



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET
RICHMOND, VA 23219-2000

David S. Ekern, P.E.
COMMISSIONER

December 17, 2008

Mr. Roberto Fonseca-Martinez
Federal Highway Administration, Virginia Division
400 North 8th Street, Suite 750
Richmond, Virginia 23219-4025

SUBJECT: Reevaluation for Coalfields Expressway, Section I (Pound Bypass)

From: Route 23 To: Route 83 East of Pound; Wise County
State Project Number: 0121-013-772, PE-101; UPC: 85126
FHWA EIS Number: FHWA-VA-EIS-99-01-D
FEIS Date: September 12, 2001
ROD Date: November 13, 2001

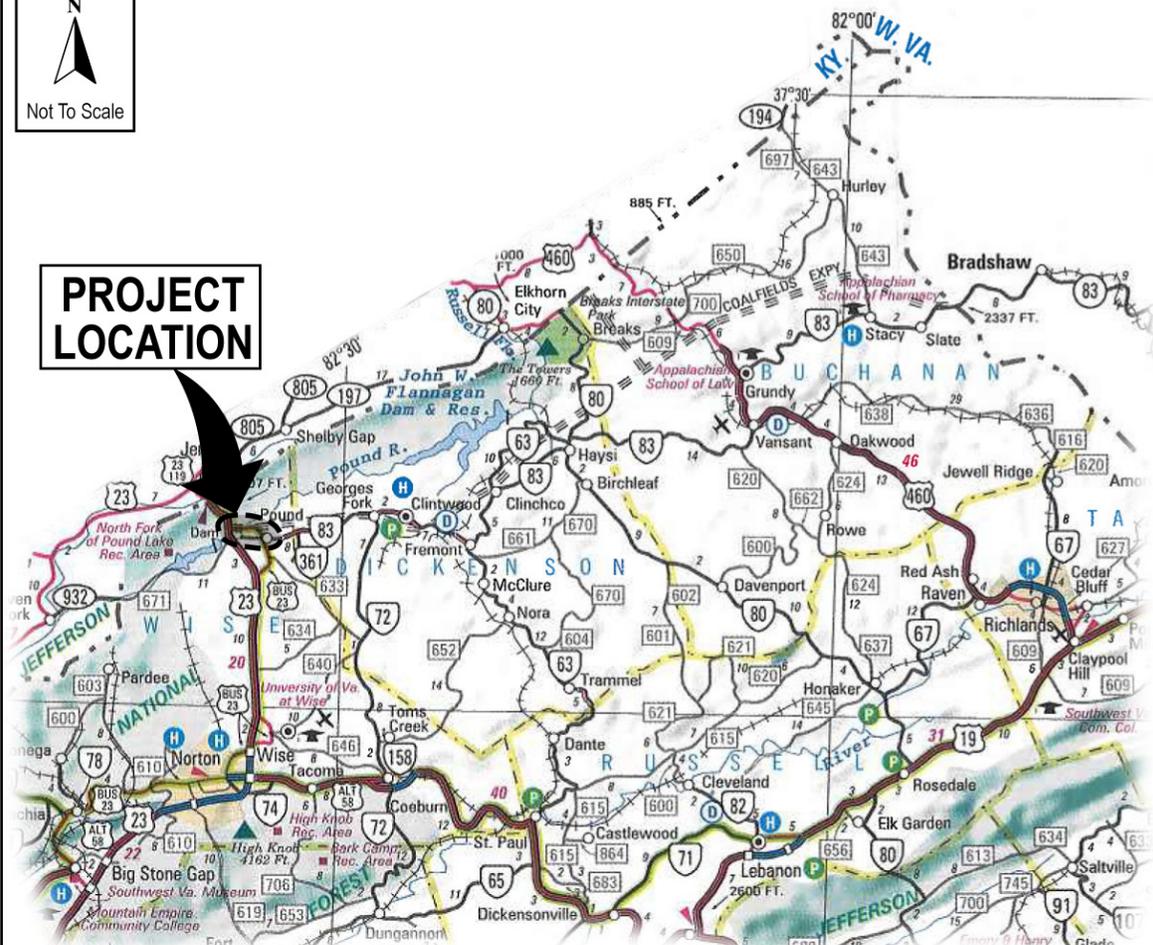
Dear Mr. Fonseca-Martinez:

The Federal Highway Administration (FHWA), in accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771, completed a Final Environmental Impact Statement (FEIS) in September 2001 and signed a Record of Decision (ROD) in November 2001 for the Coalfields Expressway. The documentation covered the full 59 miles of the proposed new four-lane divided roadway across Wise, Dickenson, and Buchanan Counties from U.S. Route 23 at the Town of Pound to Route 83 at the West Virginia state line.

Since that time, under provisions of the Virginia Public-Private Transportation Act (PPTA), the Virginia Department of Transportation (VDOT) and its private partners involved in implementing the project have proposed changes to the corridor endorsed by the Commonwealth Transportation Board (CTB) on August 17, 2000 and selected by FHWA in the ROD, and also have conducted design work resulting in identification of approximate construction limits and preliminary right of way limits. Further, based on the plans of the PPTA partners and in coordination with FHWA, the corridor as presented in the FEIS has been divided into sections with independent utility and logical termini. Each section is of sufficient length to address environmental matters on a broad scope and each will provide a serviceable facility regardless of whether other Coalfields Expressway sections are constructed. The subject of this Reevaluation is Section I (Pound Bypass), which extends from U.S. Route 23 to Route 83 east of Pound as shown on **Figure 1**. This section corresponds to segment 159 and a portion of segment 118A of the F1 corridor that was selected in the ROD, and a portion of segment 150 that was part of Alternatives A and C, which were evaluated in the FEIS but not selected.

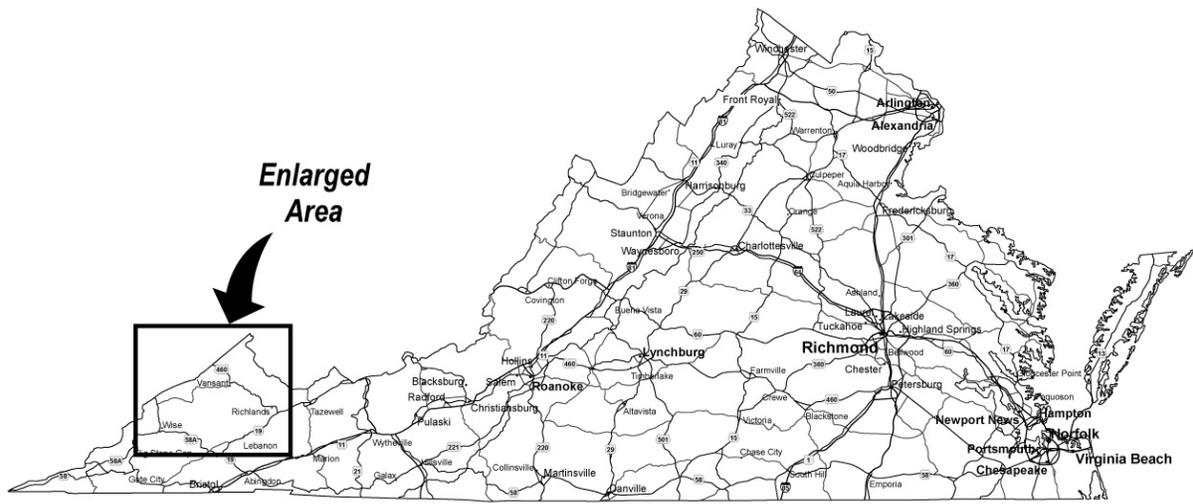


PROJECT LOCATION



Source: Virginia State Map – 2006

Enlarged Area



CFLDSEXPWY | 01

**PROJECT LOCATION
FIGURE 1**

In accordance with 23 CFR 771.130(c), VDOT has reviewed the alignment and design modifications for this section and conducted a reevaluation to determine whether the changes in the project or its surroundings or new information affect the validity of the approved NEPA document. While the current proposed alignment of Section I is similar to the alignment of the selected corridor, some shifts are proposed to provide a somewhat straighter alignment and to connect with the nearby Route 83 east of the Town of Pound. Additionally, the design work to identify approximate construction limits has revealed that, due to steep terrain, a right of way “footprint” wider than the 750-foot-wide corridor evaluated in the FEIS will be needed in some places to implement the project. **Figure 2** shows the current proposed alignment compared to the corridor selected in the ROD.

Conditions in the project corridor have changed little since 2001 when the FEIS was published. Most of the area remains primarily forested, with residential areas concentrated along existing roads. A review of NEPA-related laws and regulations determined that no major regulatory changes have occurred since the ROD was issued that would alter the findings or validity of the FEIS and ROD. **Table 1** summarizes the environmental studies conducted and documents the changes that have occurred in the project and its impacts.

Based on the studies and reviews, VDOT has concluded that the changes to the project will not result in additional significant impacts not already considered in the previously approved FEIS. In addition, there is no new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts that would result in significant impacts not identified in the FEIS. Based on the foregoing, a Supplemental EIS is not required.

With this submission, VDOT is seeking the concurrence of FHWA. Should you have questions, please contact Nicholas Nies at 804-786-1092.

Thank you for your attention to this matter.

Sincerely,
VIRGINIA DEPARTMENT OF TRANSPORTATION

Stephen J. Long
State Environmental Administrator

Attachments

The Federal Highway Administration concurs with the Virginia Department of Transportation's conclusion that the proposed changes to Section I (Pound Bypass) of the Coalfields Expressway described in this Reevaluation would not result in significant environmental impacts not already evaluated in the Final EIS. In addition, there is no new information or new circumstances relevant to environmental concerns and bearing on the proposed action or its impacts that would result in significant environmental impacts not identified in the Final EIS. Therefore, a Supplemental EIS is not warranted.

Roberto Fonseca-Martinez
Federal Highway Administration

Date

Coalfields Expressway – Section I (Pound Bypass)

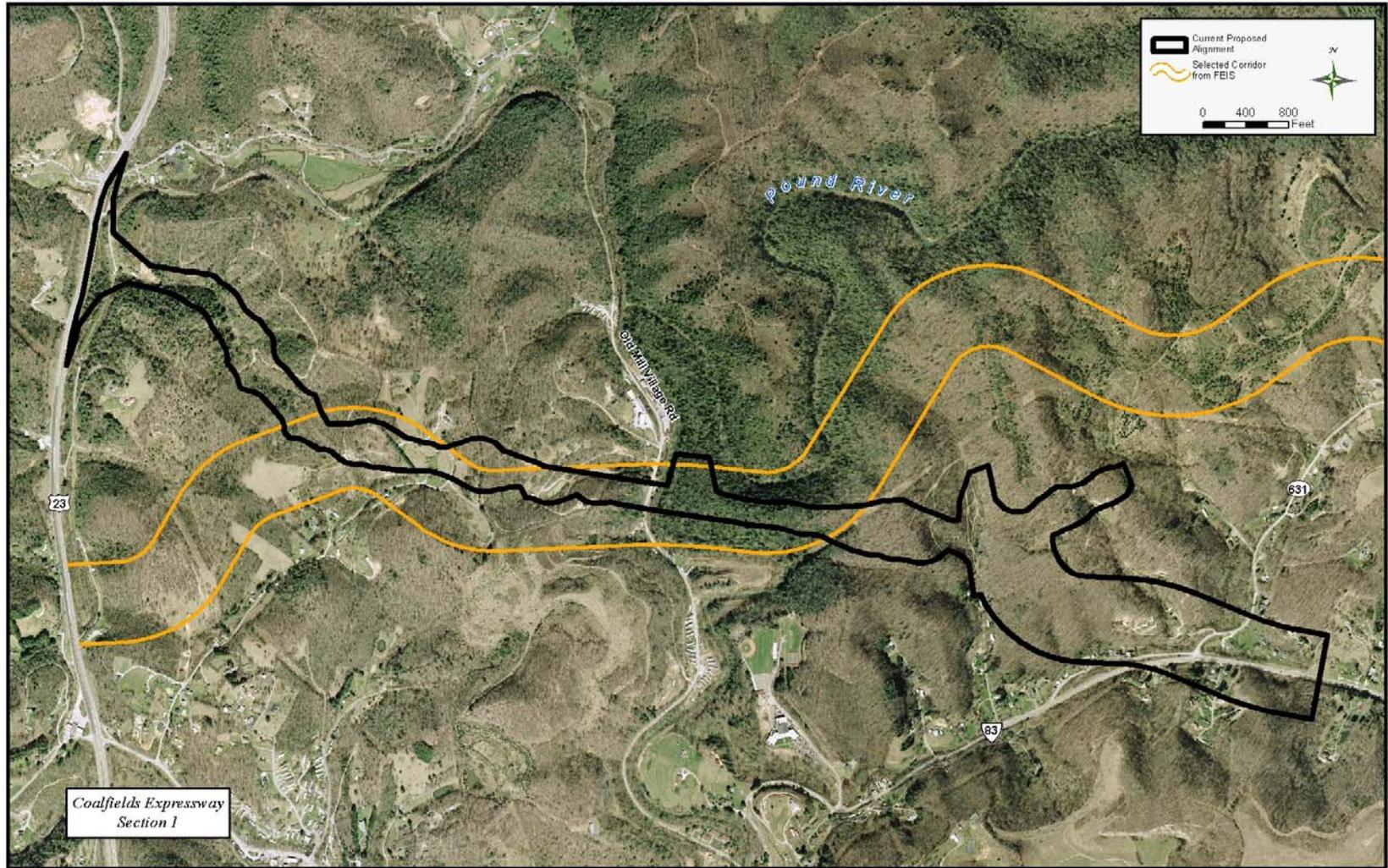
From: U.S. Route 23 To: Route 83 East of Pound; Wise County

State Project Number: 0121-013-772, PE-101; UPC 85126

FHWA FEIS Number: FHWA-VA-EIS-99-01-D

FEIS Date: September 12, 2001

ROD Date: November 13, 2001



**ORIGINAL SELECTED CORRIDOR & CURRENT PROPOSED ALIGNMENT
FIGURE 2**

Table 1. Issues Evaluation Checklist

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
TRANSPORTATION				
Traffic Volumes/Patterns/Time Public Transportation Highways Transportation Plan Freight	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Traffic forecast updated to new design year 2035. Review of FEIS and design plans.	Change in forecasted volumes due to extension of design year from 2020 to 2035.	Traffic forecast update shows approximately 70% increase in average daily traffic volumes by new design year of 2035 over volume reported in FEIS for 2020 (from 3,100 to 5,000 vehicles/day). No changes in the typical cross section design were made as compared to the alternatives documented in FEIS. The modified location is the primary change from what was previously studied.
LAND USE				
Land Use Conversion Development Consistent with Area's Comprehensive Plan	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field site review and review of recently approved plans and projects. Review of Wise County Comprehensive Plan. Review of GIS mapping provided by Wise County.	No new land uses present and no change in consistency with local plans.	No change in impacts.
POPULATIONS & SERVICES				
Populations Emergency Services	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review and review of current plans. Coordination with Wise County and Town of Pound staff.	No change.	No change in impacts.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
RELOCATION IMPACTS				
Potential Relocations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Review of recent plans and project documentation.	Additional residential properties may be impacted by the corridor modifications.	The FEIS reported an estimated 7 residential relocations within the corridor corresponding to the modifications being assessed in this Reevaluation (i.e., Segment 159 and a portion of Segment 118A in the selected corridor and a portion of Segment 150 in Alternatives A and C). There are approximately 54 buildings within the modified corridor. More than 40 of these are along Route 83 and Route 631 on the east end of the project, where approximate construction and right of way limits are not yet available due to incomplete design, necessitating assumption of a wide corridor to encompass the potential impact area for the connection to Route 83. Four of the buildings are in the vicinity of the proposed shifted connection to U.S. Route 23. Approximately 25 of the buildings are homes and 14 of the 54 are outside of the corridor previously evaluated in the FEIS. While an exact estimate of the number of relocations cannot be made until more detailed design work is completed, it is expected that many of the homes and other buildings in the vicinity of the east end of the project can be avoided.
Environmental Justice Populations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of GIS mapping provided by Wise County.		
ECONOMIC IMPACTS				
Business Relocations Construction & Operations Employment	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of recent plans and project documentation. Coordination with Wise County and Town of Pound staff.	No change.	No change in impacts.
VISUAL & AESTHETICS				
Visual & Aesthetics	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review of project corridor and review of previous documents.	No change.	No change in impacts.
FARMLANDS				
Farmlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Plan / document review; coordination with USDA NRCS	No change.	No change in impacts.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
NOISE & VIBRATION				
Noise Criteria Existing Noise Conditions	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review of project corridor, review of previous studies, additional analysis using FHWA TNM simplified modeling procedures.	Additional noise-sensitive land uses have been identified as a result of the alignment shifts and interchange relocations.	Using look-up tables in the FHWA TNM noise model, noise levels under design year (2035) build conditions are predicted to range from 52 to 57 dBA adjacent to Route 23 in the vicinity of the western portion of the project. Receptors in this area are generally from 200 to 400 feet from the proposed improvements. Near Route 83 in the vicinity of the eastern portion of the project, design year build noise levels are predicted to range from 42 to 43 dBA. Most receptors in this area range from 400 to 500 feet from the proposed improvements. Along the Coalfields Expressway Section I mainline, design year build noise levels are predicted to range from 51 to 54 dBA, with most receptors located approximately 300 to 400 feet from the proposed improvements. As in the original analysis presented in the FEIS, the results of the current analysis indicate that future build-condition noise levels outside the proposed construction limits would not approach or exceed the FHWA noise abatement criterion of 67 dBA. Therefore, no noise impacts are expected under this criterion. However, the substantial noise increase criterion was not evaluated because detailed noise monitoring was not completed as part of this analysis. Noise levels in the project area, especially along the proposed mainline away from existing highways, is dominated by background, non-roadway noise sources; therefore, detailed peak-hour noise monitoring would be necessary to accurately determine existing noise levels and establish thresholds for the substantial noise increase criterion. Notwithstanding, due to the limited development in or near the corridor, impacts, if any, relative to the substantial increase criterion would not be expected to be substantial. A detailed noise analysis will be performed during the final design phase of the project using final engineering specifics.
AIR QUALITY				
Existing Conditions	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS; VDEQ website; Virginia Ambient Air Monitoring Data Reports 2006, 2007.	No change.	The project is located in area that is in attainment of all NAAQS. While forecasted traffic volumes have increased due to extension of the design year farther into the future, the increases are not substantial enough to meaningfully change the air analysis results from the FEIS.
Regional Compliance with the PM Standards	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of VDEQ website for current	No change.	The project is located in attainment area for PM ₁₀ and PM _{2.5} NAAQS.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
		attainment status.		
Regional Compliance with the Ozone Standards	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of VDEQ website for current attainment status.	No change.	The project is located in attainment area for ozone NAAQS.
Air Toxic Analysis	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of VDEQ, EPA, and FHWA websites for current guidance.	Not addressed in FEIS.	Mobile source air toxics (MSATs) were not evaluated in the FEIS. Based on FHWA's 2006 Interim Guidance on Air Toxic Analysis in NEPA Documents, the project is of a type that would have low potential for mobile source air toxics effects. On a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide mobile source air toxics to be significantly lower than they are today.
ECOSYSTEMS				
Native Wildlife	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review and updated data search. Coordination with environmental review agencies.	No change.	
Existing Vegetation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
Rare, Threatened & Endangered Species	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Coordination with environmental review agencies.		<p>According to VDCR, the Pound River – Bad Creek Stream Conservation Unit is located within and upstream from the project site. “Stream Conservation Unit” is a designation given by VDCR to stream reaches that contain aquatic natural heritage resources. The resource associated with this unit is the green-faced clubtail (<i>Gomphus viridifrons</i>), a widespread, but very localized and somewhat rare, dragonfly species that inhabits medium and large rivers with silt-bottomed pools of the Appalachian region. The species has no federal or state listing status. This unit has a biohabitat diversity ranking of B4, which represents a site of moderate significance. To minimize impacts to the unit, VDCR recommends implementation of erosion and sediment control measures in areas that may be excavated along the creek. Temporary and permanent control measures will be implemented as part of the project.</p> <p>According to VDGIF, the state-listed endangered Big Sandy crayfish (<i>Cambarus veteranus</i>) is known to inhabit the Pound River, and, if project activities may result in instream impacts to these waters or their tributaries, a time of year restriction may be required. This species is not protected under</p>

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
				the federal Endangered Species Act as it has no federal listing status. According to VDGIF the state-listed threatened brown supercoil (<i>Paravitrea septadens</i>), (a terrestrial snail whose habitat is typically pockets of deep, moist leaf litter on wooded hillsides at the base of hills, and in ravines) is known to exist in this region of the state; however, it has never been found in Wise County. This species is not protected under the federal Endangered Species Act as it has no federal listing status.
Critical Habitat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Coordination with environmental review agencies.	No change.	
Wildlife and Waterfowl Refuges	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Coordination with environmental review agencies.	No change.	
WATER RESOURCES				
Surface Waters Dredging Requirements Public Water Supply	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review and updated data search. Coordination with environmental review agencies.	Yes.	The FEIS reported approximately 1,900 linear feet of stream impacts within segments corresponding to Section I of the Coalfields Expressway. The analysis for this Reevaluation indicates that approximately 9,400 linear feet of perennial and intermittent streams and approximately 700 linear feet of ephemeral channels would be impacted by the project. The revised corridor includes crossings of an unnamed tributary to Bad Creek, the Pound River, and Mill Creek as did the alternatives evaluated in the FEIS. Most of the increase in stream impacts can be attributed to the relocated and widened intersection of the Coalfields Expressway with U.S. Route 23, where the tributary of Bad Creek runs parallel to Route 23, and to the wider area assumed in the Route 83 connection area, where Mill Creek runs parallel to Route 83. Additionally, several small tributaries and ephemeral channels were identified during the field work that were not on the mapping used to estimate impacts for the FEIS. The Pound River would be bridged entirely by the Coalfields Expressway. During the detailed design phase, efforts will be made to reduce stream impacts to the extent practicable. Precise calculations of impacts to waters of the U.S. will be made during the permitting stage of this project. Further, compensatory mitigation measures will be developed in consultation with the permitting agencies to offset unavoidable impacts.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
AQUATIC RESOURCES				
Fish Submerged Aquatic Vegetation Benthos Other Flora and Fauna	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review and updated data search. Coordination with environmental review agencies.	No change.	No change in impacts.
FLOODPLAINS				
Floodplains	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of current FIRM mapping.	No change.	No change in impacts.
WETLANDS				
Wetlands	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Mapping review, updated data search, and field delineation.	Yes.	<p>The FEIS reported no wetland impacts within segments corresponding to Section I of the Coalfields Expressway. The analysis for this Reevaluation indicates that approximately 3.6 acres of wetlands would be impacted by the project. This increase can be attributed in part to the more-intensive field identification efforts employed for the Reevaluation as compared with those for the original studies, which encompassed a much larger area and multiple alternatives. Much of the alignment generally follows the path of the original selected alternative, or another alternative that was evaluated in the FEIS but not selected. As such, the currently proposed alignment crosses the same streams (Pound River, tributary of Bad Creek, and Mill Creek) as were associated with those previously studied corridors. The wetlands are generally associated with those streams or smaller unnamed tributaries of those streams. The impacts are spread across 16 discrete wetland sites. Palustrine forested wetlands comprise only about 4% of the total; palustrine scrub-shrub wetlands comprise about 42% of the total; and palustrine emergent wetlands comprise about 54% of the total. The wetlands that would be affected by the project are not unique or scarce in Wise County. Eight of the sites are less than a tenth of an acre in size. A little over one acre of the total would be at one scrub-shrub site, and it is probable that this impact can be reduced during the final design development. As the design process proceeds, additional efforts will be undertaken to reduce the wetland impacts to the smallest amount practicable. All unavoidable impacts will be offset by compensatory mitigation to be developed in consultation with federal and state water quality permitting agencies. In view of the size and</p>

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
				nature of the expected impacts, and the commitment to mitigate unavoidable impacts, it is not expected that the loss of these wetlands would substantially impair the overall wetland resources of Wise County or the wildlife habitat, water quality, or other functions and values of those resources.
ENERGY				
Energy	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS.	No change.	No change in impacts.
HAZARDOUS WASTE SITES				
Hazardous Waste Sites	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS and updated data search.	No change.	A review of DMME databases reveals one inactive coal mine, #12704AA1, in the south central portion of the study corridor. It is possible that other abandoned coal mines or prospects exist in the area. A former surface strip mine operation owned by the Curts Coal Company is located outside the project corridor, however it is in the general area.
COASTAL BARRIERS & COASTAL ZONE				
Coastal Barriers & Coastal Zone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS.	No change.	No change in impacts.
PUBLIC PARKLANDS				
Public Parklands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review, updated data search, coordination with environmental review agencies.	No change.	According to VDCR, the proposed corridor crosses an abandoned railroad bed that is under consideration as a connector trail to the Pine Mountain Trail. VDCR recommends that provisions be made to accommodate a separated grade crossing, which would accommodate horses and other trail users to provide a continuous public trail corridor. The property is not publicly owned at this time, has not been shown definitively in the VA Outdoors Plan, and the localities are not currently actively pursuing conversion of the property to any public trail use.
HISTORIC & ARCHAEOLOGICAL RESOURCES				
Architectural Resources Terrestrial Archaeological Resources Underwater Cultural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS documentation. Additional field surveys conducted.	No change.	Eleven additional architectural resources were identified within the Area of Potential Effects of the modified corridor; however, none were found to be eligible for the National Register of Historic Places. VDHR concurred on 12/16/08. An archaeological survey of the Area of Potential Effects of the modified corridor found no archaeological sites, artifact locations, caves, rockshelters, or cemeteries. VDHR concurred on July 10, 2008 that no further investigation of the project area is necessary.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
SECONDARY & CUMULATIVE				
Socioeconomic Impacts Natural Resource Impacts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS documentation.	No change.	No change in impacts.
CONSTRUCTION IMPACTS				
Air Quality Noise Water Quality Maintenance & Control of Traffic Health & Safety Pollution Control	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of FEIS documentation.	No change.	No change in impacts.
SECTION 4(F) EVALUATION				
Section 4(f) Evaluation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Field review, updated data search, and coordination with environmental review agencies.	No change.	The public parklands discussion above notes a Pine Mountain Trail connector that trail proponents in the region have suggested follow an abandoned rail bed that crosses the project corridor. At this time, the rail bed remains privately owned, no public agencies have formally designated or determined the property to be significant for public park or recreation purposes, and there is no active pursuit on the part of any public body to convert the property to any public trail use. Therefore, Section 4(f) is not applicable.
PERMITS				
Compliance with E.O. 11990 (Wetlands) Section 404 Permit (Clean Water Act) Section 10 Permit (Rivers & Harbors Act) Virginia Water Protection Permit Subaqueous Bed Permit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of the new alignment as documented. Review of current environmental regulations.	No change.	There have been no regulatory changes related to project development. No significant changes to the affected environment have occurred that warrant additional study or change the findings of the FEIS. Those permits or compliances required for the Preferred Alternative, as listed in the FEIS, remain valid. All applicable permits will be acquired prior to construction.

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Coast Guard Permit Compliance with the ESA Compliance with Section 106 of the NHPA Compliance with Section 4(f) of the 1966 DOT Act Compliance with E.O. 12898 (Environmental Justice) Compliance with CZMA Compliance with E.O. 11988 (Floodplain Management) Compliance with FPPA Compliance with E&S Laws Compliance with SWMA	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
MITIGATION MEASURES				
Relocations Farmlands Noise Rare, Threatened & Endangered Species Floodplains Wetlands Water Quality Aquatic Resources Hazardous Waste Sites Construction Impacts Air Quality	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Review of the mitigation measures prescribed in the FEIS and ROD.	No change.	Route 23 is a designated Scenic Byway and DCR requests that the integrity of the scenic corridor should be maintained and recommends landscaping enhancements at the intersection to mitigate construction impacts.

Coalfields Expressway Section I (Pound Bypass)

Issue or Area of Concern	New Resources Present?	Method of Review	Have the Impacts Changed?	Comments
Maintenance & Control of Traffic	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
Health & Safety	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
Pollution Control	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			