
REAL ESTATE APPENDIX

NORTH LANDING BRIDGE REPLACEMENT FEASIBILITY STUDY: ATLANTIC INTRACOASTAL WATERWAY

APPENDIX D: REAL ESTATE

MARCH 2020



**U.S. Army Corps
of Engineers
Norfolk District**

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Attachments:

- Exhibit “A” Project Real Estate Map
- Exhibit “B” Parcel Data Information
- Exhibit “C” Current Easement Map

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1.0 Introduction

1.1 *Real Estate Plan Purpose*

The Real Estate Plan is tentative in nature; it is for planning purposes only and both the final real property acquisition lines and the real estate cost estimates provided are subject to change even after approval of the identified lands, easements, rights of way, relocation and disposal (LERRD) and cost estimates in this report.

This Real Estate Plan (REP) is presented in support of the North Landing Bridge Replacement feasibility study, and describes the real estate required to implement the project. The purpose of the Real Estate Plan is to identify the lands, easements, rights-of-way, Relocation and Disposal (LERRD) necessary to support construction, operation and maintenance of the proposed project elements described in the Feasibility report, and to outline the costs and real estate considerations associated with project implementation;

1.2 *General Project Description and project authority:*

The North Landing Bridge is Federally Owned and under existing USACE policy, the Norfolk District has the responsibility to maintain the North Landing Bridge in an acceptable condition; however, there is no similar responsibility to upgrade the bridge to meet current traffic conditions. Any replacement or rehabilitation of the bridge under Corps of Engineers operation and maintenance (O&M) programs would be accomplished “in-kind” (a two-lane bridge only). In order to provide betterments (more than two lanes) or to have a non-Federal entity take ownership of a replacement bridge, Congressional authorization and funding would be required. In the case of the North Landing Bridge, Section 216 of the Flood Control Act of 1970 (Public Law 91-611) would be the proper path to Congressional authorization and funding. It authorizes the Secretary of the Army and the Chief of Engineers to undertake investigations to determine the feasibility of modifying or replacing completed projects or their operations. If the Section 216 report would recommend such modifications, the report would be used as the basis to obtain Congressional authorization and Federal funding. The study authority lies in Section 216 of the Flood Control Act of 1970 (Public Law 91-611).

“The Secretary of the Army, acting through the Chief of Engineers, is authorized to review the operation of projects the construction of which has been completed and which were constructed by the Corps of Engineers in the interest of navigation, flood control (flood damage reduction), water supply, and related purposes, when found advisable due to significantly changed physical or economic conditions, and to report, thereon to Congress with recommendations on the advisability of modifying the structures or their operations, and for improving the environment in the overall public interest.”

1.3 Previous Studies

This study is a recommendation of an Initial Assessment (IA) completed in 2012. As reported in the 2012 IA, the North Landing Bridge does not meet Virginia Department of Transportation (VDOT) standards as it does not conform to either existing traffic level of service (LOS) standards or current design vehicle load limits for traffic volumes. The bridge has been determined to be structurally deficient and functionally obsolete.

1.4 Federal Projects, Federal Lands and other Projects in or near the Study Area

There are no Federal Projects located within the project study area other than the existing North Landing swing bridge and the Atlantic Intracoastal Waterway (AIWW). The Navy owns land on the Chesapeake site of the AIWW, however utilizing the proposed east configuration for the bridge will not impact those lands for this project. .

1.5 Project Sponsor

The City of Chesapeake, Virginia is the Non-Federal Sponsor, but will have no responsibility for the real estate acquisition. Once the project is completed the ownership of the bridge will be transferred to the city they will be responsible from then on for the maintenance of the structure. . Property will also be acquired in Virginia Beach for the bridge replacement. The City of Virginia Beach is aware and approves of the project. Chesapeake and Virginia Beach will have an agreement regarding the ownership and maintenance of the portion of the project that will impact Virginia Beach.

2.0 Location

The study area includes the North Landing Bridge along with the AIWW and local traffic systems in the vicinity. The bridge crosses the AIWW near the boundary line between the Cities of Chesapeake and Virginia Beach about 150 miles southeast of Washington D.C. It is located at the eastern border of Chesapeake and the southwestern border of Virginia Beach in a relatively rural section of both cities. The bridge lies entirely within Chesapeake. It services vehicular traffic traveling Route 165 between the cities of Chesapeake and Virginia Beach. The bridge project also services boat traffic to include both local and transient vessels plying the AIWW.

3.0 Access to Project Site

Access for construction activities is available via public road, North Landing Road from the North, and across other easements and property interests acquired for the project; such as over and across Temporary Work Area Easement construction buffers located alongside the proposed new road alignment for North Landing Road.

4.0 Description of Lands, Easements, Rights-of-Way, Relocation and Disposal (LERRD)

The proposed East High-Rise Bridge will require the acquisition of real property interests from twelve individual landowners on the east side of North Landing Road; i.e., including nine private landowners on the north side of the North Landing River. Real property interests will need to be acquired from seven private landowners on the west side, to support the East High Rise Bridge as well. Four parcels of the thirteen may result in a total taking if damages to the remainder exceed fair market value for each respective subject parcel, including relocation. There are four possible resident landowners or tenants on those subject parcels; therefore, relocation benefits are anticipated if they result in total takings. The road realignment footprint will be supported by perpetual road easements, and the bridge structure, including both approaches, will be supported with a fee simple real property interest. Temporary Work Area Easements (TWAE's), serving as a construction buffer, will provide sufficient area on either side of the road/bridge construction footprint for construction equipment to maneuver without impeding traffic on North Landing Road during the period of construction. The area of disturbance will be 45 feet from the proposed improvement. We will be acquiring in fee a section as noted on the map which is 46'4" wide and 3,360 feet long. TWAE will be acquired to support the construction and utility relocation, which would be an additional 20 – 40 feet.

Direct access to residential parcels adjacent to the road realignment and bridge approach footprints on the north side of the river will be addressed in the next project phase. Ensuring direct access to the rural residential parcels on the East side of North Landing Road will be required to avoid cutting off reasonable access to those parcels, which could result in a Total Taking that would require acquisition of the entire affected parcel(s) and the provision of relocation benefits to the displaced landowner residents and/or tenants. Therefore, providing alternate routes of access for affected parcels will be accomplished in the next project phase. Overhead utility lines for electrical power and telecommunications that run alongside the existing roadway will be relocated to the shoulder of the new realigned section of road. A perpetual utility/pipeline easement is expected to be utilized within the footprint of the project for relocated utility lines.

Mitigation for anticipated wetland impacts will be accomplished with the purchase of Wetland Mitigation Bank Credits; therefore, no additional lands for wetland mitigation work is anticipated.

The existing North Landing Bridge was constructed in 1955. Currently the disposal plan is still being looked into. However, once the bridge is removed, any mitigation or regarding of the banks will not require real estate. The land above the high water mark where the bridge is currently located is federally owned land, for the operation and maintenance for the current bridge. Please reference exhibit "C".

5.0 Estates

It is the policy of USACE to acquire the minimum interest in the real property necessary

to support a project. The Real Estate interests to be acquired for this project are as follows:

5.1 Standard Estates

Fee Simple

The fee simple title to (the land described in Exhibit A) (Tract Nos. _____, _____, and _____), subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

Perpetual Road Easement

A perpetual non-exclusive assignable easement and right-of-way in, on, over and across the land described in Exhibit A for the location, construction, operation, maintenance, alteration and replacement of a road and appurtenances thereto; together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions and other vegetation, structures, or obstacles within the limits of the right-of-way; (reserving, however, to the owners, their heirs and assigns, the right to cross over or under the right-of-way as access to their adjoining land at the locations indicated on Exhibit A); subject, however, to existing easements for public roads and highways, public utilities, railroads.

Utility and/or Pipeline Easement

A perpetual and assignable easement and right-of-way in, on, over and across (the land described in Schedule A) (Tracts Nos. _____, _____ and _____), for the location, construction, operation, maintenance, alteration; repair and patrol of (overhead) (underground) (specifically name type of utility or pipeline); together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions and other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

Temporary Work Area Easement

A temporary easement and right-of-way in, on, over and across (the land described in Schedule A) (Tracts Nos. _____, _____ and _____), for a period not to exceed 5 years, beginning with date possession of the land is granted to the United States, for use by the United States, its representatives, agents, and contractors as a (borrow area) (work area), including the right to (borrow and/or deposit fill, spoil and waste material thereon) (move, store and remove equipment and supplies, and erect and remove temporary structures on the land and to perform any other work necessary and incident to the construction of the _____ Project, together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions, and any other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

5.2 *Non Standard Estates*

There is no need for a non-standard easement estate anticipated at this time.

6.0 Navigational Servitude

Navigational Servitude does not apply to this project.

7.0 Real Estate Map

Exhibit A illustrates the areas and rural residential parcels that are affected by the current 10% project design that that may be required to construct, operate, and maintain the proposed replacement bridge and road realignment. Project design refinements will be accomplished in the next project phase to minimize the amount and extent of real property interests required for the project.

8.0 Existing Federal Projects That Lie Within the LER Required

There are no Federal Projects located within the project study area other than the existing North Landing swing bridge and the Atlantic Intracoastal Waterway (AIWW).

9.0 Induced Flooding

Induced flooding is not anticipated for this project

10.0 Relocation Assistance Benefits Public Law 91-646

Relocation assistance benefits may be applicable and necessary for four parcels where residential displacement is anticipated for the currently proposed project design. A final decision regarding relocation assistance benefits for the affected residence will be determined in the next project phase when land value appraisals and legal opinions on potential takings will be accomplished. These estimated amounts are covered in the current Lands & Damages cost contingency reported in the Total Project Cost Summary (TPCS) for this study. The landowners will be advised of Public-Law 91-646, as required.

11.0 Minerals and Timber

There is no known outstanding mineral interest or active mining operations in the project area that may affect implementation or operation of the project. There is no merchantable timber that will be affected by the proposed project footprint.

12.0 Zoning

There are no zoning ordinances currently proposed or anticipated in lieu of, or to facilitate real property acquisition in connection with this project.

13.0 Facility and Utility Relocations

The total estimated facility/utility relocation cost is \$1,760,082, as further discussed below.

a. There is a NuStar fuel pipeline that runs adjacent to North Landing Road starting at Upton's Lane. There is possibility that the pipeline may need to be relocated. NuStar has agreed to relocate the fuel line before construction begins so it will not be impacted by construction, if the final design of the bridge requires relocation. Design refinements may be accomplished in the next project phase that could eliminate any chance of the project affecting the NuStar fuel pipeline. A final determination as to whether the NuStar pipeline will require relocation will be made in the next project phase

b. A private cemetery is located in one of the parcels affected by the new bridge/road alignment. It is currently anticipated that there will be no ground disturbing activities proposed on that parcel that would require relocation of the cemetery. A final determination regarding relocation of the cemetery will be made in the next project phase when the scope and location of ground disturbing activities is determined. If the cemetery is affected by project activities that require its relocation, it will either be setback on the existing parcel or relocated to an entirely different parcel.

c. The road realignment for the bridge approach is expected to require existing utility poles to be relocated to the shoulder of the new road alignment. Currently we know that 3 utilities run alongside the current road. We currently have 3 active easements for these utilities to go under the AIWW. DACW65-2-16-6, is with Lumas and is for fiber optic cables; DACW65-2-15-7 is with Verizon; and DACW65-2-73-1, is with Dominion Electric. Visually we know that some of the utilities are overhead, then go under the AIWW and back overhead. There is a possibility that 4 to 11 utility poles could be impacted and will require relocation. Please see exhibit "C". We also have a perpetual road easement with the Commonwealth of Virginia (44-110-C-58-200), for Route 165 to utilize the existing bridge. A new perpetual road easement will need to be put in place with the Commonwealth of Virginia to cover the footprint of the new bridge.

However, no data has been gathered for a preliminary attorney's opinion of compensability. Thus, the estimate of the cost to relocate the actual infrastructure itself (construction relocation costs) have been captured in the Cost Appendix of the main report. The estimated relocation administrative costs for preparing or review real estate documents, including Relocation Agreements are captured in section 18.1 below in this appendix. The government will make a final determination of the relocations necessary for the construction, operation, or maintenance of the project after further analysis and completion and approval of final attorney's opinions of compensability for each of the impacted utilities and facilities. Any conclusion or categorization contained in this REP that an item is a utility or facility relocation to be performed is preliminary only. A final determination of the relocations necessary for the construction, operation or maintenance of the Recommended Plan after further analysis and completion and approval of a Final Attorney's Opinion of Compensability for each of the impacted utilities and facilities. A final Attorney's Opinion of Compensability and final relocation determination will occur during PED.

14.0 Hazardous, Toxic and Radioactive Waste (HTRW)

The alignment of the approaches conflicts with the Nustar fuel line adjacent to the east side of the corridor. As a result, a portion of the fuel line would have to be relocated, or the roadway infrastructure would have to be designed such that the fuel line is encased and protected. USACE staff met with NuStar to consider its concerns relating to its fuel lines and tanks. Its comments relating to the tank facilities are discussed under the Navigation section (Section 7.2). In addition, NuStar indicated that a portion of the original fuel line was abandoned and remains buried in place right next to the current one. NuStar has indicated to USACE staff that it believes that the original fuel line, constructed in 1963, may contain asbestos. NuStar also indicated that it would prefer to relocate the active fuel line rather than have it incorporated into the roadway design. During the relocation of the fuel line, any contamination identified during the process would be the responsibility of NuStar for the environment mitigation.

Removal of the fuel lines would entail some risk of fuel discharge. There is a small risk of accidental rupture during construction while other construction is ongoing. In addition, although there is no known contamination in the vicinity of the fuel line, it is possible to encounter unexpected contamination during construction.

Development of an emergency plan to abate any discharges, plans to shut down the fuel line during relocation or encasement, and plans to protect the fuel line from accidental damage during construction would be required. Removal of the line containing asbestos would be done in accordance with all federal and state laws.

The bridge tender's station building and the bridge itself contain electrical and mechanical machinery aerial electric, telephone, and cable lines supported by large utility poles from that would need to be tested for HTRW prior to removal and disposal. A Phase 2 Environmental Assessment would need to be done to determine the contents of these structures. If HTRW materials are found, they will be handled and disposed of in a lawful manner.

Removal of any part of existing road bed may also be a risk for HTRW. The road bed contains asphalt pavement, and may also contain other contaminated materials as it is dating back to the 1950's, and there is no documentation on the fill used when constructing the roadway. Further geotechnical study and testing of the materials may need to take place prior to de-construction and disposal. A plan should be developed that would provide information regarding anticipated volume and characteristic of contaminated materials identified so that appropriate plans to address the proper handling of these materials and to identify an appropriate disposal site can be developed.

With these plans in place, there could be a direct or indirect, temporary, negligible to minor adverse effect on HTRW.

There is a possibility of 4 parcels that will need to be full takes and the current structures demolished. These structures are older and may contain lead paint and/or asbestos. These concerns will be addressed once a determination has been made during the Acquisition process.

15.0 Landowner's Views and Public Opposition

Possible landowner opposition is known at the present time. Two landowners have expressed concerns about how this project may affect land values of parcels adjacent to the proposed road realignment and new bridge. The affected landowners generally prefer the East Alignment for the proposed project.

16.0 Outstanding Third Party Interests

Outstanding third party interests are unknown at this time.

17.0 Risks Associated with Securing Lands Prior to MOA/PPA

N/A This project will require full Federal land acquisition; there will be no Project Partnership Agreement.

18.0 Baseline Cost Estimate for Real Estate (BCERE)

Acquisition appraisals will be performed during the implementation phase pursuant to Federal land acquisition policies and regulatory requirements. For this phase of the study, assessed land values are being utilized to estimate real estate costs prior to the Chiefs Report. The expected cost for real estate is not expected to exceed 15% of the total project costs and thus a cost estimate was used in accordance with PGL No. 31, dated January 11, 2019. Pursuant to ER 405-1-04, paragraph 4-17, the Project Managers and other decision makers doing so need to confirm in writing that they understand the increased risks associated with using Cost Estimates in this manner.

18.1 Estimated Administrative Costs

Incidental administrative costs associated with the Full-Federal acquisition of real property interests include, but are not limited to the following: Appraisals, surveys, mapping, Title/Escrow services, negotiations, Attorney's services (closings, and Final Title Assemblies), etc.

The following cost estimates reflect the various real estate components involved in the acquisition process reflecting land values as of December 18, 2019:

Title & Escrow service contract & coordination	\$ 15,000
Cadastral incl. survey contract	\$100,000
Appraisal incl. contract	\$200,000
Negotiations	\$ 60,000
Closings & Final Title Opinions	\$ 15,000
Records, Budget & other RE support	\$ 25,000
Subtotal	\$415,000
15% Contingency	\$ 62,250
Total Estimated Administrative Costs	\$477,250

18.2 Total Estimated Real Estate Costs

Land and Damages	\$2,549,295
Relocation Costs	\$1,760,082
Total Land Cost	\$4,309,377
Administrative Costs; e.g., Labor and incidental expenses	\$477,250
GRAND TOTAL ESTIMATED REAL ESTATE COSTS	\$4,786,627

19.0 Real Estate Tasks: Next Project Phase

Acquisition of Lands will be required prior to Construction contract Advertisement.

20.0 Real Estate Schedule and Acquisition Milestones

The anticipated possession date for the required real property interests will be approximately 18-25 months after the project is at 100% design and funded for real estate acquisition activities. Starting the Real Estate acquisition process prior to 100% design will require USACE-HQ approval and is not advised. The estimated acquisition timeline is as follows:

Project Partnership Agreement for Construction	Start Date
Maps for Acquisition	September 2022 two week duration
Plat and Owner Verification	September 2022 six week duration
Appraisal of Properties	March 2023 six month duration
Review Value Estimates	April 2023 six month duration
Negotiations	February 2024 four month duration
Closings	June 2024 2 month duration
Possession	Within 1 day of closing
Certification of Chief of Real Estate	September 2024
Total for Process	2 Years 1 Month
<i>Condemnation/Eminent Domain</i>	<i>Within 1 year of failure of negotiations</i>

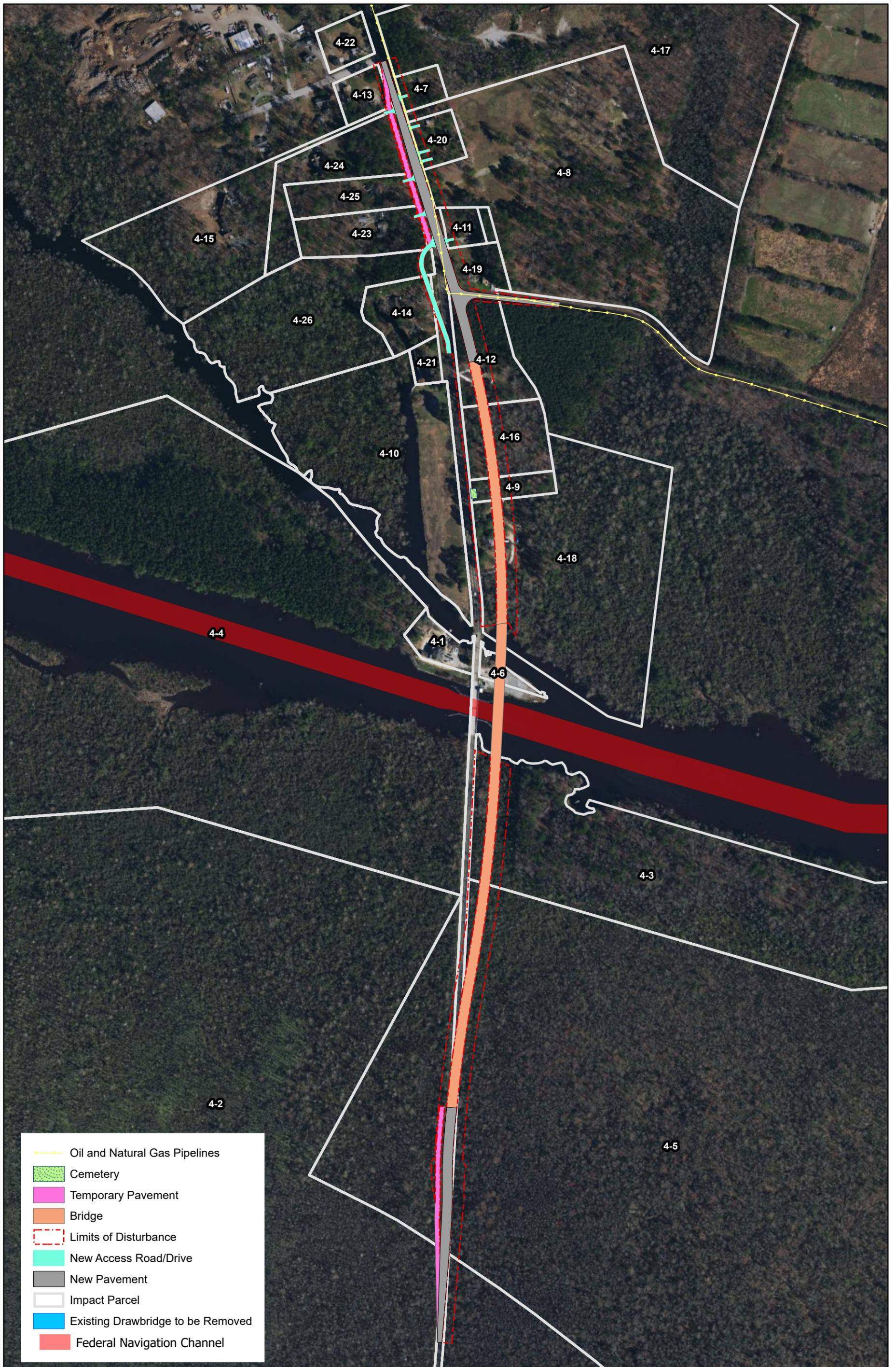
21.0 Recommendation

This report has been prepared in accordance with Corps of Engineers Regulation 405-1-12, Chapter 12. Recommend approval of this Draft Real Estate Plan.

Prepared by: _____ Date _____
Alicia Barrette
Realty Specialist

Approved by: _____ Date _____
Donna L. Carrier-Tal, Esq
Chief, Real Estate Office
Real Estate Contracting Officer

Legal Sufficiency: _____ Date _____
Todd Waldman
Office of Counsel



-  Oil and Natural Gas Pipelines
-  Cemetery
-  Temporary Pavement
-  Bridge
-  Limits of Disturbance
-  New Access Road/Drive
-  New Pavement
-  Impact Parcel
-  Existing Drawbridge to be Removed
-  Federal Navigation Channel

**North Landing Bridge
East Alternative
(2-Lane Fixed)**



0 125 250 500 Feet

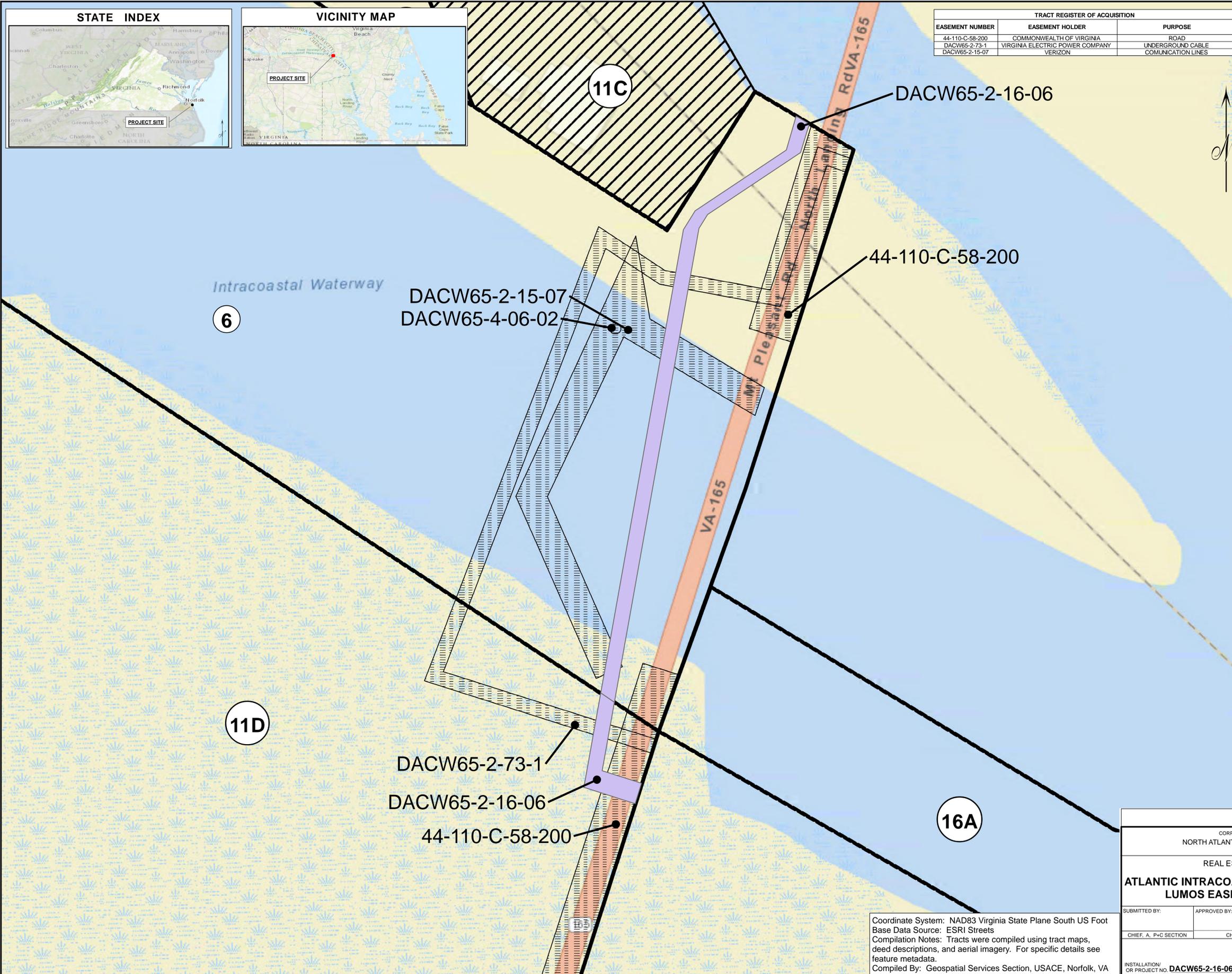
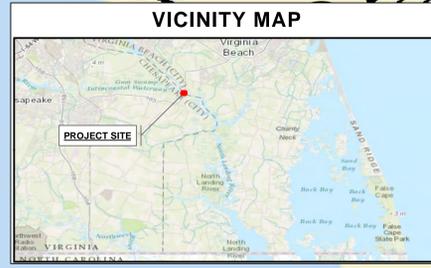
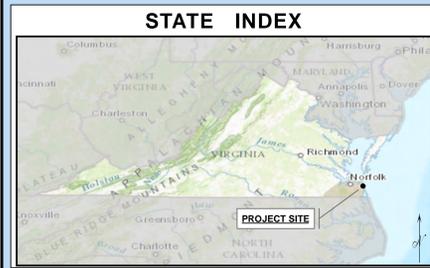
Map: NorthLandingBridge
Developed By: Tammy Knecht
Date: 3/3/2020



Parcel ID	Assessors Property Number (APN) (GPN)	Property Address	Owner Name	Estate Required	Parcel Acreage	Total Impacted Acres	Impacted Parcel Acreage for Fee	Percentage of Parcel Impacted for Fee	Impacted Area for Temporary Work	Percentage of Parcel Impacted for Temporary Work	Impacted Parcel Acreage for 20 ft Utility	Percentage of Parcel Impacted for 20 ft Utility
4-3	520000000020	MOUNT PLEASANT RD	JACMA L P	Fee	43.56	0.61	0.61	1.40%	0.00	0.00%	0.00	0.00%
4-3	520000000020	MOUNT PLEASANT RD	JACMA L P	TWAE	43.56	0.79	0.00	0.00%	0.79	1.80%	0.00	0.00%
4-3	520000000020	MOUNT PLEASANT RD	JACMA L P	TWAE	43.56	0.57	0.00	0.00%	0.57	1.30%	0.00	0.00%
4-5	520000000010	MOUNT PLEASANT RD	NATURE CONSERVANCY T	Fee	839.50	1.03	1.03	0.12%	0.00	0.00%	0.00	0.00%
4-5	520000000010	MOUNT PLEASANT RD	NATURE CONSERVANCY T	TWAE	839.50	1.19	0.00	0.00%	1.19	0.14%	0.00	0.00%
4-5	520000000010	MOUNT PLEASANT RD	NATURE CONSERVANCY T	TWAE	839.50	1.73	0.00	0.00%	1.73	0.21%	0.00	0.00%
4-6	520000000030	3001 MOUNT PLEASANT RD	ISLAND MARINA INC	Fee	0.48	0.48	0.48	21.97%	0.00	0.00%	0.00	0.00%
4-7	14836275600000	3876 NORTH LANDING RD	BROWN KEVIN J	TWAE	0.73	0.12	0.00	0.00%	0.12	15.95%	0.00	0.00%
4-8	14837128970000		WHITE JAMES E	TWAE	25.19	0.22	0.00	0.00%	0.22	0.86%	0.00	0.00%
4-9	14836066770000		ISLAND MARINA PROPERTY	Fee	0.90	0.11	0.11	11.81%	0.00	0.00%	0.00	0.00%
4-9	14836066770000		ISLAND MARINA PROPERTY	TWAE	0.90	0.15	0.00	0.00%	0.15	16.62%	0.00	0.00%
4-9	14836066770000		ISLAND MARINA PROPERTY	TWAE	0.90	0.10	0.00	0.00%	0.10	11.54%	0.00	0.00%
4-11	14836178950000	3912 NORTH LANDING RD	BOELTER GERALDINE L	TWAE	0.68	0.13	0.00	0.00%	0.13	19.60%	0.00	0.00%
4-12	14836173110000	3944 NORTH LANDING RD	TRAVIS MARL	Fee	3.00	3.00	3.00	17.57%	0.00	0.00%	0.00	0.00%
4-13	14836255130000	3301 HEFFINGTON DR	WRIGHT JAMES M & WRIGHT	TWAE	0.99	0.07	0.00	0.00%	0.07	7.38%	0.00	0.00%
4-15	14835281000000	3881 NORTH LANDING RD	PHILPOTTS DAVID L	TWAE	8.12	0.01	0.00	0.00%	0.01	0.07%	0.00	0.00%
4-16	14836078170000		ISLAND MARINA INC	Fee	2.00	2.00	2.00	17.24%	0.00	0.00%	0.00	0.00%
4-17	14837246250000		BARHAM TERESA D	TWAE	25.20	0.06	0.00	0.00%	0.06	0.22%	0.00	0.00%
4-18	14836083320000	3984 NORTH LANDING RD	ISLAND MARINA PROPERTY	Fee	17.50	17.50	17.50	3.91%	0.00	0.00%	0.00	0.00%
4-19	14836176850000	3920 NORTH LANDING RD	WARREN CALVIN L & WAR	Fee	1.32	0.15	0.15	11.05%	0.00	0.00%	0.00	0.00%
4-19	14836176850000	3920 NORTH LANDING RD	WARREN CALVIN L & WAR	TWAE	1.32	0.25	0.00	0.00%	0.25	18.86%	0.00	0.00%
4-20	14836272660000	3892 NORTH LANDING RD	TATE JAMES M & TATE CAI	TWAE	1.03	0.19	0.00	0.00%	0.19	18.27%	0.00	0.00%
4-23	14836139840000	3905 NORTH LANDING RD	PHILIPS PATRICIA ANNE & TWAE	TWAE	2.49	0.05	0.00	0.00%	0.05	1.87%	0.00	0.00%
4-24	14836233500000	3889 NORTH LANDING RD	MOON GEORGE R	TWAE	3.27	0.10	0.00	0.00%	0.10	3.06%	0.00	0.00%
4-25	14836231510000	3897 NORTH LANDING RD	JONES EDITH G	TWAE	1.90	0.06	0.00	0.00%	0.06	3.40%	0.00	0.00%
4-26	14836106230000		PHILIPS PATRICIA ANNE & TWAE	TWAE	12.06	0.02	0.00	0.00%	0.02	0.20%	0.00	0.00%
4-9	14836066770000		ISLAND MARINA PROPERTY	Fee	0.90	0.05	0.00	0.00%	0.00	0.00%	0.05	5.14%
4-12	14836173110000	3944 NORTH LANDING RD	MERCER VINCENT RICHAR	Fee	3.00	0.22	0.00	0.00%	0.00	0.00%	0.22	7.45%
4-13	14836255130000	3301 HEFFINGTON DR	WRIGHT JAMES M & WRIGHT	Fee	0.99	0.05	0.00	0.00%	0.00	0.00%	0.05	4.88%
4-16	14836078170000		ISLAND MARINA INC	Fee	2.00	0.15	0.00	0.00%	0.00	0.00%	0.15	7.52%
4-18	14836083320000	3984 NORTH LANDING RD	ISLAND MARINA PROPERTY	TWAE	17.50	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
4-18	14836083320000	3984 NORTH LANDING RD	ISLAND MARINA PROPERTY	TWAE	17.50	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
4-19	14836176850000	3920 NORTH LANDING RD	WARREN CALVIN L & WAR	Fee	1.32	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
4-19	14836176850000	3920 NORTH LANDING RD	WARREN CALVIN L & WAR	Fee	1.32	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
4-23	14836139840000	3905 NORTH LANDING RD	PHILIPS PATRICIA ANNE & 20 ft Utility	Fee	2.49	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
4-25	14836231510000	3897 NORTH LANDING RD	JONES EDITH G	20 ft Utility	1.90	0.01	0.00	0.00%	0.00	0.00%	0.01	0.34%
					31.41	24.87			5.80		0.73	

highlighted parcels are possible full takes

EXHIBIT "B"



TRACT REGISTER OF ACQUISITION		
EASEMENT NUMBER	EASEMENT HOLDER	PURPOSE
44-110-C-58-200	COMMONWEALTH OF VIRGINIA	ROAD
DACW65-2-73-1	VIRGINIA ELECTRIC POWER COMPANY	UNDERGROUND CABLE
DACW65-2-15-07	VERIZON	COMUNICATION LINES

PROJECT MAP

DEPT. OF THE **ARMY**
USING SERVICE: **CORPS OF ENGINEERS**

LOCATION OF PROJECT

STATE **VIRGINIA**
 COUNTY **CHESAPEAKE & VIRGINIA BEACH**
 DIVISION **NORTH ATLANTIC**
 DISTRICT **NORFOLK**
 ARMY AREA _____
14 MILES **SE** OF **NORFOLK, VA**
IN THE CITIES OF CHESAPEAKE AND VIRGINIA BEACH

TRANSPORTATION FACILITIES

RAILROADS _____
 STATE ROADS **165**
 FEDERAL ROADS _____
 AIR LINES _____

INGRANT

TOTAL ACRES ACQUIRED _____
 FEE _____
 PUBLIC DOMAIN { WITHDRAWAL _____
 USE PERMIT _____
 USE PERMIT (OTHER THAN P.D.) _____
 TRANSFER { _____
 LEASE _____
 LESSER INTERESTS { _____

OUTGRANT

TOTAL ACRES DISPOSED **00.125**
 SOLD _____
 PUBLIC DOMAIN { WITHDRAWAL _____
 USE PERMIT _____
 USE PERMIT (OTHER THAN P.D.) _____
 TRANSFERRED { _____
 LEASES TERMINATED _____
 LESSER INTERESTS TERM. _____
 REASSIGNED _____
 OTHER **EASEMENT: TRACT 6: 0.0999**
TRACT 11D: 0.0251

LEGEND

- OUTGRANT EASEMENT DACW65-2-16-06 FOR LUMOS
- USACE FEE
- OUTGRANT EASEMENT
- OUTGRANT DISPOSAL

LINEAL FEET: **TRACT 6: 442.6**
TRACT 11D: 90.3

CORPS OF ENGINEERS, U.S. ARMY
 NORTH ATLANTIC DIVISION, NORFOLK DISTRICT
 NORFOLK, VA

REAL ESTATE - PROJECT MAP

**ATLANTIC INTRACOASTAL WATERWAY A&C CANAL
 LUMOS EASEMENT DACW65-2-16-06**

SUBMITTED BY: _____ APPROVED BY: _____ DATE: _____

CHIEF, A. P+C SECTION CHIEF, REAL ESTATE OFFICE

SCALE
 0 12.5 25 50 Feet

INSTALLATION/ OR PROJECT NO. **DACW65-2-16-06**
 SHEET **1** OF **1** DRAWING NO. **AIWAC**

Coordinate System: NAD83 Virginia State Plane South US Foot
 Base Data Source: ESRI Streets
 Compilation Notes: Tracts were compiled using tract maps,
 deed descriptions, and aerial imagery. For specific details see
 feature metadata.
 Compiled By: Geospatial Services Section, USACE, Norfolk, VA