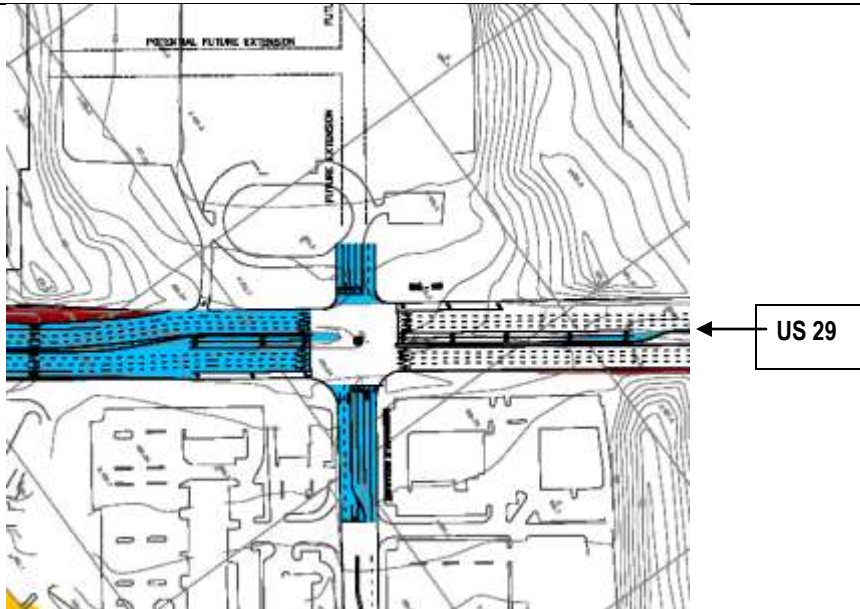


Project Reference No. 40	Project Title: Provide active field space for practice and competitive sports fields/multi-purpose fields	
Project Description: To provide new community park facilities as needed to serve anticipated growth in the Places29 area. [see the Parks & Green Systems Map]		
Timing: Throughout plan implementation timeframe	Estimated Cost: \$7,000,000	Responsible Parties: County, Property owners/developers
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Obtain through proffer or acquisition to begin in the first five years. ▪ Construction within the first 10 years in Hollymead/Piney Mountain area (\$3,500,000). ▪ Construction in the second 10 years in Neighborhoods 1 and 2 (\$3,500,000). 		
Milestones: <ul style="list-style-type: none"> ▪ Identify types and amount of space needed. ▪ Identify possible locations. ▪ Request proffers with new developments. 		
Comments/Notes: Cost estimate is based on the development of two little league baseball fields, two full-size soccer field/multipurpose fields, two basketball courts, two playgrounds, shelters, and restrooms. Additional field space may be necessary.		
Included in Planning/Budget Document:		

Project Reference No. <p style="text-align: center;">41</p>	Project Title: <p style="text-align: center;">Greenway along the Rivanna River/North Fork of the Rivanna River A HIGH PRIORITY IMPLEMENTATION PROJECT</p>	
Project Description: As shown on the Parks & Green Systems Map.		
Timing: First ten years	Estimated Cost: <p style="text-align: center;">\$175,000</p>	Responsible Parties: County, Property owners/Developers
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Complete development of the Rivanna River Greenway from Ivy Creek Natural Area to Darden Towe Park (\$100,000). ▪ Complete development of North Fork Rivanna River Greenway from Chris Greene Lake to eastern Development Area boundary (\$75,000). ▪ Includes field space. 		
Milestones:		
Comments/Notes: Development will be forwarded by volunteer construction services and the donation of land or easements, which reduce the total estimated cost of construction.		
Included in Planning/Budget Document:		

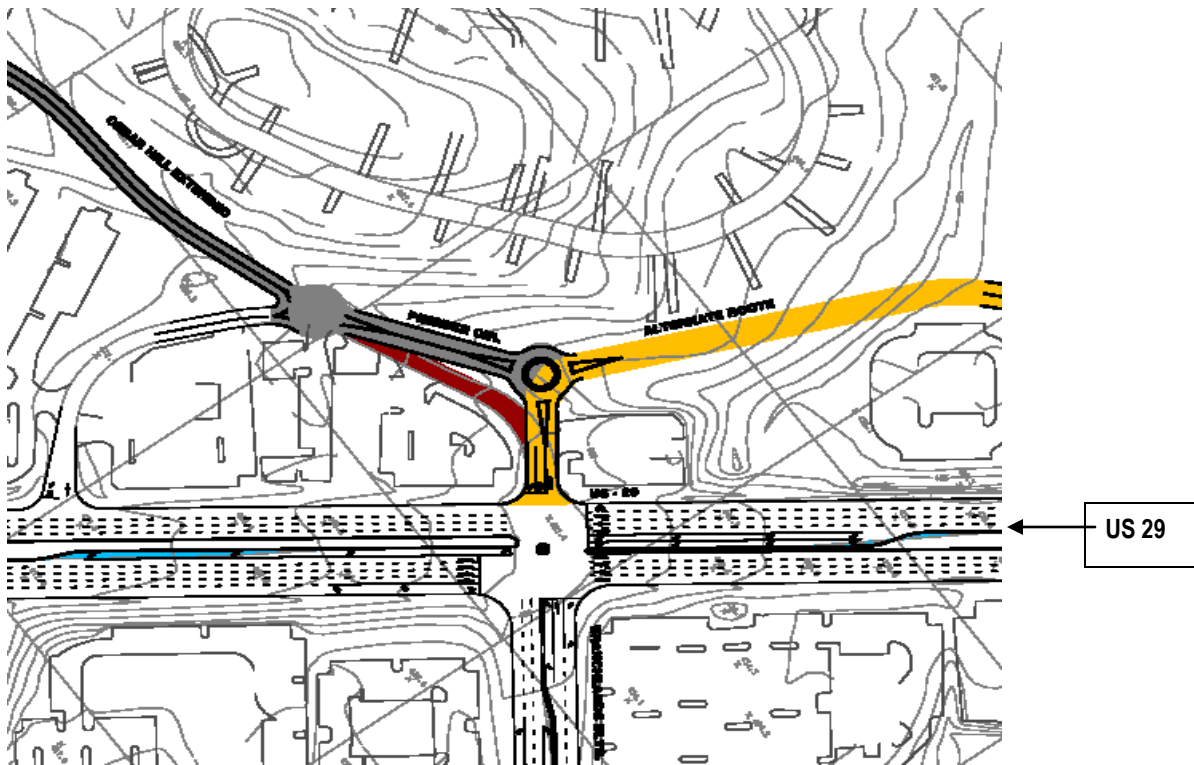
Project Reference No. 42	Project Title: Trail connections from adjacent and nearby neighborhoods to Greenway network	
Project Description:		
Timing: throughout 20-year implementation timeframe	Estimated Cost: Variable, to be determined	Responsible Parties: County, Homeowner Associations, Property Owners
Issues to Be Addressed: <ul style="list-style-type: none"> ■ Provide for these connections with private development/proffer, neighborhood association effort, or Parks & Recreation Dept. 		
Milestones:		
Comments/Notes: Strong efforts are being made by County Parks & Recreation Dept. staff to facilitate donations of easements/ROW/dedications of lands and volunteer efforts to construct these types of connections. The Greenway Program is funded at \$50,000 in the CIP. These funds are used as necessary to support development of the greenway system and strategic neighborhood connections.		
Included in Planning/Budget Document: CIP		

Project Reference No. 43	Project Title: US 29 at Seminole Square	
Project Description: Add a second northbound left turn lane to US 29, extend the southbound US 29 left turn storage, reconfigure the Sperry driveway and Seminole Square to add dual left turn lanes. The need for reconfiguration of the Sperry entrance and northbound US 29 should be tracked to determine if traffic volumes increase sufficiently over time to warrant the recommended improvements.		
Timing: Second ten years	Estimated Cost: \$336,000 ROW (est.): \$201,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The need for the reconfiguration at the Sperry driveway and northbound US 29 should be tracked to determine if volumes increase sufficiently over time to warrant the recommended improvements. 		
Milestones: <ul style="list-style-type: none"> ▪ Traffic volumes should be tracked to determine if the reconfiguration and northbound US 29 turn lanes will be needed. 		
Comments/Notes: Sufficient ROW may already be available.		
Included in Planning/Budget Document: No.		



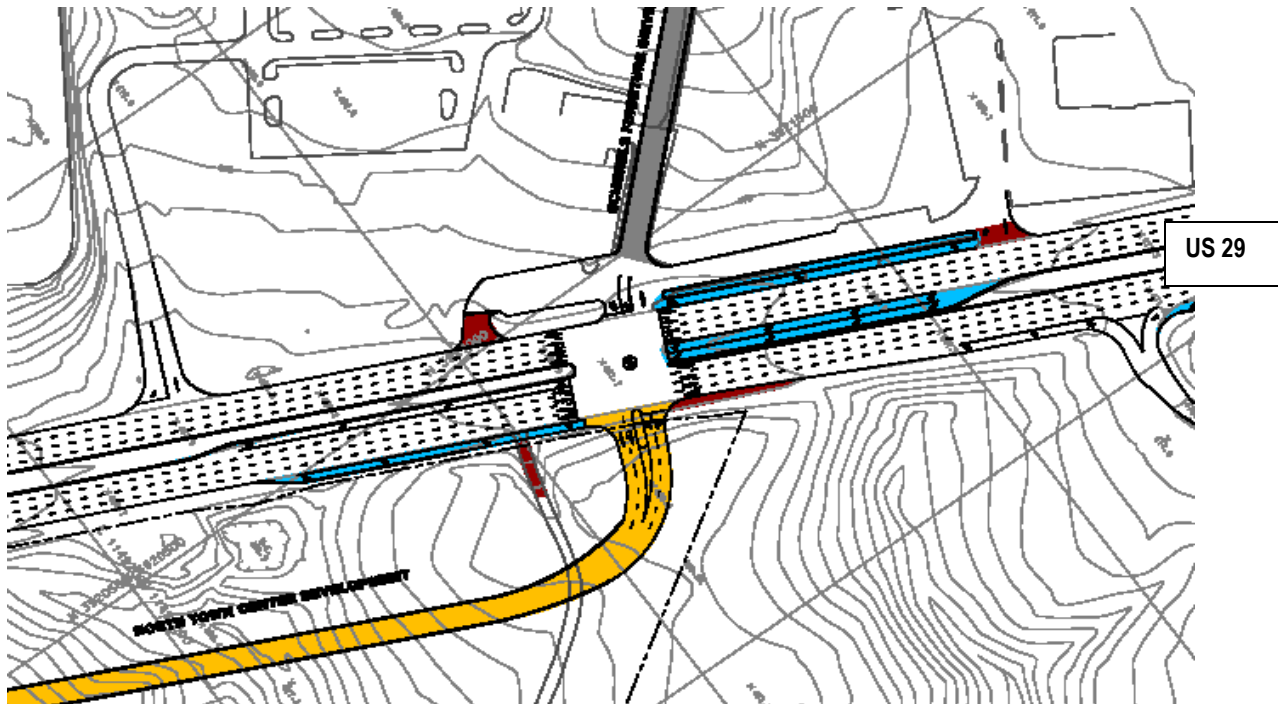
43. The schematic diagram from the US 29 North Transportation Study shows the intersection of US 29 at the entrance to Seminole Square. US 29 runs horizontally through the center of this diagram (north is to the right). The recommended improvements are shown in blue.

Project Reference No. 44	Project Title: US 29 at Branchlands Blvd.	
Project Description: Extend northbound left turn lane on US 29 at Branchlands (to Premier Circle) and realign Premier Circle.		
Timing: Second ten years	Estimated Cost: \$313,000	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: ▪ Turn lane to be extended when traffic warrants.		
Comments/Notes:		
Included in Planning/Budget Document: No.		



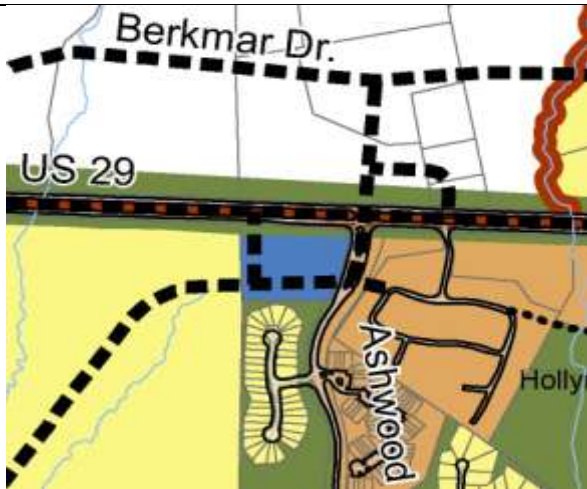
44. The schematic diagram from the US 29 North Transportation Study shows the intersection of US 29 and Branchlands Blvd. at the center. US 29 runs horizontally through the center (north is to the right).

Project Reference No. 45	Project Title: US 29: Expand turn lanes at Schewel Furniture driveway	
Project Description: This project includes the North Town Center improvements: add northbound right turn lane, add southbound dual left turn lanes, add westbound approach. Plus add southbound right turn lane and close the second Schewel Furniture driveway. The North Town Center development will add the improvements on the east side of US 29. Driveway spacing at Schewel Furniture will be too close once the intersection is expanded for North Town Center.		
Timing: Second ten years	Estimated Cost: \$1,390,000	Responsible Parties: VDOT, Developer
Issues to Be Addressed:		
Milestones:		
Comments/Notes: The North Town Center developer will add the improvements on the east side of US 29.		
Included in Planning/Budget Document: No.		



45. This schematic diagram from the US 29 North Transportation Study shows the recommended expansion of the turn lanes at the driveway into Schewel Furniture. These improvements are part of the North Town Center improvements that serve the new development south across US 29. North is to the right and US 29 runs horizontally through the center of this diagram.

Project Reference No. 46	Project Title: Construct Grade-separated Intersection at Ashwood Blvd. and US 29	
Project Description: Grade-separate the intersection with Ashwood Blvd. routed over US 29 and with jug-handle access roads, including accel/decel lanes to the jug handles. Ashwood Blvd. is the sole intersection in this rolling terrain section of the US 29 corridor; eliminating the at-grade median break and signal improves operations and safety on US 29. Grade separation provides an unencumbered crossing for bicycles and pedestrians, as well as access across US 29 for vehicular traffic. Jug-handle roadways provide opportunities to consolidate access driveways along US 29.		
Timing: Second ten years	Estimated Cost: \$11,927,000 ROW (est.): \$2,982,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Design of this grade separation should be part of design of US 29 widening from Polo Grounds Road to Towncenter Drive. ▪ The most appropriate location for the jug handle connecting roads will be determined during design, based on development status of relevant parcels. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction of Ashwood grade separation expected to precede construction of grade separations as Airport Road and Timberwood Blvd 		
Comments/Notes: If the design of this grade separation is determined with the widening of US 29, the cost may be less and the ROW may be purchased as part of the widening from Polo Grounds Road to Town Center Drive.		
Included in Planning/Budget Document: No.		



46. This schematic diagram from the US 29 North Transportation Study shows the recommended grade separation at Ashwood Blvd. and US 29, along with the connection of Ashwood Blvd. to Berkmar Drive Extended (shown in yellow at the top edge).

Project Reference No. 47	Project Title: Construct grade separated intersection at Airport Road/Proffit Road and US 29
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Project Description:

The project will grade separate Airport/Proffit roads and US 29 with jug-handle roadways shared with Timberwood Blvd. Signal operation of this intersection will be unacceptable in the future; partial access would meet traffic demands, but connectivity across US 29 would be lost and would divert traffic to adjacent crossings. Grade separation with jug handles meets traffic demands and provides an unencumbered crossing of US 29 for bicycles and pedestrians, as well as for vehicular traffic. Jug-handle roadways provide opportunities to consolidate access driveways along US 29. Project will begin with the preparation of a Small Area Plan for the Airport Road Corridor area. It will be coordinated with the grade separation at Timberwood Blvd. because both grade separations must be constructed at the same time.

Timing: Second ten years	Estimated Cost: \$100,000 (study, minimum) \$17,949,000 ROW (est.): \$10,796,000	Responsible Parties: County, VDOT, property owners/developers, business owners
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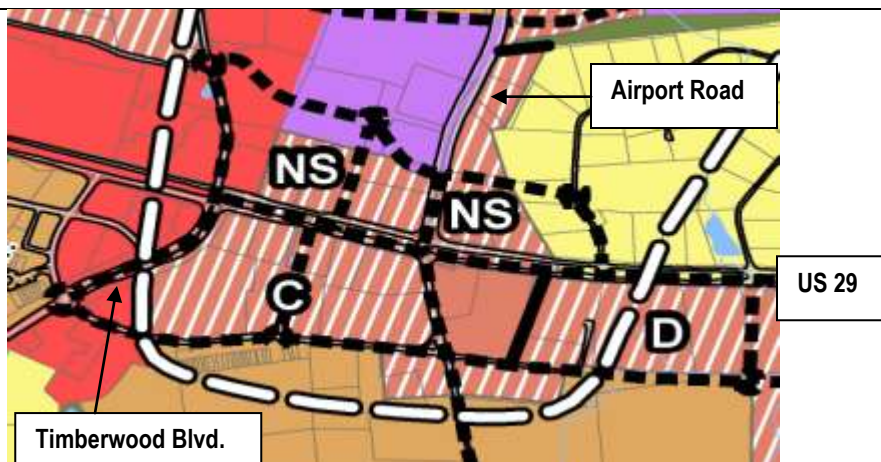
Issues to Be Addressed:

Milestones:

- Design, layout of jug handle roads, and timing of construction will be determined during preparation of Small Area Plan for the Airport Road Corridor
- Construction will begin after funding is identified and after grade separation at Ashwood Blvd. is completed

Comments/Notes: Grade separation at Airport/Proffit must be constructed at the same time as the grade separation at Timberwood Blvd (Project 46).

Included in Planning/Budget Document: No.

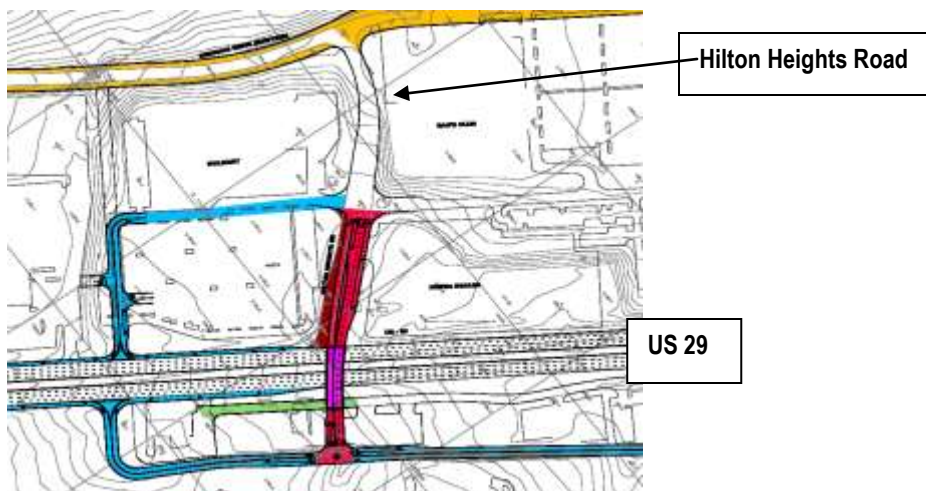


47. The portion of the Future Land Use Map shows the recommended grade separations with US 29 at Timberwood Blvd. and Airport Road. This entire area will be part of a Small Area Plan (dashed white lines). US 29 runs horizontally through the center of the diagram and north is to the right.

Project Reference No. 48	Project Title: Construct grade-separated intersection at Timberwood Blvd. and US 29	
Project Description: Grade separate with jug-handle roadways shared with Airport Road. This grade separation will be necessary because, in 10 – 15 years, partial access would meet traffic demands, but connectivity across US 29 would be lost and would divert traffic to adjacent crossings. Grade separation with jug handles meets traffic demands and provides an unencumbered crossing for bicycles and pedestrians, as well as access across US 29 for vehicular traffic. Jug handle roadways provide opportunities to consolidate access driveways along US 29.		
Timing: Second ten years	Estimated Cost: \$17,949,000 ROW (est.): \$10,769,000	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Design, layout of jug handle roads, and timing of construction will be determined during preparation of Small Area Plan for the Airport Road Corridor ▪ Design of jug handles and related improvements will respect the need for clear and direct access to the Charlottesville-Albemarle Airport. ▪ Construction will begin after funding is identified and after grade separation at Ashwood Blvd. is completed 		
Comments/Notes: Grade separation at Timberwood Blvd. must be constructed at the same time as the grade separation at Airport Road/Proffit Road (Project 44).		
Included in Planning/Budget Document: No.		

48. See illustration for Project 47.

Project Reference No. 49	Project Title: Construct grade-separated intersection at Hilton Heights Road and US 29	
Project Description: Construct a grade separation between the parallel local road on the east side of US 29 and Wal-Mart/Doubletree Lane on the west side of US 29. Grade separation will be necessary for long-term operation of this intersection at acceptable LOS, although the grade separation may not be necessary until after the 20-year plan implementation timeframe.		
Timing: Second ten years	Estimated Cost: \$17,949,000 ROW (est.): \$10,760,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ May not be necessary during the 20-year plan implementation timeframe. ▪ Design will be difficult due to topography and potential impact to adjacent residential areas. Alternative design concepts should be thoroughly evaluated. ▪ Would provide another connection between areas to the east of US 29 and Berkmar Drive Extended. 		
Milestones: <ul style="list-style-type: none"> ▪ Evaluate need for grade separation during each 5-year Master Plan review and update. ▪ Identify funding and schedule construction if traffic warrants a grade separation at this intersection. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



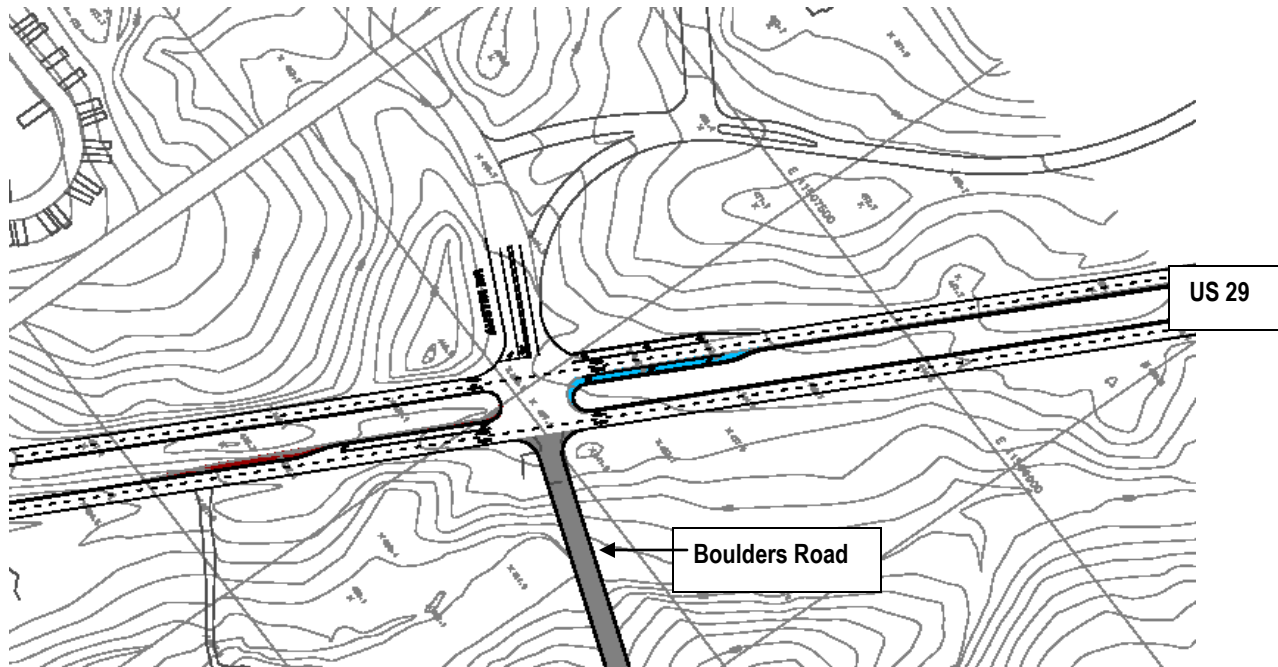
49. This schematic diagram from the US 29 North Transportation Study shows the recommended grade separation at Hilton Heights Road and US 29, along with the jug handle connections. Berkmar Drive is shown in yellow at the top of the illustration.

Project Reference No. 50	Project Title: Widen US 29 to six lanes from Airport Road to bridge over the North Fork of the Rivanna River	
Project Description: Widen US 29 to a six-lane rural cross section with full shoulders and center median. There will also be a multi-purpose path on at least one side of US 29 in this segment. Future volumes will require widening of this section of US 29. North Pointe proffer includes portions of the northbound lane to be added.		
Timing: Second ten years	Estimated Cost: \$12,738,000	Responsible Parties: Property owner/developer
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The northbound lane is part of the North Pointe proffers. ▪ The southbound lane is part of the University of Virginia Research Park proffers. 		
Milestones: <ul style="list-style-type: none"> ▪ The northbound lane will be constructed as part of the North Pointe Development. ▪ The southbound lane will be constructed when square footage of buildings constructed in the Research Park reaches the threshold specified in the proffers. 		
Comments/Notes: Right-of-way costs are not included because the proffers include donation of the right of way for the lane on each side of US 29.		
Included in Planning/Budget Document: No.		



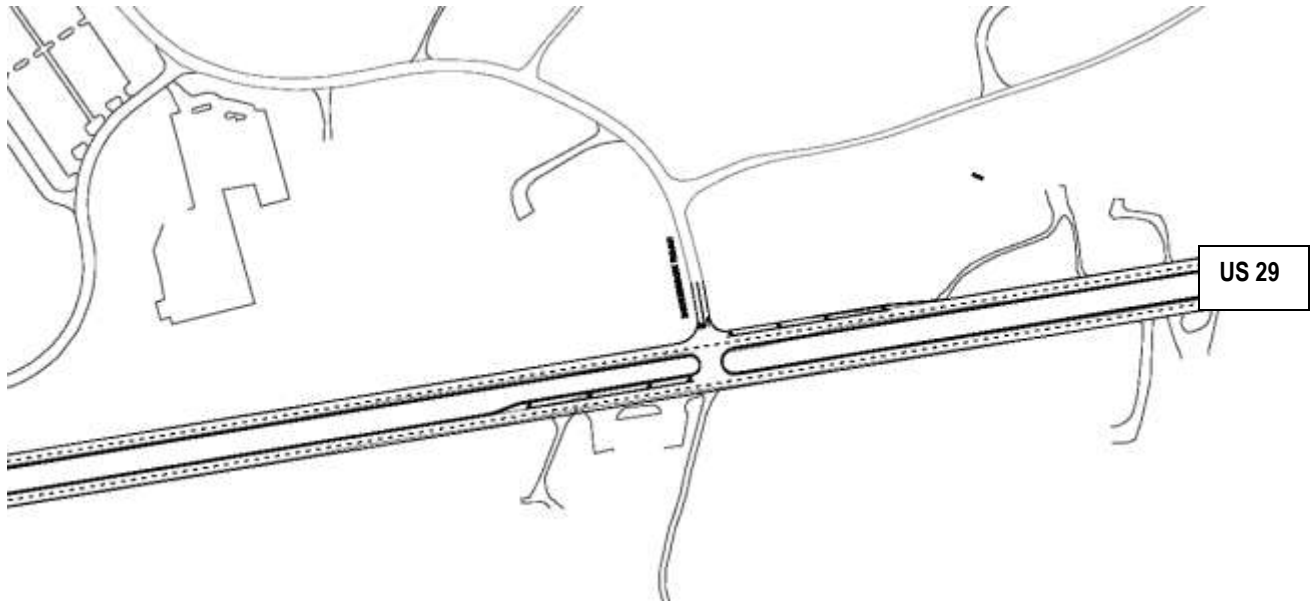
50. This portion of the Future Land Use Map shows the segment of US 29 from Airport Road (to the left) to the North Fork of the Rivanna River (the red line on the right) that will be widened to six lanes. The dashed lines on US 29 reflect the segment that will be widened.

Project Reference No. 51	Project Title: Intersection improvements at US 29 and Austin Drive	
Project Description: Add Austin Drive Extended (westbound approach); add southbound left turn lane; signalize intersection. These improvements are required to accommodate development expected in the area (new development on the east side of US 29).		
Timing: Second ten years	Estimated Cost: Improvements: \$7,238,000 ROW (est.): \$1,809,000 Signal: \$324,000	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: ▪ Make improvements and install signal when traffic warrants.		
Comments/Notes:		
Included in Planning/Budget Document: No.		



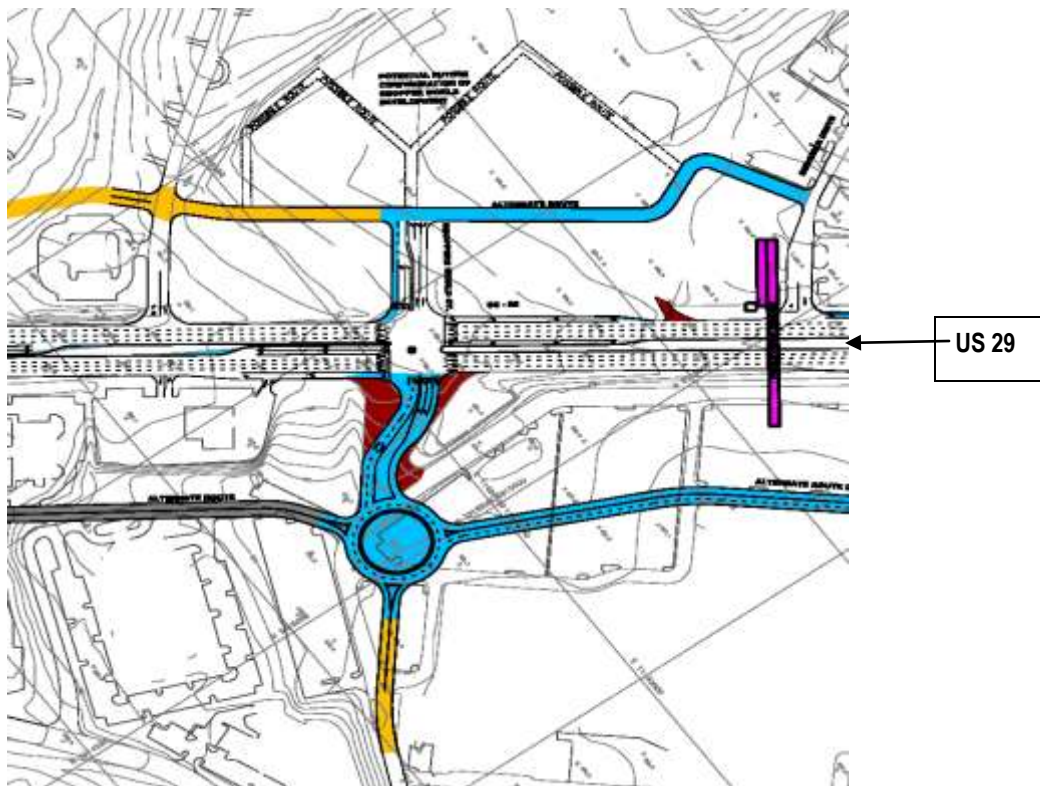
51. US 29 runs horizontally through the center of this schematic diagram from the US 29 North Transportation Study (north is to the right). On the west side of US 29, Austin Drive is the entrance to the GE facility. The proposed northern intersection of Boulders Road and US 29 will form the other side of the intersection of US 29 and Austin Drive.

Project Reference No. 52	Project Title: Signalize US 29 at Dickerson Road	
Project Description: Signalize intersection.		
Timing: Second ten years	Estimated Cost: \$324,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Required to serve development. 		
Milestones: <ul style="list-style-type: none"> ▪ Install signal when traffic warrants. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



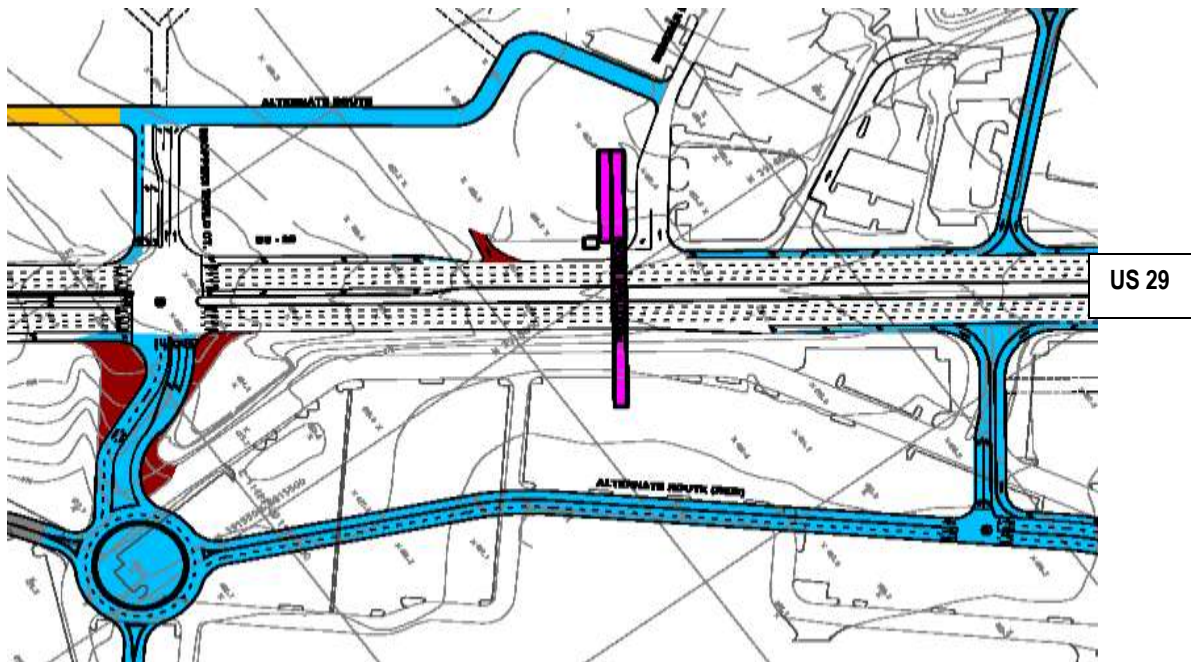
52. The intersection of US 29 and Dickerson Road is in the center of this schematic diagram from the US 29 North Transportation Study.

Project Reference No. 53	Project Title: Construct roundabout at Fashion Square Mall Drive	
Project Description: This improvement would be done after development of the Ring Roads and extension of the parallel connecting road (either public or private) from the south.		
Timing: Second ten years	Estimated Cost: \$538,000 ROW (est.): \$269,000	Responsible Parties: Property owner, County
Issues to Be Addressed:		
Milestones: ■ As needed to manage traffic on the parallel road system.		
Comments/Notes:		
Included in Planning/Budget Document: No.		



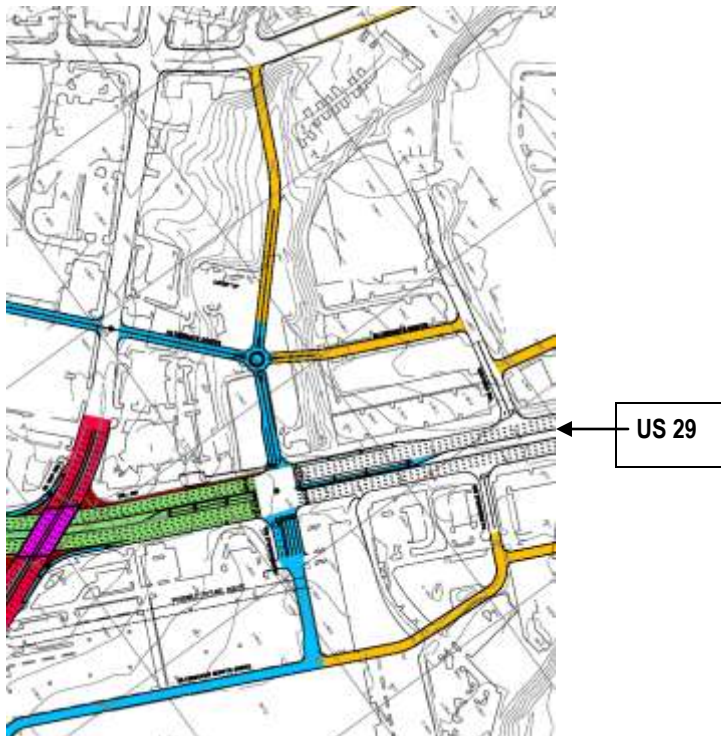
53. This schematic diagram from the US 29 North Transportation Study shows a roundabout just below the center of the diagram that will provide a means for traffic to access both the Mall and other locations without long waits at a traffic light.

Project Reference No. 54	Project Title: Construct pedestrian overcrossing (of US 29) at Berkmar Drive	
Project Description: This elevated crossing will integrate pedestrian and bicycle crossings into a future transit stop and facilitate redevelopment opportunities. Overcrossing is intended to serve pedestrians and bicyclists crossing to/from Fashion Square Mall and the corner of Berkmar Drive and US 29. The design would take advantage of the grade difference between the west side of US 29 (lower) and the increase in elevation on the east side.		
Timing: Second ten years	Estimated Cost: \$2,200,000	Responsible Parties: County, VDOT, Property owner/developer
Issues to Be Addressed: <ul style="list-style-type: none"> May require developer participation; coordinate with development of surrounding area. 		
Milestones: <ul style="list-style-type: none"> Construct as soon as funding has been identified and the location/design established. 		
Comments/Notes:		
Included in Planning/Budget Document:		



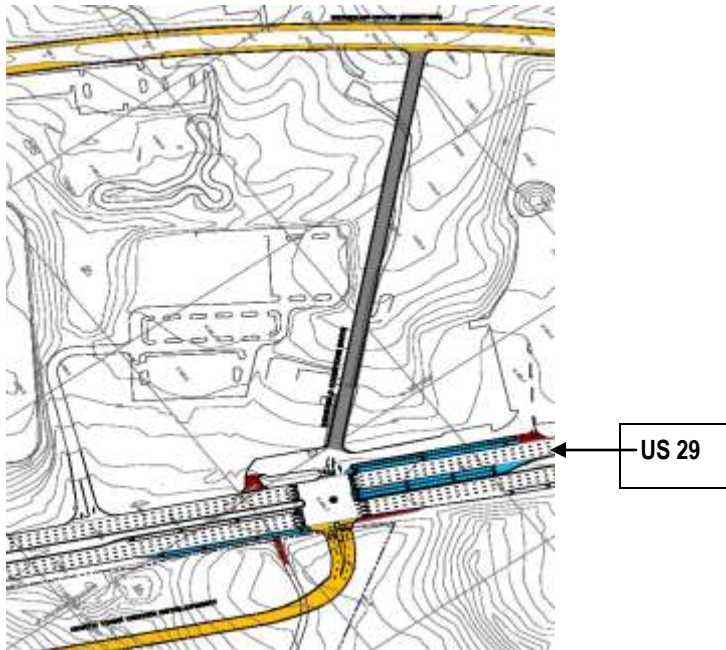
54. This Master Plan recommends a grade separated pedestrian crossing (shown in purple) of US 29 from the corner of Berkmar Drive across US 29 to the corner of the Fashion Square Mall property, as shown in this schematic diagram from the US 29 North Transportation Study. A photosimulation of this crossing is shown on page 4-15 of the Master Plan.

Project Reference No. 55	Project Title: Extend roadway on west side of US 29 opposite Albemarle Square to Berkmar Drive	
Project Description: This extension will be a new connection opposite Albemarle Square Drive. It will provide another connection from the east and west sides of US 29.		
Timing: Second ten years	Estimated Cost: \$1,960,000 ROW (est.): \$492,000	Responsible Parties: Property owner, VDOT, County
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Provides an opportunity for local traffic to reach Berkmar Drive Extended. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction is development-dependent 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



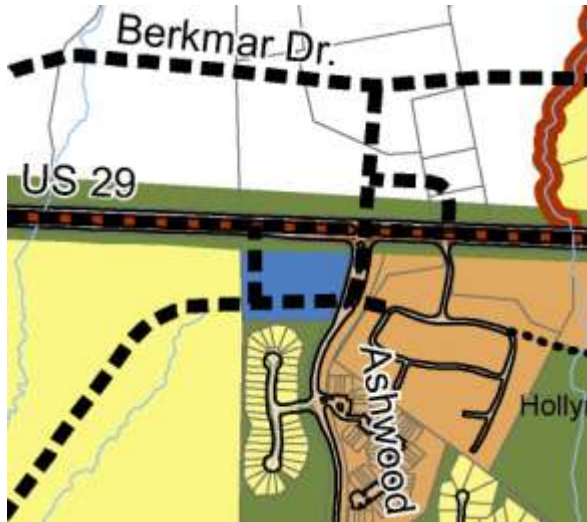
55. US 29 runs horizontally through this schematic diagram from the US 29 North Transportation Study (north is to the right). The roadway to be extended is just to the right of center and is shown in yellow. Traffic from Albemarle Square would be able to use this intersection to go to/from Berkmar Drive, which is at the very top of the diagram.

Project Reference No. 56	Project Title: Connect Schewel Furniture Drive to Berkmar Drive	
Project Description: This road will be a three-lane cross section connecting US 29 to Berkmar Drive. It provides another means for traffic to access Berkmar Drive without traveling on US 29. Construction of this road is development-dependent.		
Timing: Second ten years	Estimated Cost: \$1,841, 000 ROW (est.): \$921,000	Responsible Parties: Property owners/Developers
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Requires participation of property owners. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction is development-dependent. 		
Comments/Notes: <ul style="list-style-type: none"> ▪ Property owners/ developer may donate ROW. ▪ A two-lane road with dedicated left turn lanes may be an acceptable alternative design. 		
Included in Planning/Budget Document: No.		



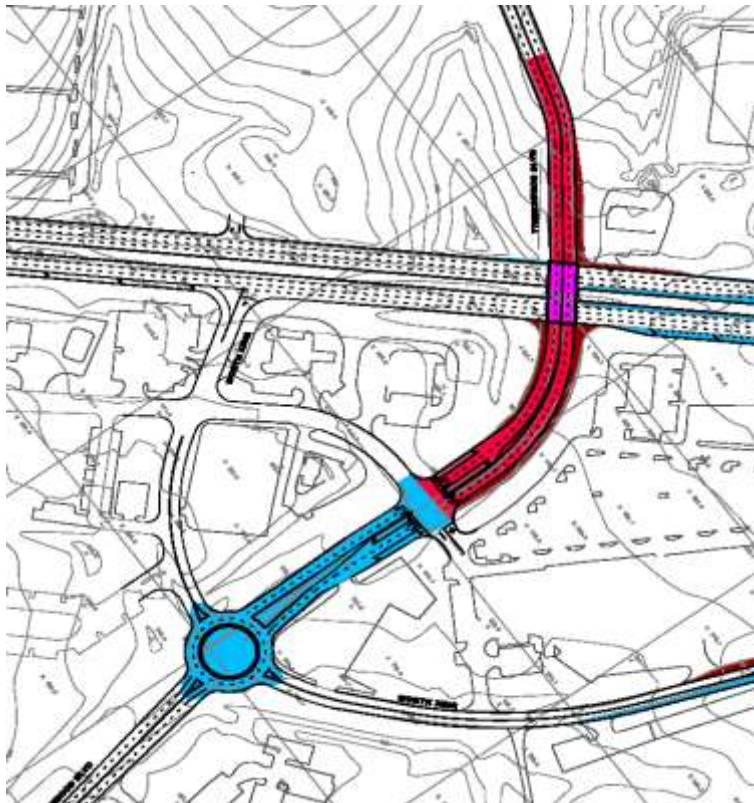
56. This connection from US 29, shown towards the bottom of the schematic diagram from the US 29 North Transportation Study, to Berkmar Drive near the top is an essential interconnection. It provides another opportunity for local traffic to move to and from US 29 to the local-serving Berkmar Drive.

Project Reference No. 57	Project Title: Extend Ashwood Blvd. to Berkmar Drive Extended	
Project Description: This extension provides a connection that will allow users of Ashwood Blvd. to access Berkmar Drive Extended without using US 29.		
Timing: Second ten years	Estimated Cost: NA	Responsible Parties: Property Owner/developer, VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The segment of Ashwood Blvd. from the western end of the grade separation to Berkmar Drive Extended 		
Milestones: <ul style="list-style-type: none"> ▪ Should be constructed as part of Ashwood grade separation, provided Berkmar Drive has already been constructed. May need to be built at the time Berkmar Drive Extended is constructed. 		
Comments/Notes: No estimate of ROW or construction costs is available. Cost may be included in grade separation, and/or construction of Berkmar Drive Extended.		
Included in Planning/Budget Document: No.		



57. This portion of the Future Land Use Map shows the connection of Ashwood Blvd. over US 29 to Berkmar Drive Extended at the top of the map.

Project Reference No. 58	Project Title: Reconfigure cross section of Timberwood Blvd. between US 29 and Worth Crossing. Construct roundabout at Worth Crossing.	
Project Description: The new cross section for Timberwood and the roundabout will support the grade separations and jug-handle roadway operations at Timberwood Blvd. and US 29.		
Timing: Second ten years	Estimated Cost: NA	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ May be completed after grade separations at Airport Road and Timberwood Blvd. 		
Comments/Notes: May be included in grade separation of Timberwood/US 29.		
Included in Planning/Budget Document: No.		



58. This schematic diagram from the US 29 North Transportation Study shows the intersection of Timberwood Blvd. and US 29, with the proposed roundabout at Worth Crossing. US 29 runs horizontally through the center of the diagram and north is to the right.

Project Reference No. 59	Project Title: Transit System Expansion & Improvements A HIGH PRIORITY IMPLEMENTATION PROJECT	
Project Description: This project is a continuation of the transit system work during the first ten years of plan implementation. It includes extending local bus service as Centers develop. It will also involve coordinating the initial Bus Rapid Transit (BRT) system (or Priority Transit/Express Transit Service) with road improvements and development of Centers throughout US 29 North Corridor. Specifically, BRT would be extended to the Uptown and the airport once the density/intensity of land uses in the area would support transit in the Airport Road Corridor area. The County would also extend the BRT to Greene County, if ridership warranted.		
Timing: Second ten years	Estimated Cost: \$16,500,000 (to extend service from Midtown to Uptown)	Responsible Parties: City, County, CTS, RTA, other agencies
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Extend BRT to Midtown as density/ intensity increases to support transit use, if not done during first ten years. ▪ Extend BRT to Uptown and Airport once density/ intensity increases to support transit in Airport Road Corridor Area, possibly further north to Rivanna Station Military Base/ GE-Fanuc area. ▪ Extend local bus service as neighborhoods/Centers develop; provides localized service and provides connections to BRT/Express service. ▪ Extend BRT to Greene County when potential ridership warrants. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



59. An example of a recommended long-range Places29 transit network, with both Bus Rapid Transit (BRT) and local circulator service.

Project Reference No. 60	Project Title: New Elementary School #17	
Project Description: A new 600-student facility would be constructed in one of the Development Areas, with an 8,000 square foot gym, auxiliary spaces, and a cafeteria and library. The school would be 84,360 square feet. The school is programmed to open in 2017. The project to acquire the land necessary for an elementary school in one of the Development Areas is separate from the construction cost. The site should be purchased in FY2013-2014. To be located in one of three locations in the County, based on need/demand: Crozet, southern urban area (Biscuit Run proffered site), the Northern Development Areas (North Pointe proffered site).		
Timing: Second ten years	Estimated Cost: \$7,199,000	Responsible Parties: Albemarle County Schools Division
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Identify need ▪ Design and construct new school 		
Comments/Notes: Enrollment projections indicate the need for one new elementary school in the Development Areas over the next ten years (2017). The school will be located in one of three areas depending on the location of the growth in student population and the capacities of the existing elementary schools. Monitor the School Long Range Planning process to determine whether the school will need to be located in the Places29 area within the next ten years.		
Included in Planning/Budget Document: The school construction project start date was moved back to FY 2017-2018 due to the new capacity formula and new enrollment projections.		