

**Rebecca Ragsdale**

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**From:** Denunzio, Joel D., P.E. [Joel.Denunzio@VDOT.virginia.gov]  
**Sent:** Friday, September 28, 2007 8:59 AM  
**To:** Rebecca Ragsdale  
**Subject:** ZMA-2007-012 Blue Ridge Cohousing

Rebecca,

I have reviewed the above ZMA revision and have the following comments:

- This plan shows the existing Parkview Drive to be improved but it will continue to be a private road. The proposed improvements will not bring the road up to state standards and cannot be eligible for state acceptance into the secondary system.
- As of August 2007, the VDOT design standards have changed and the CG-11 vertical requirement no longer applies to street connections. The connection to S.R. 240 needs to be designed in accordance with VDOT Road Design Manual, Appendix B – Subdivision Street Design Guide, page B-14, which states that all intersections should have a landing of 50 feet that does not exceed 2%. In this case, the flat area should be started at the back of the shoulder of route 240 under the current shoulder standards for route 240. The current shoulder standard on route 240 can be determined from Appendix A of the Road Design Manual under the standards for a rural minor arterial road (GS-2) standard. The shoulder should be 10 feet wide and the landing area should be at no greater than 2% for 50 feet beyond the back of the shoulder.
- Sight distances need to be shown on the plan and any necessary easements where the sight lines fall outside of the right of way need to be shown. The posted speed at this intersection is 25 mph. The corresponding sight distances can be found in VDOT's 2003 Minimum Standards of Entrances to State Highways, on page 13. In this case the sight distance will be 390 feet. The sight lines need to be plotted on the plan. The method for showing the sight lines can be found in VDOT's Road Design Manual, Appendix B, figure 2 on page B-12.

If you have any questions, please contact me.

Thanks,

Joel

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**From:** Denunzio, Joel D., P.E.  
**Sent:** Tuesday, April 24, 2007 12:56 PM  
**To:** 'Rebecca Ragsdale'  
**Cc:** Proctor, Charles C.  
**Subject:** RE: Blue Ridge Cohousing

Rebecca,

I have reviewed the pre-application submittal for the above project and have the following comments:

- The proposed site accesses a private road that runs north of rte. 240 and connects to rte. 1235. The

private road is approximately 16 feet wide and paved. To bring this to a state standard, the minimum width of pavement will have to be 18 feet wide on a 40 foot right of way.

- A sight distance easement will be needed to the west for 390 feet.
- The private road entrance to rte. 240 will need to be upgraded to a CG-11 street connection standard.
- There is an existing right turn lane to the private road.
- The amount of traffic does not warrant a left turn lane on rte. 240 for this development.
- Most of the traffic from the site will access rte. 240.
- The size of the development does not generate enough traffic to request a traffic impact study, however, the cumulative effects for all the development along this route in this area will have negative impacts on the transportation network.

There is a general traffic concern for all the development that is occurring on rte. 240 in the Crozet area. There are inadequate Levels of Service at the intersection of rte. 240 and rte. 250 now and additional development will only amplify the problem. The county should consider projects in the Crozet area that have been identified on the Crozet Master Plan such as the rte. 240/250 connector and bridge over Lickinghole Creek and any other projects that are out of the range of what a single development can accomplish and prioritize those projects. Then development can proffer per unit amounts that the county will apply to the projects. At this time I would say that the rte. 240 / 250 intersection and the rte. 240 / 250 connector road should be considered priorities and the county should take steps to implement these projects with proffers from all development. VDOT will be glad to meet with the county and discuss how to determine cost estimates and prioritize these projects for future development.

I hope this provides you with the information you need. If you have any questions, please feel free to contact me.

Thanks,

Joel

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**From:** Rebecca Ragsdale [mailto:rragsdale@albemarle.org]  
**Sent:** Tuesday, April 24, 2007 9:31 AM  
**To:** Denunzio, Joel D., P.E.  
**Subject:** Blue Ridge Cohousing

Joel-

Thanks for taking a look at the Blue Ridge Cohousing concept plan we sent over and for discussing it with me this morning. Like I said, we got some questions from our Planning Commission on the project (below), if you could provide a response to those when you send comments on intersection improvements/turn lanes that would be great.

Thanks!

*Is there a traffic concern? What is the current state? Will the effects of 32 more units push the existing traffic conditions into a totally unacceptable situation? What are the cumulative effects of other development on traffic that have been approved in this area?*

**Rebecca Ragsdale, Senior Planner**  
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Department of Community Development  
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10/2/2007