

What's Next?

Ten days after this meeting, the public comment period will close. Staff will review and evaluate any information received as a result of the meeting, adjusting the project features as needed.

Once your concerns have been addressed, the project location will be presented to the Commonwealth Transportation Board for their consideration. If approval of the new alignment portion of the project is given, the project will then proceed to the Chief Engineer who will consider approval of the major design features of the project. Upon approval of the location and major design features of the project the project will proceed to the final phase.

In an effort to encourage innovation and expedite the design and construction schedule, VDOT has chosen to use the Public-Private Partnership process to complete the project.



For additional copies, contact:
Office of Public Affairs
Virginia Dept. of Transportation
870 Bonham Road,
Bristol, VA 24201
(276) 669-6151 - TTY/TDD - 711
Bristolinfo@VDOT.Virginia.gov

(Project History - continued from page 1)

(Pioneer) and Alpha Natural Resources, LLC (Alpha) entered into an Assignment and Assumption Agreement with VDOT to assume KBR's obligations to further develop the CFX. Alpha and Pioneer committed to work with VDOT to develop the "coal-synergy" concept, which mirrored a similar project development concept used in West Virginia on the King Coal Highway.

In January 2007, the three parties entered into a First Amendment to the Assignment and Assumption Agreement for development of a Limited Feasibility Study (LFS) to define if using revenue from marketable coal reserves along an alignment developed by Alpha and Pioneer could offset the total cost of the CFX. The LFS was completed in mid 2007 and VDOT is currently evaluating and analyzing the information.

Project Cost

The estimated cost for this project is \$81,261,560 for preliminary engineering, and construction.

Additional Information

Project information shared here is available for review after the meeting at the following offices:

Written comments and other exhibits related to the proposed project may

VDOT Bristol District Office 870 Bonham Road Bristol, VA 24201 (276) 669-6151 or TTY/TDD: 711	VDOT Lebanon Residency 1067 Fincastle Road Lebanon, VA 24266 (276) 889-7600 or TTY/TDD: 711
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be submitted in place of or in addition to statements made at the meeting. Such information must be postmarked or delivered to VDOT within 10 calendar days of today's meeting (on or before November 30, 2008) in order to be included in the official record (transcript). Please send written comments to:

Virginia Department of Transportation
Bristol District Administrator - Mr. James S. Givens
870 Bonham Road
Bristol, VA 24201

Please call prior to visiting to assure the availability of staff to assist you.



www.VirginiaDOT.org
bristolinfo@VDOT.Virginia.gov

Rockhouse Section - Coalfields Expressway Buchanan County

Welcome to the Virginia Department of Transportation's Public Hearing for consideration of the location and major design features for the proposed Rockhouse Section of the Coalfields Expressway (CFX).

The purpose of this Public Hearing is to provide a public opportunity for any person, acting on his/her own behalf or representing a group or governing body, to offer comments or submit written material concerning the proposed project. All comments received, written or verbal, will be included in a transcript for review. This document will be made available for public review at the Bristol District Office in the City of Bristol at the address noted under Additional Information on page 4 of this booklet. Questions and concerns will be resolved prior to a final decision by the Commonwealth Transportation Board (CTB) and Chief Engineer. We welcome your written or verbal comments and suggestions. Comment sheets are available in the project presentation area for your use.

The CFX, Rockhouse Section project will enable VDOT to better meet obligations to move forward with the development of the CFX. It will provide improved mobility and access not only to local counties but throughout the area.

Project History

The original procurement of the CFX was initiated under the Public Private Transportation Act (PPTA) (§56.556-574), as amended. VDOT received an unsolicited proposal from Kellogg Brown & Root Services (KBR) in late 1999, which defined their services for designing, constructing, and financing of the CFX. The alignment in the unsolicited proposal was consistent with the preferred alignment as approved by the CTB and consistent with the environmental document approved by the Federal Highway Administration (FHWA).

In September of 2001, and in accordance with the PPTA, VDOT's Commonwealth Transportation Commissioner directed VDOT to

initiate negotiations with KBR. In January 2002, VDOT and KBR executed a comprehensive agreement to develop the preliminary design and engineering for Section A of the CFX. Design of Section A was completed in June 2005 but no funding had been identified for the construction of Section A.

During that same June 2005 period, and as noted below, VDOT's SEP-14 Work Plan, which was granted to advance the project under the PPTA, was rescinded by the FHWA due to VDOT not meeting the goals established in the Work Plan. In an effort to re-initiate activity on the project, Pioneer Group, Inc.

(Continued on page 4)

PROJECT INFORMATION

From: State Route 643

To: Route 83 at the West Virginia State Line

Project Numbers:
State: 0121-013-792, PE-101 C-501

UPC: 90281 & 90280

Representatives from the Virginia Department of Transportation are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public decisions on transportation systems and projects affecting them.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Bristol District Office of Civil Rights, telephone (276) 669-9907 ext 207 or TTY/TDD 711.

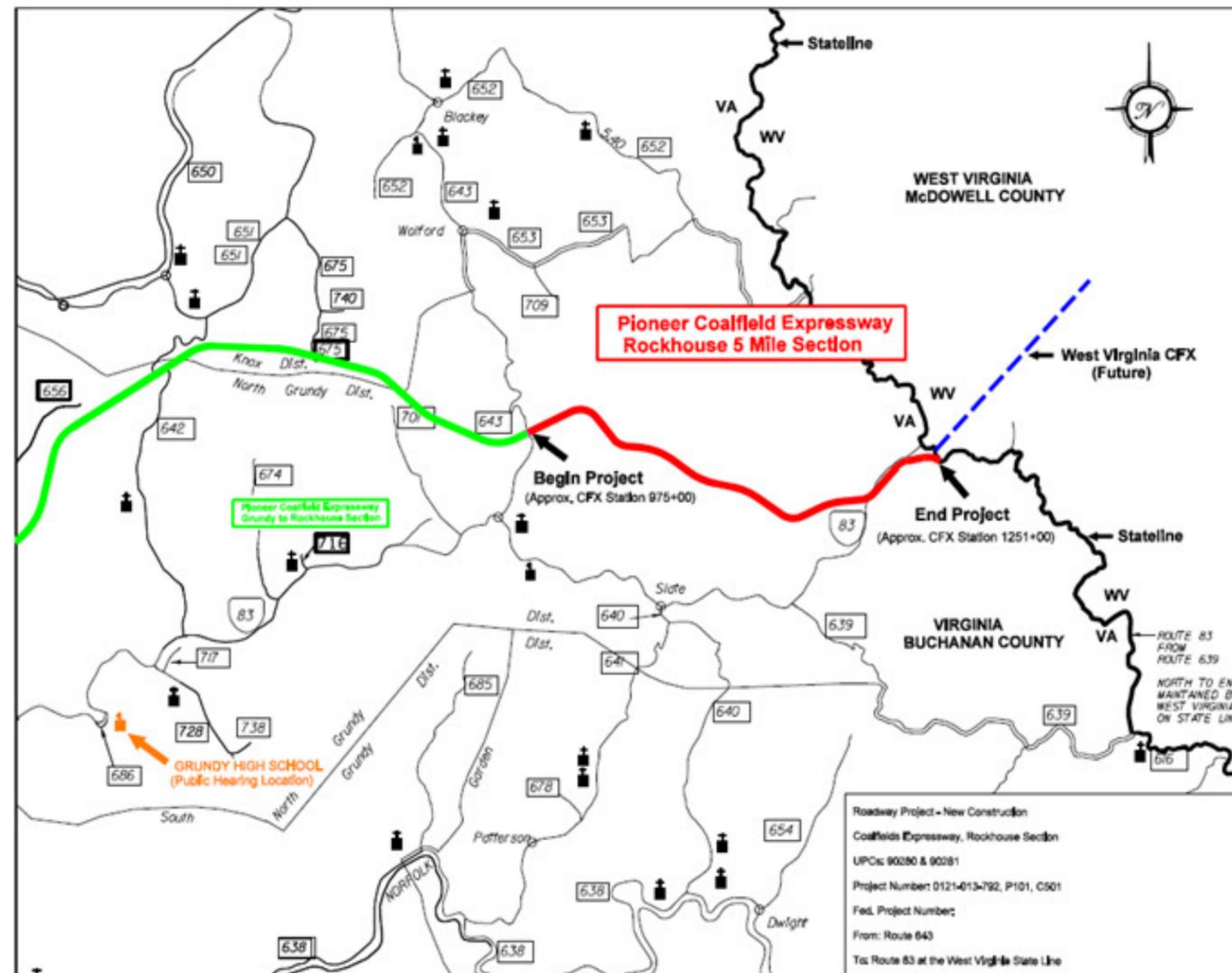
Project Information

In Virginia, the CFX will extend approximately 49 miles from U.S. Route 23 near Pound, Virginia to the Stateline, east of Slate, Virginia. The CFX, Rockhouse Section project connects logical termini via a connection to Route 643 to the west and Route 83 at the West Virginia State line. This project location will occur between approximate CFX Stations 975+00 and 1251+00. It is anticipated that in the design year of 2030 the average daily traffic volume for the Rockhouse Section of CFX will be 12,800 vehicles per day on the new roadway. The CFX, Rockhouse Section carries a functional classification of Rural Principal Arterial and has a design speed of 60 miles per hour. Pioneer will develop the project through rough grade only. Future development of the proposed CFX, Rockhouse Section will provide four 12-foot travel lanes with a 40-foot (and variable) grass median. The shoulder width in areas that require fill will be 13- feet wide, in areas that require a cut shoulder width will be 10-foot wide with six-foot and variable ditch widths of the eight-foot shoulder adjacent to the outside lanes will be paved and four-foot of the shoulder adjacent to the median/inside lane will be paved.

The design of this project will be developed in compliance with the Stormwater Management Act, the Stormwater Regulations, and the annual Stormwater Management Standards and Specifications approved by the Virginia Department of Conservation and Recreation. Potential impacts to flood plains and wetlands also will be evaluated. To minimize potential impacts on water quality and comply with regulations, the need for stormwater management basins will be evaluated.

During the construction of this facility, every reasonable effort will be made to protect the environment with respect to dust control and erosion control.

Location and Design Public Hearing
Thursday, November 20, 2008
between 4:00 p.m. - 7:00 p.m.
Grundy High School
1300 Golden Wave Drive in Grundy



Right of Way Data

This project will require the acquisition of approximately 650 acres of land with the relocations of eight families. There are no businesses, non-profit organizations or cemeteries to be relocated.

As the project further develops and is finalized, additional easements for maintenance, construction and utility relocations may be required beyond the proposed right of way shown on the project plans. Property owners will be informed of the exact location of these easements during the right of way acquisition process prior to construction. The right-of-way acquisition program will be conducted in accordance with the Uniform Relocation and Real Estate Property Acquisition Act of 1970, as amended. This project has been developed in accordance with Executive Order

12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. No low income or minority populations have been identified in the study area and therefore, none will be disproportionately impacted by this project.

Information about right of way purchases is discussed in VDOT's brochure entitled, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available from a VDOT right of way agent.

After this meeting, information regarding right of way may be obtained from VDOT, Bristol District Right of Way and Utilities Manager, Mr. Curt Jackson, 870 Bonham Road in the City of Bristol, VA 24201, or telephone (276) 669-6151 or TTY/TDD 711.

Environmental Review

An Environmental Impact Statement (EIS) was prepared for the CFX project and the FHWA issued a Record of Decision (ROD) on November 13, 2001. The alternative selected by FHWA in the ROD was the alternative identified in the final EIS as Alternative F1.

Since that time, modifications were proposed to the corridor location, design speed, and fill slope geometrics; therefore, VDOT prepared a written re-evaluation to determine the significance of the new impacts resulting from the proposed changes. The re-evaluation examined proposed changes for an approximate 5-mile section of the CFX that is designated as Segment 302 of the final EIS. This section extends from the State Route 643 to Route 83 at the West Virginia State line in Buchanan County and is referred to as the Rockhouse Section.

The written re-evaluation determined that environmental impacts associated with the proposed changes will result in no additional significant impacts and as such no supplement to the EIS is necessary. FHWA concurred with the findings of the written re-evaluation.

The final EIS and ROD for the CFX project and written re-evaluation for the Rockhouse Section are available for your review. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is provided in the environmental documentation.

