

Draft

Mr. Robert J. Hume
Chief, Regulatory Office
Norfolk District, U.S. Army Corps of Engineers
803 Front Street
Norfolk, VA 23510-1096

Dear Mr. Hume:

The purpose of this letter is to clarify the City's position on the McIntire Road Extended project presently under permit review by the Corps of Engineers and supplement our letter of January 4, 2010 to the Virginia Department of Transportation (VDOT). In doing so, the City wishes to provide you with a perspective on the desired transportation outcome that we wish to achieve.

The City of Charlottesville has worked with VDOT for nearly four decades to develop the McIntire Road Extended project. As early as 1975, City Council reserved right-of-way through McIntire Park for a road. From the late 1970s through the present, the City has continued to work with VDOT to develop and implement a project that provides a transportation connection through McIntire Park with a southern terminus at Route 250. While the design of the McIntire Road extended project has changed over time, especially with regard to reducing the number of lanes and including provisions for bicyclists and pedestrians, the concept of extending McIntire Road through McIntire Park, from Rt. 250 north to the Meadowcreek Parkway (now under construction) has been supported by every vote taken on the various portions of the project since the mid 1970s.

While the original plan for the road involved an at grade intersection, the City, in an effort to improve traffic flow sought, and in 2005 was able to obtain Federal funding specifically for the construction of a grade-separated interchange to connect the McIntire Road Extended project with Route 250. A grade-separated interchange at Route 250 is the City's preferred option and we are working closely with the Federal Highway Administration to complete preliminary engineering and an Environmental Assessment. This approach merely confirms the City's consistent position for almost 40 years that a complete transportation facility is constructed to connect the Meadowcreek Parkway to Route 250 through McIntire Park. In the event that a grade-separated interchange is not built, an appropriately designed at-grade intersection constitutes an acceptable and realistic alternative.

Sincerely,

Dave Norris
Mayor