

## Places29: List of Implementation Projects

### Important Points to Keep in Mind When Using This List

Each of the projects in this List represents an action needed to implement the Places29 Master Plan. The projects are grouped first by timeframe: Ongoing, First Five Years, Second Five Years, and Second Ten Years. Within each timeframe, the projects are separated by type into Transportation, Land Use & Development, Community Facilities & Services, and Parks & Green Systems sections. Finally, **within each type, the projects are listed in the order in which they are most likely to begin, given funding constraints.**

Many of the projects, especially some of the major transportation improvements, will go through several stages of planning, design, and construction before they are completed. At the appropriate time, the projects should be included in the County's Capital Improvement Program (CIP) and/or the 6-Year Transportation Plan.

The List of Implementation Projects gives the following information:

- **Implementation Project:** the project name and project reference number. The reference numbers are not an indication of priority; they are simply a means of identifying the projects. The same numbers are used in Appendix 2. Implementation Project Descriptions. **Projects shown in boldface type are High Priority Projects.**
- **FY 2010-2011 Estimated Cost:** For transportation projects, this cost estimate includes both the construction cost and the estimated cost for right-of-way (ROW) acquisition and utility relocation. **To obtain the total estimated cost of these transportation projects, it is necessary to add the capital and ROW estimates.** Most of the cost estimates were prepared by the Places29 transportation consultants, using cost factors provided by the Virginia Department of Transportation (VDOT) and escalated to Fiscal Year (FY) 2010-2011 dollars using a growth factor also provided by VDOT. In a few cases, where the project has been included in the United Jefferson Area Mobility Plan (the UnJAM Regional Transportation Plan), the cost estimate from the UnJAM Plan is included in the "Additional Information" column. Cost estimates from the UnJAM Plan include ROW and utility relocation estimates and have been escalated to the year the project is expected to begin (so, these estimates will be different from those prepared by the Places29 transportation consultants).

For Land Use & Development, Community Facilities & Services, and Parks & Green Systems projects, the estimates, where available, come from the County's current or previous Capital Improvements Program (CIP).

- **Funding Sources:** the public and private entities that are expected to participate in funding the project are listed in this column. Primary sources are those responsible for funding most or all of the project. Secondary supporting sources may contribute supplemental funding. For example, with US 29 projects, the primary funding source is VDOT. Secondary support may be local funds directly from private sources, including cash proffers, and the local tax base, including property taxes and, possibly, local taxing districts.
- **Additional Information:** gives information about project timing, projects currently identified in the UnJAM plan, and other information.

Appendix 2, Implementation Project Descriptions, contains additional information about each project, including a more detailed project description, when the project is expected to begin, which parties are responsible for planning and funding the project, and any issues that may need to be addressed during planning and construction. The appendix also lists the milestones—triggers or thresholds that will indicate when it is time to begin a project, how to measure the success of a project, or when one project is dependent on completion of another. Additional information that may be useful is included, such as the budget document where the project will be listed.

Given the limited resources available at this time, the County has identified four (4) transportation improvement projects that are essential to move forward on over the next five years. These projects are:

1. Design and construct improvements to US 29 from Hydraulic Road to the 250 Bypass and pursue sources of funding for construction of Hillsdale Drive Extended (both projects are in the City)
2. Design/engineering for the widening of US 29 from 4 to 6 lanes between Polo Grounds Road and Towncenter Drive
3. Design of Berkmar Drive Extended, including the bridge over the South Fork of the Rivanna River
4. Expansion of transit service (including hours of operation, headways, extension of service to unserved areas, and supporting infrastructure, such as sidewalks, crosswalks, and shelters)

**It should be noted that all of the transportation improvements recommended in this Plan ~~are considered necessary~~ are the product of an extensive transportation study funded by VDOT that identified a number of short- and long-term transportation projects. Due to limited available resources for transportation projects, the focus in the short term is on the "doable" and most immediately essential projects. Planning for the long-term transportation projects has been deferred for further evaluation and consideration based on transportation studies and traffic modeling to be conducted as part of the Master Plan's future five-year updates, based on the latest traffic modeling, in order to maintain and improve the flow of traffic through the Places29 area over the 20 years of Plan implementation. With each five-year Plan update, the need for these improvements will be reevaluated through an update of the transportation modeling. The focus of Plan implementation will be on the projects in the first five years, as well as the "Ongoing" projects.**

Project Reference No.	Implementation Project	FY 2010-2011 Estimated Cost	Funding Sources		Additional Information
			Primary	Secondary	
<b>ONGOING</b>					
<b>TRANSPORTATION</b>					
<b>US 29</b>					
1	Access Management Improvements along US 29 from the 250 Bypass to the Greene County Line	Variable; to be determined	VDOT, City and/or County	Adjacent property owners and businesses	The access management report is in Appendix 4, and is available under separate cover
2	Intelligent Transportation System Strategies (ITS)	Variable; to be determined	VDOT, City		
<b>LAND USE &amp; DEVELOPMENT</b>					

Project Reference No.	Implementation Project	FY 2010-2011 Estimated Cost	Funding Sources		Additional Information
			Primary	Secondary	
3	Places29 Community Advisory Council		County		The Committee will be appointed after adoption of the Master Plan.
4	Master Plan Administration and Management		County		
<b>FIRST FIVE YEARS (2011-2016)</b>					
<b>TRANSPORTATION</b>					
<b>In City</b>					
5	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b>  <b>29H250 Study Recommended Improvements</b>  <b>[In City] on US 29:</b></p> <p>a. Expand southbound-to-westbound ramp at US 29/250 Bypass (near Best Buy) with auxiliary lane to Barracks Road offramp; and construct a fourth southbound lane on US 29 between Hydraulic Road and the US 250 interchange; two lanes would drop at the offramp to westbound US 250</p> <p>b. Construct westbound merge lane on the US 250 Bypass at the Barracks Road exit                      [See also Project #37]</p>	\$2,432,000 (a & b)	City of Charlottesville, VDOT		
6	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b>  <b>Construct Hillsdale Drive north of Hydraulic Road</b></p>	\$30,108,000 (Includes ROW)	VDOT, City	Property Owners/Developers	Hillsdale Drive Extension: City/VDOT urban system project with a very small section in the County (Pepsi Place to Greenbrier/ existing Hillsdale Drive)
<b>US 29</b>					
7	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b>  <b>Widen US 29 to six lanes from Polo Grounds Road to Towncenter Drive</b></p>	Design: \$2,500,000-2,800,000 (included in overall cost below)  Overall cost: \$18,528,000 ROW: \$11,117,000	VDOT		<ul style="list-style-type: none"> <li>Design/engineer the 6-lane improvement (County &amp; VDOT)</li> <li>Pursue funding for construction (VDOT)</li> <li>Construct improvement (once funding obtained; construction may extend into the second five years)</li> <li>May also include design of <b>possible</b> Ashwood Blvd. grade separation, <b>if necessary</b>, in order to plan for, reserve ROW (official map action), and acquire any necessary ROW</li> </ul>
<b>Parallel and Perpendicular Roads</b>					
8	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b>  <b>Berkmar Drive Extended:</b></p> <ol style="list-style-type: none"> <li>Initiate an alignment study for the Berkmar Drive Extended Bridge to determine the best crossing location and bridge profile</li> <li>Undertake bridge design, alignment study for Berkmar Drive Extended north of the South Fork of the Rivanna River</li> <li>Extend existing roadway from northern terminus of Hilton Heights Road to Rivanna North fork, including the bridge</li> </ol>	Study: \$155,000	VDOT, TJPDC, County	Property Owners/Developers	Project will begin with alignment study for bridge as continue to completion of bridge and road when funding is available, Widening of Berkmar Drive between US 29 and Rio Road will begin after the other parts of the project are complete and as funding is available.
<b>Transit/Pedestrian/Bicycle Network</b>					
9	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b>  <b>Transit System Expansion &amp; Improvements</b>                      An ongoing project, but it is a priority to implement the following enhancements in the first 5 years:</p> <ul style="list-style-type: none"> <li>Expand hours of operation</li> <li>Reduce headways</li> <li>Install support facilities (e.g., shelters, sidewalks/ bicycle access to transit stops)</li> <li>Extend area served</li> </ul>	Cost to be determined	City, County, CTS, JAUNT		For the full scope of the Transit Improvements, see Chapter 4 and Appendix 2
10	Bicycle & Pedestrian Network		County, VDOT, other agencies	Property Owners/Developers	<ul style="list-style-type: none"> <li>Close gaps in existing system, including crosswalks</li> <li>Serve schools and parks</li> <li>Provide connections to transit</li> <li>Pursue/study potential interim at-grade pedestrian crossings and implement</li> </ul>
11	<p>US 29 Pedestrian Crossovers / Crossings</p> <p>Locate, design, and construct at-grade or grade-separated pedestrian crossings at strategic locations along US 29. See Parks &amp; Green Systems Map</p>	\$1,914,000	County, VDOT	Property Owners/Developers	<ul style="list-style-type: none"> <li>Study feasibility and install interim at-grade crossings</li> <li>Grade-separated pedestrian facilities would be a long-term improvement</li> </ul>
<b>LAND USE &amp; DEVELOPMENT</b>					

Project Reference No.	Implementation Project	FY 2010-2011 Estimated Cost	Funding Sources		Additional Information
			Primary	Secondary	
12	Five-year Review & Master Plan Update		County		To begin in Year 4. See Chapter 8 for description of update process Update will include reevaluation of the transportation network recommendations, including <b>all major road improvement projects</b> <del>grade-separated intersections</del>
<b>COMMUNITY FACILITIES &amp; SERVICES</b>					
13	Utilities Planning and development to begin for: 1. Water line improvements a. Replace/upgrade waterline in new location outside of US 29 b. Obtain location for new water storage facility in Hollymead area		Rivanna Water & Sewer Authority, Albemarle County Service Authority		See Project Description in Appendix 2 for more detailed information
<b>PARKS &amp; GREEN SYSTEMS</b>					
14	Northtown Trail A trail system extending from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities	\$4,972,000	City, County, VDOT, other agencies	Property Owners/Developers	<ul style="list-style-type: none"> <li>TJPCDC now working on project</li> <li>Establish "interim" trail concept</li> <li>Pursue funding for and development of the trail as per the MPO Northtown Trail Study</li> </ul>
15	<b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> <b><u>Greenway along the Rivanna River</u></b>		County, Property Owners/Developers		Continue efforts to construct trail from Pen Park to ICNA
16	Provide active field space for practice and competitive sports fields/multi-purpose fields [see Parks & Green Systems Map]		County, Property Owners/Developers		North Pointe proffered land for a location to address some of the needs
17	Recommended trails and trail connections from adjacent and nearby neighborhoods to the Greenway network		County, Homeowners Associations, Property Owners		Ongoing, as opportunities arise
<b>SECOND FIVE YEARS (2017-2022)</b>					
<b>TRANSPORTATION</b>					
<b>US 29</b>					
18	<b><u>Intersection Improvements at Rio Road &amp; US 29:</u></b> <b>Prepare a Small Area Plan for the area around the intersection of Rio Road and US 29</b>	<b>Plan: \$100,000</b>	<b>Plan: County;</b> <b>Preliminary Design: VDOT</b>		<b>Small area plan process should begin within the second five years, but after completion of design work for the US 29 widening (#7) and design of Berkmar Drive Extended (#8). The Small Area Plan is to determine the scope and design of improvements to (and near) the existing intersection. All options for intersection improvements will be considered in this process (see Appendix 2 for further details).</b>
19	US 29 at Shoppers World and Mall Drive	\$637,000	VDOT, Property Owners		<ul style="list-style-type: none"> <li>Timing of these improvements depends on development/ redevelopment of adjacent properties</li> <li>Property expected to be included in Small Area Plan for Rio/US 29 area</li> </ul>
20	Albemarle Square Drive at US 29	\$3,127,000 ROW: \$1,876,000	VDOT, Developer		<ul style="list-style-type: none"> <li>Timing of these improvements depends on development/ redevelopment of adjacent properties</li> <li>Property expected to be included in Small Area Plan for Rio/US 29 area</li> </ul>
21	Signalize US 29 at Airport Acres North	\$324,000	Property Owner/Developer		
22	Signalize US 29 at Northside Drive	\$324,000	Property Owner/Developer		
23	US 29 at Burnley Station Road/Frays Mill Road	\$2,664,000 ROW: \$666,000	VDOT		Add second left turn lanes and widen approaches to US 29
<b>Parallel and Perpendicular Roads</b>					
24	Albemarle Place: Construct street system		Property Owner/Developer		Costs to be paid by property owner/developer
25	North Pointe: Construct street system		Property Owner/Developer		Costs to be paid by property owner/developer
26	University of Virginia Research Park: Construct street system		Property Owner		Costs to be paid by property owner
<b>Transit/Pedestrian/Bicycle Network</b>					
27	<b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> <b><u>Transit System Expansion &amp; Improvements</u></b> [See also Projects #9 and #52.]	[costs included in first five years above]	<b>City, County, CTS, RTA, other agencies</b>		<ul style="list-style-type: none"> <li>Consider expanding service to Hollymead/Piney Mtn.</li> <li>Consider providing express service/Bus Rapid Transit (BRT)</li> </ul>
<b>COMMUNITY FACILITIES &amp; SERVICES</b>					

Project Reference No.	Implementation Project	FY 2010-2011 Estimated Cost	Funding Sources		Additional Information
			Primary	Secondary	
28	Sutherland Middle School Addition	\$2,199,000			
29	Hollymead Elementary School Addition	\$7,552,000			
30	Monitor long-term need for future Fire/Rescue service improvements				
31	Police Office for beat officers in Neighborhoods 1, 2, Hollymead, Piney Mtn.				Ensure adequate facilities are provided over the long term to serve these areas
32	Northern Albemarle Library Facility	\$16,972,000	Albemarle County	Jefferson-Madison Regional Library	
33	Recycling Centers	\$350,000	Rivanna Water & Sewer Authority, County General Services, Facilities Development		<ul style="list-style-type: none"> <li>County's Solid Waste Management Plan and recommendations for services are under review.</li> <li>Maintain recycling services and or facilities in some form in the Places29 area</li> </ul>
34	New Middle/High School	Site Assessment: \$148,000	Albemarle County Schools Division		
35	Upgrade Seminole Trail Fire/Rescue Station and rescue building facilities	\$5,775,000	Albemarle County Dept. of Fire Rescue		
<b>PARKS &amp; GREEN SYSTEMS</b>					
<b>SECOND TEN YEARS (2023-2032)</b>					
<b>TRANSPORTATION</b>					
<b>US 29</b>					
36	<p><b>A HIGH PRIORITY IMPLEMENTATION PROJECT [In City] On US 29 from the 250 Bypass to Hydraulic Road:</b></p> <p>c. Construct eastbound to northbound/southbound offramp at US 29/250 Bypass and construct new offramp at Holiday Drive</p> <p>d. Close eastbound to northbound/ southbound offloop at US 29/250 Bypass and reconstruct northbound to eastbound onramp</p> <p>e. Reconstruct southbound to eastbound onloop at US 29/250 Bypass</p> <p>f. Expand US 29 from Morton Drive to Seminole Square</p> <p>g. Reconstruct 250 Bypass/Hydraulic Road intersection</p> <p>h. Reconstruct Hydraulic Road from US 29 to 250 Bypass</p> <p>j. Design and construct US 29 / Hydraulic intersection. Final design for the intersection improvement would be subject to City/County input and public hearing processes.</p> <p>[See also Project #5]</p>	<p>\$23,160,000 (c – f)</p> <p>\$9, 565,000 (g)</p> <p>\$9,554,000 (h)</p> <p>\$39,372,000 (i)</p>	City of Charlottesville, VDOT		<p>Staging of other related improvements, such as construction of network parallel roads and immediately adjacent parallel and connecting roads, restriction of turning movements, etc. could maintain an adequate LOS to prolong the life of the at-grade intersection. Construction of <b>a possible</b> the grade-separation (i) is considered a long-term project and is not expected to begin until after completion of the other noted improvements (a-h, or their equivalent), which will likely be after the second ten years of Plan implementation. Recommended transportation improvements will be reevaluated with each five-year update of the Master Plan.</p> <p>[Note: item "i" is the Hillsdale Drive Extension project, Project #6 in this list.]</p>
37	<p><b>Intersection Improvements at Rio Road &amp; US 29:</b></p> <p>2. Design and construct road network improvements, such as parallel and connecting roads, interparcel connections, and/or other turning movement improvements as established in the small area plan (which are needed to prolong the life of the at-grade intersection and/or that would support <b>a possible</b> the-ultimate grade separation)</p> <p>3. Design and construct long-term intersection improvements as established during the small area planning process</p> <p>[See also Project #18]</p>		VDOT		<p>2. As with the Hydraulic/US 29 intersection, staging of related road improvements, particularly construction of network parallel roads and immediately adjacent parallel and connecting roads, restriction of turning movements, etc. could maintain an adequate LOS to prolong the life of the at-grade intersection</p> <p>3. When necessary, construct ultimate improvements to this intersection.</p> <p>Recommended transportation improvements will be reevaluated with each five-year update of the Master Plan</p>
38	Intersection improvements at Greenbrier Drive and US 29	\$313,000	VDOT		Add southbound left turn lane and westbound right turn lane
39	Intersection improvements at Woodbrook Drive and US 29	\$1,089,000	VDOT		Extend northbound left turn and right turn storage; channelize Woodbrook Drive/US 29 intersection
40	Construct intersection improvements at Ashwood Blvd. and US 29	\$11,927,000 ROW: \$2,982,000	VDOT		Design of grade-separation, if necessary, may be done during design of US 29 widening in order to plan for, reserve, and possibly obtain necessary ROW. Recommended transportation improvements will be reevaluated with each five-year update of the Master Plan.
41	Intersection Improvements at Airport Road/Proffit Road/US 29 and Timberwood Blvd./US 29: Preparation of Small Area Plan for the Airport Road Corridor	Plan: \$100,000			Small Area Plan will be prepared during the second ten years of Master Plan Implementation

Project Reference No.	Implementation Project	FY 2010-2011 Estimated Cost	Funding Sources		Additional Information
			Primary	Secondary	
42	Major Improvements to the intersection at Hilton Heights Road and US 29	\$17,949,000 ROW: \$10,760,000	VDOT		Recommended transportation improvements will be reevaluated with each five-year update of the Master Plan
43	Widen US 29 to six lanes from Airport Road to bridge over the North Fork of the Rivanna River	\$12,738,000	Property Owners/ Developers,		ROW costs are not included—land to be donated per proffers
44	Intersection improvements at US 29 & Austin Drive	Improvements: \$7,238,000 ROW: \$1,809,000	VDOT		Intersection is now signalized.
45	Signalize US 29 at Dickerson Road	\$324,000	VDOT		
<b>Parallel and Perpendicular Roads</b>					
46	Proffit Road Improvements	NA	VDOT, County		
47	Dickerson Road Improvements	\$11,608,000	VDOT, County		Construction dependent on VDOT funding
48	Construct pedestrian overcrossing (of US 29) at Berkmar Drive	\$2,200,000	County, VDOT, Property Owner/ Developer		
49	Construct connector road between US 29 and Berkmar Drive Extended (development-dependent)	\$1,841,000 ROW: \$921,000	Property Owner, VDOT, County		
50	Extend Ashwood Blvd. to Berkmar Drive Extended		Property Owner/ Developer, VDOT		<del>Cost may be included in grade separation; no estimate available</del>
51	Reconfigure cross section of Timberwood Blvd. between US 29 and Worth Crossing. Construct roundabout at Worth Crossing.		VDOT		<del>May be included in grade separation</del>
<b>Transit/Pedestrian/Bicycle Network</b>					
52	<b>A HIGH PRIORITY IMPLEMENTATION PROJECT</b> <b>Transit System Expansion &amp; Improvements</b> [See also Projects #9 and #27]		City, County, CTS, RTA, other agencies		Continue to extend and improve quality of service
<b>COMMUNITY FACILITIES &amp; SERVICES</b>					
53	Recreational Field Space in the Piney Mountain Area	\$3,250,000	Developer/Property Owner		
54	New Elementary School	School: \$20,000,000 Land: \$3,000,000	Albemarle County Schools Division		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)
<b>PARKS &amp; GREEN SYSTEMS</b>					