost estimates will be developed on all retained alternatives late spring

\* Wetland and stream impacts currently refined through additional field investigations

† VDOT is currently evaluating whether Alternative D can be modified to reduce potential relocations without increasing impacts to other resources.

# BASIS FOR RECOMMENDATION OF THE PREFERRED ALT

- **VDOT's recommendation will be based on how each alternative meets the Purpose and Need, while balancing cost and impacts**
- **VDOT will consider public comment before taking its recommendation to the federal agencies**
- **The recommendation brought to CTB will be informed by public review and have achieved concurrence from the federal agencies**
- **Concurrence by USACE implies the recommended preferred alternative can successfully advance through the permitting process**

# TIMELINE TO IDENTIFY PREFERRED ALTERNATIVE

- 1. August 15, 2019: Public hearing on recommended Preferred Alternative**
- 2. August 2019: Federal agency concurrence on recommended Preferred Alternative**
- 3. September 2019: Brief CTB on results of study and public comment**
- 4. October 2019: CTB action to identify preferred alternative**

# STEPS THAT WILL FOLLOW CTB ACTION

- **October 2019**                      **CTB action to identify preferred alternative**
- **December 2019**                      **Draft EIS documenting preferred alternative**
- **January 2020**                      **Public hearing to present Draft EIS**
- **December 2020**                      **Final EIS**
- **Early 2021**                      **FHWA Record of Decision/USACE permit issued**

# QUESTIONS, COMMENTS, DISCUSSION

