



QUESTIONS and CONCERNS

Construction/Coordination

- When will construction begin?

Construction on the streetscape project(s) and the Storm Water Management (SWM) Project is projected to begin in late spring 2009. Construction of the Crozet Avenue North Sidewalk project is slated to begin in early Spring 2009.

- How long is construction expected to take?

Construction duration is anticipated to be approximately 9 months, although the duration of the streetscape construction will be based on decisions about construction phasing. The Project Team will be back for a special community meeting to discuss the phasing approach suggested by the County and the consultant in the winter of 2008.

- How will traffic flow and access (customers & deliveries) to businesses be maintained?

During peak business hours, the Contractor will be required to maintain customer and delivery access to your business. Some of the construction will likely take place overnight or on weekends, when access to the businesses or Crozet Avenue cannot be maintained. The Project Team will be back for a special community meeting to discuss the phasing approach suggested by the County and the consultant in the winter of 2008. Additionally, the Project Team will be talking with each business owner about how they will be affected by construction on an individual basis.

- Will the 20' alley be accessible (constructed) prior to the construction on Crozet Avenue to assist with the maintenance of traffic?

Certainly one option would be to construct the alley and New Main Street first to assist with the maintenance of traffic during construction. The Project Team will be back for a special community meeting to discuss the phasing approach suggested by the County and the consultant in the winter of 2008.

- When will Jarman's Gap Road be done?

The project team is working closely with VDOT to coordinate design and construction of the streetscape project, SWM project, and the Jarman's Gap Road project. The Jarman's Gap Road Project is scheduled to begin construction in early 2010 based on the current VDOT Six-Year Improvement Plan.

Streetscape Design

- Where are the proposed retaining walls to be located?

Retaining walls along Crozet Avenue will be in similar locations as they are currently:

- East Side of Crozet Avenue from Tabor Street to the southern property line of the Amato Parcel (one of the parcels which make up the future library parcel)
- East Side of Crozet Avenue in front of Mike Alexander's property
- West Side of Crozet Avenue at Mountainside – existing wall will be modified and rebuilt.
- North Side of Main Street adjacent to the B&B Cleaners property

- What is the grade difference between the New Main Street and Alley intersection?
Due to VDOT design constraints, the intersection of New Main Street and Crozet Avenue will have to be lowered to facilitate the connection of the street to the existing pavement. The intersection of the alley and New Main Street will be approximately 5 feet below the existing grade on the Harris Parcel.
- What are the bio-filters?
Along Crozet Avenue, in targeted locations, the six-foot landscape planting area between the roadway curb and the sidewalk will be a bio-filter. A bio-filter is a planting area that detains a small amount of storm water that is made up of plants, a bio-media (filters pollutants) and stone for drainage. The goal of a bio-filter is to detain the first 1" of rainfall that falls within the bio-filters drainage area, which engineers call the "the first flush". This "first flush" typically contains 90% of the pollutants within the drainage area like motor oil, sediment, and other solids (trash, sand, etc.). After more runoff makes its way to the bio-filter the runoff will bypass the bio-filter and enter the storm sewer system. The bio-filters will serve as pre-treatment before runoff enters the storm sewer system before it makes its way to the proposed Crozet SWM facility. Details of a similar in street bio-filter (including pictures) can be found here:
<http://www.asla.org/awards/2006/06winners/341.html>
http://www.asla.org/awards/2007/07winners/506_nna.html
- The County should consider installing shared traveled way symbols in the pavement on Crozet Avenue from Main Street to the railroad tracks.
The project team will evaluate required signing and striping for the project.
- How much r/w will be needed on the West and on the East of Crozet Avenue?
Crozet Avenue is an existing prescriptive easement roadway. In the 1930's with the creation of the Highway Department (forerunner of VDOT), the Byrd Act gave the Highway Department a 30' easement on all paved roads in the Commonwealth. The right-of-way acquisition for this project will convert this prescriptive easement to fee simple right-of-way. Consistent with state statutes, this property will be converted automatically by the project, and the current owners are not reimbursed for the 15' left and right of the existing yellow stripe on the roadway. Along the Westside of Crozet Avenue an additional six or seven feet of right-of-way (in addition to the 15' of existing prescriptive easement) will be necessary. Along the Eastside of Crozet Avenue as much as 14' of right-of-way (in addition the 15' of existing prescriptive easement) will be necessary. The imbalance in the amount of right-of-way on the east and the west is due to the incorporation of the La Cocina Del Sol/Modern Barber Shop porch along the West Side of Crozet Avenue. The Project Team will be in touch with each of the affected owners in the coming months discuss right-of-way acquisition.
- Will there be stop signs or additional traffic lights along Crozet Avenue?
At this time the intersection of Tabor Street, Jarmans Gap Road, and New Main Street are all planned to be stop controlled intersections on the minor street (through movement on Crozet Avenue). The stop light at Crozet Avenue and The Square will be modified, but it will remain operational. The intersections that are planned to be stop controlled will be periodically evaluated by the County as development progresses in Downtown Crozet to determine whether a traffic light would be warranted in the future.
- What are the provisions for safe crossings of Crozet Avenue?
All pedestrian cross walks across the existing and proposed roadways will either be decorative paver cross walks like those installed at the Crozet Avenue and Three Notchd

Road intersections or white ladder cross walk markings like those at Crozet Avenue and The Square. The crossing locations will be signed with proposed signs that indicate a pedestrian crossing location. These crosswalk locations are shown on the Conceptual Design graphic of the streetscape.

New Main Street:

- How far East will the New Main Street extend?

Currently New Main Street will end approximately 200' from the intersection with Crozet Avenue at the intersection of the alley and the future entrance of the library. However, library design concepts are still in progress, and some of the design concepts could require Main Street to be extended further.

- Will the New Main Street have a streetlight or just 4-way stop signs?

At this time New Main Street's intersection with Crozet Avenue will be 2-way stop controlled on New Main Street and Carter-Crozet Connector with a free flow movement on Crozet Avenue. The County will periodically evaluate this intersection as development progresses in Downtown to determine whether a 4-way stop or traffic light is warranted for this intersection.

Jarman's Gap Project

- How far to the west will the road & sidewalk improvements extend?

The improvements to Jarmans Gap Road by VDOT will widen the existing roadway from Crozet Avenue and beyond Old Trail Drive to Jarmans Lake Road, which is the entrance to Greyrock development. The VDOT improvements include sidewalks and bike lanes along Jarmans Gap Road.

- Why doesn't the VDOT project go out farther than Old Trail?

The VDOT project does extend to the Greyrock Development on Jarmans Lake Road. The project does have a future phase that will be built in the future to continue widening to the West, but this project is not fully funded in VDOT's Six-Year Improvement Plan.