

337-9.5.1

Project:

6029-002-F22, PE-101

STP - 029-7 ()

RUVA - 002-001-PE-101

From:

1.12 KM N. Route 29/250 Interchange

To:

0.8 KM N. of Rivanna River

Location:

Sheraton Inn

Route 29 North

2350 Seminole Trail

Charlottesville, Virginia

Date & Time:

Tuesday, February 25, 1997

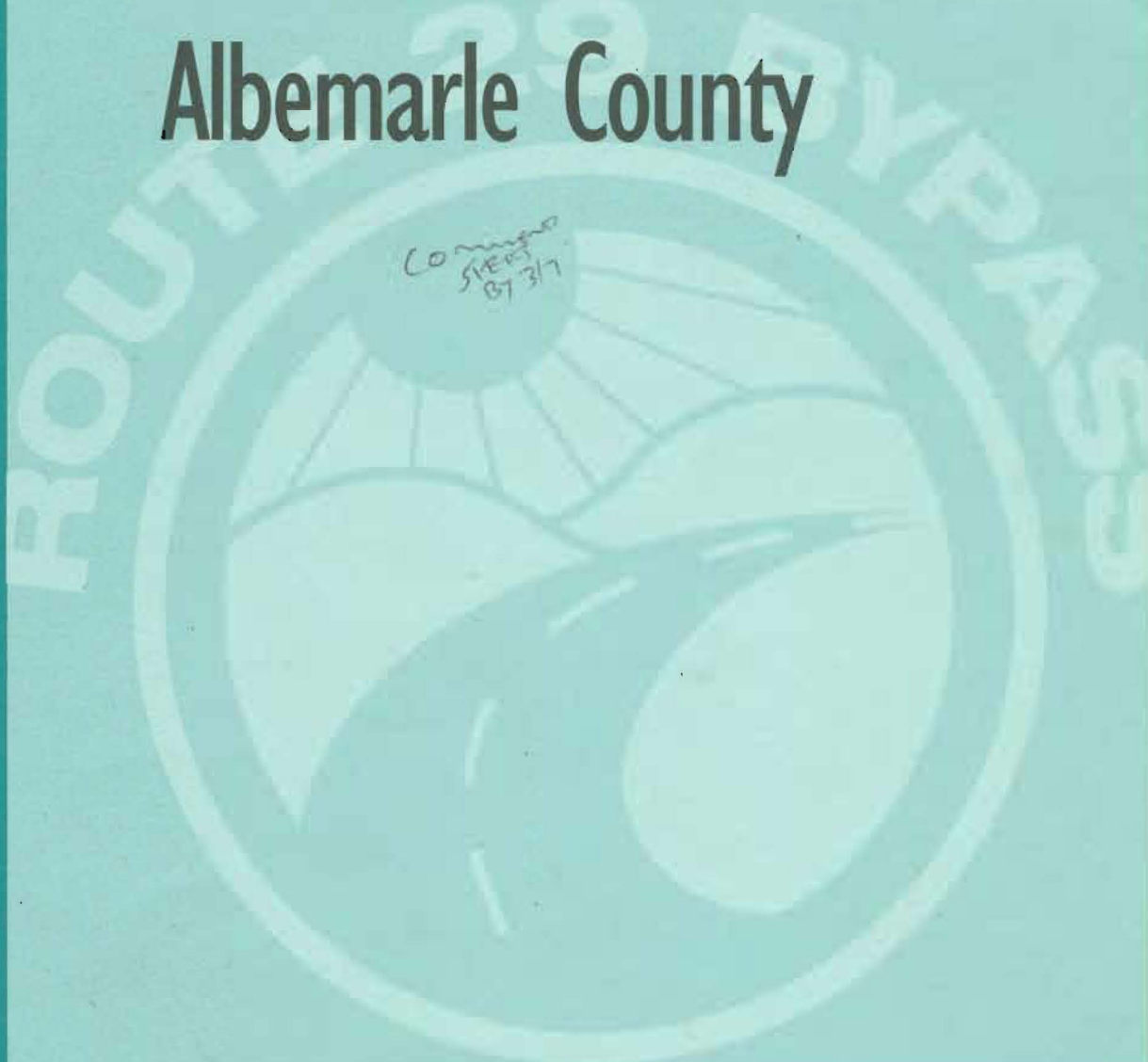
2:00 — 8:00 PM

Design Public Hearing

ROUTE 29

BYPASS

Albemarle County



Comment
Sheet
07/31/7

Purpose of This Hearing

The Virginia Department of Transportation (VDOT) presents this Design Public Hearing in order to provide an opportunity for the public to view the plans for the proposed Route 29 Bypass. The hearing also provides a forum for comments about the project, both oral and written, by any persons acting on their own or representing a group or government agency. All comments received within the 10-day comment period will be included in an official transcript that will be reviewed by VDOT. Questions and concerns will be addressed by VDOT and resolved prior to presentation of the proposed design to the Commonwealth Transportation Board.

Metric Plans

As a result of the Omnibus Trade and Competitiveness Act enacted by Congress in 1988, the Federal Highway Administration required that all Federal-Aid highway construction after September 1996 use the metric system of measurement if federal highway funding is to be used. The September 1996 deadline was extended to September 2000 after the NHS Designation Act was signed in November 1995.

To retain this important source of funding for transportation improvements, VDOT initiated the development of plans in metric units for all projects such as the one being discussed at this meeting.

The change to the metric system is part of a national effort to improve the United States' ability to compete in the world marketplace. At the present time, the United States is the only industrialized nation not using the metric system of measurement.

In order to aid in the understanding of our proposed project, all information provided at this meeting will be given in both metric (meters and centimeters) and imperial (feet and inches) units. A disposable scale is available to measure dimensions in feet from our metric plans.

Project Comments

Persons may make verbal statements at the hearing and/or file written comments at the hearing or by mail for inclusion in the hearing record. There is no prescribed format for written comments, however, to assist you we have provided a comment sheet at the back of this brochure, which should be completed and mailed to the address below. These comments must be postmarked by March 7, 1997 and sent to:

Mr. Donald R. Askew, District Administrator
Virginia Department of Transportation
1601 Orange Road
Culpeper, VA 22701

Questions concerning right-of-way acquisition procedures can be directed to:

Mr. James W. Jenkins
Culpeper District Right-of-Way Manager
1601 Orange Road
Culpeper, VA 22701
Telephone: (540) 829-7586

Project Background and Need

Route 29 is a major highway in the state's transportation network. It also has been designated as a High Priority Corridor on the National Highway System from Greensboro, North Carolina to Washington, D.C. In addition to its role as a through route, Route 29 is also the most heavily traveled highway in the Charlottesville area. It is the only major north-south highway serving the expanding development north of Charlottesville and surrounding portions of Albemarle County.

Improvements to Route 29 are needed to:

- Preserve Route 29's role as a key element of the State Arterial System, as mandated by the Virginia General Assembly, and
- Fulfill Route 29's function as a major regional highway.

Construction of the Route 29 Bypass, along with the widening of existing Route 29 North to six lanes with two continuous right turn lanes (a project that is nearing completion), is intended to handle the traffic levels projected to exist in the year 2022.

Design Features

The 10.04 kilometer (6.24 mile) Route 29 Bypass will be constructed as a new four-lane limited access roadway located west of existing Route 29 North. It will intersect at the southern end with the Route 29/250 Bypass in the vicinity of St. Anne's Belfield School. It will reconnect with existing Route 29 North 0.8 kilometer (0.5 mile) north of the South Fork of the Rivanna River.

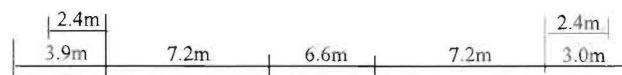
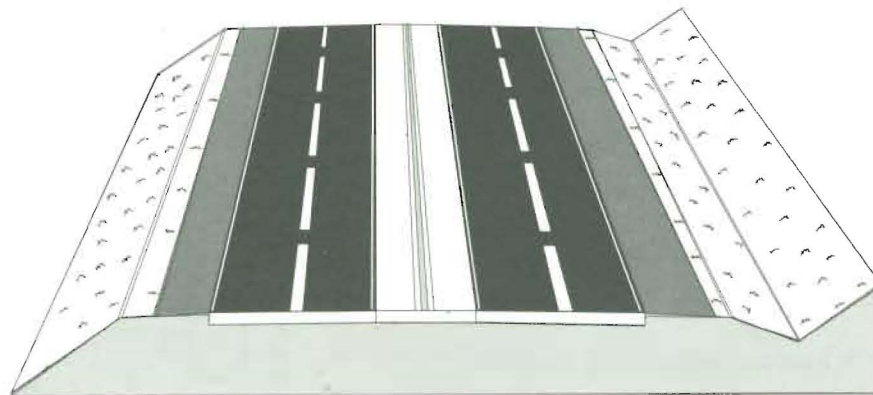
Included in this project is the North Grounds Connector. It is planned as a four-lane urban roadway which will begin at the intersection of the proposed Route 29 Bypass and the existing Route 29/250 Bypass, and will extend southward between University Village and the Darden School of Business Administration, ending at Massie Road, a distance of approximately 0.76 kilometer (0.47 mile).

The projected traffic on the Route 29 Bypass in the year 2022 is 24,400 vehicles per day. The projected roadway section will include two, 3.6-meter (12-foot) travel lanes in each direction with 2.4-meter (8-foot) graded shoulders. The median will be either a variable width grass area or, in constrained areas, paved and divided by a concrete median barrier.

Typical Sections

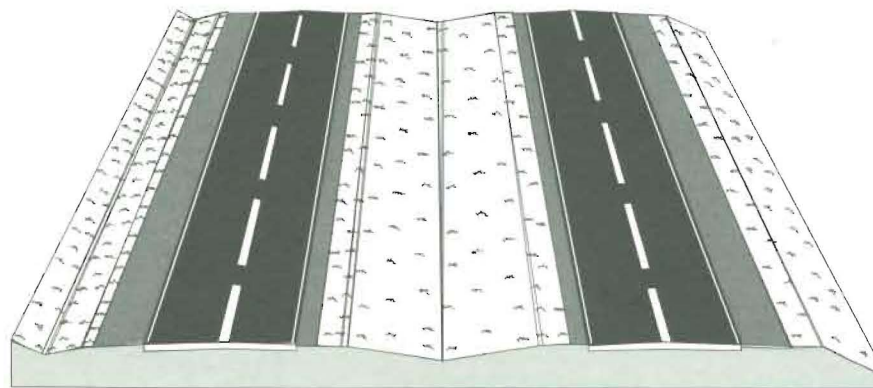
**From Route 29/250
Bypass to North of
Barracks Road**

**From Lambs Road
to Hydraulic Road**



**From North of
Barracks Road to
Lambs Road**

**From Hydraulic Road
to Rivanna River**



A Location Public Hearing was held in June 1990, at which nine alternatives were presented for public review and comment. Alternative #10 was selected as the preferred location corridor. This alignment has been the subject of the Design Phase currently underway.

Description of the Design and Alternatives

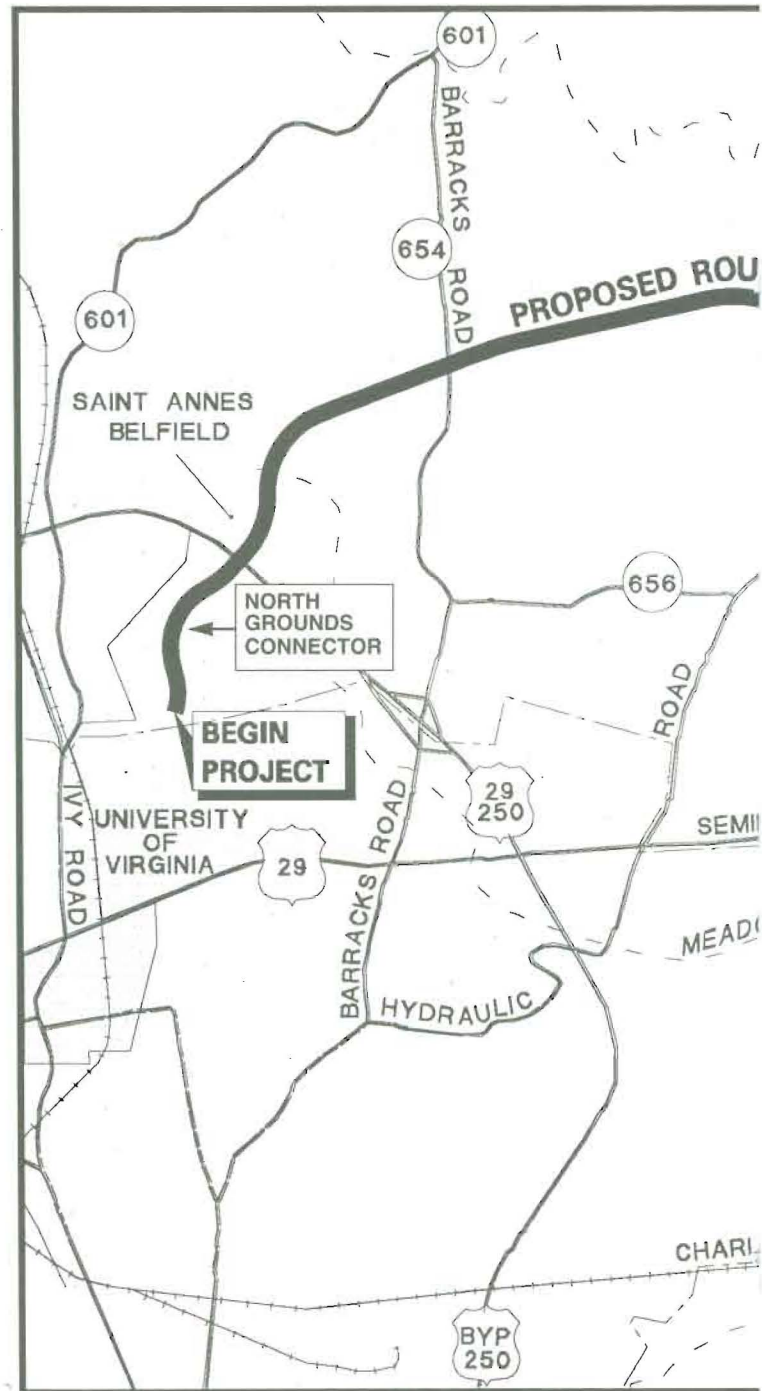
Project Location

The project begins approximately 1.12 kilometers (0.7 mile) north of the Route 29/250 interchange. This point is the location of the Bypass' southern interchange with the Route 29/250 Bypass and the North Grounds Connector. The

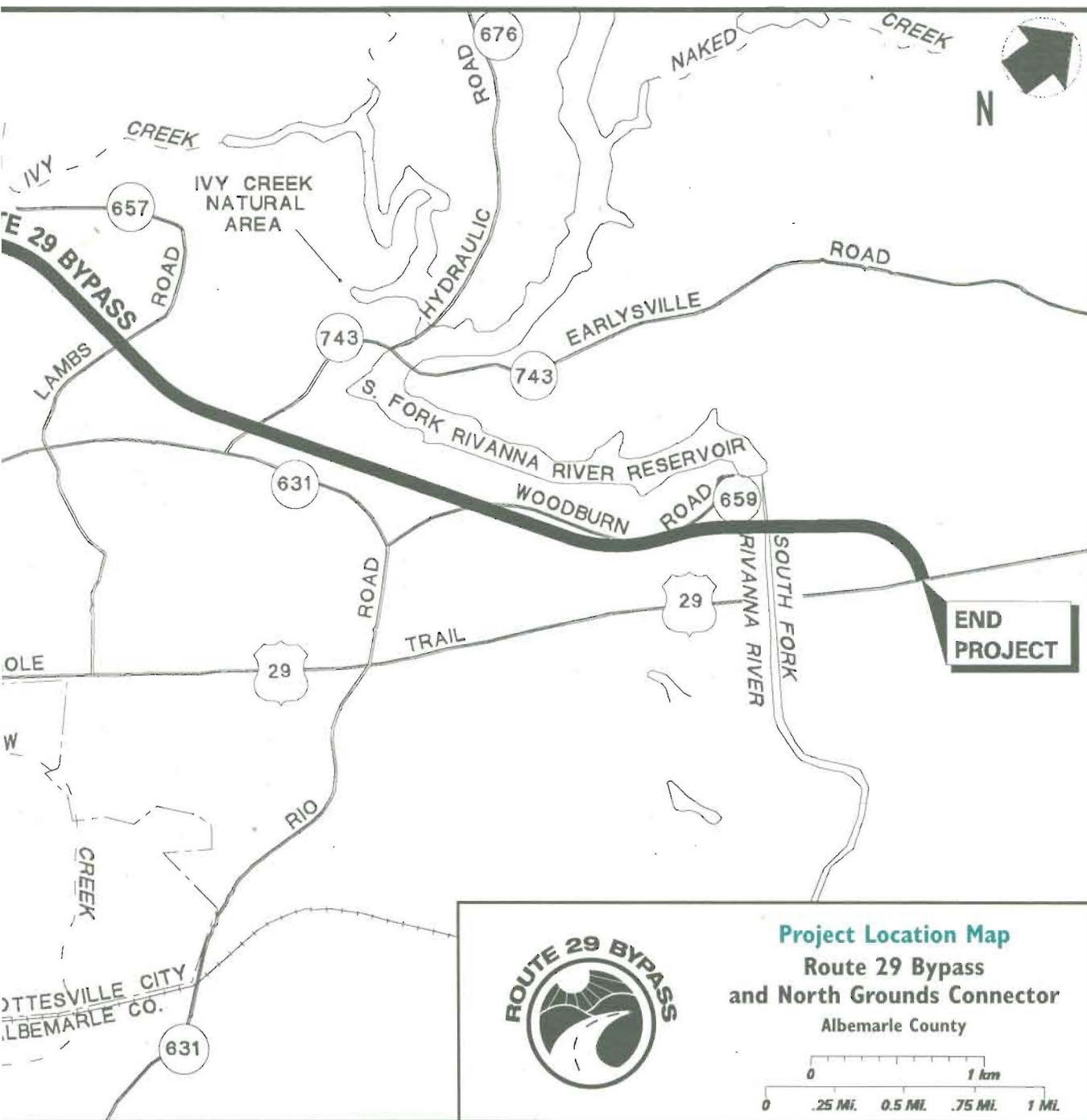
North Grounds Connector continues from this interchange southward between University Village and the Darden Graduate School of Business Administration to Massie Road. The Bypass extends northward from the southern interchange, passing between Canterbury Hills Subdivision and Saint Anne's Belfield Lower School.

As the roadway approaches Stillhouse Mountain, two alternative alignments are being considered. The Central Alternative passes through the eastern portion of the Colthurst Subdivision and to the west of Stillhouse Mountain, avoiding the Westover property. The Eastern Alternative proceeds through the western side of Stillhouse Mountain and ties back into the Central Alternative north of Barracks Road.

The roadway extends northward through the western portion of the Montvue Subdivision, staying east of the Schlesinger property (Haffner Farm). It continues through the undeveloped land to the west of Mary Greer Elementary School and Jack Jouett Middle School, passing underneath Lambs Road and Roslyn Ridge Road. It crosses under Hydraulic Road to the west of Rock Store and through the eastern portion of the Squirrel Ridge Subdivision. The roadway extends just to the west of the Agnor-Hurt Elementary School and crosses underneath Woodburn Road, staying between Woodburn Road and Berkmar Drive while avoiding the



SPCA pet cemetery. It crosses the South Fork of the Rivanna River east of the dam and ties back into Route 29 North with an interchange approximately 0.8 kilometer (0.5 mile) north of the river. The northern interchange is designed to accommodate a future interchange with the Meadowcreek Parkway.



Right-of-Way Requirements

At the Citizen Information Meeting in March 1996, where four alternatives were shown, most attendees indicated a preference for a narrower right-of-way that took less property over a right-

of-way with a wider median that would provide more room for an enhanced landscape treatment. The design reflects this choice.

As VDOT further coordinates and finalizes project development, easements for utility relocations may be required beyond the proposed right-of-way shown on the public hearing plans. Any affected property owners will be informed of the exact location of the easements during the right-of-way acquisition process and prior to construction.

Anticipated Effect on Environment

During construction, all reasonable efforts will be made to protect the environment with respect to dust, silt and erosion. Stormwater management facilities have been incorporated into this project. Construction will conform to nationwide best management practices, VDOT specifications and special provisions and the Virginia Department of Soil and Water Conservation Regulations.

A Final Environmental Impact Statement for this project was approved by the Federal Highway Administration on January 20, 1993. A supplement to this document was approved by the Federal Highway Administration on November 4, 1994.

Compliance with Section 106 of the National Historic Preservation Act of 1966, as Amended, is ongoing with the Virginia State Historic Preservation Office to evaluate effects of the project on the Schlesinger property (Haffner Farm), which has been identified as eligible for the National Register of Historic Places.

Public Involvement

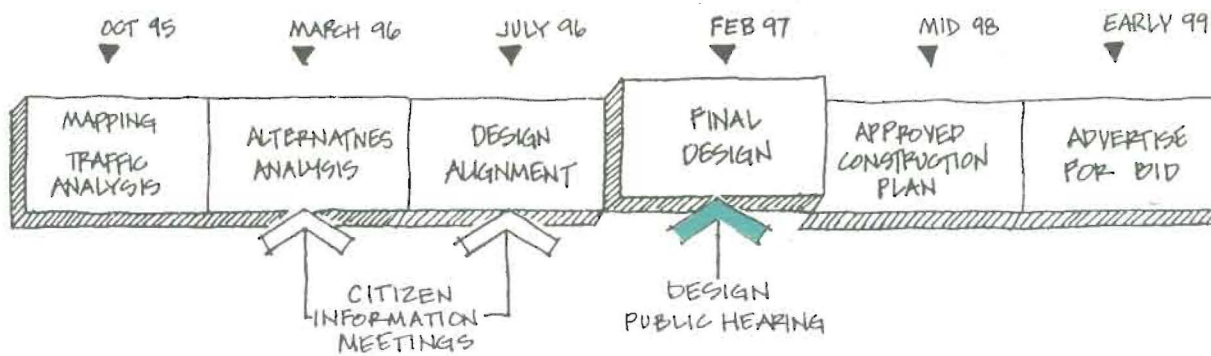
VDOT is committed to effective citizen involvement. The Design Phase has involved regular

and ongoing efforts to seek out and address public concerns. Three issues of a newsletter have been produced. Two well-attended Citizen Information Meetings were held in March 1996 and July 1996. VDOT and consultant staff have met regularly with residents of affected neighborhoods and businesses near the alignment. The consultant

has maintained a toll-free hot line.

Project Cost Estimates and Displacements for Roadway Alignment with Central and Eastern Alternatives, and North Grounds Connector

Costs	Central Alternative	Eastern Alternative	North Grounds
Construction	\$129,857,600	\$140,065,000	\$3,646,700
Right-of-Way and Utility Relocation	27,560,200	26,320,200	826,800
Displacements			
Residences	17	13	0
Businesses	2	2	0
Non-Profit Organization (SPCA)	1	1	0



The Charlottesville-Albemarle Metropolitan Planning Organization appointed a Bypass Design Advisory Committee which has met monthly during the Design Phase. VDOT and the consultant have provided the committee with extensive briefings and opportunities for comment.

Next Steps

- Following the Design Public Hearing, VDOT will review and evaluate statements and public comments, including written statements submitted in accordance with the procedures outlined in this brochure.
- Easements for utility relocations are approximate and additional easements for utility relocation plans may be required beyond the proposed right-of-way shown on the plans. Affected property owners will be informed of the exact location of the easements during the right-of-way acquisition process and prior to construction.

- The Commonwealth Transportation Board will consider the proposed design of the Route 29 Bypass.
- Plans must be approved for acquisition of right-of-way.
- VDOT will begin acquisition of right-of-way.
- The remainder of construction funding will be secured.
- Bids for construction will be solicited.
- Construction will begin.

