

DRAFT MEMORANDUM

May 15th, 2007

Memorandum

Subject: Biscuit Run Pro-Rata Share Information

To: Albemarle County Planning
From: Joel DeNunzio, VDOT Charlottesville Residency

This memorandum is to provide follow-up information relating to VDOT's previous e-mail sent to Albemarle County on March 5th, 2007 on the above subject. It is the purpose of this document to clarify the information that was previously sent to the county and attempt to more accurately reflect transportation needs that have been identified in the accepted traffic study submitted for the above mentioned re-zoning proposal.

The Pro-Rata share information that was previously sent to the county was for informational purposes only and did not necessarily reflect improvements that are needed entirely due to the impacts associated with the proposed Biscuit Run re-zoning. Of the examples provided, only the Route 20 scenario was analyzed in the traffic study, and recommended for major improvement (i.e. widening) to address future capacity concerns (projected at 22,940 vpd in 2021).

For the Route 20 corridor, the development at build out will increase the traffic on the corridor by 45% (40% residential, 5% commercial) and should be responsible for 45% of any improvement cost to the corridor beyond the development frontage. Based on the recommended 4-lane divided typical section, an estimate was developed using a 2014 construction year with a projected cost of \$28.561 million and a pro-rata share of \$12.974 million. This estimate includes the site frontage improvements in addition to the off-site improvements. The frontage improvement costs are estimated at \$5.545 million leaving \$23.016 million for the off site improvements. Of this cost, the developer's pro-rata share is \$10.454 million.

The southern 2 - lane section of Route 631 (Old Lynchburg Road) though not directly addressed in the traffic study beyond the individual site entrances has some sub-standard vertical and horizontal geometry, limited sight distances and a narrow typical section and will require improvements. Based on the plans recently received, it appears that a majority of this section fronts property controlled by the development (approximately 0.9 miles) and the developer will be required to improve this section as the entrances are developed.

The other two example corridors, Avon St. and the northern section of Old Lynchburg Road, will provide acceptable levels of service in the future based on the traffic study analysis aside from some additional turn lane and signal needs related to the background growth.