### **DESIGN PUBLIC HEARING TRANSCRIPT**



Dairy Road Bridge Replacement City of Charlottesville, Virginia

VDOT PROJECT NO. U000-104-365, UPC 118295

Public Hearing Held: July 15, 2025

6 PM to 8 PM Walker Upper Elementary School 1564 Dairy Rd Charlottesville, VA 22903

### Prepared By:

Kimley-Horn and Associates, Inc. 210 Ridge McIntire Road, Suite 325 Charlottesville, VA 22903



September 22, 2025

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#### **HEARING SUMMARY**

Meeting Date and Time: Tuesday – July 15th, 2025 6:00pm – 8:00pm

Location:

Walker Upper Elementary School, Auditorium 1564 Dairy Rd Charlottesville, VA 22903

Meeting Notification Advertisement: Attachment E

Local Newspaper:

The Daily Progress:

- 1) June 19, 2025
- 2) July 3, 2025

C-VILLE Weekly:

- 1) June 25, 2025 (print)
- 2) July 2, 2025 (online)
- 3) July 9, 2025 (print)

www.dairyroadbridge.org

Public Hearing Handout: Attachment G

Public Hearing Displays: Attachment H

Public Hearing Presentation: Attachment I

NEPA Document Cover: Attachment J

Design Approval: Attachment A

Number of attendees based on Sign-In sheet: 44

Number of comments received: 16 (14 online, 1 email, and 1 verbal)

Percent of online commenters in support of the project: 38% (5 of 13) Percent of online commenters neutral to the project: 23% (3 of 13) Percent of online commenters opposed to the project: 38% (5 of 13)

#### General Response to comments and survey feedback:

The City of Charlottesville will do the following based on feedback received at the Public Hearing:

- 1. Numerous requests were received to make the bridge more visually appealing. The City will add aesthetic and architectural treatments to the proposed bridge design. These will include: painting the girders, adding a decorative steel railing in lieu of concrete-only barrier, and finishing all foundation walls with an architectural stone finish. The bridge will more closely mimic the Route 250 bridge over McIntire when construction is complete.
- 2. The length of construction was commonly cited as longer than desired. The City will explore ways to design the bridge in a way that allows for quicker construction and plans to provide monetary incentives for the contractor to open the bridge ahead of the contractual schedule, to the extent possible.
- 3. Finally, the impacts of the proposed detour were a common concern. The City plans to closely monitor traffic patterns once the detour is implemented to see if additional mitigation measures are necessary.

# **ATTACHMENT A**

DESIGN APPROVAL (in progress)

# **ATTACHMENT B**

**SIGN-IN SHEET** 

### Dairy Road Bridge Replacement

Public Hearing



Name	Home Address	Email (to communicate only about this project)
Jane Tirrell	1715 Meadowbrook Heights Rol City 22901	JC Teek @ gmail-com
Gross MAIL	1470 Marrifulds Cn, Ruckersville, VI	,
Jim Bowling	107 Warren Lu, Cilla	job @ st/awva.com
Sally Barber	1448 Grue Rd 27901	Regan uva C Gmail. con
Becky Calvert	1501 Greenlag lane 72903	Tolchy Calvert 6 4 mail car
Lussell Manles	1601 Grove Rd 22901	Pussmarks @ MSN. com
Nancy Fischer	107 Wilson Ct	FracherNaw@adl.com
Sheila Haughrey	2408 Hillwood Pl. 22901	sheila.haughay@comcast.net
JAMES WEISSMAN	2206 BANBUAY ST 22901	into@vexaway.com
JIM ROUNSBUELL	1113 MONTILELLO ROAD	JIR QINR STUDIO, con
PETE MARSHALL	1422 GENTRY CANE	

# Dairy Road Bridge Replacement

Public Hearing



Name	Home Address	Email (to communicate only about this project)
JAMES RUFFLER	1705 Kenwoof La	Car
Louis BATTUELLO	1618 KING MOUNTAIN RD	LOUIS, BATTURLLO & GMAIL, COM
LINDA HANSON	(D6 WILSON CT	singingout@ centurylink.net
Sally Need	1708 ESS-8x Rd	SALLY NNEILL @gmaile com
Holly Rometon	1824 Meadowbrook Heints Rd.	hollyrobertson ZI @ gmall. com
SARAH BROOKS	17-02 Yaktoun Dr 22901	Sarahtbrooks Q) gmail.
Bruce & Ellis Hively	1003 Keith Valley Rd ZZ903	1603 KVR@ gma: 1. com
IRA BASHKOW	2101 TARLETON DR Z2901	BASHKOW @ OUTLOOK. COM
Sevena Hagarty	1510 Dairy Rd	Screnahagerty@grail.com

### Dairy Road Bridge Replacement

Public Hearing



Name	Home Address	Email (to communicate only about this project)
Jean Hiatt	17-19 Meadow Drook Heights RD	Thiatt3egmail.com
Alan Wong	1442 Grove RA.	alancuse e gmail.com.
Susan Rice	2104 Tarleton De	susan rice 616 & gmail-wa
Rus Perry.	16026 Saint Annes Rd	jeonottenosenberg Ogmail.
Jeanette Rosenberg.		S - COM
FRANZ KOGLER	1508 HOCLY RD	FX 22/8 @ GMASC. COM
Debra A Stergios	1632 Meadowbrock Hts. Rd.	debostergo 132@gmailocon
Andrew Kahrl	1623 Keith Valley Rd	akahri@gmail.com
San Kuritz-Levy	1510 Dairy Rd	SkunitzLevy@gmil.com
		V

# Dairy Road Bridge Replacement

Public Hearing



Name	Home Address	Email (to communicate only about this project)
Lee Scott	MIIKINGMITNRL	
Rebecca Barns	1607 Greenleaf In	
Heidi Jones	1615 Rose Hill Dr.	
Dan Helifes	1625 Bradywine Dr.	Arthhad patho can
Susan Marks	1601 Grove Rd	
Deborah Johnson	1614 Keith Valley R	dgj7p@ virqinia, edu
LIOYD SNOOK	2408 HILL WOOD PLACE	LLOID. SNOOK@ OMAK. COA
SarahFrench	1506 Grove Rd	Spin yaru 2@ gmail, con
Linda McGee	100 W:150n 4	wilsonct (or @ gmand. com erl@ virginia, edn
ELKE ROST-RUFFNER	1705 KENTWOOD LA	erla Virginia, edu
JAKE MOONEY	1816 YORKIOWN DR	SAKEMOONER GMATL. COM

Dairy Road Bridge Replacement

Public Hearing



Name	Home Address	Email (to communicate only about this project)
ROB WINSTEAD	912 OLD FARM ROAD	rbwinsteal @ amail. com
Kevin Lynch	912 OLD FARM ROAD 1632 Meadow brook (feights Rd	Kennisteal & gmail.com
Kevin Lynch GATSRIELLEHAM	1622 CONCORD DR	may ghall rentals agmail co
		3 6
		-

# **ATTACHMENT C**

**COMMENT MATRIX** 

								Have you had the opportunity to review and consider						
								the information provided in the						
								exhibits at the public forum event or	:	What is your	Do you feel the information provided a			
							_	project website, prior to answering	How frequently do you use the Dairy	opinion regarding the proposed	the July 15th Public Hearing adequately	You may elaborate on the previous question		
Comment No. Submission Date	Submission Method	First Name Last Name	tmail	Street Address	City	State	ZIP	these questions?	Road bridge?	projectr	answered your questions	The hearing was entitled "Design Public Hearing" and yet the consultants failed to	Please use the following space for documenting other comments:  One again, the city and its consultant are failing to group the importance of a significant piece of infrastructure. It is the Believes bridge fasco all over again, instead of soliciting public input at the increase of the process to identify stateholders and catability a decided and acceptance of a significant piece of infrastructure. It is the Believes bridge fastor all over again, instead of soliciting public input at the increase of the process to identify stateholders and catability and	Action To Take by City , walls, Add aesthetic treatments to ood railines, walls, paint girders.
												present any relevant information about wha the bridge looks like.	insigning of the processor is executed. As a Acide designer, Language and a second of the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is executed as a Acide designer, Language and the processor is a Acide designer, Language and the	nificant
1 14 24 2025	Online from		19 Simulation	1112 monticelle seed	and to		22002	v		Stanooli Canana		the unage rooms not.	look at the work of faiented firms in London, Brussels, or Berlin to see how to do this property. It is imperative that design and engineering go hand in hand. City staff and Council owe it to the general funding to the project, which is not available. A rendering of the bridge will be made available.	to the
1 34 24, 2023	Olitine Politi	Jiii Tourisever	programation	1113 Holicoeto 1080	CVINE	vo	22302	ies	talery	Julingy Oppose	No		public to seriously reconsider this procurement and the potential disastrous results.  Given that the budget is hard and the meets disconnected, the only issues before the public were the sequence of construction / the maintenance of vehicular access and what the bridge will look like.  Due to public comments the City has elected to good and exhibit treatments to the bridge call look like for public comment. The land and look is the construction of the maintenance of vehicular access and what the bridge will look like.	walls, Add aesthetic treatments to od railings, walls, paint girders.
													traffic inconvenience lasts a year or so. We will be seeing this bridge daily for the next 50 years. Some visitors will see the bridge as they enter the city, becoming part of the way they remember the city. Begain "program, no more than 5% of the total cost can be now described: the total cost can be now described." The seed of the cost cost can be now described in the cost cost can be now described. The cost cost can be now described in the cost cost can be now described.	nificant
													Gover the distain with which the consultant did not address the issue of assistance, one can only conclude that it deserv matter to them and that the city has not prioritized the appearance of the bridge. Indicate the consultant did not address the issue of assistance, one can only conclude that it deserve matter to them and that the city has not prioritized the appearance of the bridge. Indicate the consultant and its consultance is a consultance of the consultance is a consultance of the consultance is a consultance in a consultance in a consultance is a consultance in a consultance in a consultance is a consultance in a consultance in a consultance in a consultance is a consultance in a cons	to the
													There are at bosoned decisions that are being made / have been made regarding the looks of the bridge. The public should participate in these decisions. I look forward to attending that public review.	
2 Jul 24, 2025	Online Form	Russell Perry	rusperry54@gmail.com	1626 Saint Annes Road	Charlottesville	VA	22901	Yes	Daily	Neutral	No			
											I did not attend the		Gover that the will filely increase traffic on flughy Are Original Systems (Fig. 2014). The control of the second	will NONE, other project already all during underway
3 Jul 22, 2025	Online Form	David Mellor	mellor.david@gmail.com	1612 Del Mar Dr	Charlottesville	VA	22903	Yes	Daily	Support	meeting	I read the extensive meeting notes from a	No question the bridge needs to be replaced before it collapses! I'm of course in support of that.  Conditions for the impact on deadways and interactions on the proposed detour route will be considered to the impact on the proposed detour route will be considered to the impact on	Monitor traffic when the
												neighbor who was there and perused the presentation slides and information on	However I find the lack of attention to the traffic issues outle diseasonitine. As of today, left turns from Hodrauli to Brandwine are impossible at bour times of the day, I always continue to the traffic issues outle diseasonitine. As of today, left turns from Hodrauli to Brandwine are impossible at bour times of the day, I always continue to the broass:	ill be detour is implemented sible.
												https://www.dairyroadbridge.org/	and take the ramps to Dairy fill and then the findings to get to our neighborhood. Coming from Brandyvine onto Hydraulic is getting congressed as well, as the roundshout fluidified traffs; some but not that however, due to the repositivity of the intersection of Hydraulic had at Brandyvine Drive to much. This will not get any better when the indiges is closed.  20 (Supposs signal, additional injudication at this Science is signal, additional injudication at this Science is signal, additional injudication at this Science.	ne Route
													Weeke, getting onto the 250 bypass from Meadowbrook Heights can take a while in the morning, I expect this to become a 200 when the bridge is closed.  Efforts are being made to minimize traffic disruptions and improve the flow where possible.	ocal traffic
													will be encourage to find alternative routes where possible to avoid aneas of heavy congestife peak periods.  will be encourage to find alternative routes where possible to avoid aneas of heavy congestife peak periods.	during
											I did not attend the		My plan is to escape to the North via Rio Road and add 15 minutes to all my travel times.	
4 Jul 21, 2025	Online Form	Olivier Pfister	olivier.pfister@gmail.com	1701 Kenwood Ln	Charlottesville	VA	22901	Yes	Daily	Oppose	meeting	I couldn't attend the meeting but read the	Larrouty august using temporary raffic lights between Brondynian and through use and through use and through the large temporary raffic lights between Brondynian and through the large temporary raffic lights between Brondynian and through use and through the large temporary raffic lights through the large temporary raffic lights to the large temporary light lights to the large temporary lights to the larg	Monitor traffic when the
												notes taken by a neighbor who was there and I also read your website. I understand	considering the effect of the	ille the detour is implemented
											I did not attend the	that the bridge needs to be replaced but I an opposed to the closure project.	afficial to enit Mandavbrook Heights on the 276, name from Brandywhere to indicatel, and the park ways in define backup because of the lights. The General Analysis of the best option. I hope that is still be best option. I hope th	rounding
5 Jul 17, 2025	Online Form	Anne Pfister	pfister.anne@gmail.com	1701 kenwood lane	Charlottesville	VA	22901	Yes	1-2 times/week	Strongly Oppose	meeting	Unable to make meeting but read notes	are taken into consideration. Thank you very much for reaching out to the neighborhood!	perties as INONE, continue with current
													It seems to me that you could build another bridge next to the old one if you took down the pedistrian bridge next to it without severely impact as many people as closing the whole bridge for a year. Also, most of these excuses for red dring the all these since in the come down to money. The city during does not see the hupe region as closing the whole bridge for a year. Also, most of these excuses for red dring the all these since in the come down to money. The city during does not see the hupe great people as built far excupt from the existing bridge to not impact the wishless on the law of the wish of the major of the Six of the contract of the contract of the six of the	alignment.
													this would be a much quicker project. A whole year for this small bridge is insane.  the immediate skirtly for the reduction in inconvenence. Additionally, maintaining traffic to exist the project of the convenence of the small bridge is insane.	the e City
6 Jul 17, 2025	Online Form	Jeff Shane	jresvet@gmail.com	1719 Yorktown Drive	Charlottesville	VA	22901	Yes	Daily	Strongly Oppose	I did not attend the meeting		desires for the project to be accomplished as quickly a possible to minimize the total inconve the public.	ilence to
												I read the notes and read all the neighborhood emails about it	Life motine is entermely long for the bridge to be out, especially since the high to be of the production of the bridge of the br	rile the detour is implemented
													sent-added. A listed fir is a training pulgly. The oil years band to be year or multiple high-praising officials. It is readed our property and personal property tasses, reconsol property tasses, reconsolar property tasses, re	rounding
													servers.  Keeping the behide goen during construction would have standfact test indications and in	NONE, continue with current
													adjuvent properties. The CITY is electing to not take on these cross not impact the properties rejected in the time of the CITY is electing to not take on these cross not impact the properties rejected in the time models evicting to the models continued to the models of the contraction of the co	d the
											I did not attend the		on the existing bright device growing and the production of the existing bright device growing and specification of the existing bright device growing control of the existing to the existing the exist	imeline,
7 Jul 16, 2025	Online Form	Susan Shane	sejshane@gmail.com	1719 Yorktown Dr	Charlottesville	VA	22901-3035	No	1-2 times/week	Strongly Oppose	meeting		Li concur with the comment made for Ris Perr at the meetins, that the new bridge will be the workern auteway to the city and so should not be "isst" utilization, some thought should be given to	walls. Add aesthetic treatments to
													sustingsIf prefer not to have an eyesone there.  and painting of the girders. A rendering of the tridge will be made available to the public at it is commented who suggested allowing lieft hand turns off the byzoss onto Rusby Road, at least for the duration of the construction.  Information Note Relegated allowing lieft hand turns off the byzoss onto Rusby Road, at least for the duration of the construction.	e Citizen railings, walls, paint girders.
													3. It was stated that the new bridge would not use piers at either edge of the typass. If so, surely there is no need to remove the foundations of the existing piers below the grade. That could save some immorps that could personal than the properties of the prope	Monitor traffic when the e traffic detour is implemented
													isgand for a low-volume morement. The added signal phase would also expetitively impact a form of the properties of the	uing at
													this time. Conditions for the impacted roadsway and intersections on the proposal deteor in continually membracterized integration of the impact of the proposal deteor in continually membracterized integration of the proposal deteor in continual proposal deteorized in a continual proposal deteor	ill be
													implemented to prioritize impacted movements and lessen the increases in dislays, where pc	
													The current project cost and timeline already considers that the estating foundations will be grade.	ft below
8 hd 16 7025	Online Form	Rate Marchall	nata@mandomafia.com	1422 Gentry Lane	Charlottandla	MA.	22902	Var	Dodle	Support	Ver			
0,33,102,3	Omne rum	Transfer of the state of the st	percentalization	THE CHILD LINE	Characterine	-	12.00	162	Duly	Jupport			agree with filty regiscing the bridge dust to its age and condition and mostly agree with the distour given each filt regiscing the bridge dust to its age and condition and mostly agree with the distour given discounted. However, it do have a question about on the first most and the property and control of th	hile the Monitor traffic when the it was detour is implemented
			1						1				back up at the 4-way Spop intersection of Meadowtock Heights and Grove. I believe this is because there are very fow impediments to tool F-250 westbound traffic coming from the downtown area so the procedure of the spot of	ound ed that
			1						1				downtour direction going westbound on 250 or that propie needing to enter the westbound 250 hopes can do so more easily and without a for of west time? I think this is less an issue going estabuted during pask periods, queues might extend towards this intersection, making it using the beautiful properties of the propie needing to enter the westbound 250 hopes can do so more easily and without a for of west time? I think this is less an issue going estabute during pask periods, queues might extend towards this intersection, making it using the properties of the pro	les to tions are
			1						1				basiest innes of the day which could make traffic bathup on the name a possibility.  Authority and the country of the country	
													might-chooks (such as Brandywine Dr) to milispate speeding issues and to gauge how traffic is being impacted in the neighborhoods?  It is also recommended that the city continue to encourage increased traffic monitoring and presence in this rear to helph mitigate any protectal speeding issues and affected mightorhood.  The production of the production	
01.145.2025	0.55						22224				I did not attend the		Residents are also encouraged to reach out to local law enforcement if they see instances of driving.	reate
9 88 16, 2025	Omne Form	otreasy-Colom	conceverte_63gryanco.com	and thony no	coariottesville	70	44901	100	a-a times/week	While feeling	meeting	I read all material on the project's website, and have kept informed through	I'm concerned by the pattern I see in this project. In 2017, the City pat in a new pedestrian bridge alongside the Dairy Road bridge. Wooderfull And yet the existence of that bridge is now given as a reason.  The funding grant the City received lainh no local matching dallars required) is for the bridge will be fully closed. The intersection under the bridge - where Meadoushrook Reights dumps onto the Addings to the project scope, while it may be a worthwhile project, would delay the project y	only. NONE
			1						1	live in a city that assesses the		neighborhood communication.	bases—is a disaster, Does a note competitionise plan sides is it improvement; understand that the befole is before. That interaction is a disaster, Does a note competitionise plan sides is it improvement; understand that the befole is before, it sends to be fined. That interaction is a discondibility briden. Might three bed be suggested improvements and result in a loss of the gardet approximation of the part.	
			1						1	safety of its bridges and			read of propertal construction and detours? Basically, it feels to me that projects are occurring inside a vacuum. Without relation to one another, is there a way to more congruently integrate the various parts for a Conbelley which?	
			1						1	replaces them as necessary, I don't				
			1						1	feel quite settled that the current				
			1						1	proposed plan makes the sense	I did not attend the			
10 Jul 16, 2025	Online Form	Susannah Wood	susannahgwood@gmail.com	1 1279 KENWOOD LN	CHARLOTTESVILLE	E VA	22901	Yes	Daily	that it could.	meeting I did not attend the		This plan is a reasonable response to a series of difficult tradeoffs. Thank you to everyone involved for navigating such a difficult shadoo both from an eigheering and an neighborhood relationship in a	NONE
11 Jul 16, 2025	Online Form	Andrew Pennock	andrew.pennock@gmail.com	n 1721 Concord Dr	Charlottesville	VIRGINIA	22901-3118	tes	Darly	Strongly Support	meeting I did not attend the meeting	Was out of stateis there a YouTube or equal video of the meeting?	perspective. San alzero. All a	NONE
12 88 10, 2025	One of Form	rrendt Gipn	wag rasig comcast net	2000 Brandywine Drive	connectesville	70	44701	en.	possily.	Ju only support	meeting	About construction technology	Considering to time of construction and incommension of advanced propells between Greenbeine regishorhoods and USA, it is possible to use pre-made structural bridge and just install it as a preference to the construction in less than being and put install it as a pre-marked proper district and proper dist	unding Consider incentives to uid save accelerate the contractor's
13 Jul 15, 2025	Online Form	Kevin Huang	kh4372016@yahoo.com	Kerry Ln	Charlottesville	VA	22901	Yes	Daily	Neutral	No		Software copying and software	construction

		Submission Methodo			Fmail	Street Address	(flu	State	é	Have you had the opportunity to variew and consider the information provided in the shibits at the public forum event or project website, prior to answering these ouestions?	How frequently do you use the Dairy Road bridge?	What is your opinion regarding the proposed project?	Do you feel the information provided at the July 15th Public Hearing adequately asswered ever questions?	You may elaborate on the previous question asswer in this souce:	Plipse on the following come for documentals of the recommental:  On Reposters	deritor fo Takeby (II)
Common	14 Jul 15, 2025	Online Form	Andrew			Sitest regotess	G.Y		22901-3018 b	00050 QUES 00051	No.20 Grager	projects	answerea your quescores	answer is the space.	ask that the cyclosider creatings and through in the reader on 250 lpt logs, after a temporary for the processor of the control of the contro	te 250 Monitor traffic when the detour is implemented ms is not being and while the stry onto the
		fmail			alancwin B email.com	1662 Grove Board	Charlotteveille	VA.	22901		1-2 Firms/week	NO. 01	No.		I stended the Ablet Keeping exerting no. July 13, 2023 at Whirles for Note, regarding the pissoned pair pool for pool fo	ralings, walls, paint girders, metrics, the struction galgement ling, walls, of Good significant
	16 July 15, 2025	Verbal, in-person	Ms.	Hanson											will be coming from Enrahysine to turn ordo Typichal. Exact, and with the increase in traffic, an engelience flat's sinesky toky will be more complicated. I'm conserved about managing that, I swall  A riffic analysis was performed for the right turn momenter from Enrahysis toky will be more complicated. I'm conserved about managing that, I swall  A riffic analysis was performed for the right turn momenter from Enrahysis toky will be more complicated. I'm conserved about managing that, I swall  A riffic analysis was performed for the right turn momenter from Enrahysis toky will be more complicated. I'm conserved about managing that, I swall  A riffic analysis was performed for the right turn momenter from Enrahysis turn from Enrahys	significant detour is implemented il monitor are Add aesthetic treatments to nailings, walls, paint girders. Sing, walls, of Good reignificant

# **ATTACHMENT D**

ORIGINAL COMMENT FORMS, ORAL COMMENTS, AND E-MAILS

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Andrew Kahrl

Email akahrl@gmail.com

Address 1628 Keith Valley Rd

Charlottesville, VA, 22901-3018

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Neutral

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

Yes

#### Please use the following space for documenting other comments:

I ask that the city consider creating a cut-through in the median on 250 (along with a temporary traffic signal) at the intersection with Meadowbrook Heights that would allow cars leaving from the Greenbrier neighborhood to turn east on 250. This would relieve cars seeking to drive east on 250 from having to drive all the way to the Hydraulic roundabout to do so. It would also address the serious, long-standing problem of cars speeding on 250 West in the area between the fire station and Hydraulic Road, and the dangers it poses to cars attempting to turn west on 250 from Meadowbrook Heights. If such technology exists, you could place a sensor at this intersection that would only turn the traffic light on 250 from green to red when there is a car at the intersection of 250 and Meadowbrook with its left turn signal on (so that it would not turn red whenever there's a car attempting to turn right on 250 West). This modification to the current plan for rerouting traffic would slow down traffic on 250, but do so in a manner that would promote public safety and alleviate congestion further down the road at the intersection of 250 and Hydraulic. Under the current plan, I foresee many drivers not driving all the way to the roundabout but instead doing a U-turn at the intersection of 250 and Hydraulic whenever the opportunity presents itself.

Also: at the meeting tonight, it was inferred that the roundabout on Hydraulic is not popular among some (perhaps many) residents. Those people are insane. That roundabout is the best thing this city/county has ever done, traffic-wise. It has dramatically alleviated congestion on Hydraulic. The only people it

inconveniences are those who don't know how to drive and who, frankly, shouldn't be on the roads. Intersections are dangerous (I was nearly t-boned by a driver who flew through a red light 4 days ago), they slow down traffic, and they waste gas. Any road project this city undertakes should always include an evaluation of opportunities to replace intersections with roundabouts wherever possible.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Kevin Huang

Email kh4372016@yahoo.com

Address Kerry Ln

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Neutral

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

No

You may elaborate on the previous question answer in this space:

About construction technology

#### Please use the following space for documenting other comments:

Considering the time of construction and inconvenience of detour for people traveling between Greenbrier neighborhoods and UVA, is it possible to use pre-made structural bridge and just install it on concrete support on both sides so as to finish the construction in less than half a year?

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Walter Gilpin Name

**Email** wdgjrfaia@comcast.net

**Address** 1665 Brandywine Drive

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

No

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Strongly Support

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

Was out of state...is there a YouTube or equal video of the meeting?

Please use the following space for documenting other comments:

See above.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Andrew Pennock

Email andrew.pennock@gmail.com

Address 1721 Concord Dr

Charlottesville, VIRGINIA, 22901-3118

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Strongly Support

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

### Please use the following space for documenting other comments:

This plan is a reasonable response to a series of difficult tradeoffs. Thank you to everyone involved for navigating such a difficult situation both from an engineering and an neighborhood relationship perspective.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Susannah Wood

Email susannahgwood@gmail.com

Address 1279 KENWOOD LN

CHARLOTTESVILLE, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

While feeling gratitude that I live in a city that assesses the safety of its bridges and replaces them as necessary, I don't feel quite settled that the current proposed plan makes the sense that it could.

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

I read all material on the project's website, and have kept informed through neighborhood communication.

#### Please use the following space for documenting other comments:

I'm concerned by the pattern I see in this project. In 2017, the City put in a new pedestrian bridge alongside the Dairy Road bridge. Wonderful! And yet the existence of that bridge is now given as a reason that bridge construction cannot be staged in a way to reduce the length of time that the bridge will be fully closed. The intersection under the bridge – where Meadowbrook Heights dumps onto the bypass – is a disaster. Does a more comprehensive plan address its improvement? I understand that the bridge is broken; it needs to be fixed. That intersection is also dreadfully broken. Might there be a way to work in concert to improve that area in entirety? Without having to return in a few years' time to create a plan that will then be stifled in unforeseen ways by the new bridge, and neighbors utterly tired of perpetual construction and detours? Basically, it feels to me that projects are occurring inside a vacuum. Without relation to one another. Is there a way to more congruently integrate the various parts into a cohesive whole?

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Tina Strealy-Colom

Email ronceverte\_63@yahoo.com

Address 1402 Holly Rd

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

1-2 times/week

What is your opinion regarding the proposed project?

Support

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

### Please use the following space for documenting other comments:

I agree with fully replacing the bridge due to its age and condition and mostly agree with the detour plans described, however, I do have a question about access to westbound 250 from north of the bypass. Currently, when accessing the westbound 250 bypass from Meadowbrook Heights, it can be very difficult to do this in the morning and evening when traffic is heaviest. This causes the traffic to back up at the 4-way Stop intersection of Meadowbrook Heights and Grove. I believe this is because there are very few impediments to the 250 westbound traffic coming from the downtown area so the traffic flow is almost constant making it very difficult for cars to enter the bypass from Meadowbrook Heights. Is there something that can be done to create more breaks in the traffic flow from the downtown direction going westbound on 250 so that people needing to enter the westbound 250 bypass can do so more easily and without a lot of wait time? I think this is less an issue going eastbound because the Dairy Rd/Gentry ramp allows cars from the neighborhood to merge, but it's possible it could also be an issue if use of this ramp increases significantly during detour use especially during the busiest times of the day which could make traffic backup on the ramp a possibility.

Another question, does the city have any plans to increase traffic monitoring or increase police presence on streets being used as alternative routes including other roads within the affected neighborhoods (such as Brandywine Dr) to mitigate speeding issues and to gauge how traffic is being impacted in the neighborhoods?

1

thank you

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Pete Marshall

**Email** pete@mandomafia.com

Address 1422 Gentry Lane

Charlottesville, VA, 22903

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Support

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

Yes

### Please use the following space for documenting other comments:

- 1.I concur with the comment made by Rus Perry at the meeting, that the new bridge will be the western gateway to the city and so should not be 'just' utilitarian, some thought should be given to aesthetics...I'd prefer not to have an eyesore there.
- 2.I agree with the commenter who suggested allowing left hand turns off the bypass onto Rugby Road, at least for the duration of the construction.
- 3. It was stated that the new bridge would not use piers at either edge of the bypass. If so, surely there is no need to remove the foundations of the existing piers below the grade. That could save some money that could potentially then go to improved aesthetics of the new bridge.

Thanks.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Susan Shane

Email sejshane@gmail.com

Address 1719 Yorktown Dr

Charlottesville, VA, 22901-3035

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

No

How frequently do you use the Dairy Road bridge?

1-2 times/week

What is your opinion regarding the proposed project?

Strongly Oppose

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

I read the notes and read all the neighborhood emails about it

#### Please use the following space for documenting other comments:

14+ months is extremely long for the bridge to be out, especially since the high school has a lot of traffic which will be disrupted and will make a mess in the neighborhood. Not to mention the bridge connects the neighborhood to the city. And the traffic added to the roundabout to be used as a u-turn which is already crowded and not well-designed will be problematic. And JW Parkway is already overloaded. At least let us turn up Rugby. The city has had to buy out multiple high-ranking officials. It's raised our property and personal property taxes, re-zoned our neighborhoods against our desires. Why can't it spring to help pay to keep the bridge open? Charlottesville has changed. It is disappointing. For the high taxes on raised assessments, it would be nice to spend money to be kind to residents.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Jeff Shane

Email jresvet@gmail.com

Address 1719 Yorktown Drive

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Strongly Oppose

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

Unable to make meeting but read notes

#### Please use the following space for documenting other comments:

It seems to me that you could build another bridge next to the old one if you took down the pedestrian bridge next to it without severely impacting private land or structural integrity. This would not impact as many people as closing the whole bridge for a year. Also, most of these excuses for not doing the alternative seem to come down to money. The city clearly does not see the huge negative impact this will have on the lives of so many in the area of CHS. This bridge closed for a full year will cause chaos every school day. I am sure if this were closer to UVA, (where all the money comes from), this would be a much quicker project. A whole year for this small bridge is insane.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Anne Pfister

**Email** pfister.anne@gmail.com

Address 1701 kenwood lane

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

1-2 times/week

What is your opinion regarding the proposed project?

Strongly Oppose

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

I couldn't attend the meeting but read the notes taken by a neighbor who was there and I also read your website. I understand that the bridge needs to be replaced but I am opposed to the closure project.

#### Please use the following space for documenting other comments:

I am concerned by the fact that the bridge will be closed for more than a year and its consequent traffic issues. I had hoped that the hydraulic round-about would have alleviated the traffic issues considering how difficult it had become to leave and enter this side of the Greenbrier neighborhood (we live on Kenwood Lane but part of the lot is on Meadowbrook heights). Unfortunately, the Hydraulic/Brandywine construction had not helped as well as the exit from Meadowbrook heights to the 250 (a ramp would have been great there). The constant flow of traffic on the 250 makes it difficult to exit Meadowbrook Heights on the 250, same from Brandywine to Hydraulic, and the parkway is often backup because of the lights. The Greenbrier/Rio Rd exit is still the best option. I hope that the significant increase in taxes the past few years would be reflected into the budget. Adding the bridge closure to this already congested area sounds nightmarish, and I hope the issues we already have are taken into consideration. Thank you very much for reaching out to the neighborhood!

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Olivier Pfister

Email olivier.pfister@gmail.com

Address 1701 Kenwood Ln

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Oppose

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

You may elaborate on the previous question answer in this space:

I read the extensive meeting notes from a neighbor who was there and perused the presentation slides and information on https://www.dairyroadbridge.org/

#### Please use the following space for documenting other comments:

No question the bridge needs to be replaced before it collapses! I'm of course in support of that.

However I find the lack of attention to the traffic issues quite disappointing. As of today, left turns from Hydraulic to Brandywine are impossible at busy times of the day. I always continue to the bypass and take the ramp to Dairy Rd and then the bridge to get to our neighborhood. Coming from Brandywine onto Hydraulic is getting congested as well, as the roundabout fluidified traffic some but not that much. This will not get any better when the bridge is closed.

Likewise, getting onto the 250 bypass from Meadowbrook Heights can take a while in the morning. I expect this to become a zoo when the bridge is closed.

The single-lane parkway was obsolete from day one. It's already too busy, it's not going to get better.

My plan is to escape to the North via Rio Road and add 15 minutes to all my travel times.

I strongly suggest using temporary traffic lights between Brandywine and Hydraulic and even between Meadowbrook Heights and the 250 bypass!

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name David Mellor

Email mellor.david@gmail.com

Address 1612 Del Mar Dr

Charlottesville, VA, 22903

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Support

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

I did not attend the meeting

### Please use the following space for documenting other comments:

Given that this will likely increase traffic on Rugby Ave (https://maps.app.goo.gl/XjcSbnq4Hj9MVaSa7) can there please be improvements for pedestrians crossing that street? The only safe crossing area is at Rose Hill thanks to the new stoplight, but that road has lots of traffic that makes crossing difficult for pedestrians or bikes coming to and from the YMCA and McIntire Park area.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name Russell Perry

Email rusperry54@gmail.com

**Address** 1626 Saint Annes Road

Charlottesville, VA, 22901

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

Daily

What is your opinion regarding the proposed project?

Neutral

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

No

### Please use the following space for documenting other comments:

Given that the budget is fixed and the need is documented, the only issues before the public were the sequence of construction / the maintenance of vehicular access and what the bridge will look like. Unfortunately only the former issue was addressed, and that adequately. The public review is not complete until the consultant / the city present what the bridge will look like for public comment. The traffic inconvenience lasts a year or so. We will be seeing this bridge daily for the next 50 years. Some visitors will see the bridge as they enter the city, becoming part of the way they remember the city.

Given the disdain with which the consultant did not address the issue of aesthetics, one can only conclude that it doesn't matter to them and that the city has not prioritized the appearance of the bridge. I also reject the argument that "adding aesthetics" only adds to the cost and that there is no cost flexibility, therefore no "added aesthetics."

There are a thousand decisions that are being made / have been made regarding the looks of the bridge. The public should participate in these decisions. I look forward to attending that public review.

VDOT Project Number: U000-104-365, UPC 118295

Federal Project Number: STP-5104(326)

Comments may be submitted on or before July 25, 2025

Name jim rounsevell

**Email** j1R@jnrstudio.com

Address 1113 monticello road

cville, va, 22902

Please respond to the following statements by checking the box that best expresses your opinion.

Have you had the opportunity to review and consider the information provided in the exhibits at the public forum event or project website, prior to answering these questions?

Yes

How frequently do you use the Dairy Road bridge?

rarely

What is your opinion regarding the proposed project?

Strongly Oppose

Do you feel the information provided at the July 15th Public Hearing adequately answered your questions?

No

You may elaborate on the previous question answer in this space:

The hearing was entitled "Design Public Hearing" and yet the consultants failed to present any relevant information about what the bridge looks like.

#### Please use the following space for documenting other comments:

Once again, the city and its consultant are failing to grasp the importance of a significant piece of infrastructure. It's the Belmont bridge fiasco all over again. Instead of soliciting public input at the inception of the process to identify stakeholders and establish a direction, the city and its consultant are choosing to essentially foist this on the public with little to no input from the community. The attitude of the consultants that this is a done deal with no thought to what this looks like is frankly a bit offensive. This site is a prominent threshold in the city's landscape and warrants much greater care in how a replacement is executed. As a bridge designer, I am appalled to think that the consultants think that "aesthetics" is some sort of sauce to be poured over structural utility. One only need to look at the work of talented firms in London, Brussels, or Berlin to see how to do this properly. It is imperative that design and engineering go hand in hand. City staff and Council owe it to the general public to seriously reconsider this procurement and the potential disastrous results.

#### Oliver, Jonathan

From: A W <alancw5e@gmail.com>
Sent: Tuesday, July 29, 2025 10:02 PM

**To:** Behhnam, Najeebullah

**Subject:** RE: VDOT PROJECT #U000-104-365, UPC 118295 **Attachments:** Dairy Road Bridges from 250 heading West.JPG

**WARNING:** This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.



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To: Mr. Najeeb Behhnam, Project Manager, Capital Development Division.

#### Dear Mr. Behhnam:

- 1) I attended the Public Hearing meeting on July 15, 2025 at Walker School, regarding the planned Dairy Road Bridge Replacement Project. I wanted to submit the following comments.
- 2) I use the Dairy Road Bridge 1-2 times/week.
- 3) I am grateful that the bridge in poor condition can be replaced.
- 4) The public hearing did **not** address what the proposed bridge would look like. It was **not** provided as part of the slideshow and should have been. Only a 2D technical line drawing was available to view after the presentation. For such a visible and major project, a rendering of the bridge in context should have been mandatory for a public hearing.

My requests and recommendations are as follows--please review and forward to the Kimley-Horn representatives who gave the presentation at the public hearing.

- A realistic rendering of the bridge in its context should be made available for public review as soon as possible, before further documentation work is done by Kimley-Horn.
- The replacement bridge design should align with the existing pedestrian bridge and complement it--not just by matching colors. The Kimley-Horn engineer was not correct in saying that the pedestrian bridge would obscure the view of the new replacement bridge. Refer to the attached photo to see that the vehicular bridge CAN be seen beyond the pedestrian bridge and that the two present an uncoordinated appearance. The replacement bridge design has the opportunity to coordinate the two bridges--without unduly adding to the scope of the project.
  - align the structure of the new bridge with the slight camber/curvature of the existing bridge bottom chord. This will make them a unified and coordinated pair, in profile. This might even address the concern another Public Hearing attendee had about having one bridge for

- both vehicles and pedestrians. Two coordinated bridges might provide an even better effect, if they can mirror each other where possible.
- o match the guardrail components used by the existing pedestrian bridge. While the replacement bridge will not have a truss, the guardrail that must be on the replacement bridge, as noted by Kimley-Horn.
- o allow for future signage to be attached to the side of the bridge.
- allow for future well-designed linear LED indirect lighting to be applied at guardrail height, shining downwards. This would have 2 effects: safety and allowing the bridge to take on the role of a gateway to Charlottesville. With wider shoulders, lighting both sides may be more important, as pedestrians or bikes may attempt to use the shoulder.

Thank you for your efforts so far. Please do review this letter and forward it to the Kimley-Horn presenters at the Public Hearing meeting, as well as any other key stakeholders.

Many thanks,

Alan Wong 1442 Grove Road

### Oliver, Jonathan

**From:** >NoReply <email@dairyroadbridge.org>

**Sent:** Friday, July 18, 2025 1:52 PM **To:** Oliver, Jonathan; Davis, Danny

**Subject:** New message from "Dairy Road Bridge Replacement"

Categories: External

Name: Linda Hanson

Email: singingout@centurylink.net

Message: I am intrigued by the suggestion of others that the pedestrian bridge currently in place could be moved to address the McIntyre Park problem and that the new bridge could include pedestrian and bicycle lanes.

I'm also intrigued by the suggestion that the bridge could be more beautiful than the design presented to us. I would be in favor of using taxpayer funds to enhance the design of the bridge. This is a very lively city. Creativity is a hallmark. The city has a commitment to making public space is beautiful. Much of Charlottesville is a very beautiful city. I wish this bridge were., too.

---

Date: July 18, 2025 Time: 5:51 pm

Page URL: https://www.dairyroadbridge.org/contact/

User Agent: Mozilla/5.0 (iPhone; CPU iPhone OS 18\_5 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like

Gecko) Version/18.5 Mobile/15E148 Safari/604.1 Ddg/18.5

Remote IP: 73.251.208.201 Powered by: Elementor



# **Transcript of Public Hearing**

**Date:** July 15, 2025

Case: Dairy Road Project, In Re:

#### **Planet Depos**

Phone: 888.433.3767 | Email: transcripts@planetdepos.com

www.planetdepos.com

Michigan #8598 | Nevada #089F | New Mexico #566

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    PUBLIC HEARING
    IN RE: Dairy Road Bridge Replacement
3
4
    Project
5
    City of Charlottesville
6
7
8
                PUBLIC HEARING: DAIRY ROAD BRIDGE
9
                       REPLACEMENT PROJECT
10
                    Charlottesville, Virginia
                     Tuesday, July 15, 2025
11
12
                             7:17 p.m.
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14
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16
17
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19
    Job No.: 590260
20
21
    Pages: 1 - 6
22
    Recorded By: Kai Gibson
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1	PUBLIC HEARING, held at the location of:
2	
3	
4	WALKER UPPER ELEMENTARY SCHOOL
5	1564 Dairy Road
6	Charlottesville, VA 22903
7	
8	
9	Pursuant to agreement, before Kai Gibson, Notary
10	Public in and for the Commonwealth of Virginia.
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1	PROCEEDINGS
2	(Whereupon, the court reporter was duly
3	sworn.
4	MS. HANSON: I will be coming from
5	Brandywine to turn onto Hydraulic Road, and with
6	the increase in traffic, an experience that's
7	already tricky will be more complicated. I'm
8	concerned about managing that. I would encourage
9	the city to look for funding to make it a a
10	more beautiful bridge.
11	(Off the record at 7:17 p.m.)
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1	CERTIFICATE OF COURT REPORTER - NOTARY PUBLIC
2	I, Kai Gibson, the officer
3	before whom the foregoing proceedings were
4	taken, do hereby certify that any witness(es) in
5	the foregoing proceedings were fully sworn;
6	that the proceedings were recorded by me and
7	thereafter reduced to typewriting by a
8	qualified transcriptionist; that said digital
9	audio recording of said proceedings are a
10	true and accurate record to the best of my
11	knowledge, skills, and ability; and that I am
12	neither counsel for, related to, nor employed
13	by any of the parties to this case and have no
14	interest, financial or otherwise, in its outcome.
15	
16	Notary Registration No.: 7999733
17	My Commission Expires: 06/30/2026
18	
19	De la companya della
20	KAI GIBSON, NOTARY PUBLIC,
21	FOR THE COMMONWEALTH OF VIRGINIA
22	July 24, 2025

1	CERTIFICATE OF TRANSCRIBER
2	I, Grace Markarian, do hereby certify
3	that this transcript was prepared from the digital
4	audio recording of the foregoing proceeding; that
5	said proceedings were reduced to typewriting under
6	my supervision; that said transcript is a true and
7	accurate record of the proceedings to the best of
8	my knowledge, skills, and ability; and that I am
9	neither counsel for, related to, nor employed by
10	any of the parties to the case and have no
11	interest, financial or otherwise, in its outcome.
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A	complicated	hearing	
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charlottesville	fully	make	— public
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city	funding	managing	2:10, 3:2, 5:1,
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transcriptionist			
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# **ATTACHMENT E**

**ADVERTISEMENT** 

### **DESIGN PUBLIC HEARING**

Dairy Road Bridge Replacement State Project: U000-104-365, UPC 113835 Federal Project: STP-5104(326)

### **Tuesday, July 15, 2025**

Open House: 6:00 PM to 8:00 PM Walker Upper Elementary School – 1564 Dairy Rd., Charlottesville, VA 22903

The City of Charlottesville will hold a Public Hearing for the Dairy Road Bridge Replacement Project. Come see plans for the replacement of the Dairy Road Bridge Project. This project will replace the aging and load restricted Dairy Road bridge over the US Route 250 bypass. The City of Charlottesville has secured funding through VDOT's State of Good Repair program to complete the bridge replacement. Dairy Road over Route 250 bypass will be closed during construction beginning in late 2026 for approximately one year to complete the construction.

Review the proposed project plans depicting the major design features and the National

Environmental Policy Act (NEPA) documentation at the Informal Plan Review. The environmental document will be available for review and comment for 30 days beginning July 1, 2025.

Project materials may be viewed at City of Charlottesville Public Works, Capital Development Division, 305 4th Street NW, Charlottesville, VA 22903 beginning July 1, 2025 and will be available at the public hearing.

Give your written or oral comments at the hearing or submit written comments post-marked by July 25, 2025 to Najeeb Behhnam, City of Charlottesville Public Works, Capital Development Division, 305 4th Street NW, Charlottesville, VA 22903 or behhnamn@charlottesville.gov.

The City of Charlottesville ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. No person shall be excluded from participation in or be denied the benefits of, or be subjected to, discrimination under any program or activity receiving Federal financial assistance.

If you feel you have been denied participation in, or denied benefits of, or been subjected to discrimination, in regard to this project or otherwise discriminated against because of your race, color, national origin, gender, age or disability, you may contact the City of Charlottesville, Clerk of Council at (434) 970-3113.

Questions regarding this project should be directed to Najeeb Behhnam at 434-459-9763 or behhnamn@charlottesville.gov. Any persons with questions on the accessibility of the facility or need for reasonable accommodations should contact Najeeb Behhnam.

### **PUBLIC NOTICE**

# DESIGN PUBLIC HEARING: Dairy Road Bridge Replacement

State Project: U000-104-365, UPC 118295 Federal Project: STP-5104(326)

Tuesday, July 15, 2025 Open House: 6:00 PM to 8:00 PM Walker Upper Elementary School – 1564 Dairy Rd., Charlottesville, VA 22903

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### **PUBLIC NOTICE**

# **ATTACHMENT F**

**DESIGN PUBLIC HEARING PLANS** 

CHARLOTTESVILLE) 0F BEHHNAM(434-459-9763) (CITY and Mapping, LLC, 11/11/12024 PROJECT MANAGER NAJE*EBILLAH. BEHHNAMA34-459-91631 (CITY* SURVEYED BY, DATE *HRB. Survex.and. Mapolop.LC. IILII/2024* DESIGN BY *Kinley-tham. 8. Associates. Inc.*. SUBSURFACE UTILITY BY, DATE *INFERAMAP. CORP.JO/30/2024* 

FOR INDEX OF SHEETS SEE SHEET 1A

WILLINGNESS PLANS

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-CF-WAY SHOWN ON THESE PLANS.

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer). COMPUTER IDENTIFICATION NO 118295.

CITY OF CHARLOTTESVILLE DEPARTMENT OF PUBLIC WORKS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

CITY OF CHARLOTTESVILLE DAIRY ROAD BRIDGE FROM: 0.03 MI.S. OF ROUTE 250 EB OFF RAMP TO: 0.06 MIN. OF ROUTE 250 EB OFF RAMP

FEDERAL AID STATE STP-5104(326) FHWA-534 DATA 35011 VA. N/A U000-I04-365 SEE TABULATION BELOW FOR SECTION NUMBERS

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA						
	DAIRY ROAD MAJOR COLLECTOR (GS-7)	US 250-EB OFF-RAMP	US 250-BYPASS OTHER FREEWAYS AND EXPRESSWAYS (GS-5)			
	Fr: Gentry Lane	Fr: US 250 EB	Fr: Hydraulic Road			
	To: Grove Road	To: Dairy Road	To: Rugby Ave			
ADT (2023)	1,500	2,000	41,000			
ADT (2047)	1,680	2,240	45,960			
DHV	110	280	2,000			
D (%) (design hour)	62.3	100	51.6			
T (%) (design hour)	1	1	2			
V (MPH)	25 MPH	25 MPH	45 MPH			
TERRAIN	ROLLING	ROLLING	ROLLING			
DIVIDED/UNDIVIDED	UNDIVIDED	UNDIVIDED	DIVIDED			

DATE

\*SEE PLAN AND PROFILE SHEETS FOR HORIZONTAL CURVE AND DESIGN SPEED DATA

PROJ. U000-104-365, PE-101, C-501 PROJ. U000-104-365, B-620 CONVENTIONAL SIGNS STATE LINE
COUNTY LINE
CITY.TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE STA.100-51.27 4 37.10 POT 2025 N53°54'11 SANITARY SEWER LINE
GAS LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS TIER 1 PROJECT BASE OR SURVEY LINE Pedestrian Bridge RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION LEVEE OR EMBANKMENT BRIDGES CULVERTS DROP INLET POWER POLES DISTRICT PLANNING AND INVESTMENT MANAGE -6ħ.( HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION DATE DISTRICT PROJECT DEVELOPMENT ENGINEER THE COMPLETE ELECTRONIC POF VERSION OF THE PLAN ASSEMBLY APPROVED FOR RIGHT OF WAY ACQUISITION THE COMPLETE LEGITATION FOR YEARSHON OF THE PLANT ASSEMENT AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDDT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS, FOR NIFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES. DESCRIPTION REFERENCE STA 101-84.08 DAIRY RD CONSTR.BL NTERSECTION WITH STA 202-37.10 RAMP CONSTR.BL DISTRICT ENGINEER/ADMINISTRATOR RECOMMENDED FOR APPROVAL REVISED FOR CONSTRUCTION

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCO, 2011 VIRGINIA SUPPLEMENT TO THE MUTCO, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REV. 2.1 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPEFELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11ULS OR TC-5.11U, EXCEPT WHERE OTHERWISE NOTED.

THE <u>ORIGINAL</u> APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

Right of Way greas in white cloud Population City of Charlottesville 46,553 (2020 Census) Plans Illegible In this area.

STATE PROJECT	SECTION	FEDERAL AID PROJECT NO.	TYPE	UPC NO.	EQUALITIES	LENGTH II BRIDG		LENGTH E BRID	XCLUDING GE(S)	BRIDGE TYPE PROJECT PROJECT		DJECT PROJECT	DESCRIPTION
NO.	I Moder No.	TOUCH IND.   CODE	CODE	CODE	CODE NO.	FEET	FEET	MILES	FEET	MILES	NO.		
	C-501	STP-5104(326)	1000	118295		465.40	0.09	291.06	0.06	B-620	Const.	Fr: 0.026 Mi. S. OF RT. 250 EB OFF RAMP	
365												To: 0.063 Mi. N. OF RT. 250 EB OFF RAMP	
	PE-101	STP-5104(326)	PENG	118295		465.40	0.09	291.06	0.06		Prel Engr.	Fr: 0.026 Mi. S. OF RT. 250 EB OFF RAMP	
01-000n												To: 0.063 Mi. N. OF RT. 250 EB OFF RAMP	

Project Lengths are based on Dairy Road Construction Baseline.

U000-I04-365

DISTRICT PLANNING AND INVESTMENT MANAGER

DISTRICT PROJECT DEVELOPMENT ENGINEER

DISTRICT ENGINEER/ADMINISTRATOR

Copyright 2025, City of Charlottesville

PROJECT MANAGER INJEEBULLAH, BEHHMAM (434-459-9763) (CITY OF CHARLOTTESVILLE)
SUREVER BY, DITE 1888, SURYAY, 97d, MODEROLLIC IV/IV/2024
DESION BY KIMBE 1907. & ASSOCIABLES, INC.
SUBSURE ACE UTBITY BY, DATE INFRAMBAP (CRP. 10/30/2024)

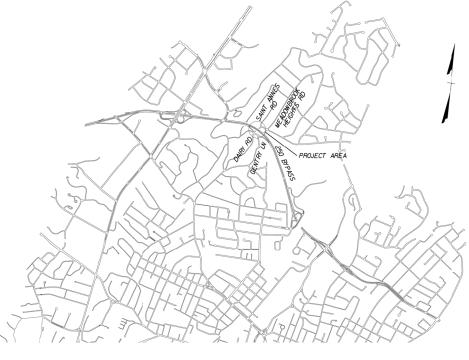
# INDEX OF SHEETS

7	REVISED	STATE		STATE	SHEET N
		SIAIE	ROUTE	PROJECT	SHEET IN
		VA.	N/A	U000-I04-365	IA
				C-50I	

DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE DEPARTMENT

SHEET NO	DESCRIPTION	STATIONS
1	TITLE SHEET	
IA	INDEX OF SHEETS/LOCATION MAP	
*IB	RIGHT OF WAY DATA SHEET	
*IC	REVISION DATA SHEET	
ID	SURVEY ALIGNMENT DATA SHEET	
IE	CONSTRUCTION ALIGNMENT DATA SHEET	
*IF	UNDERGROUND UTILITY TEST HOLE INFORMATION	
IG	TRAFFIC MAINTENANCE PLAN & SEQUENCE OF CONST	RUCTION
IH(I) thru IH(3)	DETOUR PLAN	
*2	GENERAL NOTES	
2A	TYPICAL SECTIONS	
3	PLAN DAIRY ROAD	100+51.27 to 105+00.00
3A	PROFILE DAIRY ROAD	100+51.27 to 105+00.00
3A2	SIDE STREET PROFILES	
3B	PHASED EROSION AND SEDIMENT CONTROL DAIRY ROAD	100+51.27 to 105+00.00
*3RW	RIGHT OF WAY PLAN SHEET DAIRY ROAD	100+51.27 to 105+00.00
*4(I) THRU 4(X)	DRAINAGE DESCRIPTIONS AND STORM PROFILES	
-5(1) THRU 5(3)	SIGNING AND PAVEMENT MARKING PLANS	

\* INDICATES SHEET IS NOT INCLUDED IN THIS SUBMITTAL



PH PLANS

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ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

U000-I04-365

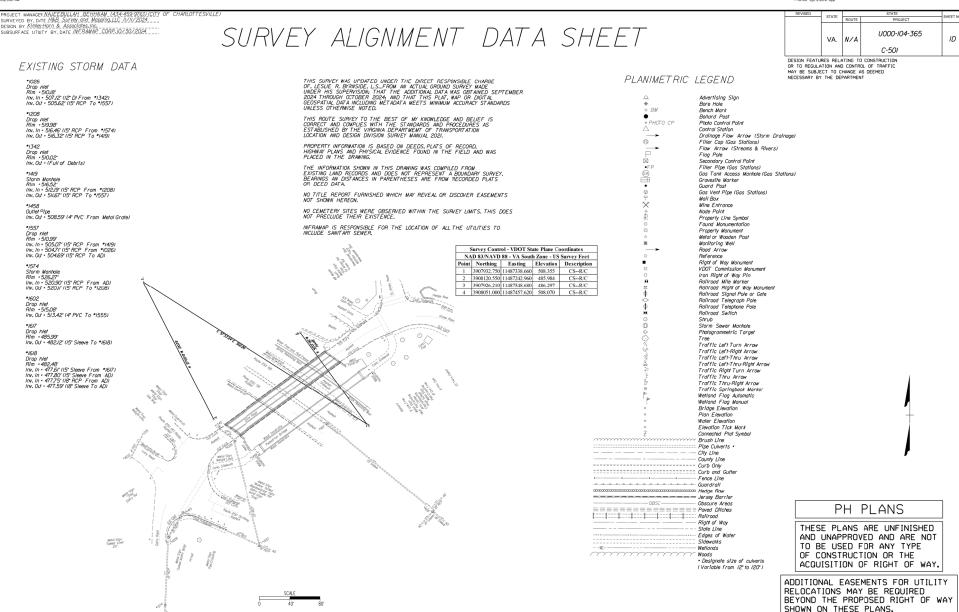
IA

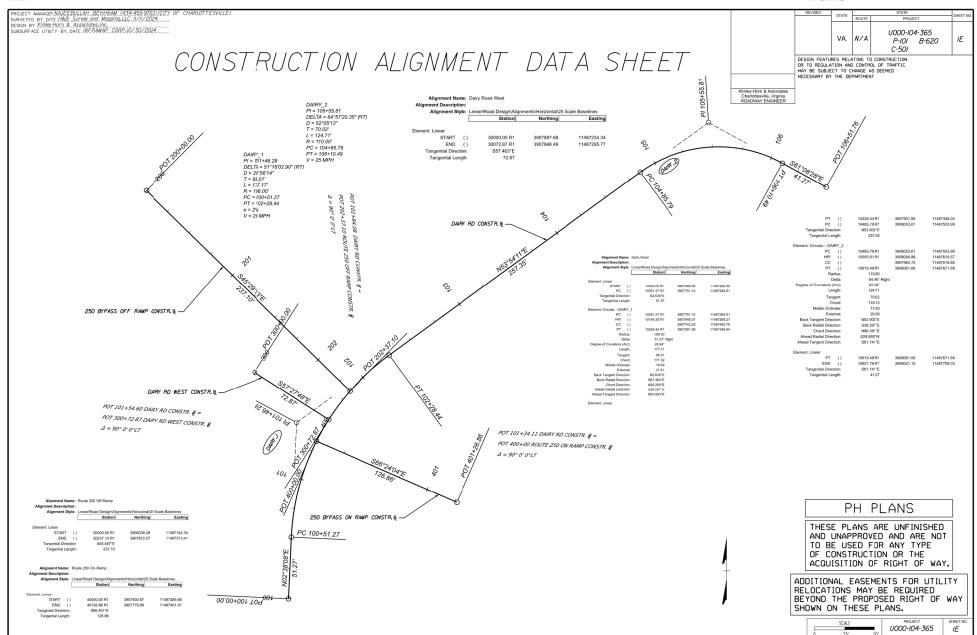
TOTAL CROSS SECTION SHEETS 3\_ (SEE CROSS SECTION SHEET NUMBER I FOR INDEX OF SHEETS)

SHEET NO.

ID

U000-I04-365





d118295001Gdon Plotted By: ZachTapp

Kimley-Horn & Associate

STATE

VA. N/A

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE DEPARTMENT

U000-I04-365

C-501

IG

PROJECT MANAGER NAJEEBULLAH, BEHHNAM, (434-459-9763) ICITY OF CHARLOTTESVILLE) SURVEYED BY, DITE HAB, SURVEY, ORD, MODERD, LIC (1/11/2024 DESION BY KINNY HOUR, B. ASSOCIATES, INC. SUBSURFACE UTUTY BY, DATE (INFRAMAP, CORP. 10/30/2024

### INTRODUCTION

THE PROPOSED IMPROVEMENTS TOTAL APPROXMATELY XXX LINEAR FEET AND INVOLVE THE REPLACEMENT OF THE EXISTING DAIRY ROAD BRIDGE OVER ROUTE 250 BYPASS IN CHARLOTTESVILLE, VIRGINIA. THE PROJECT INCLUDES ANCILLARY ROADWAY IMPROVEMENTS TO BOTH THE NORTHERN AND SOUTHERN APPROACH TO THE BRIDGE.

#### TEMPORARY TRAFFIC CONTROL PLAN

#### GENERAL NOTES

- IJ THE PROPOSED IMPROVEMENTS FALL UNDER THE TMP TYPE B PROJECT
- 2) THE PROJECT LOCATION IS ON DARY ROAD AT THE ROUTE 250 BYPASS IN THE CITY OF CHARLOTTESVILLE.
- 3.) THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL DEVICES, SIGNAGE, EQUIPMENT, PERSONNEL, INCLUDING CERTIFIED TRAFFIC CONTROL PERSONNEL TO CONTROL TRAFFIC DURING CONSTRUCTION WITHIN CITY-MAINTAINED RIGHT-OF-WAY, ALL TRAFFIC CONTROL SHALL BE IN STRICT ACCORDANCE WITH THE STANDARDS, GUIDELINES, POLICIES, AND OBJECTIVES OF THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL, REVISION 2,2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND ALL CITY PERMITS, CONTRACTOR SHALL HAVE BOTH INTERMEDIATE AND BASIS WORK ZONE TRAFFIC CONTROL CERTIFIED EMPLOYEE ON SITE AT AL TIMES DURING LANE CLOSURES, TRAFFIC SHIFTS, AND AT LEAST DAILY TO REVIEW WORK ZONE.
- 4) THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING AREAS FOR EQUIPMENT STORAGE AND STAGING OF MATERIALS. ALL COSTS FOR TCD AND E&S REQUIREMENTS FOR LAYDOWN YARD SHALL BE INCIDENTAL WITH OTHER ITEMS WITH NO SEPERATE PAYMENT THERETO.
- 5.) THE WORK ZONE SHALL BE MANITAINED ACCORDING TO THE TEMPORARY TRAFFIC CONTROL PLANS AS SHOWN IN THE CONTRACT DOCUMENTS.
- 6J THE FOLLOWING TRAFFIC CONTROL SPECIFICATIONS FROM THE VIRGINIA WURK AREA PROTECTION MANUAL REVISION 2 APPLY TO THIS PROJECT: TTC-IJ.TTC-42.TTC-I62.TTC-I72.TTC-342.TTC-35J.TTC-362.TTC-452.TTC-482TTC-53D AND OTHERS AS REQUIRED.
- 7.) MAXIMUM CHANNELIZING DEVICE SPACING SHALL BE AS FOLLOWS:

DAIRY ROAD:

TRAVELWAY SPACING . 40'

TRANSITION SPACING - 20 11. ROUTE 250 BYPASS:

TRAVELWAY SPACING + 80

TRANSITION SPACING • 40

- 8) ENTRANCES ALONG DARY ROAD VILL BE AFFECTED BY THE WORK ZONE WID ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THIS MOT PLAN HAS BEEN DESGNED UNDER THE ASSUMPTION THAT THE FOLLOWING TYPES OF TRAFFIC UTILIZE THE WORK ZONE: COMMUTERS, SCHOOL BUSES, TRANSIT BUSES, PEDESTRIANS, PASSENGER VEHICLES, BICYCLES, AND TRUCKS.
- IO. ALL AREAS EXCAVATED BELOW THE EXISTING PAYEMENT SURFACE AND WITHIN THE CLEAR ZONE (NOT PROTECTED BY BARRIER) AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACK-FILLED TO FORM AN APPROXIMATE GIWEDGE, AGAINST THE EXISTING PAVEMENT SURFACE FOR SAFETY AND PROTECTION OF VEHICULAR TRAFFIC.THE 61 WEDGE SHALL FRESENT NO MORE THAN A 2 DROP OFF FROM THE EDGE OF PAVEMENT WITHIN THE WORK ZONE CLEAR ZONE. ALL COST OF PLACING, MAINTAINING, AND REMOVING THE WEDGE SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS II THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE 64 WEDGE SHALL BE REMOVED IN ITS ENTIRETY PRIOR TO PLACEMENT OF SUBBASE AGGREGAGATE AND/OR ASPHALT AS REQUIRED BY THE INSPECTOR.
- II. NIGHT TIME WORK HOURS ARE ALLOWABLE AS DESCRIBED ALLOWABLE BY THE CITY OF CHARLOTTESVILLE AND UPON APPROVAL BY THE ENGINEER.
- 12. ALLOWABLE WORK HOURS SHALL BE FROM TAM TO 9PM MONDAY THROUGH SATURDAY EXCEPT HOLIDAYS AND WHEN NIGHT WORK IS APPROVED BY THE ENGINEER AND CITY TRAFFIC ENGINEER.ALLOWABLE LANE CLOSURE HOURS ARE TO BE DETERMINED.WORK PERFORMED OUTSIDE THESE HOURS THAT IS NOT SPECIFICALLY ALLOWED FOR IN WRITING BY ENGINEER WILL BE IMMEDIATELY SHUT DOWN BY THE INSPECTOR AND/OR CITY.
- 13. WORK DURATION FOR THIS PROJECT HAS BEEN ESTIMATED TO TAKE 12 NONTHS WITH THE MOT SHOWN.
- THE CONTRACTOR SHALL BE REQUIRED TO AND MAINTAIN ACCESS TO THE ADJACENT PEDESTRIAN BRIDGE AT ALL TIMES, EXCEPT WHEN THE WORK REQUIRES SHORT-TERM CLOSURE FOR SAFETY REASONS.SUCH CLOSURES CAN ONLY BE MADE UPON APPROVAL OF A REQUEST MADE OF THE ENGINEER.

#### PUBLIC COMMUNICATIONS PLAN

THE CONTRACTOR IS TO COORDINATE WITH THE CITY OF CHARLOTTESVILLE TO PUBLISH ANNOUNCEMENTS REGARDING WORK ACTIVITIES FOR THIS PROJECT, EACH ACTIVITY WILL BE GOVERNED BY THE TIMES ESTABLISHED BY THE CITY TRAFFIC ENGINEER, THE CONTRACTOR SHALL PROVIDE LANE CLOSURE INFORMATION A MINIMUM OF TWO WEEKS IN ADVANCE OF WORK SO IT CAN BE PUBLISHED.THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A TWO WEEK LOOK AHEAD EVERY WEDNESDAY BY NOON TO AID IN THE CITY NOTIFYING PUBLIC OF WORK ACTIVITIES.

### TRAFFIC MANAGEMENT PLAN (TMP)

#### TRANSPORTATION OPERATIONS PLAN

IJ THE CONTRACTOR OR THE INSPECTOR (AS IDENTIFIED BELOW) SHALL BE RESPONSIBLE FOR NOTIFICATION THE DAY PRIOR TO LANE CLOSURES EACH DAY BY CALLING THOSE BELOW AND OTHERS AS REQUIRED

A) CONTRACTOR SHALL CALL THE PROJECT INSPECTOR-TRO

B) INSPECTOR SHALL SHALL NOTIFY THE CONSTRUCTION MANAGER: TBD C) INSPECTOR SHALL NOTIFY THE CITY PROJECT MANAGER: TBD

2) THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES: CITY OF CHARLOTTESVILLE POLICE DEPARTMENT: (434) 970-3280 OR 911 (IN EMERGENCY)

3J PROCEDURES TO RESPOND TO TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE ARE GENERALLY AS FOLLOWS: A) CONTRACTOR TO NOTIFY THE INSPECTOR.

B) CONTRACTOR TO REQUEST PRESENCE OF EMERGENCY MEDICAL SERVICES AS APPROPRIATE (911 IN EMERGENCY) OR 1E NOT ALREADY ON SCENE OR ENROUTE.

C) THE INSPECTOR SHALL NOTIFY THE CONSTRUCTION MANAGER, TBD

D) THE CONSTRUCTION MANAGER SHALL NOTIFY THE CITY PROJECT MANAGER: TBD

E) DEPENDING ON THE SEVERITY OF INCIDENT.AND IF DIRECTED BY THE INSPECTOR, THE CONTRACTOR WAY BE DIRECTED TO CEASE OPERATIONS TEMPORARILY TO ALLOW FOR CLEARANCE OF THE INCIDENT.

F) UPON ARRIVAL ON SCENE, CITY OF CHARLOTTESVILLE POLICE DEPARTMENT STAFF WILL DETERMINE RESPONSE NECESSARY TO ALLOW TRAVELING PUBLIC AROUND THE INCIDENT.

G) THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT WILL TAKE CONTROL OF THE INCIDENT AND DIRECT ITS CLEARING AND RESTORATION TO NORMAL TRAFFIC OPERATIONS. THE CONTRACTOR MAY BE DIRECTED BY THE INSPECTOR TO COOPERATE WITH THE CHARLOTTESVILLE POLICE DEPARTMENT TO CLEAR TRAFFIC AND RESTORE NORMAL OPERATIONS.

IN THE EVENT OF AN INCIDENT WITHIN THE WORK ZONE THE FOLLOWING DOCUMENTATION PROCESS IS TO BE FOLLOWED DURING AND AFTER THE INCIDENT:

A) BE ADVISED THAT THE INSPECTOR WILL TAKE PICTURES AS NECESSARY, ESPECIALLY PICTURES OF CONTRACTOR'S WORK ZONE SET UP TO VERIFY COMPLIANCE WITH STANDARDS.

B) CONTRACTOR IS TO DISCUSS SITUATION WITH THE THE PROJECT INSPECTOR AND MAKE NECESSARY ADJUSTMENTS TO THE WORK ZONE IN LIGHT OF AND IN RESPONSE TO THE INCIDENT.

C) THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT REPORT OF THE INCIDENT WILL BE REVIEWED BY THE CITY TO DETERMINE IF ANY MODIFICATION OF THE TEMPORARY TRAFFIC CONTROL PLAN IS NECESSARY IF IT IS DETERMINED THAT IT IS NECESSARY TO ALTER THE PLAN, THEN A MEETING WILL BE CALLED WITH THE CONTRACTOR, CITY OF CHARLOTTESVILLE PROJECT PERSONNEL, AND THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT STAFF (IF NECESSARY) TO DISCUSS MODIFICATION AND IMPLEMENTATION OF AN IMPROVED TRAFFIC CONTROL PLAN.

#### SECUENCE OF CONSTRUCTION

GENERAL SEQUENCE OF CONSTRUCTION IS AS FOLLOWS:

STAGE I: DEMOLISH EXISTING BRIDGE

STAGE 2: CONSTRUCT BRIDGE FOUNDATIONS AND PIERS.

STAGE 3: CONSTRUCT BRIDGE SUBSTRUCTURE OVER ROUTE 250 STAGE 4: CONSTRUCT BRIDGE SUPERSTRUCTURE AND APPROACHES.

#### STAGE I:

- CONTRACTOR SHALL INSTALL PCMS SIGNS AT NOTED LOCATIONS NEAR PROJECT TO ALERT PUBLIC OF PENDING ROAD CLOSURE AND DETOUR AT LEAST ONE WEEK IN
- ADVANCE OF DETOUR IMPLEMENTATION.PCMS SIGNS SHALL REMAIN IN PLACE AT LEAST ONE WEEK AFTER IMPLEMENTATION OF DETOUR.
- CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL MEASURES TO IMPLEMENT DARY ROAD BRIDGE CLOSURE AND DETOUR.
- CONTRACTOR TO DEMOLISH DAIRY ROAD BRIDGE.
- CONTRACTOR SHALL USE ROUTE 250 BYPASS DETOUR ONLY WHEN OPERATIONS NECESSITATE FOR THE SAFETY OF THE TRAVELLING PUBLIC. STAGE 2:

I. CONTRACTOR TO CLOSE OUTSIDE LANE OF ROUTE 250 IN NIGHT-TIME OPERATIONS ONLY TO COMPLETE FOUNDATION AND PIER WORK. STAGE 3.PHASE I:

CONTRACTOR TO CLOSE ROUTE 250 BYPASS EB USING THE STAGING DETOUR. 2. CONTRACTOR TO DELIVER AND PREPARE GIRDERS 3 & 4.

#### STAGE 3, PHASE 2:

CONTRACTOR TO CLOSE ROUTE 250 BYPASS USING DETOUR.

CONTRACTOR TO ERECT GIRDERS 3 & 4.

CONTRACTOR TO REOPEN ROUTE 250 TO TRAFFIC.

#### STAGE 3.PHASE 3:

- CONTRACTOR TO CLOSE ROUTE 250 BYPASS EB USING THE STAGING DETOUR.
- CONTRACTOR TO DELIVER AND PREPARE GIRDERS 1 & 2.

#### STAGE 3,PHASE 2:

- CONTRACTOR TO CLOSE ROUTE 250 BYPASS USING DETOUR.
- CONTRACTOR TO ERECT GIRDERS 1 & 2.
- CONTRACTOR TO REOPEN ROUTE 250 TO TRAFFIC.

#### STAGE 3 PHASE 5:

- CONTRACTOR TO CLOSE ROUTE 250 BYPASS USING DETOUR.
- CONTRACTOR TO INSTALL CROSS FRAMES BETWEEN GIRDERS 3 & 4 AND FORMS.
- CONTRACTOR TO REOPEN ROUTE 250 TO TRAFFIC.
- CONTRACTOR TO COMPLETE BRIDGE SUPERSTRUCTURE AND APPROACHES.
- 2. CONTRACTOR TO REOPEN DAIRY ROAD TO TRAFFIC.

PH PI ANS

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ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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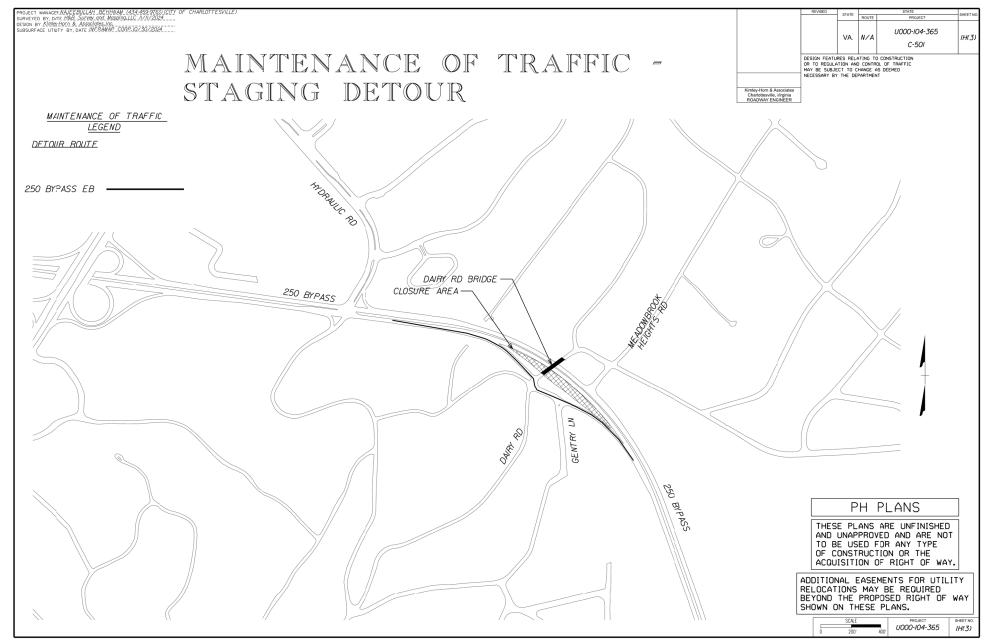
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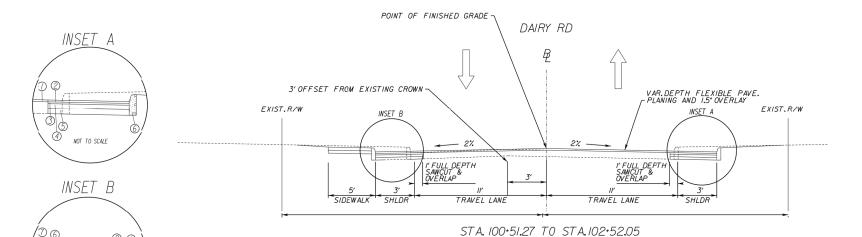


Kimley-Horn & Associates Charlottesville, Virginia ROADWAY ENGINEER

Froehling & Robertson

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() 15 ASPHALT CONCRETE SURFACE, MIL. & OVERLAY

(2) 1.5" ASPHALT CONCRETE SURFACE TYPE SM-9.5

NOT TO SCALE

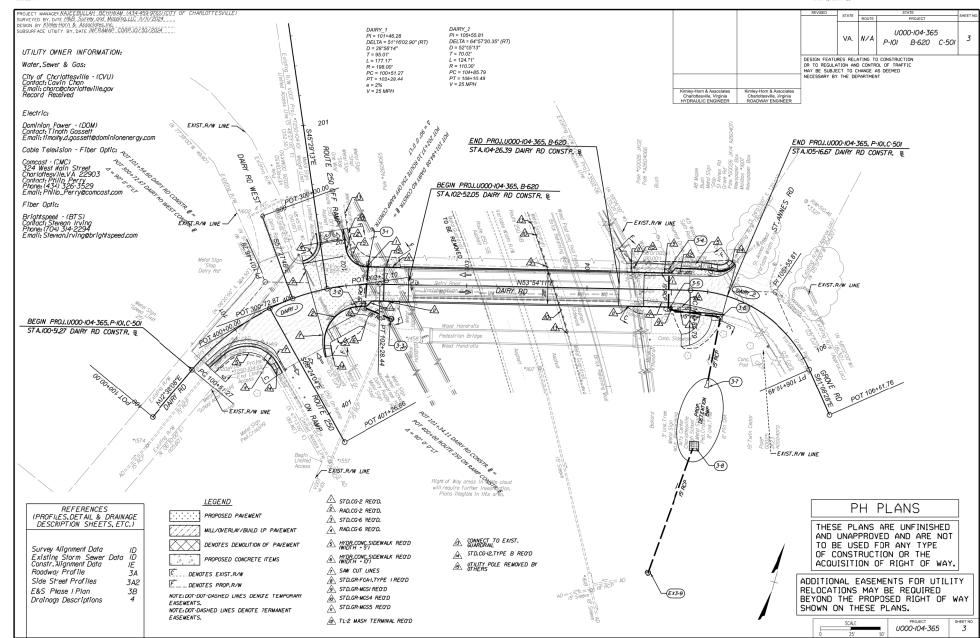
6 ASPHALT CONCRETE BASE COURSE. TYPE BM-25.0A @ 110 LB/IN

(E) 6" AGGREGATE BASE MAT'L,TY.I NO.2IE

(E) VDOT STD.CG-2 RECVD.

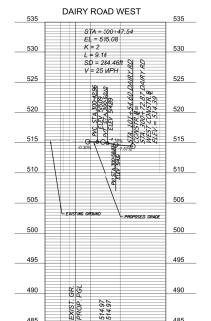
7) 4" HYDR.CEMENT CONC.SIDEWALK

(ξ) 4" AGGREGATE BASE MAT'L.TYJ NO.2IB



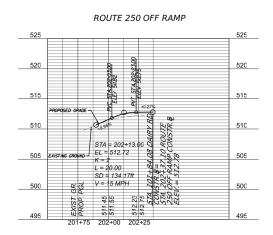
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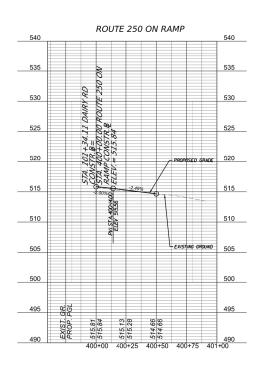
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Kimley-Horn & Associates Richmond, Virginia HYDRAULIC ENGINEER

Kimley-Horn & Associates Richmond, Virginia ROADWAY ENGINEER

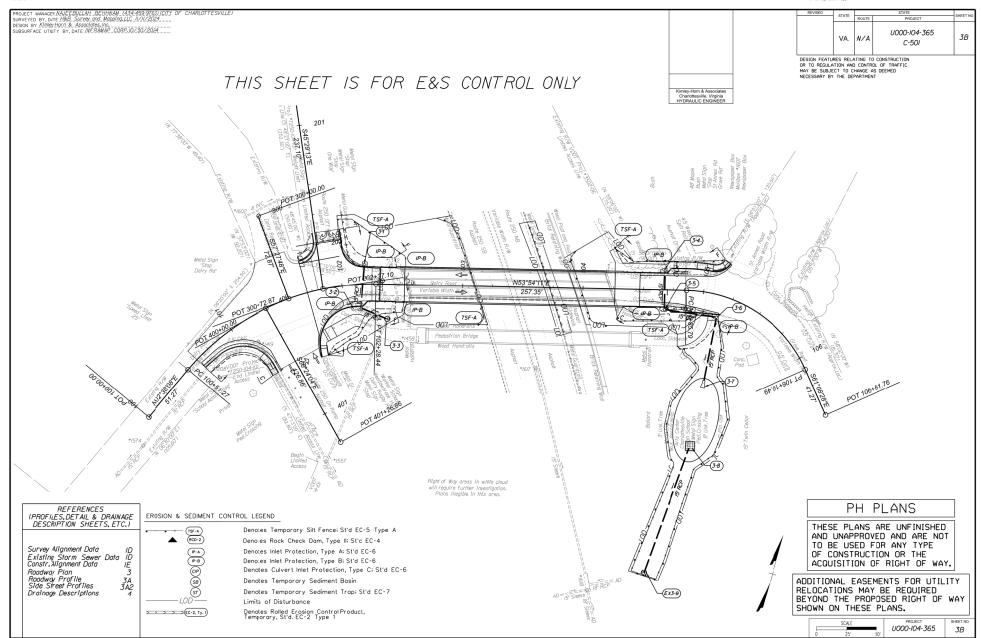
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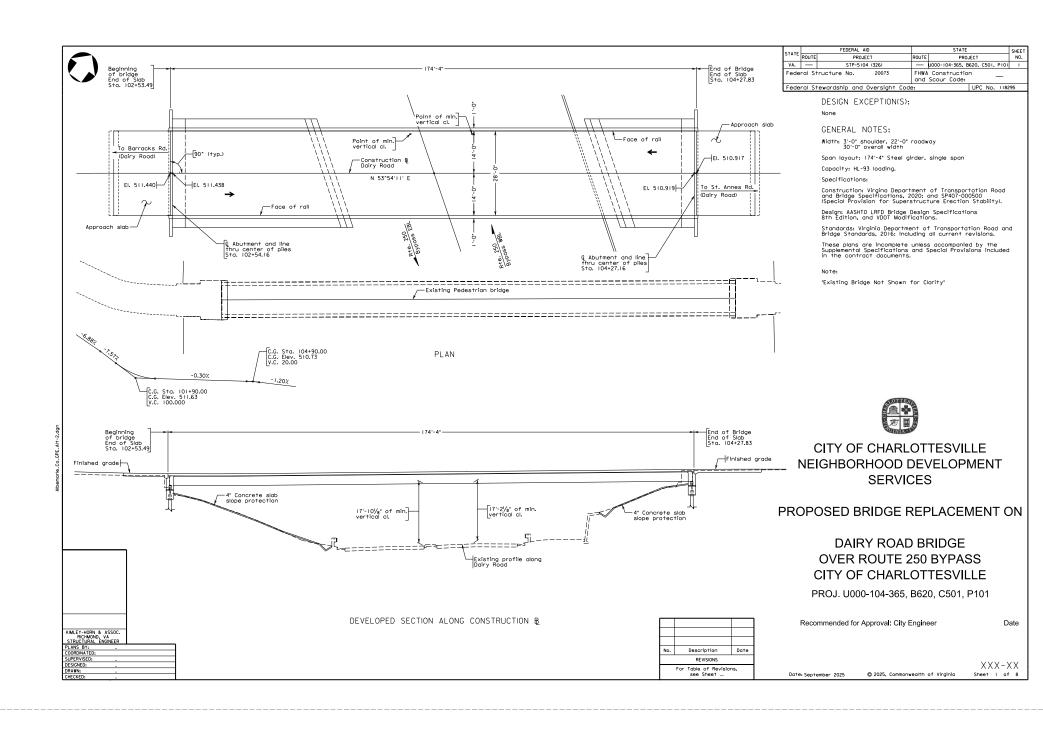
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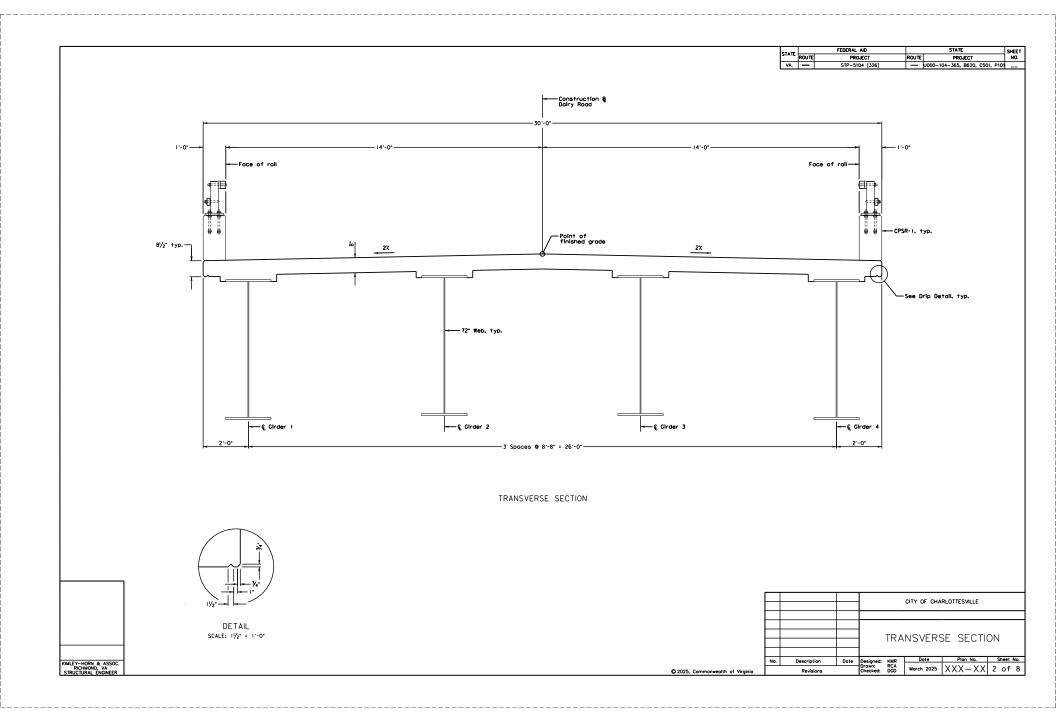
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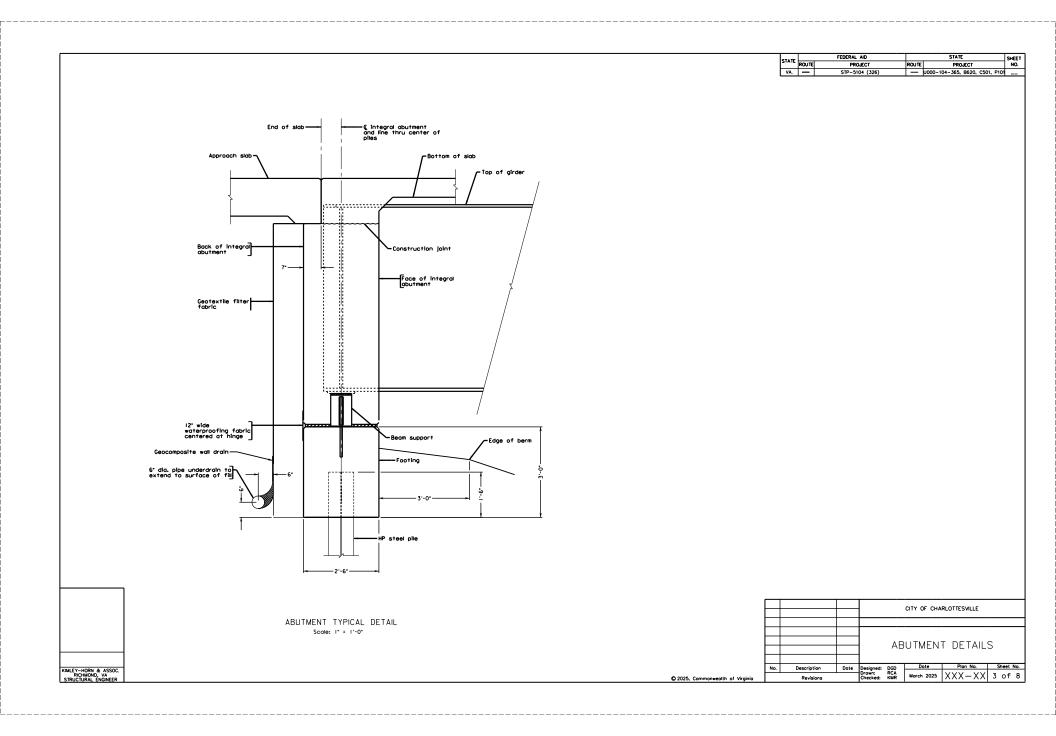
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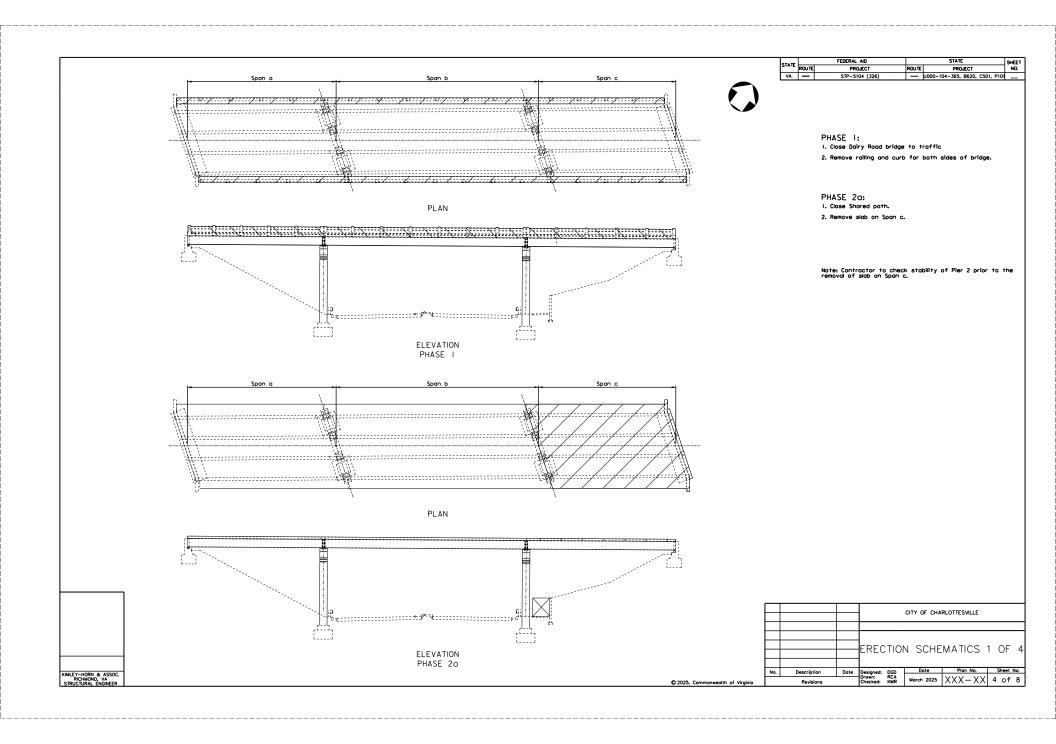
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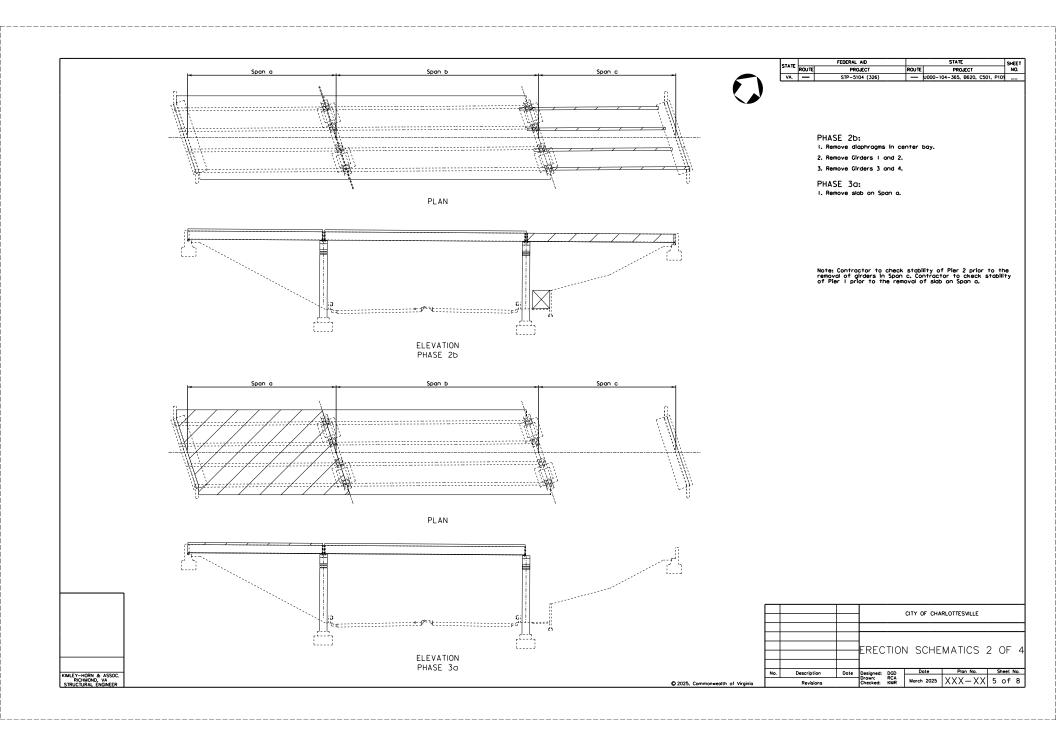


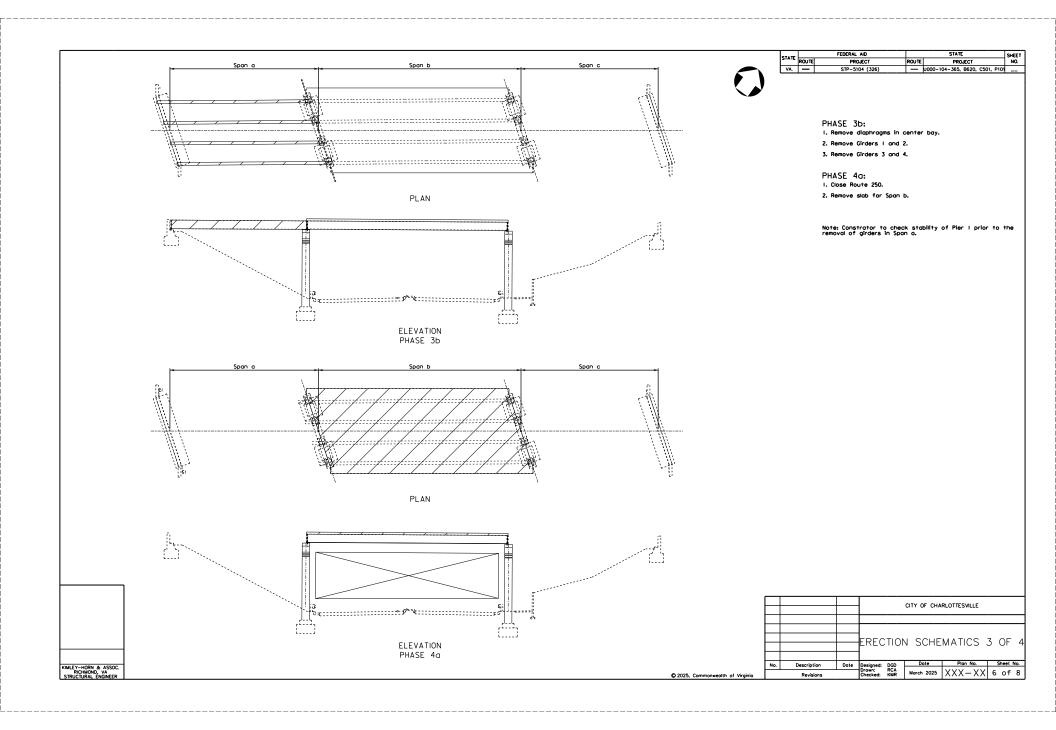


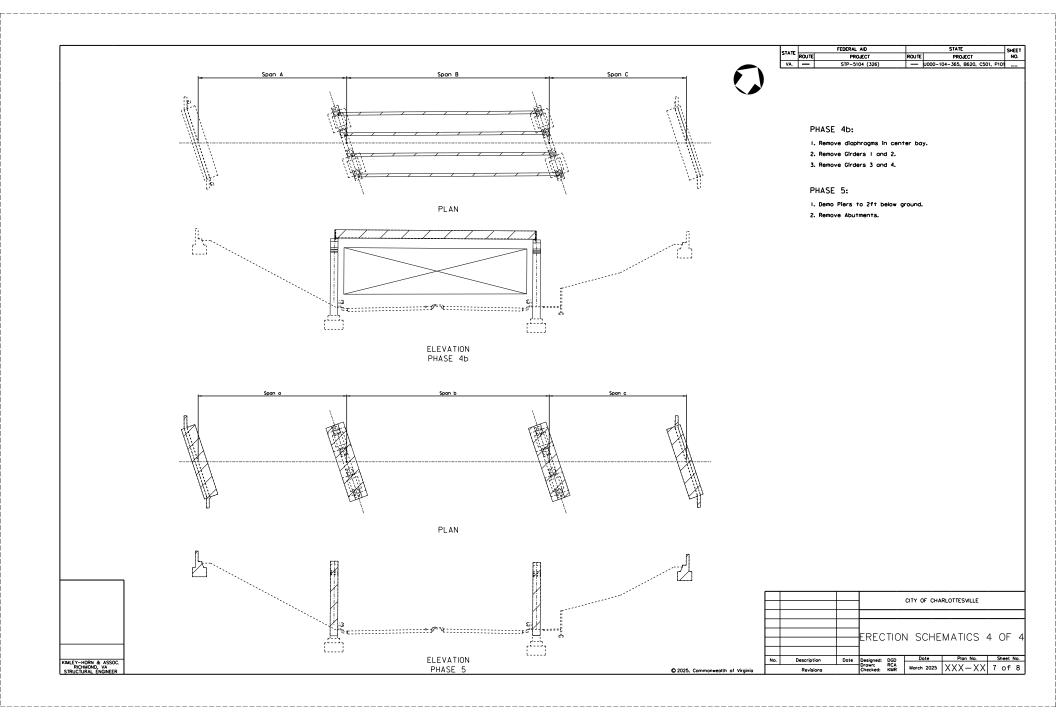


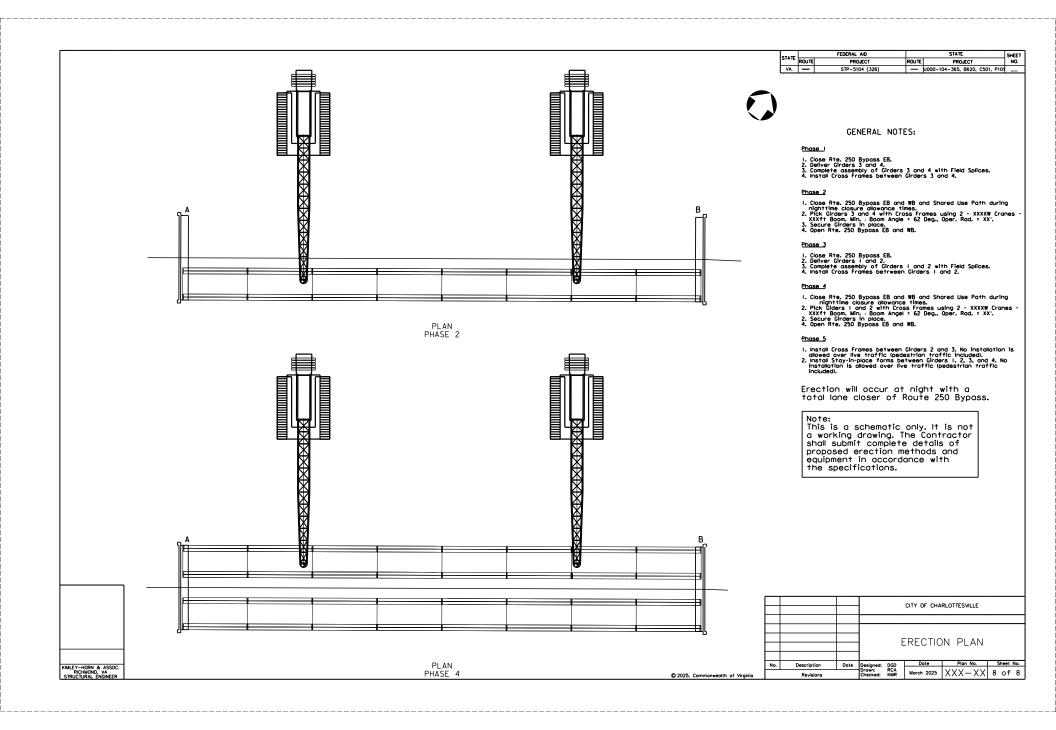












# **ATTACHMENT G**

# **DESIGN PUBLIC HEARING HANDOUTS**

## **DESIGN PUBLIC HEARING - JULY 15, 2025**

# Dairy Road Bridge Replacement Project

**VDOT PROJECT NUMBER: U000-104-365, UPC 118295** 

**FEDERAL PROJECT NUMBER: STP-5104(326)** 

www.dairyroadbridge.org



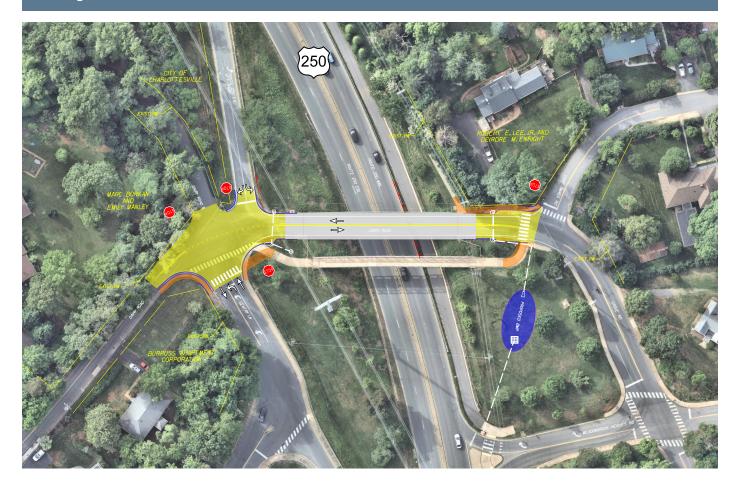


# **Design Public Hearing**

Welcome to the Design Public Hearing for the Dairy Road bridge replacement project. This meeting provides an opportunity for any person, acting on his or her behalf or representing a group or governmental agency, to review the displayed project exhibits and give the City of

Charlottesville comments and/or suggestions on this project. Verbal comments will be accepted during tonight's hearing. Written statements may be submitted via comment forms, in writing to the City on or before July 25, 2025, via email or mail (address included on back page of this brochure).

# **Project Overview**



# **Project Description**

The existing Dairy Road bridge over Route 250 Bypass has reached the end of its useful life. Recent inspection data dated March 6, 2025, shows an overall condition of the bridge as "poor." A full replacement of the bridge is necessary and has been funded through the State of Good Repair (SGR) program using a combination of state and federal dollars.

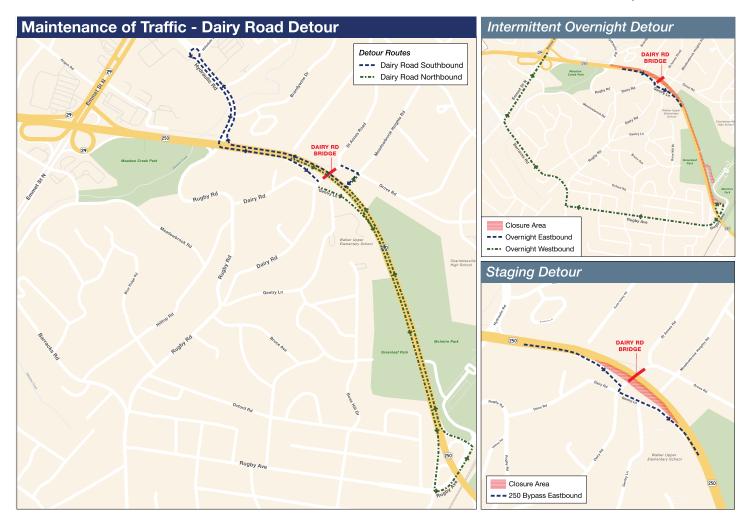
An engineering review of the existing bridge substructure has determined that phasing construction of the new bridge while maintaining traffic on half of the existing bridge is not feasible due to the nature of the foundation work required and the structural needs of current bridge design standards. Building a bridge "off alignment" to either the east or west of the existing bridge while maintaining traffic will require considerable permanent impacts to adjacent private properties, significant and costly reconstruction of the approach roadways, and/ or removal of the dedicated pedestrian bridge

the City completed in 2017. Therefore, the most cost-effective and least impactful replacement method is to close the bridge entirely, demolish the existing bridge, and build a new bridge in its place. A complete structure replacement presents the most effective solution for extending the bridge's service life while offering the greatest potential to optimize the bridge's geometric design and substantially enhance safety.

The pedestrian bridge will remain open during construction, except for short-term closures as bridge construction activities dictate the closure of the bridge for the safety of pedestrians/cyclists.

### **Proposed Detours**

The Dairy Road bridge over the Route 250 Bypass is expected to be closed for 12-14 months during construction. The City of Charlottesville has developed official detour routes that will be signed for the duration of construction. The routes were analyzed



and selected to minimize inconvenience to the traveling public. During construction activities, the City will perform the following temporary improvements along the proposed detour routes to help minimize the impacts of traffic:

- Install a temporary traffic signal at the intersection of Rugby Avenue and the US-250 Bypass eastbound off-ramp to help facilitate traffic flow through this intersection
- Review and adjust traffic signal timings along the detour routes while the detour is in place

The City will continue to monitor traffic conditions on the detour route during construction and will consider additional improvements, as needed.

### **Estimated Project Schedule**

Milestone	Planned Date*
Public Hearing	July 15, 2025
Advertisement for Construction	August 2026
Construction Activities Begin	December 2026
Bridge Closed	February 2027
New Bridge Reopened	March 2028
Construction Complete	May 2028

<sup>\*</sup> Future dates are an estimate and subject to change. The City of Charlottesville's goal is to complete this project as quickly, efficiently, and safely as possible with minimal inconvenience to the public. The safety of the public is paramount to the City of Charlottesville.

### **Right-of-Way**

Improvements are not expected to require the acquisition of land for right-of-way and easements. However, as the City of Charlottesville further develops the design of the project, should easements or right-of-way be required impacted property owners will be informed of the exact location of right-of-way and easements during the formal right-of-way acquisition process.

Information about right-of-way acquisitions is provided in VDOT's brochure entitled Right-of-Way and Utilities: A Guide for Property Owners and Tenants, which is available at the right-of-way table at the public hearing or online at

www.vdot.virginia.gov/media/vdotvirginiagov/doing-business/technical-guidance-and-support/right-of-way-and-utilities/a-guide-for-property-owners-and-tenants\_acc-2025-06-04.pdf. After this meeting, information regarding right-of-way acquisition may be obtained from the City of Charlottesville Department of Public Works located at 305 4th Street NW, Charlottesville, VA 22903.

### **Estimated Project Cost and Funding**

The City of Charlottesville is a recipient of a "State of Good Repair" program grant from VDOT, which will use a combination of state and federal funds. The current project is estimated to cost \$12,620,000, inclusive of engineering and construction.

The State of Good Repair (SGR) bridge program provides funding for National Bridge Inventory (NBI) bridges in poor condition or in fair condition that are owned by the Virginia Department of Transportation and/or localities. Project scopes for the SGR program are established to preserve, reconstruct, or replace damaged or deteriorated elements in the most practical and cost-effective manner and include measures (materials, technologies or details) to mitigate future deterioration. Costs associated with additional scope elements beyond the recommended bridge repair/replacement are the responsibility of the City of Charlottesville.

### **Environmental Review**

VDOT has prepared environmental reviews and performed coordination efforts to obtain information about environmental resources within the project vicinity. Natural and historic resource agencies have been provided with an opportunity to review and comment on the project during its development. Opportunities for avoidance, minimization, and mitigation of environmental impacts have been identified. The National Environmental Policy Act (NEPA) is applicable to this project and a NEPA document (Programmatic Categorical Exclusion) has been prepared in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines.

The NEPA document includes information from various technical reviews including those related to natural resources, water quality, water resources, threatened and endangered species,

and other quantifiable impacts. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places also has been evaluated.

The draft environmental document is available for review at this meeting and on the project website. At this time, the project has received a ruling of no adverse effect from the Virginia Department of Historic Resources (VDHR) due to little or no impact on historic resources.

#### **Federal Aid**

This is a federal aid project; FHWA must approve the need for the proposed highway improvements as well as the environmental documents, plans, specifications, cost estimates, right-of-way acquisitions, and construction procedures. This process provides additional assurance that federal, state, and local goals and objectives are met and that opportunity for public participation is provided. Federal and state regulations require that a wide range of factors and impacts are considered and that the final decisions are made in the best overall public interest.

### **Civil Rights**

It is the responsibility of the City of Charlottesville to ensure that all members of the community are afforded an opportunity to participate in public decisions about transportation systems and projects affecting them, which is why your input is greatly encouraged.

The City of Charlottesville and VDOT ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. No person shall be excluded from participation in or be denied the benefits of, or be subjected to, discrimination under any program or activity receiving federal financial assistance. If you feel you have been denied participation in, or denied benefits of, or been subjected to discrimination, in regard to this project or otherwise discriminated against because of your race, color, national origin, gender, age, or disability, you may contact the Virginia Department of Transportation, Office of Equal Opportunity, 1401 E. Broad Street, Richmond, Virginia 23219 or phone (804) 786-2835 or TDD (800) 307-4630, TTY/TDD 711.

### **Get Involved**

The public is encouraged to submit written comments about the design plans at the meeting by mail or email. All comments need to be submitted to the City of Charlottesville, Department of Public Works, Attn: Najeeb

Behhnam, 305 4th Street NW, Charlottesville, VA 22903 or to behhnamn@charlottesville. gov by July 25, 2025 in order to be included in the official meeting record.

### **Contact Information**

Primary Contact: Najeeb Behhnam

434-459-9763 behhnamn@charlottesville.gov Project Manager, Capital Development Division, Department of Public Works

305 4th Street NW Charlottesville, VA 22903



Visit the project website for updates and relevant documents: www.dairyroadbridge.org

Use the QR code or visit the project website to submit your comments:



### Dairy Road Bridge Replacement Project

**VDOT PROJECT NUMBER: U000-104-365, UPC 118295** 

FEDERAL PROJECT NUMBER: STP-5104(326)



### Frequently Asked Questions ("FAQs")

### **Project Need**

#### 1. What's wrong with the current bridge?

The Dairy Road Bridge over Route 250 Bypass was originally constructed 72 years ago in 1953. Historically, bridges built during this period of time were designed for a 50-year life expectancy. The most recent bridge inspection report provided to the City of Charlottesville, dated March 6, 2025, classified the overall condition of the bridge as "poor." The bridge has exceeded its original design life, and any lower condition of the bridge will require more frequent monitoring, further load restrictions, and/or corrective actions to be taken.

#### 2. Is the current bridge safe to drive on now?

Yes. The bridge is required by FHWA to be inspected every 2 years by a licensed Professional Engineer. It was last inspected in March 2025 and is on a 12-month inspection cycle. While heavier loads are restricted from the bridge, it is safe for small trucks and passenger vehicles.

### **Cost and Funding**

### 1. How much will this project cost? Who is paying for the project?

The current project is estimated to cost \$12,620,000, inclusive of engineering and construction. The City of Charlottesville is a recipient of a "State of Good Repair" (SGR) program grant from VDOT, which will use a combination of state and federal funds to complete the project. Project scopes for the SGR program are established to preserve, reconstruct, or replace damaged or deteriorated elements in the most practical and cost-effective manner and include measures (materials, technologies or details) to mitigate future deterioration.

### 2. Can we make enhancements to the bridge with the SGR funds?

No. Costs associated with additional scope elements beyond the recommended bridge repair/replacement are not reimbursable from the SGR program and would be the responsibility of the City of Charlottesville.

#### Plan and Alternatives

### 1. How will the current bridge be replaced?

The current bridge will be closed to traffic and then the structure and foundations will be demolished. New foundations, supports, and bridge structure will be constructed.

### 2. So the bridge will be completely closed during construction? How long will it take to open the new bridge?

Yes – construction will require a total closure of the current bridge. It's expected to be closed for 12-14 months while the existing bridge is demolished and a new bridge constructed in its place.

#### 3. Can the bridge be built in phases to keep it partially open during construction?

A phased construction approach has been investigated for feasibility. This would allow for keeping one lane open and signalizing movement across the bridge with temporary traffic signals. The cycle length necessary to allow vehicles to cross the one lane bridge in the phased construction option was estimated to be upwards of a 4+ minute cycle length (or wait time) to allow each individual approaching roadway adequate time to safely traverse the work zone. Additionally, at times of peak traffic demand for vehicles waiting to cross Dairy Road bridge, it is expected that the queue length of traffic waiting to cross Dairy Road bridge will back up onto Route 250 Bypass, which poses safety concerns and potential hazards for the travelling public on the bypass. Therefore, in a phased approach the travel time benefits would be minimal, create safety problems, and would not justify the additional cost or longer construction duration required to build the bridge in this method.

The phased construction approach was also reviewed from a structural and foundation approach, in which a section of the existing Dairy Road bridge would be demolished to construct a section of the new proposed Dairy Road bridge adjacent to the existing. Additional heavier loads from the new construction would have adverse effects on the nearby existing foundations, potentially causing instability of the existing Dairy Road bridge in the phased condition. Costs to stabilize and monitor the existing Dairy Road bridge in the phased condition could be incurred, making the phased construction option more expensive than full closure of the bridge.

### 4. Can a new bridge be built to the side of the current bridge so that the current bridge can remain open until the new bridge is complete?

While possible, the option to either side has considerable drawbacks that offset the convenience to the public. Both are more expensive and/or more impactful to adjacent properties. Building a new bridge to the west would cause significant impacts to the private property at the northwest corner of the bridge and require the 250 off-ramp to be completely reconstructed due to its uphill grade, both of which would result in a significantly more expensive project. Building a new bridge to the east would require considerably more roadway approach work, would remove the pedestrian bridge the City completed in 2017, and could even impact Dominion's overhead transmission line tower – all of which would add significantly to the project's overall cost.

Given the state and federal funding from the SGR program is fixed, cost increases would be the responsibility of the City of Charlottesville, redirecting funding from other City programs, and delaying the project while funds are identified – which further increases the overall costs as inflation continues upwards pressure on construction costs.

# 5. I've heard of Accelerated Bridge Construction (ABC) where bridges can be built nearby and then slid into place to reduce the duration of the roadway closure. Is this an option for Dairy Road?

Accelerated Bridge Construction (ABC) utilizes prefabricated bridge elements to minimize typical issues associated with conventional construction, such as prolonged construction time, disruption to traffic, and project safety. Constructing the Dairy Road bridge using ABC methods to erect the bridge faster will likely add an additional 20- 30 % to the overall construction cost of this local bridge. As a rule of thumb, ABC methods are cost effective for bridges that carry a high volume of average daily traffic (ADT), such as an interstate corridor, where closures will incur a high user cost to the travelling public. It should also be noted that ABC methods do not mean accelerated bridge design. Time for design and fabrication of bridge elements will be extended beyond that of a conventional bridge project. This additional time is imperative to ensure that complex elements and ABC procedures are carefully planned and ready for execution in the field. Considering the added cost and schedule impacts, using ABC methods is not the most practical choice for this project.

#### **Detours**

#### 1. How long will the bridge be closed?

The bridge is anticipated to be closed for 12-14 months to allow for demolition of the existing bridge and construction of a new bridge in its place.

#### 2. How will I navigate the area with Dairy Road closed?

The City of Charlottesville has developed official detour routes that will be signed for the duration of construction. The routes were analyzed and selected to minimize inconvenience to the traveling public. However, the general public may choose any alternative route at their convenience. Maps of the signed detours are included in this brochure. They are as follows:

- Southbound Dairy Road: Take Meadowbrook Heights Road south, turn right onto the 250-Bypass westbound, turn right on Hydraulic Road, use the roundabout at Hillsdale Drive to make a u-turn, turn left onto 250-Bypass eastbound, exit to Dairy Road.
- Northbound Dairy Road: Take Gentry Lane to the 250-Bypass eastbound on ramp to 250-Bypass eastbound, exit to Rugby Ave, turn left on Rugby Ave, turn left onto the 250-Bypass westbound on-ramp, follow the 250-Bypass and turn right onto Meadowbrook Heights Road.

#### 3. What will the City do to address traffic on the detour routes?

During construction activities, the City will perform the following temporary improvements along the proposed detour routes to help minimize the impacts of traffic:

- Install a temporary traffic signal at the intersection of Rugby Avenue and the US-250 Bypass eastbound off-ramp to help facilitate traffic flow through this intersection
- Review and adjust traffic signal timings along the detour routes while the detour is in place.

The City will continue to monitor traffic conditions on the detour route during construction and will consider additional improvements, as needed.

#### 4. Will there be other roadway closures during construction?

Yes, bridge construction activities will require the closure of the Route 250 Bypass for short-term activities. This will only occur when absolutely necessary for bridge demolition and construction activities and will be limited to nights and limited weekends.

### **Construction Impacts**

### 1. Will the existing pedestrian bridge remain open during construction?

Yes, the pedestrian bridge will remain open during construction, except for short-term closures as bridge construction activities dictate the closure of the bridge for the imminent safety of pedestrians/cyclists.

### 2. What time of day will construction be done? Daytime? Nighttime?

Most activities will occur during the daytime. However, to limit the impact on traffic operations on Route 250, some activities will occur overnight.

### 3. How will noise be abated during construction?

The construction will be bound by the City of Charlottesville's noise ordinance (City Code Section 16). Construction activities are exempt from the daytime (6:00am to 10:00pm) prohibition on noise set forth in city code Section 16-8(b). The contractor will generally be required to comply with nighttime (10:00pm to 6:00am) noise ordinance requirements.

#### 4. What effect will the bridge construction have on emergency services?

Public Works has begun coordination with City police, fire, and the Charlottesville-Albemarle Rescue Squad to ensure their awareness of the closure. Public Works will work closely with each to notify them of the exact timing and duration of closures prior to and during construction.

### 5. What will happen with the CAT bus route that uses Dairy Road?

Public Works has begun coordination with CAT regarding the operations of the Route 9, which uses Dairy Road. CAT is working on an alternative route and will communicate in advance of and during construction with system patrons of the route changes.

### Dairy Road Bridge Replacement Project

VDOT PROJECT NUMBER: U000-104-365, UPC 118295 FEDERAL PROJECT NUMBER: STP-5104(326)

Walker Upper Elementary School 1564 Dairy Road Charlottesville, VA 22903

Wednesday, July 15, 2025 Open House: 6:00 PM to 8:00 PM





Comment Sheet					
A	Email:				
		Zip Code:			
	ease respond presses your	to the following statements by checking the box that best opinion.			
1.	-	d the opportunity to review and consider the information provided is at the public forum event or project website, prior to answering ons?			
	□ Yes	□ No			
2.	How frequen	tly do you use the Dairy Road bridge?			
	□ Daily	□ 1-2 times/week □ a few times of month □ rarely			
3.	•	opinion regarding the proposed project?  ly Oppose □ Oppose □ Neutral □ Support □ Strongly Support			
	Optional: Expa	and on why you selected this answer.			
4.	Do you feel t	he information provided at this Public Hearing adequately answered			
	□ Yes	□ No			

5. Please use the following space for documenting other comments.				
_				

Please leave this comment sheet at the designated location or mail to the addressee below on or before July 25, 2025. You can also submit your comments electronically via e-mail by sending to <a href="mailto:behhnamn@charlottesville.gov">behhnamn@charlottesville.gov</a>. Thank you.

Primary Contact: Najeeb Behhnam Project Manager, Capital Development Division,

Department of Public Works

434-459-9763

behhnamn@charlottesville.gov Charlottesville, VA 22903

305 4th Street NW



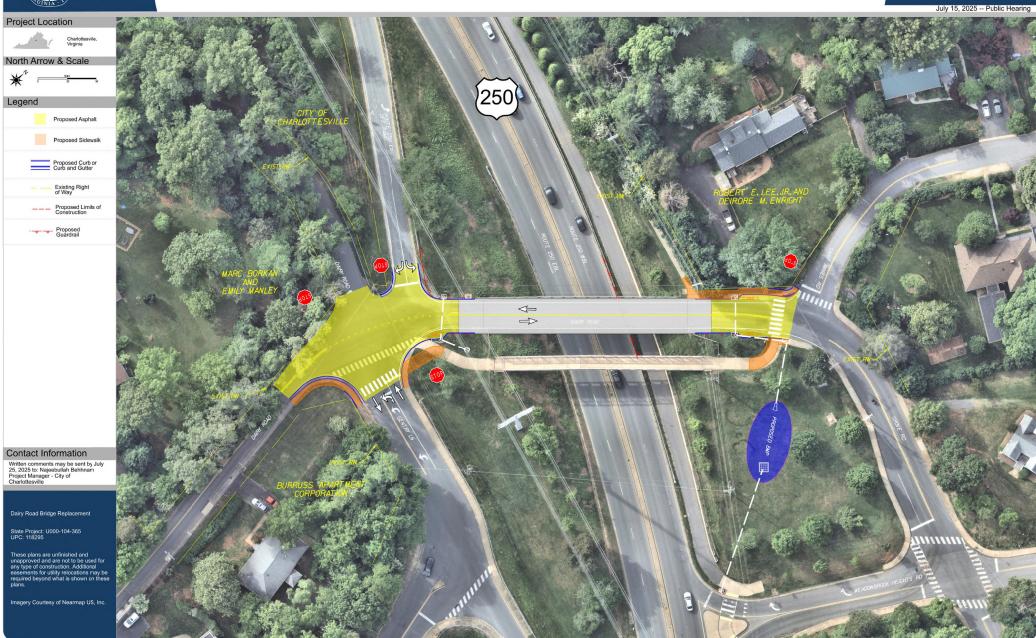
### **ATTACHMENT H**

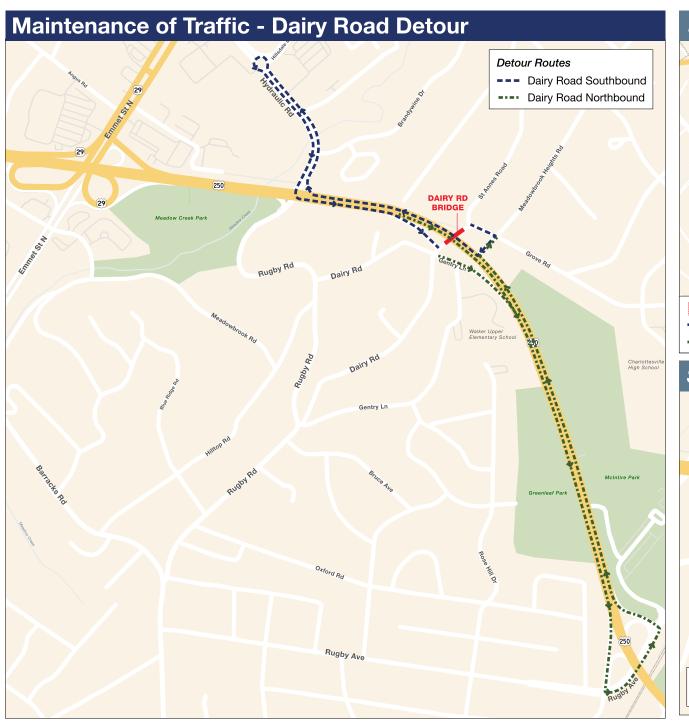
**DESIGN PUBLIC HEARING DISPLAYS** 

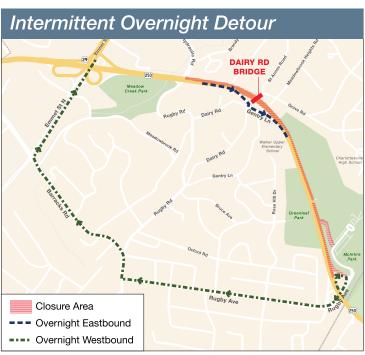


### Plan View - Proposed Condition DAIRY ROAD BRIDGE REPLACEMENT











### **ATTACHMENT I**

**DESIGN PUBLIC HEARING PRESENTATION** 

# dairyroadbridge.org



**Comment form:** 







# Dairy Road Bridge Replacement

Public Hearing July 15, 2025

dairyroadbridge.org







### **Bridge Condition**

- Current bridge was built in 1953, with a 50-year expected design life (2003)
- Bridge condition is rated "poor"
- Inspected annually, including most recently spring 2025
- Load restricted since 2007





### **Background**

- Awarded \$7.2 Million in VDOT "State of Good Repair" funding to begin in FY2021
- Funding increase for FY2024 to \$8.1 Million
- Funding increase for FY2025 to \$12.6 Million

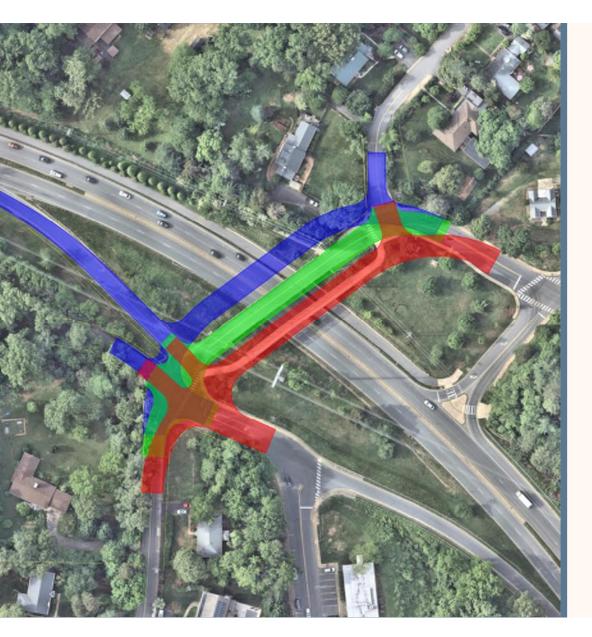


### **Funding and Cost**

- VDOT's STATE OF GOOD REPAIR Program
- State and Federal funds
- No City matching funds required
- Scope limited to "replace deteriorated elements in the most practical and costeffective manner"
- Funding and scope is fixed







# **Alternatives Considered**

- Current plan: Demolish and rebuild in place (green option)
- Eliminated options due to cost and/or other impacts:
  - A) Build parallel bridge (to east or west)
  - B) Build bridge in half
  - C) Innovative/accelerated methods to build "slide-in" bridge



### **Parallel Alternatives**



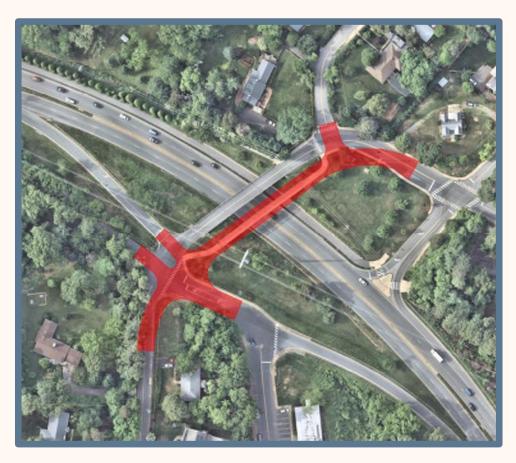
Dairy Road Bridge Replacement – Public Hearing

### **Western Option**

- Costly impacts to 250-Bypass off-ramp
- Significant property impacts at St. Anne's Road
- Property impacts at southwest corner
- More significant utility impacts
- Construction start delayed ~18 months
- ~50% higher total project cost



### **Parallel Alternatives**



### **Eastern Option**

- Removes pedestrian bridge during construction
- More significant utility impacts
- Potential impacts to Dominion overhead transmission lines
- Property impacts at Dairy Road and Gentry Lane
- Construction start delayed ~18 month
- ~45% higher total project cost



Dairy Road Bridge Replacement – Public Hearing

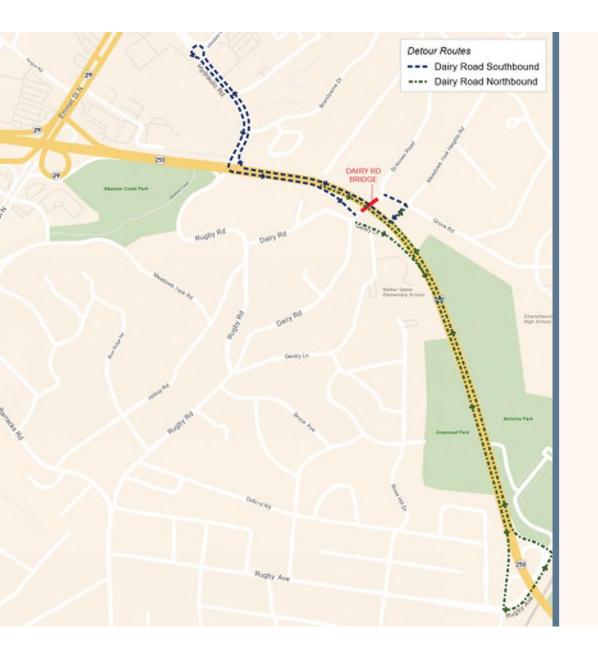
## In-Place Alternative (Staged Construction)

- **\$\$** Partial demolition and reconstruction
- \$\$ Uses temporary signal trailer for one-way operations
- \$\$ Signal wait times of 4+ minutes (higher in peak hours) (detour is 3 7 minutes)
- Existing bridge foundation prevents staged construction



Source: aasafetyinc.com





### **Detours**

- Dairy Road bridge to be closed 12-14 months
- Temporary improvements to minimize impacts
  - Temporary signal at Route 250 eastbound off-ramp at Rugby Ave
  - Review signal timing at Hydraulic Road and Route 250 bypass
- Limited (night and/or weekend) closure of 250-Bypass



### **Detours**





### **Schedule**

Milestone	Planned Date
Public Hearing	July 15, 2025
Advertisement for Construction	August 2026
Construction Activities Begin	December 2026
Bridge Closed	February 2027
New Bridge Reopened	March 2028
Construction Complete	May 2028



# dairyroadbridge.org



**Comment form:** 





### **ATTACHMENT J**

NEPA DOCUMENT COVER

(Last Revised: 10/16/2017)



**Environmental Division NEPA Programs** 

Programmatic Categorical Exclusion (PCE)

**Project Information** 

**Project Name:** Federal Project#: Dairy Road Bridge STP-PM07(326)

**Project Number:** U000-104-365, B620, C501, P101 **Project Type:** Construction

UPC: 118295 **Charge Number:** 

**Project** 

Number(Assoc)(UPC):

9999 **Route Number: Route Type:** Urban

**Project Limit--From:** DAIRY RD OVER RTE, 250 DAIRY RD OVER RTE, 250 To:

> **BYPASS BYPASS**

#SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073) **IPM Project Description:** 

To remove an existing structure (bridge) with a sufficiency rating of 15/100 and install a new structure **Additional Project** 

**Description:** (bridge).

The purpose of this project is to improve the existing crossing of Dairy Road bridge over the Route 250 bypass by providing a legal load bridge, in context with the geometry and setting of the existing bridge, capable of carrying emergency equipment and passenger vehicles. **Purpose And Need:** 

**District:** City/County: **Residency:** 

Culpeper Charlottesville Charlottesville

#### The subject project meets the criteria for a Programmatic Categorical Exclusion in accordance with:

23 CFR 771.117 X

#### **Description of PCE Category:**

c28 Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section.

#### **UNUSUAL CIRCUMSTANCES:**

NO Significant environmental impacts

> Determination: There are no significant environmental impacts, as per the City of Charlottesville Project Manager and VDOT Culpeper District Document Staff.

NO Substantial controversy on environmental grounds

Determination: There is no controversy on environmental grounds, as per the City of Charlottesville Project Manager and the

VDOT Culpeper District Document Staff.

12/02/2022

- NO Significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act
  - Determination: There are no significant impacts on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act, as per the VDOT Culpeper District Document Staff and the VDOT Fredericksburg District Regional Cultural Resources Staff.
- NO Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
  - Determination: There are no inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action, as per the City of Charlottesville Project Manager and the VDOT Culpeper District Document Staff.

#### **IMPACTS:**

- NO Involves acquisition of more than minor amounts of temporary or permanent right of way acquisition Determination: Minimal right of way or easements will be necessary to construct this project, as per the City of Charlottesville Project Manager and the EQ429 dated 07/28/22.
- Involves acquisitions that result in more than limited residential and non-residential displacements, based on the context and NO intensity of the impact
  - Determination: The project will not result in any displacements, as per the City of Charlottesville Project Manager.
- NO Results in capacity expansion of a roadway by addition of through lanes Determination: This project will not result in any capacity improvements.
- NO Involves the construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions, based on the context and intensity of the impact Determination: The scope is limited to the existing facility and does not require construction of temporary access routes. Any potential lane or roadway closures would be temporary in nature and short in duration, as per the City of Charlottesville Project Manager.
- NO Results in a determination of adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108) Determination: The project will have no effect on historic properties, as per the VDOT Fredericksburg District Regional Cultural Resource Staff.
- NO Requires the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA de minimis determination, or a programmatic Section 4(f) evaluation signed by FHWA
  - Determination: There is no use of Section 4(f) resources in the project area, as per the VDOT Culpeper District Document Staff.
- NO Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired in fee or easement with federal public-use-money and have deed restrictions or covenants on the property
  - Determination: The project will not require Section 6(f) land or other unique areas or special lands, as per the VDOT Culpeper District Document Staff.
- NO Requires a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344 permit other than a Nationwide or a General Permit) Determination: The scope of work included in the project description does not involve any work that would impact or affect water quality, regulated wetlands, streams or navigable waters that would result in an Individual Permit.
- NO Requires a U.S. Coast Guard bridge permit (33 U.S.C. § 401) Determination: The project will not require a U.S. Coast Guard bridge permit, as per the VDOT Culpeper District Document Staff.

@2022 12/02/2022



- NO Requires work that will cause an increase of the flood level by more than one foot within a regulatory floodway of water courses or water bodies or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to 23 CFR §650 subpart A
  - Determination: The scope of work included in the project description would not result in any new water crossings, additional fill, or increased impervious surface area encroaching on existing floodways; therefore the work will not increase existing flood levels.
- NO Is defined as a "Type I project" per 23 CFR §772.5 and the VDOT noise manual for purposes of a noise analysis Determination: A Noise study is not required, as per the VDOT Central Office Noise Staff.
- NO Is likely to adversely affect federally listed species or designated critical habitat, with the exception of a "may affect, likely to adversely affect" (MALAA) determination for the Northern Long-Eared Bat or Indiana Bat when the project is within the scope of the range-wide programmatic consultation for those species
  - Determination: Based on a review of the appropriate data sources, No T&E resources are documented or are suspected to be a concern for this project, as per the VDOT Culpeper District Natural Resource Staff.
- NO Involves any known or potential hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve. Sites representing substantial liability would not include minor issues such as low-level petroleum impacts or minimal solid waste
  - Determination: The project will not have hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve. As a Locally Administered Project (LAP) Clearance will result from the locality signing the EO 121 attesting completion of its HAZMAT investigation including the screening of the structure for Asbestos containing materials (ACMs) and conducting the BAT Survey. Considering that the City and the contractor will comply with the above requirements, the project will be cleared for advertisement once VDOT obtain the Signed EQ121 Form.
- NO Does not meet the provisions of the "Planning Documents and NEPA Approvals" document. In accordance with 23 CFR §450 and the FHWA/VDOT/Federal Transit Administration/Virginia Department of Rail and Public Transportation MOA Statewide Transportation Improvement Program (STIP) Procedures MOA, actions listed in 23 CFR §771.117(c) and 23 CFR §771.117(d) may be grouped
  - Determination: This project is consistent with applicable provisions, as per the VDOT Culpeper District STIP grouping "Preventative Maintenance and System Preservation."
- NO Causes disproportionately high and adverse effects on any minority or low-income populations Determination: The project will not result in any relocations, displacements, major traffic disruptions or disruption of community or emergency services, as per the VDOT Culpeper District Document Staff.
- Involves consideration of multiple NEPA alternatives NO Determination: The project will not require additional NEPA review beyond what is covered under this document.
- NO Is an action listed in 23 CFR §771.115(a) Determination: The project does not significantly effect the environment requiring the preparation of an Environmental Impact Statement, as per the VDOT Culpeper District Document Staff.
- NO Involves unusual circumstances, pursuant to 23 CFR §771.117(b) Determination: The project does not involve unusual circumstances, as per the VDOT Culpeper District Document Staff.

Crofford, Richard O	12/02/2022	
Environmental Manager, CE Determination	Date	

@2022 12/02/2022

