
From: Zembruski, Elaine M.
Sent: Tuesday, January 04, 2011 9:53 AM
To: Arnold, Brian A.; Tomlinson, Howard M.
Subject: Project: 6029-002-F22, RW-201, C'Ville ByPass

Hi Brian and Howard,

We are working on a report regarding the C'Ville ByPass.
I have found the plan sheet in the Falcon Suite, but not all of them.
The first few are missing, like the R/W data sheet, location, etc.
Can you provide these?
Thanks.
Elaine

From: Zembruski, Elaine M.
Sent: Tuesday, January 04, 2011 01:37 PM
To: Giometti, John A. P.E.
Subject: FW: Project: 6029-002-F22, RW-201, C'Ville ByPass

Hi John,
I'm checking in to see if Brian, Howard or someone may be available to provide some information?
Thank You.

Elaine Zembruski
Assistant Program Manager
C.O. Acquisition Section – Right of Way
(804) 786-1729
Elaine

From: Giometti, John A. P.E.
Sent: Tuesday, January 04, 2011 1:53 PM
To: Zembruski, Elaine M.
Cc: Krystyniak, Gregory E. P.E.; Cronk, Stephanie L.
Subject: RE: Project: 6029-002-F22, RW-201, C'Ville ByPass

Hi Elaine,

Howard and Brian will be off for awhile yet burning up leave balances. I'll ask Stephanie Cronk to research this and get back with you.

Thanks,

John A. Giometti, PE
District Location & Design Engineer
VDOT Culpeper District
1601 Orange Road
Culpeper, VA 22701
Office 540-829-7546
Cell 540-222-0566
Fax 540-727-3351

From: Cronk, Stephanie L.
Sent: Tuesday, January 04, 2011 2:51 PM
To: Zembruski, Elaine M.
Cc: Giometti, John A. P.E.; Krystyniak, Gregory E. P.E.
Subject: RE: Project: 6029-002-F22, RW-201, C'Ville ByPass

Do you have MicroStation?

If so the rw data sheets are 1616001c.dgn

The location map is 1616001a.dgn

And many other files listed.

These files will be on Culpeper's falcon database

If you do not have falcon and microstation.

Then you can work with someone in your office who does to go all the sheets you need, or you will have to let me know each and every sheet you are looking for.

There are many.

I also am not familiar with this project enough to say that these are all the files that exist or even the latest and greatest.

They are just the files I know about.

During the Board's consideration of staff's update to this study in October 2010, several members requested that the format of the table summarizing the status of the report's recommendations be modified to indicate progress/action since filing of previous updates. Attachment A has been reformatted to note changes/updates to these action items.

There is no budget impact in analyzing the report's recommendations at this time. Recommendations that will require additional resources to analyze or implement beyond the reallocation of existing resources will be brought to the Board for discussion and action.

This update is presented for the Board's information."

Regarding Item #9, Mr. Foley stated that staff came to the Board a few months ago with a zero-based look at the Parks and Recreation Department, including a comparison with benchmark localities, and it was established that the County has a very lean and efficient operation with top ranking in the state in terms of cost per capita. Mr. Foley asked if the Board expects more work on items like that or if Board members are satisfied staff has evaluated it appropriately and is satisfied with the current structure because merging the operations might drive up County costs. This is an item that staff would like to check off as being complete because it has been evaluated. He added that the Resource Management Study is coming to completion with the exception of a few items that staff needs more direction or discussion by the Board.

Ms. Mallek said that she does not know why a third study would be needed on Parks and Rec given that the efficiency has been established. Mr. Snow said he agrees.

Mr. Foley responded that staff would certainly like to check it off the list, but added that they would continue to look at regional opportunities.

Mr. Rooker said that as far as the recommendation, it has been completed. He stated that an idea that has surfaced before is an area-wide recreation pass so that citizens in the City and County for one fee can utilize facilities. That is something he would like to see implemented. Mr. Foley responded that it can be pursued with Mr. Crickenberger, but for now the department merger issue could be put to rest.

Mr. Foley added that when staff brings the next quarterly report forward, it will include the issues that the Board can sign off on and finalize.

Agenda Item No. 25. Work Session: CPA-2005-010. Places29 Master Plan. (continued from December 1, 2010).

Mr. Benish summarized the following executive summary which was forwarded to Board members:

"On November 10, 2010, the Board held a public hearing on the Places29 Master Plan and directed staff to make further revisions to the text to address remaining references to certain road improvements, particularly related to grade separations and certain parallel road improvements, and to delete information related to taxing district funding concepts.

Staff has made a number of changes in the Master Plan based on the Board's direction and other input, as follows:

1. Chapter 1 of the Master Plan has been revised to include the section on "How to Use this Plan" that was formerly at the end of Chapter 4. Having this section appear first will make it easier for users of the Plan to understand how it works without having to read the entire plan. This change was made based on public comments/suggestions received since the Board's public hearing. Because this is only a format change and not a substantive change to the text of the Master Plan, this revision is not provided in this packet.
2. Chapter 4 has been revised to reflect changes in the Small Area Plan process, to rephrase/remove references to the grade separations and ring roads, and to delete the "How to" section. Selected pages showing these revisions are attached.
3. Chapter 8 has been revised to remove the references to taxing districts, to rephrase/remove references to the grade separations and ring roads, and to clarify how much of the four essential transportation projects will be done during the first five years of Plan implementation. Selected pages showing these revisions are attached.
4. The List of Implementation Projects at the end of Chapter 8 has been revised to reflect the changes in Appendix 2, Implementation Project Descriptions. A revised List is attached.
5. Appendix 2, Implementation Project Descriptions has been revised to reflect changes in the Small Area Planning processes and short- and long-term details regarding the transportation projects. A revised Appendix is attached.

Final direction is needed from the Board on whether the Board supports the inclusion of the Hollymead Southern Expansion Area or the Piney Mountain Expansion Area in land designated as Development Areas.

As requested by the Board, staff has provided as attachments only those pages which have been modified as noted above.

There is no direct budget impact.

Staff requests direction from the Board as to whether these changes meet the Board's expectations. Staff also requests direction from the Board on whether to include the Hollymead Southern Expansion Area or the Piney Mountain Expansion Area in land designated as Development Areas.

Mr. Benish said that the intent from the latest round of changes focuses on the Board's top four priority items for implementation over the next five years with the expectation of reevaluation of the transportation analysis in the five-year update of the master plan. Mr. Benish stated that staff also considered reducing the level of specificity about certain types of projects in the master plan and providing more general references to areas where major improvements are necessary, and leaving a description in the appendix as to how those improvements might take place.

He said that the goals for today include completion of discussion of the expansion areas and additional information was requested from the DIA regarding their interest in potential expansions around the military base. Mr. Benish stated that the DIA has indicated that they take no formal position on those types of requests, so it is unlikely that it can be established whether they are opposed or in favor of the expansion.

Mr. Thomas said that he read a piece recently that said the DIA had indicated it would not interfere with any possible development around that property.

Ms. Mallek stated that in the conversation she had with the General in the opening of the JOUAF building, she asked specifically about expansion plans and he said it was clearly their preference not to have anybody higher or close to their boundary for security reasons and also for electronic security reasons. She said that she feels it would be a mistake for allowing other uses that might hem them in, for their comfort value and for their ability to expand easily if they so choose as they are a strong asset to the community.

Mr. Rooker said that the current Commandant spoke at a recent PACC meeting and said that the facility can be as big as the community will allow it to be, because the functions they are performing will expand and other units could be brought here in the future. He stated that the Commandant said that their employees talk about how much they like the community and made it clear that potential expansion is something that they contemplate. Mr. Rooker said that if the property is put into the growth area, the cost to the government is potentially driven up, which is the same situation that happened with the initial development. Also, if something else is built there, it will hem them in.

Mr. Boyd stated that if the growth area is expanded, there seems to be an assumption that something will be built there.

Mr. Rooker responded that if there is designation in the Comprehensive Plan with a reasonable degree of specificity and someone comes in with a rezoning request that matches that and community facilities are adequate, it would be very difficult to turn it down. He added that it would be different if the Commandant had said that there were no plans to expand.

Mr. Thomas said that the property owner's hands are tied, and he cannot do anything with that property.

Mr. Rooker replied that he is paying taxes at a rural area rate and he can do whatever he wants within that designation. He said that the question is whether the designation is changed to something that allows more dense development on that piece of land, adding that he is just thinking out loud and he has not entirely sorted it out in his own mind.

Mr. Thomas said that he hopes there is space built for contractors that might work with DIA.

Mr. Rooker pointed out that the research park is a well-designed development that still has a lot of space to fill up with contractors.

Ms. Mallek stated that the process for changing the Comprehensive Plan emphasizes a need in the community for the use being contemplated in the change, and she certainly does not see that here.

Mr. Boyd said that it is not this Board's purview to pick winners and losers, as this is a free market system that they ought to facilitate as long as it is not destructive to the County's overall plans. He added that he is not buying this whole thing about having too much development area already available because he thinks that should fall into the free market system. Mr. Boyd stated that the Board should not be legislating that from here or from Washington, Richmond or anywhere really.

Mr. Rooker asked Mr. Boyd if he believes in zoning. Mr. Boyd replied, "yes". Mr. Rooker said that zoning is a legislative decision. Mr. Boyd responded that this is not zoning, it relates to designated growth areas which the County has a net loss of.

Ms. Mallek pointed out that the Comp Plan is step one to a rezoning.

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Mr. Rooker said that under Mr. Boyd's theory, any farm that comes in ought to be able to put a plant on it because the Board should not be in the business of deciding how and where growth takes place. He stated that there is a lot of space for contractors right across the street.

Mr. Boyd said that those spots are only available for land leases and companies have been lost because they do not fit the UVA. mold.

Mr. Snow said that what he is hearing Mr. Rooker say is that if the DIA wanted to come in, that would be OK, but if somebody else wanted to do it he is not in favor of it.

Mr. Rooker pointed out that the federal government is not bound by land use rules and regulations, and the second question is whether the County wants to hem the DIA in. He stated that is a consideration. Mr. Rooker asked should the Board do that.

Mr. Dorrier said that he does not feel that he has enough information to make that decision.

Mr. Davis commented that it has been difficult to get the government's position on this, but based on the sales document he has seen their position is that they would not object to any future rezoning as long as it did not interfere with the use and enjoyment of their operations, but they reserve the right to object to any future rezoning if it did. He said that perhaps their contractual position has tied their hands regarding commenting on the Comprehensive Plan. He added they have to make a determination of whether or not it interferes with the use and enjoyment of their operation, which makes sense.

Mr. Boyd said that they have contracted with the private sector to build office buildings that is part of their use and enjoyment; that is already happening there.

Mr. Rooker responded that the Board approved that on an expedited basis.

Mr. Boyd stated that the big question here is whether that is a reasonable place for the growth area to expand, adding that there has been a net loss to the growth area through Biscuit Run and 78 acres lost with the Pantops Master Plan.

Mr. Rooker said that the County did not take out Biscuit Run, the owners did.

Ms. Mallek stated that if there is going to be additional growth, it should not be in the northern part that is already congested, and Biscuit Run is in the southern part of the County.

Mr. Thomas asked what difference it would make, because if DIA objects the owner cannot put it in.

Mr. Rooker responded that DIA reserves the right to only object to a rezoning that affects the use and enjoyment of their property, not the right to stop it. He added they do not have a veto power.

Mr. Dorrier commented that the County should ensure the highest and best use of available land, and policies should be geared to that. He added that he thinks if the Board makes it too restrictive right now then it is just setting itself back from a prime entity that has come to Albemarle County. There are major components of the federal government in the County and the Board needs to gear its policies somewhat to satisfying the needs of the federal government. Mr. Dorrier added that if the Board does not do that, these entities are going to move somewhere else.

Mr. Thomas suggested that the Board do a straw poll.

Mr. Thomas, Mr. Snow, and Mr. Boyd all said they are in favor of adding it to the growth area.

Ms. Mallek and Mr. Rooker said they are not. Mr. Rooker said that he believes it would unreasonably hem in potential expansion of the facility there, among other things.

Mr. Dorrier said that he is in favor of putting it in.

Ms. Mallek and Mr. Rooker expressed surprise at his choice, because he had just said that he did not want to hem the DIA in.

Mr. Rooker said that the second question to be answered is what the appropriate designation is for the property in the master plan.

Mr. Boyd asked, what is all the designated area around it?

Mr. Benish responded that this particular area has industrial designation to reflect the NGIC site, the remainder of it is Rural Area, with the very northern tip of it bordering Neighborhood Density Residential. He said that what is proposed on the site is Neighborhood Residential, which is primarily residential for the area that would not be the NGIC-zoned land.

Mr. Boyd confirmed that it would still be Rural Area zoning.

Ms. Mallek said that perhaps the designation should be industrial so as not to hem in DIA.

Mr. Benish commented that the NGIC was most concerned about large commercial buildings, and were less concerned with residential. He said that industrial would also be a satisfactory designation, but staff leaned toward residential based on earlier comments. He added that either one could work.

Mr. Rooker said that he would be in favor of residential as the DIA has expressed an interest in not having industrial and commercial nearby.

Mr. Thomas and Mr. Snow said they agree.

Mr. Benish clarified that the conversations leading to that impression happened when the County was investigating putting a greenway along the river, and representatives at NGIC at that time were most concerned about the existing buildings across the river. He stated that is old information; staff leaned to residential in part because of that old information it had.

Ms. Mallek asked if a two-story limit is what would be expected.

Mr. Benish replied that the Comp Plan designation is very general and open toward the net density, so there could be an apartment building but what is more likely is a townhouse type of development.

Mr. Boyd said that he recalled some discussion of a barracks as part of the DIA for the transitioning military families. Ms. Mallek said that she had also heard that for one of the buildings at the end of Boulders Road.

Mr. Rooker asked Mr. Benish how this property would be accessed in relation to the existing DIA facilities.

Mr. Benish referenced a map presented, noting the road system in place for NGIC and pointing out the road network for Piney Mountain, which could extend north with spurs from it extending to serve other areas outside the base. He said that the road goes through some private property and the buildings in that area are leased, and you can travel some distance without reaching a gate, but once you turn off from that you end up at a leased, secured facility or on lands owned by the federal government. Mr. Benish pointed out that the general concept for the Piney Mountain development area is that the public road system is going to be the spine system serving the general Piney Mountain area, so an access would be built off of that and around the base into that area. He said that this area is more constrained than some of the areas suggested by the property owner. The property owner did have preferences about a number of different areas. Mr. Benish noted on the map the area with the most development potential, including some along the lake, and there would likely be a road put in along the lake.

Mr. Rooker mentioned that the road would go right up against the DIA property, and it seems that it would be an area of logical expansion for their facility as they are constrained in the other direction by the lake.

Mr. Benish pointed out the non-base piece of the property, which encompasses about 45 acres, 30 acres of which is developable.

Mr. Rooker said, he does not see this as highly objectionable as an addition to the growth area. He added that he does not think it is a smart move given the potential expansion.

Mr. Boyd said staff's recommendation is fine.

Mr. Benish stated that the remaining question relates to the Hollymead South expansion.

Mr. Boyd commented that he has received a lot of emails on this issue and is not prepared at this point to even take a consensus vote. He asked how difficult it would be for staff to bring this back for the final vote discussion with this being either in or out.

Mr. Benish responded that if the Board wanted to do a lesser area, staff would have to draft another map and have some direction about what that area would be, so that would be a change. He also said that with this expansion area there was text that set out certain expectations for the development of it, and unless the Board has different expectations for the land use for the reduced area there may need to be some changes to it. Mr. Benish said that if it is the same concept, a mixed-use development that would allow for one big box, there may just be some minor changes needed.

Ms. Mallek asked why a new public hearing is not being considered, since it seems there is a lot of information that may be different. She stated that the Board has been talking about everything based upon the public hearing as was taken in November. Ms. Mallek added that the Board talked about the things in December, and the decision today was supposed to be whether to include it as is for the vote only in February, not to start with a brand new description, size, and everything else. Ms. Mallek said she is obviously in the dark about a lot of things and would like to find out what is going on.

Mr. Snow said that he would like to put it in as an expansion area, noting that the worst area on Route 29 is Hollymead going into Forest Lakes. He stated that his priority is to fix that area. The 29 Master Plan states that in order to get Berkmar Drive completed, including the bridge, is going to take a combination of state, local, and private enterprises working together to pull this off. He cannot see any private money coming in to help Berkmar Drive unless there are opportunities for growth there once it is done. Mr. Snow said that he knows there is a lot of concern that the infrastructure will not be there before

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whatever development takes place. He added that he believes that the Board should go ahead and put the area into the growth area but with the stipulation, like Rivanna Village, that the infrastructure had to be built first. That also includes the extension of Berkmar and the bridge.

Mr. Rooker asked if that includes the Berkmar bridge, if the rezoning would not be allowed to take place until that is built. Mr. Rooker said that if this is approved in the growth area, the developer will likely attempt a connection through Ashwood.

Mr. Snow said that he wants it to be set up like Rivanna Village, whereby the development can only go forward if the infrastructure is in place. He thinks there is a major safety problem and a major traffic problem out there on Route 29 that needs to be solved, and he only sees it happening with everyone working together to complete that extension.

Ms. Mallek asked how this would be carried out, noting that as part of the rezoning for 2004 there was a requirement for a connector road to the Airport that still is not open. She asked how the Board can possibly be assured that something like this is going to be developed when they are talking about a Comp Plan thing, not a zoning thing.

Mr. Snow stated that maybe it could be assigned during the proffer phase, but he feels it should be out there to let private enterprises know that it is available if they are willing to contribute to the infrastructure.

Ms. Mallek said that she had this discussion with a developer two years ago about putting it in writing, but he was not willing to do that. She also stated that a lot of the destination draw that would be put on the property would use up the capacity probably years before the road is built.

Mr. Snow said he does not agree with that.

Mr. Rooker commented that these are all valid points, but he does not want to lose sight of the fact that traffic modeling has shown repeatedly that the widening of Route 29 is of primary importance to improve traffic flow.

Mr. Snow agreed, but said he would still like to see Berkmar and the bridge as priorities. He added that that is why he wants to put it in there.

Mr. Rooker asked what exactly is being put in, as there apparently was some kind of revision of the proposal, the amount of acreage and the boundaries.

Mr. Boyd said that the only thing voted on was the number of acres.

Mr. Snow stated that there has not really been a suggested use for this property.

Mr. Benish pointed out there has been no change in the 140 acres for the area in question, but after a conversation at a Board meeting he went to talk to the property owner to discuss the Piney Mountain expansion and he indicated that a lesser area would be acceptable to him but they only talked generally about what that was. Mr. Benish said that there was a straw poll done in November, then a decision to go back and look at the minutes to provide some direction on what to do with Hollymead, but staff has not done anything else.

Mr. Snow said that he recalled an earlier vote to put it in.

Ms. Mallek clarified that in November the public left the meeting seeing a 4:2 vote for not putting it in.

Mr. Cilimberg said that that was the actual public hearing, and the officially proposed area is on the Board's screens at this meeting.

Mr. Rooker asked what the smaller area is that the developer is interested in.

Mr. Benish responded that the developer said that a smaller area was better and access to Ashwood Boulevard would be important. He said that on a cursory level, it seems the acreage is about 40-50 acres gross.

Mr. Thomas commented that the area may be as low as 32 acres.

Mr. Rooker said in order to build the road the area has a lot of terrain change and other owners. The likelihood then of getting the road built all the way from the river and the bridge is not very good.

Mr. Dorrier asked who is paying for it. He asked further if the cost was \$50.0 million for the bridge and the road.

Mr. Rooker responded that he has never heard of anyone coming forward and say they would contribute any substantial portion of that. He added that they are talking about making a change in the designation of 140 acres. At some point the developer came in and said he would be happy with the 40 or 50 acres or whatever.

Mr. Boyd said that this is not about what the developer wants, but it is about improving the intersection at Ashwood Boulevard and about getting Berkmar Drive Extended done. He added that is what this is about for me, to improve it, not to make it worse. Mr. Boyd stated that is not what my constituents believe, but that is what the fact is, this is about getting this done.

Ms. Mallek asked if enough proffers would be generated from one big store to make those things happen. Mr. Boyd responded that he does not think he would approve it if that was all there was to it.

Mr. Boyd added that if the developer would contribute some, along with VDOT and the County, then Berkmar Extended could be built and the Ashwood Boulevard intersection could be improved.

Ms. Mallek asked what the jug handle needed to cross over at Ashwood Boulevard would cost, noting that she was guessing \$25.0 million.

Mr. Rooker pointed out that it is a nightmare for the people who live there, if that is what gets done. He said that they would have an entrance out onto Route 29 with a single stop light.

Mr. Boyd said that he would never approve that and that is not what they are asking to approve.

Mr. Snow said that the same thing just happened with Rivanna Village, with an approval that was contingent on the infrastructure getting done.

Mr. Rooker pointed out that there is no additional growth as part of that. He added that growth was approved and rezoned beforehand. Mr. Rooker also said that he does not agree with expansion of the growth area because of reasons he set out before, including the fact that there is already two million square feet of commercial approved in the Route 29 corridor that is not yet built out, and a primary consideration for expanding the growth area is whether there is a need. He added that is about 25-30 years of potential absorption of commercial that is already approved. Mr. Rooker stated that it would be hard for him to understand how you satisfy the requirement that there be a need.

Mr. Rooker said that part of the idea of approving the 5th Street shopping area was to keep people from having to travel up Route 29 North, but the chance that will actually happen keeps going down every time something else is approved. He added that is reality.

Mr. Boyd asked why it goes down.

Ms. Mallek responded that there are not enough tenants to go around for Albemarle Place, North Pointe, Avon Park, etc.

Mr. Boyd said that he has been told that it is because the developer cannot afford the proffers.

Mr. Rooker stated that the conversation he has had with that developer has to do with tenants, adding that the same thing was experienced with Albemarle Place. He added the holdup has been, principally, trying to get tenants in a difficult circumstance.

Mr. Snow reiterated that the Board is not approving any development, but is just saying that the property is approved for development providing that the proffers are met. He stated that their number one goal is to get Route 29 widened and at the top of that list is getting Berkmar Drive in. He added that when the economic conditions allow it and the deals put together, it would already be in the master plan and ready to go forward. With economic conditions and already approved land that is available, it may be a while, but it would be in the master plan.

Mr. Dorrier said that the North Albemarle Business Association stated that this was one of the five projects they felt was doable, and the Board agreed.

Mr. Rooker pointed out that the transportation projects are not necessarily linked to approving the growth area. He stated that he understands Mr. Snow's position and there is some logic behind it, but he does not think it is time to do this. Mr. Rooker added that if there is going to be a change to the master plan to include this in the growth area, he would hope that there would be specific language which would make it clear, that this area would not be approved for rezoning until such time as Berkmar Extended and the bridge and the connection of Berkmar all the way down is made.

Mr. Snow said those are all part of the deal.

Mr. Thomas said he does not think this Board will see it come to fruition. He added that it is a lot of land that has to be purchased and rezoned, but it has got to go all the way to the river, and you have to have a starting point.

Mr. Rooker asked if Mr. Thomas would agree with Mr. Snow's position that the property would not be rezoned until such time as the Berkmar Extended is approved and the funding is available to make it go forward, as a condition of the rezoning.

Mr. Cilimberg responded said that the language regarding development of this area of expansion being tied to infrastructure improvements was already in what was taken to public hearing. He added that staff has written language that actually says that that area would not develop without improvements to Berkmar, Route 29, and there are a couple of others as well.

Mr. Benish noted that the language can be found on Page 3 of Attachment 3, behind the Implementation section.

Ms. Mallek read that "The expansion area is not within a priority area for public capital investment and land use activity. Approval of any development within this new expansion area, as with other lands within the non-priority areas, will be predicated on the completion of a number of transportation and infrastructure improvements needed to support development here. They are: widening to six lanes of 29, including the grade-separation jug-handled road system at US 29 and Ashwood Boulevard; extension of Berkmar Drive north across South Fork Rivanna River to Meeting Street; construction of east-west road from 29 to Earlysville Road; construction of a road connection Rio Mills to Berkmar. All of these are needed to better distribute traffic generated from within this expansion area to various roads in the network and minimize the impact to 29."

Ms. Mallek said that this is nice Comprehensive Plan language, but her concern is that it becomes stuck like glue to this decision. She said that she has seen lots of times where language is put somewhere but people go off and do something else.

Mr. Cilimberg stated that staff's evaluations of projects that come before the County are based in large part on the Comprehensive Plans or Master Plans. Staff uses those as a basis because that is the policy they have to go from and that is where staff starts in making recommendations to the Planning Commission and ultimately the Board on how a project should be approved or not. Beyond that, it's the Commission and Board that make the decisions as to how they interpret or decide to apply the language. Staff's review of language like this would say you have to have those projects in place before they could recommend approval. He said how a future Commission or Board views it would be based on what they decide at the time.

Ms. Mallek emphasized that this is not any kind of long-term protection.

Mr. Boyd said that no matter what is done today, a future Board can always change it.

Mr. Rooker stated that there is an automatic five-year update of the Comprehensive Plan, and the likelihood that these improvements are going to be funded in the next five years is zero. He asked what the rush is here with trying to change the Comprehensive Plan and why put it in there now.

Mr. Snow responded that there is no rush but it sends a signal to a developer that collaboration is needed in order to get Berkmar Drive done.

Mr. Rooker said that the language is in the proposal, as Ms. Mallek read.

Mr. Snow stated that people are starting to push for a faster route through Charlottesville and some are talking about a bypass again. If the Board presents this to VDOT showing a plan that takes a certain amount of traffic off of Route 29 by widening and completing these parallel roads, the County has an argument that may help get additional funding to do it.

Ms. Mallek said that these have been in the County's long-range plan since 2002 and VDOT definitely knows about the importance of this road network. The County does not need another set of stores there to get that information across to them.

Mr. Rooker noted that VDOT participated in all of the CHART work, studies, and modeling that showed how these roads work. He suggested the Board take a straw poll. He asked Mr. Boyd about a timeframe for a decision.

Mr. Boyd responded that he has a meeting set with Forest Lakes residents and doesn't want to take a straw poll vote until he has heard from them.

Mr. Cilimberg said that if one option is expanding, and the other option is not expanding, then staff is in a pretty good position to have it done by February and could be covered within the public hearing, but if it is something in between then it may require a different hearing. He clarified that the Board's public hearing included the language that Ms. Mallek read regarding needed road improvements.

Mr. Benish commented that the Board has not yet discussed the changes to text.

Referring to the draft document, Mr. Boyd said, in the top paragraph on page 4-45, there is mention of reserving the right for the Northern Free State Road. He said he thought that had been dropped out of planning a long time ago. Forest Lakes residents were concerned that this would run along Ashwood Boulevard and connecting to Polo Grounds Road was one of the alternatives.

Ms. Mallek said that she recalled what was taken out as being the diagonal roadway going through South Forest Lakes to Polo Ground Road, but what was not taken out was the road from Belvedere to the river. In her mind North Free State Road is the place beyond what Belvedere was built. When she was on CHART looking at this, until Belvedere came along to build the whole southern half of that road, the whole thing was in the long range plan.

Mr. Benish stated that the idea was to reserve it for a long-term future possibility.

Referring to page 8-3, Mr. Boyd asked why it was necessary to have the disclaimer section on the Western Bypass in this document.

Mr. Benish responded that it was recommended by the Planning Commission, as they wanted a statement on the status of it.

Mr. Boyd commented that this says it would only be built once a series of intersections are built across Route 29, etc., and he does not understand why it should be included.

Mr. Benish said that it was intended to document the history of the bypass and its status.

Mr. Rooker emphasized that this is just a summary of what has happened with regard to the Western Bypass.

Mr. Dorrier said that it should be called a historical sketch.

Mr. Thomas said that this references a sequence of requirements needed before the last step, the bypass.

Mr. Cilimberg clarified that this was a resolution agreed to by the City, County, and University in the early 1990s, so this is just stating what was actually approved by those bodies, and the Planning Commission recommended that it be included.

Mr. Boyd asked what their purpose was in putting the language in the master plan.

Mr. Benish replied that the Commission felt it was important to document the history of decisions and agreements that had been made in the past on how to implement the bypass.

Ms. Mallek said that one reason to have it included is that a person who is new to the community would think that nothing had been done to study the transportation network or to address the bypass issue.

Mr. Rooker stated that the reason the CTB recommended that all of those improvements take place first was because traffic studies showed it did not matter if a bypass was built if traffic failed in the Route 29 corridor. He added what they approved at the Commonwealth Transportation Board was a series of improvement because the traffic study showed those were needed. Mr. Rooker said there is only one way he knows of that you will ever be able to solve the east-west movement problems across Route 29, and that is to build some kind of interchange that allows that traffic to move across there without having to stop at Route 29, and Route 29 not to have to stop for the east-west traffic. The more people that build out the more traffic they have going east-west.

Mr. Boyd said that he is not sure if commuter traffic coming into UVA is considered local traffic, but the traffic between Polo Grounds and Hollymead Town Center on Route 29 is coming to Charlottesville to work. He stated that he thinks that this old data is not really adequately addressing that. Mr. Boyd added that he knows that they use models, but he thinks when the Census information comes out there will be some better data. He does not think that having that information from 20 years ago needs to be in this plan moving forward.

Mr. Rooker stated that this is simply including the history of what happened.

Mr. Boyd said that the information has been used to say when the County did Places 29 it ignored the 250 Bypass or parallel road or another parkway to move local traffic back and forth; that was left out maybe because of this historical data.

Ms. Mallek responded, "no", it was left out because when the modeling was run for the Ruckersville Expressway they found that it was completely not effective for the money it was going to cost to build it.

Mr. Rooker explained that there has been traffic modeling done a number of times based upon population dispersion and it does not show that there would be any kind of reasonable cost-benefit justification for what you are talking about. He added that is why VDOT staff does not support it. Mr. Rooker stated that is why Mr. Whit Clement, who was from Danville and became Secretary of Transportation, one year into his term said that road makes absolutely no sense. Mr. Rooker added that Mr. Ken White, the last CTB representative from Lynchburg, said the exact same thing and the last two Commissioners of Transportation have come up here and looked at it and said it does not make any sense. He said that the \$250.0 million needed is more than the area is going to get, total, over the next 30-40 years in all transportation money.

Mr. Boyd said he just thinks that if they are going to sit around here as a County and say "until we have the panacea plan, the plan that is going to solve all of the 29 problems" that we are not going to do anything about it. He thinks that is sticking your head in the sand a little bit.

Ms. Mallek responded that the County has been doing things all along, and will continue to do things all along.

Mr. Boyd asked what they have done. He added that they widened Route 29 twenty years ago and has done nothing since then. They cannot get Hillsdale Drive or the BestBuy ramp done.

Ms. Mallek said that a lot of work has been done on Hillsdale and it is ready to move.

Mr. Rooker said the area has plenty of projects that have been traffic modeled and cost benefited to determine how they move traffic in the area, and the fact is they require funding. The Board has pretty much eliminated transportation funding from the County's budget because it does not have the money; the State has also.

Mr. Boyd said several years ago people in the County puts their minds to getting three projects done several years ago - the Meadow Creek Parkway, Jarman's Gap, and Georgetown. Those things are getting done by taking whatever small resources were available. He added that they need to do the same to get Route 29 widened, to get Berkmar done, and the new five projects.

Ms. Mallek responded that the Route 29 widening has been on top of the list since 2002. The Board has not been obstructing that in any way.

Mr. Rooker mentioned some of the projects he has been involved with over the last 10 years to try to get traffic moving on Route 29, noting that Albemarle Place is building an additional lane on Route 29 from the Waffle House to Hydraulic Road and a new intersection at Hydraulic Road as well as a proffered lane to extend that lane down to the Route 250 bypass, which is the biggest chokepoint in the County.

Mr. Boyd asked if traffic models indicate that those adjustments would solve the traffic problems there. Mr. Rooker responded that nothing would solve the traffic problems but those adjustments would substantially improve the traffic flow in that area. The Hillsdale connector, for a cost of about \$20 million, takes about 12,000 vehicles per day off of Route 29 at its most busy place, and \$10 million was supposed to be provided by private developers/owners. He thinks that is a good bang for the buck.

Mr. Boyd asked when Hillsdale would get done. Mr. Rooker asked what he has done to get money for those projects. Mr. Boyd said that it is the same situation with Meadow Creek; it is up to the City.

Mr. Rooker said the County does not lack for a plan; it lacks for money to execute. He said that he invites anybody on the Board to participate in trying to get funds to get any of these projects done that they all agree need to be done.

Mr. Cilimberg asked if there are any more recommended text changes.

Referring to the bottom of page 4-28, Mr. Rooker said they removed language that said "ultimately when the amount of traffic exceeds what can be accommodated within that grade intersection, grade separations are expected to be necessary". He said that the Board agreed to soften the language, not completely remove all references to grade separation, and what would be reasonable to include would be "ultimately when the amount of traffic exceeds what can be accommodated within that grade intersection, grade separation may be considered". Mr. Rooker said that there was a comment made earlier about VDoT's traffic findings and he thinks the Board members would be putting their heads in the sand, and removing the references to grade-separated interchanges.

Mr. Cilimberg responded that there is a transportation study that VDoT paid a fair amount of money for that identified the need for interchanges, and staff does not really transition from that to the actual recommended projects in this document right now. He said that he and Mr. Benish have been working on language that essentially says the need has been identified but those projects are not being pursued at this point and will be reevaluated as part of the five-year updates so that there is a link. He asked if that wording would be reasonable.

Mr. Rooker suggested that what can be said is that projects have been identified from a cost benefit analysis, in the short and medium term, that are going to better address traffic needs.

Mr. Cilimberg said staff hopes to get any text changes back to the Board to look at prior to the February meeting.

Mr. Boyd said he thought they were going to remove the majority of the references to the interchanges.

Mr. Rooker commented that they have been removed. He added that there needs to be some bridge language that makes it clear. At some point, if your traffic does not work at all, if your east-west traffic is completely stopped and you are not willing to look at what needs to be done at that time, he does not think you would have got a plan that ultimately the State buys into. Mr. Rooker added you are not going to get money for traffic improvements if you have got your head in the sand.

Mr. Boyd said that he has a real problem with setting up that section of road as being the through traffic Route 29 alternative. If this is going to be a main street there should be a different approach other than grade-separated interchanges.

Ms. Mallek stated that there is a grade separation at Park Street.

Mr. Rooker commented that the County does have the only eight-lane section of Route 29 in the state, and it certainly cannot be compared to Main Street Charlottesville, but the strategy has been to try to accommodate through traffic with improvements to Route 29 as much as possible and to create a decent design off of Route 29 along with parallel roads to serve new areas of development so the local traffic will mostly use parallel roads such as Hillsdale connector.

7029

EXCERPTS ONLY

JAN 21, 2011

January 21, 2011 C(10:08 AM) VDOT e-mail Connaughton to Whirley & Kilpatrick; Cc to Esposito & Strader; Re: Rt. 29 Bypass

- "Can we get Jim Utterback in to meet with me and Senator Newman on this issue and give recommendations on next steps?"

JAN 21, 2011

January 21, 2011 C(1:56 PM) VDOT e-mail Esposito to Whirley & Kilpatrick; Cc: to Strader; Re: RE: Rt. 29 Bypass

- "So okay for me to set this mtg? thanks, Ga."

JAN 23, 2011

January 23, 2011 C(3:07 PM) VDOT e-mail Kilpatrick to Esposito & Whirley; Cc to Strader, Mathis & Utterback; Re: RE: Rt. 29 Bypass

- "I can Carol to set it up with you. Commissioner has suggested after crossover and to include Jim Utterback and Charlie Rascnick who is leading the latest review of the Route 29 corridor."

JAN 25, 2011

January 25, 2011 B(14:29) VDOT e-mail Costello to Bennett

Subject: New NTP Needed for Moldy Old Projects? UPC 16160 & 14693

- "... a policy question has arisen concerning these two projects.
- 1. UPC 16160 is the Charlottesville Bypass. Notice to proceed was originally given 8/22/1997. There are still about 35 of 122 parcels to acquire, assuming the design doesn't change. The Culpepper District is trying to revive it.
- Will new notices to proceed be required before we can begin acquisitions?"

JAN 25, 2011

January 25, 2011 B(3:08 PM) VDOT e-mail Bennett to Costello:

Subject: New NTP Needed for Moldy Old Projects? UPC 16160 & 14693

- "Yes and new funding wil [sic] have to be authorized"

FEB 02, 2011

February 02, 2011 C(3:28 PM) VDOT e-mail Utterback to Kilpatrick; Cc: to Whirley & Mathis; Re: RE: Rt. 29 Bypass

- "I have pulled together background and next steps on Rte 29 Bypass. There are a few bullets on the Rte 29 Study included and we are coordinating with Charlie Rascnick on those. The focus is on the transportation next steps without a political influence.
- It might be beneficial for you and the Commissioner to be familiar with the facts on this project before meeting with the GA member. There is so much "bad" information circulated on this project that, over time, it tends to be thought of as the truth.
- Let me know if you want to schedule a time to go over this before meeting with the GA member?"

From: Crofford, Rick O.

Sent: Monday, January 24, 2011 11:20 AM

To: Collins, C. G. 'Chris'

Cc: Long, Stephen J.

Subject: Charlottesville By-pass - The Resurrection?

Chris,

I'm not sure who to coordinate with regarding this but I remember that you had some involvement with this project in the past. Our DA convened a meeting this morning to discuss the future of the C'ville By-pass with environmental, ROW and L&D. One of the questions he would like the environmental section to answer is what would be involved environmentally with bringing this to life again. Of course L&D indicated that plans would need to be converted to imperial and new traffic studies would need to be completed, the northern terminus would need to be figured out, etc. etc. etc. Then there is the issue of the remaining ROW that needs purchased.

Anyway, if it were to go DB or PPTA what environmental path would need to be taken?

Thanks,

Rick

Rick Crofford

| District Environmental Manager | Virginia Department of Transportation | 1601 Orange Rd. | Culpeper, VA 20071 | w) 540.829.7509 | C) 540-718-2679 |

From: Giometti, John A. P.E.
Sent: Monday, January 24, 2011 4:31 PM
To: Heflin, Mike; Crofford, Rick O.
Cc: Sprinkel, D. Brent P.E.
Subject: Charlottesville Bypass PowerPoint

Attachments: Charlottesville Bypass - Morteza_edit.ppt
Attached is the PowerPoint that Jim spoke of this morning. The options moving forward piece needs to be revised to reflect current ideas. Also review other slides for accuracy and any needs for updates



Charlottesville
Bypass - Morte...

John A. Giometti, PE
District Location & Design Engineer
VDOT Culpeper District
1601 Orange Road
Culpeper, VA 22701
Office 540-829-7546
Cell 540-222-0566
Fax 540-727-3351



Route 29 Corridor in Charlottesville-Albemarle

Culpeper District

1



Route 29 Corridor

- Major north-south corridor from Northern Virginia to central North Carolina
- AADTs range from 15,000 to 60,000 vehicles in urban areas along the corridor
- Most developed areas in Virginia (Warrenton, Culpeper, Lynchburg, Danville) have bypasses to channel through traffic and reduce volume on local road network

2



Charlottesville Bypass

Project Design

- Project originally designed in late 1980s
- 6.2 mile, 4-lane limited-access freeway from Route 29 north of the South Fork Rivanna River to the Route 29/250 Bypass
- Bypasses 14 signals on Route 29 corridor
- Provides an alternate northern route to the UVa campus via the North Grounds Connector

3

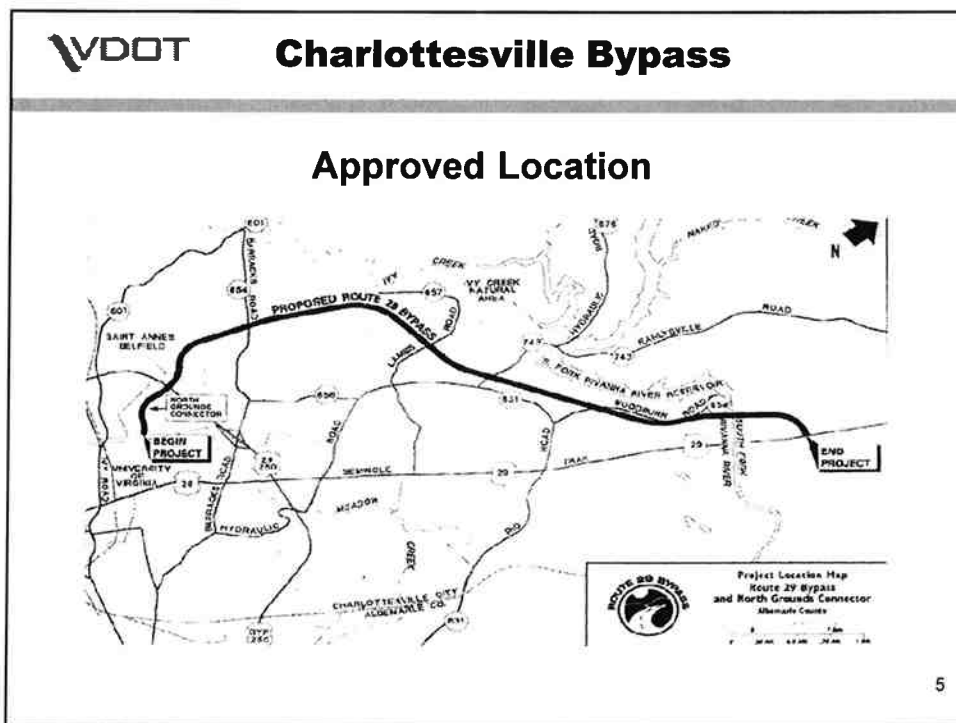


Charlottesville Bypass

Project History

- PEC filed a lawsuit in 1998 claiming violations of NEPA
- Courts ruled in VDOT's favor, but required completion of a Supplemental EIS to address impacts at the northern terminus of the project
- Supplemental EIS approved by FHWA in 2003 allowing the project to move forward
- Lack of funding and local opposition have kept the Bypass from moving to construction

4



VDOT **Charlottesville Bypass**

Regional Issues

- Other communities along the corridor view Route 29 as critical for their future economic development
- Those communities strongly support a Charlottesville bypass
- Land development in northern Albemarle and Greene counties are major factors in the increasing congestion on Route 29 in the area of the Bypass


6

VDOT Charlottesville Bypass

Local Issues

- No local connections except at north and south termini
- No bike/pedestrian or transit accommodations
- Critics cite road's alignment parallel to reservoir as a potential environmental hazard
- Location of northern terminus mixes regional, local and commuter traffic
- Bypass will not eliminate need for major improvements on Route 29 business corridor

7



VDOT Charlottesville Bypass

Financial Status

	Estimate	Expenditures	% Complete
PE	\$14,000,000	Fed \$9,000,000 Va. \$4,400,000 \$13,400,000	80%
RW	\$55,000,000	Fed \$28,800,000 Va. \$3,300,000 \$32,100,000	80%
CN	\$115,000,000	\$0	0%
Total	\$184,000,000	\$45,500,000	

8



Charlottesville Bypass

Project ROW & Federal Liability

- Federal law requires Virginia to pay back federal funds if construction has not begun within 20 years of Right of Way Authorization
- The 20-year time limit is reached in 2012
- After 20 years, Virginia law requires right of way to be sold back to the original owner at the original purchase price if the owner requests
- If FHWA demands reimbursement the CTB must deduct those funds from the Culpeper District's primary system allocation

9

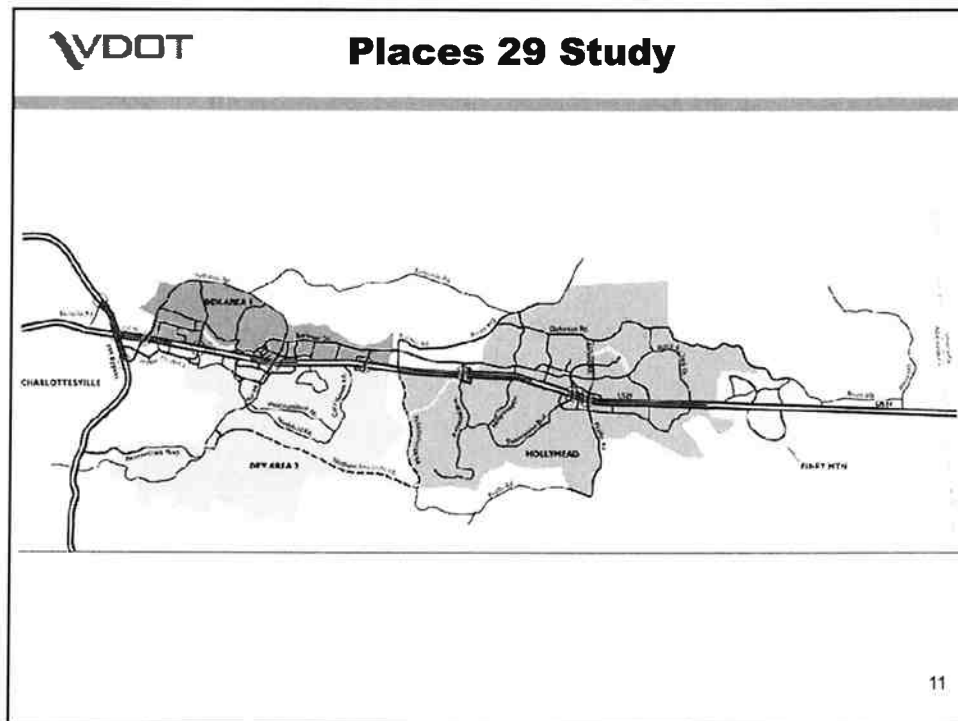


Places 29 Study

Goal: A comprehensive plan for future development of Route 29 corridor

- **Collaboration** between VDOT, TJPDC and Albemarle County
- **Coordinated** with county's update of its Comprehensive Plan
- Includes **land-use planning** as well as transportation improvements
- Attempts to **address local concerns about Route 29 improvements**
- **Encompasses entire corridor** from NCL Charlottesville to Albemarle/Greene County line
- Proposed **multi-modal solution** includes **transit, widening of Route 29, grade-separated interchanges** at key locations, **parallel local roads**
- **Opportunity for private investment** through the land development process if adopted into County Comprehensive Plan

10



VDOT **Places 29 Study**

Possible Challenges

- Proposed parallel road network may be difficult to implement
- Some critical improvements are within the City of Charlottesville
- Even with all proposed improvements, corridor LOS in 2025 compares with LOS today
- Cost of improvements contingent on development of detailed project designs

12



Options for Moving Forward

- Do nothing
- Seek FHWA approval to forgive repayment, sell the bypass right of way, allocate those funds for other needed improvements within the corridor
- Use the acquired right of way for a redesigned “parkway” that serves local needs, is multi-modal, and provides a direct link to UVA campus by tying into North Grounds Connector
- Form a working group of local and regional elected officials to study alternatives and recommend a solution that satisfies local and regional needs

13

(Part II-Larie/Culpeper.s../Culpeper docs/FW: Charlottesville By-pass - The Resurrection-2.txt)

From: Crofford, Rick O.
Sent: Monday, January 24, 2011 11:20 AM
To: Collins, C. G. 'Chris'
Cc: Long, Stephen J.
Subject: Charlottesville By-pass - The Resurrection?

Chris,

I'm not sure who to coordinate with regarding this but I remember that you had some involvement with this project in the past. Our DA convened a meeting this morning to discuss the future of the C'ville By-pass with environmental, ROW and L&D. One of the questions he would like the environmental section to answer is what would be involved environmentally with bringing this to life again. Of course L&D indicated that plans would need to be converted to imperial and new traffic studies would need to be completed, the northern terminus would need to be figured out, etc. etc. etc. Then there is the issue of the remaining ROW that needs purchased.

Anyway, if it were to go DB or PPTA what environmental path would need to be taken?

Thanks,

Rick

Rick Crofford

| District Environmental Manager | Virginia Department of Transportation | 1601 Orange Rd. | Culpeper, VA 20071 | w) 540.829.7509 | C) 540-718-2679 |

(Part II-Larie/Culpeper.s../Culpeper docs/FW: Charlottesville By-pass - The Resurrection-2.txt)

From: Crofford, Rick O.

Sent: Tuesday, January 25, 2011 11:34 AM

To: Giometti, John A. P.E.

Subject: FW: Charlottesville By-pass - The Resurrection?

fyi

Rick Crofford

| District Environmental Manager | Virginia Department of Transportation | 1601 Orange Rd. | Culpeper,
VA 20071 | w) 540.829.7509 | C) 540-718-2679 |

(Part II-Larie/Culpeper.s../Culpeper docs/FW: Charlottesville By-pass - The Resurrection-2.txt)

From: Collins, C. G. 'Chris'
Sent: Monday, January 24, 2011 1:44 PM
To: Crofford, Rick O.
Cc: Long, Stephen J.; Wamsley, J. Cooper
Subject: RE: Charlottesville By-pass - The Resurrection?

There's a lot to the Charlottesville Bypass...more than I can deal with in this email...but here are the basics:

Someone would need to decide whether there will be FHWA participation in the project. If it is 100% state or private funds the rest of these bullets may not apply.

If there is an FHWA hook, someone needs to get the planning and programming issues straight. This project died because of issues surrounding the MPO and TIP, not environmental issues. Read this: http://www.tjpd.org/pdf/TIP/FINAL_%20FY09%20TIP.pdf Nothing moves until this is resolved. NEPA is complete. We have a ROD. There is no need to do anything at this point. A reevaluation may be necessary prior to requesting any major federal approvals from FHWA, but that's not something we need to do now. In fact, one could argue that soliciting for PPTA doesn't require a major federal approval. That would allow us to put the reevaluation off until we really do request a major federal approval later in project development.

If VDOT, a PPTA proposer or others make changes to the project that are inconsistent with the EIS a reevaluation or SEIS may be required to address those changes.

01/25/11
3:08 PM

Costello, Brian

From: Bennett, Richard
Sent: Tuesday, January 25, 2011 3:08 PM
To: Costello, Brian
Subject: Re: New NTP Needed for Moldy Old Projects? UPC 16160 & UPC 14693

Yes and new funding wii have to be authorized

From: Costello, Brian
To: Bennett, Richard
Sent: Tue Jan 25 14:29:16 2011
Subject: New NTP Needed for Moldy Old Projects? UPC 16160 & UPC 14693

Richard, a policy question has arisen concerning these two projects.

1. UPC 16160 (Project No. 6029-002-F22, RW202) is the Charlottesville Bypass. Notice to proceed was originally given 8/22/1997. There are still about 35 of 122 parcels to acquire, assuming the design doesn't change. The Culpeper District is trying to revive it.

2. UPC 14693 (Project No. 0123-076-F29, RW201) is the intersection of Route 1 and 123 in Woodbridge. Notice to proceed was originally given 8/14/2002, when it was

still a Prince William County project. At least 45 of 55 parcels need to be acquired for the current design; however, the project is being re-designed, resulting in a substantially greater scope of work. The prior estimate for Route 1/123 of \$48 million was based on plans for a project that was considerably smaller in scope than the scope of the current project. Calvin Britt estimates that the size of the project has increased by 1/3. The parcel count has increased from 55 to approximately 90, and the relocations have increased from 9 to 46.

Will new notices to proceed be required before we can begin acquisitions?

Brian

D. Brian Costello | Regional Right of Way & Utilities Manager, Northeast Region | **Virginia Department of Transportation** | 4975 Alliance Drive, Fairfax, VA 22030 | **Phone: 703-259-2986**

From: Giometti, John A. P.E.
Sent: Wednesday, January 26, 2011 5:26 PM
To: Barron, L. Marshall
Cc: Sprinkel, D. Brent P.E.
Subject: Charlottesville Bypass Traffic
Marshall,

As discussed, Jim would like us to have any of the forecasted traffic/modeling that was done on the Charlottesville Bypass "at our finger tips" should we need this information at a moments notice.

Thanks,

John A. Giometti, PE
District Location & Design Engineer
VDOT Culpeper District
1601 Orange Road
Culpeper, VA 22701
Office 540-829-7546
Cell 540-222-0566
Fax 540-727-3351

Heflin, Mike

From: Damer, James S.
Sent: Thursday, January 27, 2011 3:02 PM
To: Heflin, Mike
Subject: Scenario 2 estimate north of rivanna river.xls

Attachments: Scenario 2 estimate north of rivanna river.xls



Scenario 2
estimate north of r

01/27/11

Heflin, Mike

From: Damer, James S.
Sent: Thursday, January 27, 2011 3:03 PM
To: Heflin, Mike
Subject: Estimate Worksheet.xls

Attachments: Estimate Worksheet.xls



Estimate
Worksheet.xls (41 KiB)

01/28/11
10:06 AM

Heflin, Mike

From: Heflin, Mike
Sent: Friday, January 28, 2011 10:06 AM
To: Rohm, Rick A.
Subject: 29 Bypass

Just FYI.....FMS II indicates that \$28,444,136 is authorized and there is only \$428,917 remaining in the budget, which looks like only one year before we are over our authorized amount.

H. Michael Heflin
Northeast Regional Right of Way & Utilities
Culpeper Office - 540-829-7605
Cell - 703-975-2169

From: Barron, L. Marshall
Sent: Monday, January 31, 2011 8:51 AM
To: Sprinkel, D. Brent P.E.
Subject: FW: 29 Bypass 2002 EIS reaffic info scans

Attachments: 2002 EIS 29 Bypass Traffic scan(2).pdf; 2002 EIS 29 Bypass traffic scan(1).pdf
Brent,

This is what I received from Bill Guiher in CO TMPD. He said that our Environmental section should have the EIS on this which may have more detailed info if we need it

Marshall

L. Marshall Barron, III
Transportation and Land Use Director
VDOT -Culpeper District
1601 Orange Road
Culpeper, Virginia 22701
Phone (540) 829-7555
Fax (540) 829-7493

From: Guiher, William A.
Sent: Friday, January 28, 2011 10:45 AM
To: Barron, L. Marshall
Subject: 29 Bypass 2002 EIS reaffic info scans

Per our conversation,



2002 EIS 29 Bypass
Traffic sca...



2002 EIS 29 Bypass
traffic sca...

If you need more let me know

-----Original Message-----

From: Utterback, James S., PMP

Sent: Wednesday, February 02, 2011 8:03 AM

To: Bennett, Richard

Subject: RE: ROUTE 29 CORRIDOR - Question Regarding Right of Way

Richard - Is there Federal Code related to timeline for RW acquisition?

James S. Utterback

District Administrator

VDOT - Culpeper District

OFFICE (540) 829-7511

FAX (540) 727-7080

FEB 2, 2011

10.	Rural Health Initiative Program, Gary Pond, Lead Health Educator. <ul style="list-style-type: none"> Board members suggested that the County's website provide a link to the information. 	<u>Lee Catlin</u> : Proceed as suggested.
11.	FY 2008-2009 Comprehensive Annual Financial Report (CAFR). <ul style="list-style-type: none"> APPROVED, by a vote of 6:0, the FY 2008-2009 Comprehensive Financial Report. 	
12.	ARB-2010-126 . Entrance Corridor Design Guidelines Update. <ul style="list-style-type: none"> RATIFIED, the revised Guidelines and ENDORSED the phased approach to the Guideline revisions as outlined in the Executive Summary 	<u>Margaret Maliszewski</u> : Proceed as approved. (Attachment 6)
13.	CPA-2005-010 . Places29 Master Plan. <ul style="list-style-type: none"> APPROVED, by vote of 4:2(Snow/Dorrier), to not expand the Hollymead development area. APPROVED, by vote of 6:0, Places29: A Master Plan for the Northern Development Areas, dated February 2, 2011. 	
14.	Closed Meeting. <ul style="list-style-type: none"> At 12:26 p.m., the Board went into closed meeting to consider appointments to boards, committees, and commissions, and an administrative position, and to discuss with legal counsel and staff specific matters requiring legal advice relating to the Community Water Supply Plan. 	
15.	Certify Closed Meeting. <ul style="list-style-type: none"> At 1:51 p.m., the Board reconvened into open meeting and certified the closed meeting. 	
16.	Boards and Commissions: Appointments. <ul style="list-style-type: none"> APPOINTED Amy Preddy to the Pantops Community Advisory Council. REAPPOINTED Marilyn Minrath to the Public Defender Office Citizens Advisory Committee with said term to expire December 31, 2013. REAPPOINTED Jay Fennell to Public Recreational Facilities Authority with said term to expire December 13, 2013. REAPPOINTED Steve Murray to TJ Water Resource Foundation Board with said term to expire December 31, 2015. 	<u>Clerk</u> : Prepare appointment/reappointment letters, update Boards and Commissions book, webpage, and notify appropriate persons.
	Non-Agenda. <ul style="list-style-type: none"> APPOINTED, by a vote of 6:0, Ed Koonce as Acting Director of Finance, effective February 1, 2011. 	
17.	Economic Vitality Action Plan, Quarterly Update. <ul style="list-style-type: none"> DIRECTED staff to bring back a discussion on the Target Industry Study in March. 	<u>Clerk</u> : Schedule on March agenda.
18.	Bright Stars Annual Report, Charity Haines. <ul style="list-style-type: none"> RECEIVED. 	
19.	Community Development Work Program. <ul style="list-style-type: none"> DIRECTED staff to bring back information on expediting Rural Area Churches, interstate interchanges and other issues as discussed. 	<u>Mark Graham</u> : Schedule on agenda when ready.

ALBERTA CO
BOS MINUTES

February 2, 2011 (Regular Meeting)
(Page 32)

Mr. Rooker then **moved** not to include the proposed Hollymead expansion area in the Places 29 Master Plan. Mr. Mallek **seconded** the motion. Roll was called and the motion carried by the following recorded vote:

AYES: Ms. Mallek, Mr. Rooker, Mr. Thomas and Mr. Boyd.
NAYS: Mr. Dorrier and Mr. Snow.

APPROVAL OF
PLACES 29

Mr. Cilimberg said staff is also asking for Board action on the Master Plan.

Mr. Boyd suggested that the word "ultimate" be removed from its placement before grade-separated interchange.

Mr. Cilimberg commented that was only in reference to the transportation study, not in referencing to you believing that was the "ultimate" need.

Mr. Benish said there is no problem with deleting the wording. Mr. Rooker agreed with the change.

Mr. Rooker then presented a list of all of the meetings pertaining to Places 29, noting that there have been 74 meetings over five and one-half years. He said that there were 20 meetings with the Board of Supervisors present, 26 meetings with the Planning Commission, seven separate meetings with the NCBC and Chamber of Commerce, and many meetings that included neighborhoods and one with the Free Enterprise Forum. Mr. Rooker emphasized that staff has put a significant amount of time on this and has made a tremendous effort with the plan. This is the largest growth area in the County. He thinks the Board needs to go ahead and move forward with this plan. He noted that the plan is revised every five years and this is a very long-term guide for the community and the area and it is important the Board get it in place. Mr. Rooker also said that it is important that the advisory group meets and hopefully provide feedback and recommendations over time.

Mr. Thomas said that he had a conversation with a constituent in that area who said that no one contacted him in reference to Berkmar Crossing or Places 29 and his property. He noted that the public does receive notices although they do not always read them. He added that he would like to see more notification. Mr. Thomas stated that he is going to make an effort to contact his constituents in that area to ensure they know what is going on.

Mr. Snow then **moved** to approve the Master Plan. Ms. Mallek **seconded** the motion.

Mr. Dorrier said there have been a number of plans before the Board; which one are they approving.

Mr. Rooker commented that there has not really been that number of plans; Board members have just made incremental changes along the way.

Mr. Benish stated that the Board is approving Places 29, A Master Plan for the Northern Development Areas, dated February 2, 2011.

Mr. Davis clarified that the motion is to approve the plan before them, including all of the changes they have recommended and the Piney Mountain expansion area, but not the Hollymead expansion area.

Mr. Benish said that it would also include the deletion of the word ultimate on pages A2 and 4-27.

Mr. Snow **accepted** that as his motion.

Mr. Boyd stated that the Chamber of Commerce has requested having the Board consider mention of a Western Bypass. He has always felt it should be included in consideration for future planning for Places 29 and should not have been excluded in the first place. He asked fellow Board members if they are in favor of including this mention in the plan so that it can be addressed in the five year updates in the plan.

Mr. Rooker said that it is pretty complicated to just add that in without any language, noting that Mr. Boyd has raised the issue throughout the process and the Board has not gone with it. He has a problem when five and one-half years later and the Board is ready to vote on the plan, and the issue is brought up during the vote.

Mr. Snow suggested talking about that issue in five years with the update.

Mr. Thomas said he would like to see it considered.

Mr. Boyd asked if the \$40 million invested in right of way was just something the County would ignore. He asked when the Board is going to address that.

Mr. Thomas said he has been told that the Board would need to reach consensus to move that forward.

Ms. Mallek pointed out that it is VDOT's decision about what to do with that right of way, and the only money that has been in the long-range plan and has been since 2005 is for completion of court cases having to do with those purchases. She said that the Commonwealth Transportation Board took the

project out of the long-range plan at the State level because it was not found to meet the requirements that they had, but it can certainly come back around through the MPO. Ms. Mallek stated that she does not see any reason to stop this process for Places 29 and do even more rework on this particular issue. She added just like Rivanna Station, this other item can come back up at will, of its own accord.

Mr. Cilimberg noted that the MPO is just starting their next regional transportation plan process, and the logical course would be that this topic be addressed by the MPO because they ultimately make the decision of whether the bypass is part of a regional plan. He stated that the staff would know that in the next review of Places 29.

Mr. Thomas said that he discussed it with Steve Williams of the TJPDC, and that is the same thing he was told.

Mr. Boyd said he has no problem with the issue being addressed in that manner and not making it a part of Places 29, but it is an issue that should not be ignored.

Mr. Rooker said there is a lot of misinformation. The State could have built the bypass a long time ago, but State transportation officials have determined that it does not pass any reasonable cost-benefit analysis for the investment of state money in a transportation project. He stated that the last two Secretaries of Transportation, including Whit Clement, who was originally in favor of the project, do not think it is a wise investment.

Mr. Boyd said he agrees, that in its present form it is true, but the bypass has not been addressed in other forms. He does not want to go over that territory again at this time.

Mr. Rooker emphasized that Mr. Ken White, the CTB member from Lynchburg, said that anybody who has studied that project will understand that it does not make sense for the State to invest its money in it. Again, those have been State determinations; not local determinations.

Mr. Thomas commented that there are already discussions with local officials and the MPO, and that process should continue going forward.

Ms. Mallek accepted the changes previously stated and **reseconded** the motion.

Roll was called and the motion carried by the following recorded vote:

AYES: Mr. Dorrier, Ms. Mallek, Mr. Rooker, Mr. Snow, Mr. Thomas and Mr. Boyd.
NAYS: None.

Board members thanked staff for doing a good job.

(Places29 Master Plan is set out below:)

Places29: A Master Plan for the Northern Development Areas

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100-100000-0000
Charlottesville Bypass 5/1/11

FOIA
7/15/12

178
02/03/11
1:53 PM

Heflin, Mike

From: Rohm, Rick A
Sent: Thursday, February 03, 2011 1:52 PM
To: Corder, Melissa L
Cc: Coates, Tracey A.; Johnston, Sandra C.; Heflin, Mike
Subject: FW: Right of Way Lease Information

Melissa,

Below is an email from Sandra Johnson, requesting the following information for UPC: 16160. Project 6029-002-F22, RW-202. Route 29 Western Bypass around Charlottesville.

- Where is the rental revenue recorded – in the general fund?
- Where is the maintenance expenses recorded?
- What happens to the proceeds? In this example there is approximately \$3.8 million.

Please copy me with your response.

Thanks,

Rick

From: Johnston, Sandra C.
Sent: Thursday, February 03, 2011 1:29 PM
To: Rohm, Rick A.
Cc: Breeden, Michelle
Subject: Right of Way Lease Information

Rick,

Per our conversation this morning, can you provide the following information on leases in Charlottesville asap? This information is needed by our District Accounting Manager, Michelle Breeden as requested by Brent Sprinkel, PIM/PE Manager. He indicated there are \$5.3 million in rental income and \$1.5 million in maintenance expenses.

- Where is the rental revenue recorded – in the general fund?
- Where is the maintenance expenses recorded?
- What happens to the proceeds? In this example there is approximately \$3.8 million.

I appreciate your assistance, and once again request that we receive this information asap.

Thank you,

Sandra Johnston
Culpeper District Accounting
540-727-3363

1 OF 1

Krajewski, Jennifer

From: Bennett, Richard

Sent: Friday, February 04, 2011 4:11 PM

To: Utterback, James S, PMP

Subject: RE: ROUTE 29 CORRIDOR - Question Regarding Right of Way

Jim,

Absolutely, but your question is too broad.

1. The federal regulations allow VDOT to obligate federal funds for the right of way phase as soon as the NEPA document is approved. FHWA does not require approved ROW plans or the plan QA process to be complete.

VDOT must then complete the approved plan process before we can actually start active ROW acquisitions. ONLY FHWA issue is if there is inactivity for 9 months or longer the project gets on the FHWA FIRE report. I still have 7 obligated projects from last September that have no Notice to Proceed.

2. There is no direct regulation on how fast we must get the ROW acquire but there are suggestions that we should actively deal with landowners.
3. Lastly, concerning the below, there is no FHWA time limit to return property. They do set criteria for the disposition of property if the project is cancel or property is later determined to be not needed. Only the State Code sets the 20 plus year requirement.
4. With regards to resuming work on a project put on hold, I am not aware of any regulations. Presuming the same approved plans are used there should be no need for a environmental re-evaluation. I don't think the NEPA document has expired. ROW would need to update the cost to acquire the remaining 30+ parcels and obtain additional state and federal funds. With new funding we would go through the normal process, appraisals, etc.

If didn't hit you timeline issue let me know

Richard



Potential Financial Liability

- **Federal law requires Virginia to repay federal funds if construction has not begun within 20 years of right of way authorization (Title 23, CFR 630.112)**
- **The 20-year time limit is reached in 2012 (could be extended by time spent in litigation)**
- **After 20 years Virginia law requires right of way to be sold back to the original owner at the original purchase price if the owner requests unless project is active in SYIP (§ 33.1-90)**
- **If FHWA requires reimbursement the CTB must deduct those funds from the Culpeper District's primary system allocation (§ 33.1-223.2:13)**

1



Right of Way

- **83 of 122 parcels (68%) have been purchased**
- **VDOT manages 36 rental properties within the Bypass corridor. Through December 2010 VDOT has received \$6 million in rental income and has incurred \$1.6 million in expenses**
- **If right of way is sold, it is estimated that VDOT would recoup approximately half of the original right of way expenditures**
 - **That assumes FHWA excuses the payback of all federal funds and allows VDOT to re-obligate the funds received from sale of the right of way to other projects**
 - **If the right of way is sold and FHWA requires repayment of federal funds the proceeds would not cover the amount owed**

2

VDOT

Route 29 Studies


- In 1997 it was forecast 24,400 vehicles per day would use the Bypass in year 2022
- Since 2003 VDOT has funded 2 studies to determine potential solutions for the corridor:
 - Places29:** Collaborative effort between VDOT and Albemarle County that recommended widening of Route 29, grade separated interchanges at key intersections, parallel local roads, and expanded transit service
 - Route 29 Corridor Study:** Established a high-level guide for local and regional planning within the entire corridor
- Neither study evaluated the merits of the Charlottesville Bypass

3

VDOT

Other Issues (cont.)

- Land Development – Land use decisions since work on the bypass was halted have created additional concerns
 - Albemarle Place is a large development within the corridor to be bypassed that generate an additional 15,000 trips on the corridor and require an additional signal
 - Several additional large developments have been approved on Route 29 just north of the current Bypass terminus



From: Krystyniak, Gregory E. P.E.
Sent: Thursday, February 10, 2011 10:36 AM
To: Giometti, John A. P.E.
Subject: FW: 29 corridor signal sketch location
fyi

Gregory E. Krystyniak, P.E.
Assist. Distr. L&D Engineer
VDOT Culpeper District
540.829.7785 Voicemail
G.Krystyniak@VDOT.Virginia.gov

From: Cronk, Stephanie L.
Sent: Wednesday, February 09, 2011 2:46 PM
To: Krystyniak, Gregory E. P.E.
Subject: 29 corridor signal sketch

Just wanted to let you know that the chuckdismapbw.dgn has been added to our falcon server under 16160/d16160 as the same name for now.

If you need to work on the file, copy it out for view for now til we can come up with a better place to put it and then establish permissions to that location.

And we should also come up with a better name.

Plz send me a copy to overwrite once you make your changes so that I can get the one on falcon updated with whatever changes you make.

Stephanie L. Cronk

Transportation Engineer/CADD Support

Virginia Department of Transportation

Culpeper District Location & Design

mail address:

1601 Orange Road

Culpeper, VA 22701

Stephanie.Cronk@VDOT.Virginia.gov

Office - 540-829-7433

Fax - 540-727-3351

Live simply so that others can simply live!

From: Barron, L. Marshall
Sent: Thursday, February 10, 2011 3:56 PM
To: Giometti, John A. P.E.
Subject: FW: Forecast map 29

Attachments: 29 map.xls; Caviled Traffic Model - Traffic count info
John,

FYI, There are files with model runs in these attachments that may include what we are looking for. Between Chuck & Bill we should be able to pull the model run we're looking for.

Marshall

From: Guiher, William A.
Sent: Thursday, February 10, 2011 3:24 PM
To: Barron, L. Marshall
Subject: Forecast map 29

Marshall,

Is this of any help?



29 map.xls



Caviled Traffic
Model - Traffi...

SEE EMAIL
FEB 10, 2011 3:56 PM
MARSHALL TO GONNETTI

From: Guiher, William A.
Sent: Friday, September 12, 2003 10:45 AM
To: 'Angela Tucker (E-mail)'
Cc: Woodcock, Wayne C.
Subject: Caviled Traffic Model - Traffic count info

Attachments: 1998 final assignment.zip; 2025 E & C Assignment.zip; techmemo rev_2_21.pdf

Angela,

Per our phone conversation and e-mail I have attached the MINUTP Traffic modeling files for the Charlottesville region. These are currently being used in the CHART 2025 Long-range transportation plan. The 2025 Existing & Committed assignment is not an exact match with the work done earlier this year for Harrison (ie..the numbers will be slightly different). The 2025 E & C assignment includes only the 6yr plan improvements. Ideally you should a network representing the adopted 2025 long-range plan. However the 2025 plan has not been finished.



1998 final
assignment.zip



2025 E & C
Assignment.zip

I am also attaching the raw data collected as part of the 29 / 250 study. These numbers are low in a comparison with previous counts. These numbers have not been adjusted for seasonal or day of the week variations. Tom Schinkel in the Mobility Management Division (Traffic Engineering) should be able to provide you with those factors. His number is (804) 225-3123.



techmemo
rev_2_21.pdf

Hope this information is helpful,

---Bill

02/11/11
9:47 AM

Sent: Friday, February 11, 2011 9:47 AM
To: Walton, Richard L., Jr. (Commissioner's Office)
Cc: Utterback, James S., PMP
Subject: Charlottesville ByPass

Rick,

Some of the newer CTB members asked for an update on the right of way situation on the Rte 29, Charlottesville Bypass. I have added some information to the previous briefing paper and reflected the outstanding work should all or a portion of the project be re-started.

If the attached is acceptable can you have it forwarded to the members.

Richard

Richard R. Bennett
State Right of Way Director
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219
804.786.2923

ATTACHMENT TO
FEB 11, 2011 9:47 AM
R. BENNETT EMAIL

Charlottesville Bypass

Right of Way Acquisition
February 1, 2011 Update

Historical

Planning and design of the proposed Bypass began in the late 1980s. In order to preserve the proposed corridor and address hardship situations the advance right of way acquisition of (11) eleven properties were made between 1991 and 1995. The Project development process reached the normal right of way acquisition stage in 1997 and VDOT proceeded with the acquisition of 83 additional properties. The total required acquisitions for the Project were 122 properties. Some of the 83 acquisitions were total takes; others were partial fee acquisitions and some only easements for drainage and utilities.

Since 1991 VDOT has managed and leased the acquired properties that had dwellings, which now total thirty-five (35). All rents collected, less expenses, are credited back to the Project. As these properties are leased, local real estate taxes are paid.

Project Termination

State Code (§33.1-90) provides conditions under which the original landowner of a property, acquired on a Project not constructed, can request the re-conveyance of the property. The conditions include that the original Project, or and substitute improvement Projects requiring the use of the acquired right of way, are no longer contemplated and that a period of 20 years, extended by litigation, has passed. However, this provision is only applicable to those properties which were acquired by advance acquisition.

BENNETT EMAIL
FEB 11, 2011 9:47 A

Due to litigation over the NEPA process on the Bypass Project the time frame for re-conveyance has been extended by 6 years and 1 month. Based on the acquisition date for the first property acquired, VDOT could hold that property until December 2017. Other properties would have a later date based on the original acquisition date.

Federal regulation, 23 CFR 630.112(c)(1) requires that construction be underway by the close of the 20th year following ROW authorization. That date would be 9/30/2013 however, the regulation allows a time extension, if requested. This federal regulation does not require a return of the land only the return of any federal funds used for the uncompleted project.

Disposal Process

For advance acquisition parcels, State code provides that the original landowner, their heirs or assigns, can request the re-conveyance of their property with repayment of the original just compensation value, once the statutory time frame passes and a project construction has not commenced. VDOT is only required to respond to requests and does not have to actively seek disposal of the acquired right of way.

Should it be determined that none of the right of way acquired for the Bypass is needed for any transportation project(s) then VDOT can actively proceed with disposal of the property. The process has two steps:

- a. The statute requires that the original landowner be notified of the availability of their former property for re-conveyance. This is done through a certified letter to last known address and the publication of a legal notice in the newspaper. If the original landowner responds with a request to repurchase, within 30 days, the property is reconvened with repayment of the original compensation.
- b. For those properties where no response is received from the letter or public notice, VDOT would proceed to sell the larger improved properties through a seal bid sale at the current market value. Smaller partial acquisition properties would be offered for sale to the adjacent landowners. If they have no interest in acquiring the parcel, it would remain in VDOT's inventory of surplus properties.

All monies received from the re-conveyance or sale of these properties would be credited against the original Project expenditures.

Questions regarding the process or properties can be addressed to Richard Bennett, VDOT's Right of Way Director at richard.bennett@vdot.virginia.gov.

December 1, 2009
February 1, 2011 Update

2 OF 2

END

02/11/11

From: Lewis, Dane P
February 11, 2011
To: Sprinkel, D. Brent P E
Subject: FW Charlottesville Bypass

Attachments: DRAFT Letter -- Charlottesville Bypass.doc
23cfr630 112.pdf, CharByp Federal Auths.pdf, FW Charlottesville Bypass -
Stuart Waymack.txt, FW UPC 16160 Charlottesville ByPass.doc

Here is one email with information sent to Quintin
DO you have an electronic copy of the final letter

Dane P. Lewis
Programming Division
Assistant Programming Director
Tele. (804)225-3552
Fax (804)371-8719
Email: Dane.Lewis@VDOT.Virginia.gov

-----Original Message-----

From: Lewis, Dane P
December 19, 2007
To: Elliott, Quintin D., Sprinkel, D Brent P E
Cc: Busher, Reta, Mitchell, Diane L., Brown-Porter, Jamie, Grant, Deborah A., Ahlin, Craig J., Newton, Yolanda
A., Webb, Debbi K.
Subject: FW Charlottesville Bypass

Quintin,

Per our discussion her is a followed up on several items. Please note that most of what is mentioned has been mentioned in discussion previously by others.

FHWA provided information stating "The time frame would be 20 years after the ROW authorization dates in FMIS for 0372(118) and 0027(008). You have until the end of the fiscal year in the 20th year."

Any estimate of how much would remain as a balance would be anyone's best guest at this time. As Stuart Waymack stated, if property were sold back to the original property owner and etc., more than likely the department would be taking a loss and never recover dollar for dollar. Anything the district comes up with should be reviewed with the CFO.

If the department does have to reimburse FHWA, we would have to release the Federal Obligation. This would require the Culpeper District office to work with other districts to identify other projects to re-obligate funds in the fiscal year in which it takes place.

In addition, Culpeper district would have to find State Allocations to transfer or program allocations in the SYP to the project to cover the expenditures. This may mean years in which Culpeper District has no state funds available. The federal allocations on the project could be transferred to other federally eligible projects in the Culpeper District. This possibly could have an adverse effect to construction program in Culpeper District, not just the City of Charlottesville and Albemarle County as you pointed out in our discussion.

The last item is the revenues collected on rental. Attached I added the last communication that I can find. As mentioned, the district needs to continue working with Fiscal Division and Financial Planning Division to have these included in the budget. Once accomplished, the Program and FMS can reflect the revenue as an allocation hopefully. This should offset the \$500K deficit currently reflected.

Let me know if you need anything else!

[Handwritten signature]
[Handwritten signature]

02/11/11

Page 1 of 1

10:05 AM

Krajewski, Jennifer

From: Utterback, James S., PMP
Sent: Friday, February 11, 2011 10:05 AM
To: 'James.Utterback@navy.mil'
Subject: Fw: Charlottesville ByPass
Attachments: Charlottesville Bypass 2-10-11.doc

From: Bennett, Richard
To: Walton, Richard L., Jr. (Commissioner's Office)
Cc: Utterback, James S., PMP
Sent: Fri Feb 11 09:46:37 2011
Subject: Charlottesville ByPass

Rick,

Some of the newer CTB members asked for an update on the right of way situation on the Rte 29, Charlottesville Bypass. I have added some information to the previous briefing paper and reflected the outstanding work should all or a portion of the project be re-started.

If the attached is acceptable can you have it forwarded to the members.

Richard

Richard R. Bennett
State Right of Way Director
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219
804.786.2923

07/13/2011

Krajewski, Jennifer

From: Utterback, James S., PMP
Sent: Sunday, February 13, 2011 9:07 PM
To: Breeden, Michelle
Cc: Sprinkel, D. Brent P.E.
Subject: RE: Charlottesville By-Pass UPC 16160

Thanks Michelle.

James S. Utterback

District Administrator
VDOT - Culpeper District
OFFICE (540) 829-7511
FAX (540) 727-7080

From: Breeden, Michelle
Sent: Friday, February 11, 2011 4:25 PM
To: Utterback, James S., PMP
Cc: Sprinkel, D. Brent P.E.
Subject: Charlottesville By-Pass UPC 16160

Jim,

I just talked to Laura Farmer and she will be responding to our questions regarding the lease revenue recording of the Charlottesville By-Pass by email no later than this weekend. She has done a considerable amount of research and will provide the details to us as well as solutions to resolve some of the issues she has found. I will check my emails throughout the weekend and will forward to you once I receive.

Have a great weekend!

Thank you,

Michelle Breeden
Cardinal Change Agent
Financial Accounting Manager
Culpeper District
P 540.829.7692 F 540.727.7043

Krajewski, Jennifer

From: Utterback, James S., PMP
Sent: Monday, February 14, 2011 10:51 AM
To: Kilpatrick, Charlie A., P.E.
Subject: Fw: Rt 29 Bypass around Charlottesville

FYI ... From Albemarle BOS.

----- Original Message -----

From: Ken Boyd <kboyd@albemarle.org>
To: Connaughton, Sean (GOV)
Cc: Utterback, James S., PMP
Sent: Mon Feb 14 10:41:08 2011
Subject: Rt 29 Bypass around Charlottesville

Dear Secretary Connaughton,

I don't know if you remember me but we have met a couple of times over the years. I am writing today regarding the Charlottesville bypass issue and a possible solution to this dilemma.

It has been brought to my attention since the newly established Rivanna Station is in my district that we could be eligible for up to \$100 million from Homeland Security under the 1994 National Security Authorization Act, Sec. 845, to build an alternative evacuation route which could also serve as an eastern bypass around Charlottesville. It is my understanding that this is a rapid deployment initiative that can expedite such construction in a 5 year period. It has also been mentioned that this is a necessary step to facilitate further expansion of the DIA in our area which could raise the visibility of the project.

Obviously this discussion is very preliminary but I wanted to ask for your help in how we might flush this out a little. I have put in a call to officials at Rivanna Station and hope to meet with them soon, but would ask if you or someone from your office would be willing to meet and discuss the possibilities.

Cordially,

Ken Boyd
Albemarle County Board of Supervisors
Rivanna District
(434) 977-9981

02/15/11
6:28 PM

From: Bennett, Richard
Sent: Tuesday, February 15, 2011 6:28 PM
To: Walton, Richard L., Jr. (Commissioner's Office)
Subject: Charlottesville ByPass Revised

Rick

I have revised the update as you requested.

I contacted the FHWA regarding the funding refund date and the Division office has different opinions, with financial saying 2013 and ROW 2018. Barbara is contacting the resource office to get a interpretation. I've only shown the early date in the update. We can request an extension if needed.

Richard