TO: FHWA
FROM: Derrick Williams
DATE: 12/16/2024

CATEGORICAL EXCLUSION (CE)

Date CE level document approved by VA FHWA Division: 09/05/2024
FHWA Contact: Amanda Heath
Project Name: Main Street / US 258 at Route 10 Bypass Intersection Improvement Project
Route: 10 / US 258
Route Type: Minor Arterial
Project Type: Construction
State Project Number:
Federal Project Number:
UPC: 120650
From: 0.12 Mi West of Route 10 Bypass
To: 0.27 Mi East of Route 10 Bypass
County/City: Isle of Wight County
District / Residency:

Project in STIP: Yes ☒ No ☐
Project in Long Range Plan: Yes ☒ No ☐ N/A Project Outside of MPO Area ☐
Next Phase of Funding Available: **Yes** ☒ No ☐

Project Description: The proposed Main Street / US 258 at Route 10 Bypass Intersection Improvement Project would consist of the following elements:

- Roadway widening – widen existing Main Street / US 258 on both sides of the Route 10 Bypass intersection from a single thru lane in each direction to two thru lanes in each direction and maintaining the existing left and right turn lanes at the intersection. The Project would begin to the east of Middle Street and extend ±1,900 linear feet to the west (project corridor).
- Traffic Signal Improvements – Traffic signal improvements consist of providing a new traffic signal pole and mast arm on the southeast corner of the intersection. Additional traffic signal improvements consist of new traffic signal heads and pedestrian signalization.
- Stormwater Management – upsize existing stormwater pipes located within the project corridor and construct a stormwater management pond to meet the Virginia Department of Environmental Quality (VDEQ) requirements for stormwater management. A detention pond (wet pond) would be constructed.
- Park and Ride – reconstruct an existing park and ride lot located between Pole Road and Route 10. All proposed improvements would be constructed in current right-of-way and would consist of improving lot circulation, increase in parking spaces, ADA parking, and added amenities for the park and ride lot.
- Right-of-Way Acquisition – acquisition of up to 11 parcels would be required for the roadway widening and necessary stormwater improvements. In addition, the Project would require temporary construction easements from parcels located along Main Street for construction purposes.

CE Category 23 CFR 771.117: Category (d)
Description of CE Category: (d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval unless otherwise authorized under an executed agreement pursuant to paragraph (g) of this section.

USGS Map Attached Yes ☒

Logical Termini and Independent Utility:
Yes ☒ **N/A** ☐ **(For Non-highway construction only, explain in comments below)**

Purpose and Need Statement:
The purpose of the proposed project is to improve the capacity of the Route 258 at Route 10 intersection. The proposed project is needed to improve freight reliability for the US 258 west corridor by reducing travel time and vehicle delay through the intersection of Main Street and US 258, the improvements also make the corridor a more viable alternative route when incidents occur on parallel routes. The proposed project also is needed to increase Park-and-Ride capacity, create a more efficient bus loading ingress/egress, and accommodate pedestrian staging areas, ADA parking, bus shelter, and lighting. These improvements are needed to create a safer facility.

The following existing conditions within the project intersection/corridor demonstrate the need for improvements:

- The project intersection/corridor is a minor arterial serving as a primary transportation corridor for Isle of Wight County.
- The project corridor is part of the truck transportation network for freight and goods entering, leaving, and moving within the Hampton Roads area.
- The park-and-ride lot currently has poor internal circulation

Comments:

Typical Section: Generally, the typical section would consist of the following:
- Two 11-foot-wide travel lanes and curb and gutter in each direction
- 4-foot-wide landscaped buffer and 5-foot-wide sidewalk along the north side of Main Street for the Project's length and along the south side of Main Street from the Route 10 Bypass to the western Project termini

The typical sections vary throughout the project corridor and are provided in the plans.

Structures: There are no bridge structures within the project limits.

SOCIO-ECONOMIC	PRESENT YES	PRESENT NO	IMPACTS YES	IMPACTS NO
Minority/Low Income Populations	☒	☐	☐	☒
Disproportionate Impacts to Minority/Low Income Populations: Yes ☐ No ☒				
Existing or Planned Public Recreational Facilities	☐	☒	☐	☐
Source: EJ Screen: Environmental Justice Screening and Mapping Tool				
Community Services	☐	☒	☐	☒
Source: preliminary plans (07/12/2024), Isle of Wight GIS data, scoping letter responses from Smithfield Community Development and Planning, Isle of Wight County Administrator, Isle of Wight County Schools, and the Smithfield Town Manager dated November 2024				
Consistent with Local Land Use: Yes ☒ No ☐				
Source:				
Existing or Planned Bicycle/Pedestrian Facilities:	☒	☐	☐	☒
Source: *project survey, preliminary plans (07/12/2024), Smithfield Sidewalks (UPC 102951)*				

Comments:

Minority/Low Income Populations: Population demographics were obtained from the EJScreen: Environmental Justice Screening and Mapping tool in accordance with the IIM-ED-714.2. The environmental justice (EJ) study area comprises of block group 510932801053. The EJ study area contains both low income and people of color communities. It is anticipated that the proposed project would require partial right-of-way acquisition from up to 8 parcels and would require the full acquisition of 1 parcel however, the acquisition would not result in any displacements or relocations.

Community Services: There are no public schools, hospitals, libraries, community centers, police stations or fire stations located within the project corridor. The closest school is located at 800 W Main Street ±0.25 miles west of the study area. The closest fire station and police station is ±0.30 miles northeast of the study area and is located at 310 Institute Street. A Maintenance of Traffic plan would be prepared to maintain two-way traffic along Main Street and to prevent disruptions to emergency services during construction. In addtion, scoping letters were sent to the Smithfield Community Development and Planning, Isle of Wight County Administrator, Isle of Wight County Schools, and the Smithfield Town Manager, all departments indicated no comments.

Existing or Planned Bicycle/Pedestrian Facilities: Sidewalks currently exist within portions of the project corridor. The proposed project would incorporate additional sidewalks to provide continuous sidewalk access on the northern and southern side of Main Street between West Side Elementary School and the Smithfield Historic District. In addtion, the proposed Smithfield Sidewalks (*UPC 102951*) Intersects with the Project Area.

SECTION 4(f) and SECTION 6(f)	YES	NO
Use of 4(f) Property: Acres of use: 0.105 ac / 4586 sq ft	☒	☐

Name of Resource: Smithfield Historic District (DHR ID# 300-0087)		
Type of Resource:		
Individually Eligible Historic Property:	☒	☐
Contributing Element to Historic District	☒	☐
Public Recreation Area:	☐	☒
Public Park:	☐	☒
Public Wildlife/Waterfowl Refuge:	☐	☒
Planned Public Park, Recreation Area, Wildlife or Waterfowl Refuge:	☐	☒
Source: VDHR Eligibility Letter (04/12/2024); VDHR Email Correspondence (07/03/2024); VDHR Email Correspondence (08/09/2024), *Cultural Resources Survey Main Street/US 258 at Route 10 Bypass Intersection Improvement Project Smithfield, Isle of Wight County, Virginia*, dated February 2024; project survey; preliminary plans (07/12/2024); Isle of Wight County GIS data; Scoping letter response from Isle of Wights Parks and Recreation (11/2024)		
De Minimis:	☒	☐
Type of Use:		
Permanent: Right-of-Way	☒	☐
Temporary: N/A	☐	☒
Section 4(f) Evaluation Attached:	☐	☒
Conversion of 6(f) Property: Acres of Conversion: 0	☐	☒
Source: Land and Water Conservation Fund (https://lwcf.tplgis.org/mappast/); DCR Conservation Lands database (https://www.dcr.virginia.gov/natural-heritage/clinfo); project survey		

Comments:
Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

There is approximately 375 feet of right-of-way that would be acquired within the Smithfield Historic District (DHR ID# 300-0087) from parcel 21A-04-000I15. In addtion, drainage improvements would occur within an existing drainage easement on parcel 21-A-01-229A, which is within the limits of DHR ID# 300-0167. Therefore, there is use of 4(f) resources within the project corridor. However based on DHR coordination dated June 21,2024, DHR concurred that the proposed road widening associated with the project would not adversely affect the National Register of Historic Places- (NRHP-) listed Smithfield Historic District (DHR ID #300-0087); the house at 519 Main Street (300-0397), which was determined to be a contributing resource to the district; or the Christian Home School Addition (300-5034), which is being treated as eligible for purposes of Section 106 review. FHWA concurred with the de minimis finding on 12/10/2024.

The project does not impact any Section 6(f) properties within or directly adjacent to the project limits. Under Section 6(f) of the Land and Water Conservation Act, conversion of lands or facilities acquired with Land and Water Conservation Act funds under the State Assistance program are to be coordinated with the National Park Service.

CULTURAL RESOURCES	**COMPLETE**	**N/A**

Source: VDHR Eligibility Letter (04/12/2024); VDHR Effect Letter (06/21/2024); VDHR Email Correspondence (07/03/2024)*; VDHR Email Correspondence (08/09/2024); Cultural Resources Survey Main Street/US 258 at Route 10 Bypass Intersection Improvement Project Smithfield, Isle of Wight County, Virginia*, dated February 2024		
"No historic properties present or affected in accordance with the 2016 Federal PA"	☐	☒
Phase I Architecture Conducted	☒	☐
Phase II Architecture Conducted	☐	☒
Phase I Archaeology Conducted	☒	☐
Phase II Archaeology Conducted	☐	☒
Section 106 Effect Determination: No Adverse Effect		
DHR Concurrence on Effect: Yes ☒ Date: 08/09/2024		
MOA Attached: Yes ☐ N/A ☒ Execution Date: / /		
Name of Historic Property:		

Comments:
Based VDHR correspondence, VDHR concurs that the proposed road widening associated with the project would not adversely affect the National Register of Historic Places- (NRHP-) listed Smithfield Historic District (DHR ID #300-0087); the house at 519 Main Street (300-0397), which was determined to be a contributing resource to the district; or the Christian Home School Addition (300-5034), which is being treated as eligible for purposes of Section 106 review.

Information regarding stormwater management improvements was provided based on the VDHR letter dated June 21, 2024. Additional information was provided on July 3 and July 12, 2024.Based on the provided information, it is DHR's opinion that the historic properties in the area of potential effects will not be adversely affected by the undertaking. Implementation of the undertaking in accordance with the finding of no adverse effect as documented fulfills the federal agency's responsibilities under Section 106 of the National Historic Preservation Act.

NATURAL RESOURCES	**PRESENT**		**IMPACTS**	
	YES	**NO**	**YES**	**NO**
Surface Water (Name:) unnamed stream	☒	☐	☒	☐
Source: Wetland Delineation (12/7/2023 & 01/17/2024); VDEQ State Surface Water Determination (04/30/2024); USACE email correspondence (07/09/2024); USFWS IPaC (08/13/2024)				
Federal Threatened or Endangered Species:				
Terrestrial:	☐	☐	☐	☐
Tri-colored bat (*Perimytois subflavus*);	☒	☐	☐	☒
Aquatic: None	☐	☒	☐	☒
Plants: None	☐	☒	☐	☒
Source: *D*CR correspondence (07/24/24); USFWS coordination (4/3/24); USFWS Official Species List (1/09/24); all T&E databases updated 07/09/2024; USFWS OSL (08/13/2024); Self Certification (08/13/2024)				
100 Year Floodplain:	☐	☒	☐	☐
If "Yes" then identify the regulatory floodway zone:				
Source: FEMA FIRM Map No 51093C0135E (12/01/2015)				

Tidal Waters/Wetlands: N/A	☐	☒	☐	☐
Wetlands: 787 linear feet of non-tidal stream and 0.253 ac of non-tidal forested (PFO) wetlands.	☒	☐	☒	☐
Source: Wetland Delineation (12/07/2023 & 01/17/2024); VDEQ State Surface Water Determination (10/16/2024); USACE Preliminary Jurisdictional Determination (10/04/2024); preliminary plans (07/12/2024)				
	Yes		***No***	
Permits Required	☒		☐	
Source: *USACE NWP 23*				

Comments: Threatened & Endangered Species: The U.S. Fish and Wildlife Service (USFWS Official Species List, dated January 16,2024, identified northern long-eared Bat *(Myotis septentrionalis)* and tricolored bat *(Perimyotis subflavus)* as potentially occurring within the project area. The project was submitted to USFWS for review on 01/25/2024. The USFWS provided comments on tricolored bat, dated 04/03/2024, stating that in the event the tricolored bat is listed during the duration of the project, USFWS recommends that the project avoid tree clearing during the species' two sensitive life stages: the pup season and torpor. The pup season is from 05/01-07/15 and the species may enter torpor from 12/15-02/15. Should the tricolored bat become uplisted over the duration of the project, the TOYR would be adhered to.

The Official Species List and CCB Mapping Portal were updated on July 7,2024. No additional species or bald eagle nests were identified. The Official Species List was updated on August 13,2024 and the northern-long eared bat was removed from the species list. The Official Species List was updated again on December 3, 2024.

The project was submitted to DWR for comment on 1/25/2024. DWR responded that they are not providing review or comments on projects that are not involved in one of the regulatory review processes in which they are a formal consulting agency (correspondence dated 1/26/2024). No additional species were identified in the VaFWIS Search Report, NLEB Regulatory Buffer Interactive Tool, and MYLU & PESU Winter Habitat and Roost Application reviewed on January 9,2024 and updated on July 7,2024.

VDCR indicated no natural heritage resources have been documented within the project corridor plus a 100-foot buffer in correspondence dated February 8,2024. The project was resubmitted to VDCR on July 24,2024. VDCR indicated no natural heritage resources have been documented within the project corridor plus a 100-foot buffer.

Floodplain: The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 51093C0135E, dated 12/01/2015, does not depict floodplain or floodway within the project corridor. Therefore, no future FEMA coordination would be required.

Wetlands: A wetland delineation was conducted on the project corridor and submitted to the U.S. Army Corps of Engineers (USACE) for confirmation and issuance of a Jurisdictional Determination (PJD). The delineation identified 787 linear feet of non-tidal stream and 0.253 ac of non-tidal forested (PFO) wetlands. The PJD (NAO-2023-00950) was issued on October 4,2024.

In addtion, the wetland delineation was submitted for confirmation by the Virginia Department of Environmental Quality (VDEQ) via a Virginia State Surface Waters Determination (SSWD). The SWWD submittal focused on the portions of project area that were anticipated to be impacted by the proposed project. The VDEQ issued the SSWD (SSWD-000079) on October 16,2024.

Permits: It is anticipated that project impacts would not exceed 0.50 ac of wetland or 1,000 linear feet of stream and would qualify for coverage under the USACE's NWP 23 for an Approved CE. The VDEQ provided conditional Section 401 certification on NWP 23. It is anticipated that the project would meet the VEDQ regional conditions. Therefore, additional authorization and/or permitting with the VDEQ is not anticipated. Compensatory mitigation via the purchase of stream credits from an agency approved mitigation bank would be provided for all stream and/or wetland impacts.

AGRICULTURAL/OPEN SPACE	PRESENT		IMPACTS	
	YES	NO	YES	NO
Open Space Easements	☐	☒	☐	☒
Source: DCR's GIS coverage of Conservation Lands in Virginia (http://www.dcr.virginia.gov/natural_heritage/cldownload.shtml & https://vanhde.org/content/map); DCR's Virginia Conservation Lands Database (https://vanhde.org/content/map)				
Agricultural/Forestal Districts	☐	☒	☐	☒
Source: Isle of Wight Agricultural/Forest Districts Map (2022); (https://www.co.isle-of-wight.va.us/departments/planning_and_zoning/boards_and_commissions/agricultural_forestal_districts.php)				
Comments:				

FARMLAND	YES	NO
NRCS Form CPA-106 Attached: No Rating: N/A	☐	☒
Alternatives Analysis Required:	☐	☒
If Form CPA-106 is not attached check all that are applicable:		
Land already in Urban use:	☒	☐
Entire project in area *not* zoned agriculture:	☒	☐
NRCS responded within 45 days:	☐	☒
NRCS Determined no prime or unique farmland in the project area.	☐	☒
Source: USDA NRCS Websoil Survey		
Comments: Proposed project right of way and adjoining parcels are developed and located within the Town of Smithfield boundary.		

INVASIVE SPECIES	PRESENT		
	YES	NO	UNKNOWN
Invasive Species in the project area:	☐	☐	☒
There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications (2020) includes provisions intended to control noxious weeds (which includes non-native and invasive species). While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of BMPs for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.			
Comments: None			

AIR QUALITY

Carbon Monoxide (CO)	**Yes**	**No**

This project is located in a CO ☒ Attainment Area ☐ Maintenance Area

CO Hotspot Analysis Required? (if "Yes", please attach analysis) ☐ ☒

If "No", indicate which exemption it falls under:

☐ Exempt project under 40 CFR 93.126.

☒ Exempt project based on traffic volumes below thresholds in the current VDOT Project Level Air Quality Studies Agreement with FHWA/EPA.

Ozone

This project is located in an Ozone ☒ Attainment Area ☐ Maintenance Area ☐ Nonattainment Area ☐ Early Action Compact Area

Only projects located in ozone nonattainment or maintenance areas must complete this box

☐ Exempt from regional emissions requirements under 40 CFR 93.126 or 40 CFR 93.127.

☐ Properly programmed in the CLRP and FY - TIP.

☐ The project is not regionally significant and/or is not of a type that would normally be included in the regional transportation model.

☐ This project is regionally significant; however the project was not modeled, or the scope of the project is not consistent with what was modeled in the currently conforming CLRP and TIP.

Fine Particulate Matter (PM2.5)	**Yes**	**No**

This project is located in a $PM_{2.5}$ ☐ Nonattainment Area ☐ Maintenance Area ☒ Attainment Area

$PM_{2.5}$ Hotspot Analysis Required? (If "Yes", Please Attach Analysis) ☐ ☒

Check all that apply;

☐ A. Exempt project under 40 CFR 93.126, Table 2.

☐ B. Not a project of air quality concern under 40 CFR 93.123(b)(1)(i) thru (v).

☐ C. Properly programmed in the CLRP and FY - TIP.

☐ D. This project is regionally significant; however the project was not modeled, or its scope is not consistent with what was modeled, in the currently conforming CLRP and TIP.

If "B" is checked above, please indicate the following for highway projects;
Design Year , Peak AADT , Peak Diesel Truck %

Mobile Source Air Toxics (MSAT)

This project ☒ is exempt with no meaningful potential MSAT effects ☐ is one with low potential MSAT effects (attach qualitative MSAT analysis) ☐ is one with high potential MSAT effects (attach quantitative MSAT analysis)

Check all that apply;

☐ Exempt project under 40 CFR 93.126, or qualifies as a CE under 23 CFR 771.117(c).

☒ Project with no meaningful impact on traffic volumes or vehicle mix.

If a qualitative MSAT analysis is required, please indicate the following for highway projects;
Design Year: Peak AADT:

Source: Air Quality Technical Report, Main Street / US 258 at Route 10 Bypass Intersection Improvements, May 2024

Comments: None

NOISE	YES	NO
Type I Project:	☒	☐
Source:		
Noise Analysis Attached:	☒	☐
Barriers Under Consideration:	☐	☒
Source: *Noise Study Memorandum (5-17-24)*		
Comments:		

RIGHT OF WAY AND RELOCATIONS	YES	NO
Residential Relocations: If "Yes", number: 0	☐	☒
Source: Project Design Plans, Isle of Wight GIS		
Commercial Relocations: If "Yes", number: 0	☐	☒
Source: Project Design Plans, Isle of Wight GIS		
Non-profit Relocations: If "Yes", number: 0	☐	☒
Source: Project Design Plans, Isle of Wight GIS		
Right of Way required: If "Yes," acreage amount: ±1.3	☒	☐
Source: preliminary plans (07/12/2024)		

	PRESENT		IMPACTS	
	YES	NO	YES	NO
Septic Systems, Wells, or Public Water Supplies	☒	☐	☐	X
Source: *EDR Report (1-9-24); GIS data, site visit (12/07/2023 & 01/18/2024)*				
Hazardous Materials	☐	X	☐	X
Source: *Limited Evaluation for Hazardous Materials (03-07-2024)*				

Comments:
Right of way & relocations: It is anticipated that there would be one full property acquisitions in order to construct a stormwater management pond. This parcel is currently undeveloped.
Based on preliminary design, it is estimated that a total of ±1.3 acres of right-of-way would be required from approximately 11 parcels located along the project corridor.

Septic Systems, wells, or public water supplies – One apparent well was located during field reconnaissance on parcel 21A-01-224B.

Hazardous Materials: A limited evaluation for hazardous materials was conducted on February 23,2024. The purpose of the evaluation is to screen for the potential for encountering hazardous materials or petroleum-impacted soil during the construction of the project. Based on a review of EDR-provided state and federal databases and limited site reconnaissance of onsite and adjacent properties, potential sites of concern were identified.

- 426 Main Street: This is a site of concern due to the lack of information on the spill related to its pollution complaint number 2014-5047 as well as its history as an auto shop. There is a potential that the leaking tank leeched into an area that construction could potentially disturb. Deep excavation is proposed within the vicinity of this property.
- 518 Main Street: This is a site of concern due to the lack of information on the spill related to its pollution complaint number 2023-5017, whose contamination could be disturbed during construction. Deep excavation is proposed within the vicinity of this property.
- 616 West Main Street: This site is a site of concern because it was a dry cleaner for 20 years which may have caused residual contamination in the area that may be disturbed during construction. No deep excavation is proposed in the vicinity of this property.
- 603 West Main Street: This is a site of concern due to the information on the spill related to its pollution complaint number 2007-5088, whose contamination could be disturbed during construction. Deep excavation is proposed within the vicinity of this property.

Excavation for roadway work would not exceed 2 feet below ground surface (BGS), excavation for stormwater work would range from 8-10 feet BGS, and drainage installation work would range from 3-8 feet BGS. No major utility relocations are expected only minor relocations. There is potential that soil or groundwater contamination could be encountered during the construction of the project. If impacted soils and/or groundwater are encountered, the impacted soils and/or groundwater should be handled in accordance with all applicable state regulations. Specifications should be developed detailing the procedure for identifying and managing contaminated soil and/or groundwater generated during construction. If design changes occur, potential impacts should be reevaluated at that time.

Phase I or other additional studies would be performed on proposed ROW acquisition.

CUMULATIVE AND INDIRECT IMPACTS	**PRESENT**		
	YES	**NO**	**N/A**
Present or reasonably foreseeable future projects (highway and non-highway) in the area:	☒	☐	☐
Impact same resources as the proposed highway project (i.e. cumulative impacts):	☐	☒	☐

Indirect (Secondary) impacts:	☐	☒	☐
Source: *Isle of Wight Planning and Zoning Comprehensive Plan; Smithfield Sidewalks (UPC 102951), Scoping letter responses from The Isle of Wight County Administrator, Smithfield Town Manager and the Isle of Wight Planning and Zoning Department dated November 2024*			
Comments: The indirect and cumulative effects of the proposed action have been considered as part of this document. The impact causing activities proposed as part of the project could result in limited indirect effects to the surrounding area. These impacts could be minimized and mitigated through appropriate erosion and sediment controls, stormwater management, and adhering to Time of Year Restrictions. The PCE for Smithfield Sidewalks (UPC 102951*)* stated that the context and intensity of the impacts to the natural and human environment are not significant. The project had minimal impacts to natural resources, no adverse effects to historic resources, and no displacements or relocations. Therefore, cumulative impacts are not foreseeable. The Isle of Wight County Administrator, Smithfield Town Manager and the Isle of Wight Planning and Zoning Department stated no comment on the project (November 2024). Per EM-NEPA-715, the indirect effects of the proposed action have been considered as part of this document. The impact causing activities as part of the project could result in limited indirect effects to the surrounding area. Indirect effects are anticipated to be minimal because the proposed improvements are to an existing roadway, with limited acquisition of right of way. The Project Area is already developed.			

PUBLIC INVOLVEMENT	**YES**	**NO**
Substantial Controversy on Environmental Grounds:	☐	☒
Source: *Pro*ject scoping letters to Isle of Wight Department of Public Utilities, Isle of Wight County Administrator, Isle of Wight Parks and Recreation, Isle of Wight Planning and Zoning, Isle of Wight County Schools, Smithfield Community Development, and the Smithfield Town Manager		
Public Hearing: If "Yes", type of hearing: Location Design	☒	☐
Other Public Involvement Activities: If "Yes", type of Involvement:	☐	☒
Source: *Project scoping letters to Isle of Wight Department of Public Utilities, Isle of Wight County Administrator, Isle of Wight Parks and Recreation, Isle of Wight Planning and Zoning, Isle of Wight County Schools, Smithfield Community Development, and the Smithfield Town Manager.*		
Comments: A public hearing is scheduled for January 2025. The County's site plan review workflow includes a review from the Community Development Department. Survey right-of-way entry agreements were mailed to properties within the project limits. In addtion, the County sent project scoping letters to Isle of Wight Department of Public Utilities, Isle of Wight County Administrator, Isle of Wight Parks and Recreation, Isle of Wight Planning and Zoning, Isle of Wight County Schools, Smithfield Community Development, and the Smithfield Town Manager. Furthermore, FHWA sent scoping letters to Tribes that had expressed interest in Isle of Wight.		

COORDINATION

The following agencies were contacted during development of this study:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
Virginia Department of Conservation and Recreation
Virginia Department of Environmental Quality
Virginia Department of Game and Inland Fisheries
Virginia Department of Historic Resources

The Schoolhouse Museum
TR Main Street Baptist Church
Isle of Wight Department of Public Utilities
Isle of Wight County Administrator
Isle of Wight Parks and Recreation
Isle of Wight Planning and Zoning
Isle of Wight County Schools
Smithfield Community Development
Smithfield Town Manager
Isle of Wight County Administrator

Nansemond Indian Nation
Delaware Nation, Oklahoma
Pamunkey Indian Tribe

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.