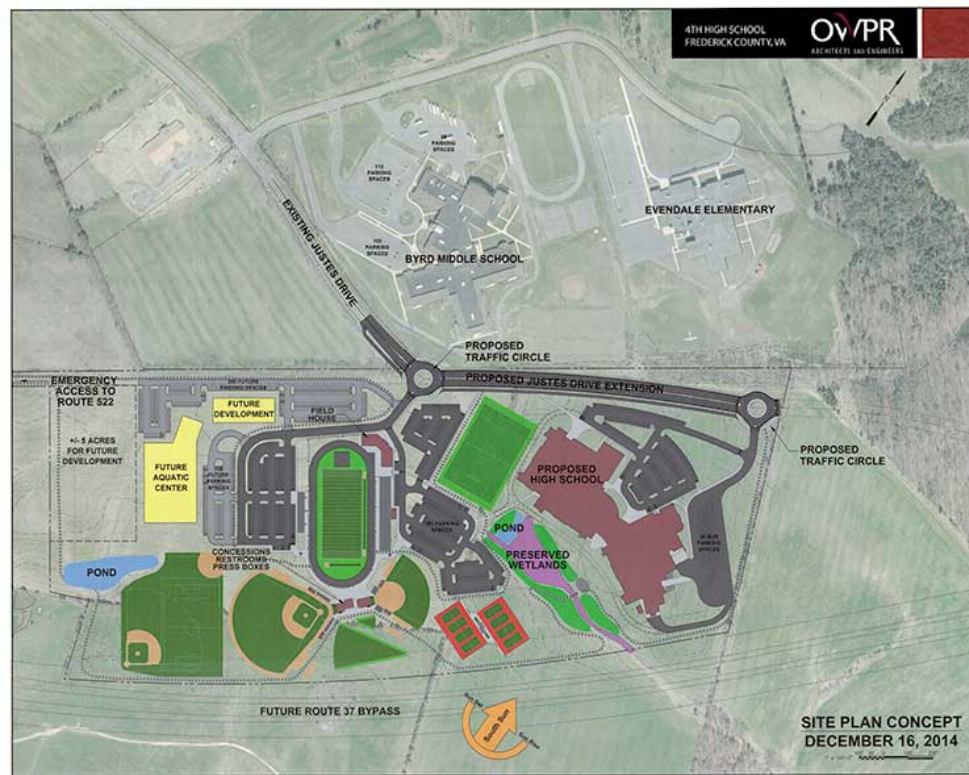


# FREDERICK COUNTY VIRGINIA

## CAPITAL IMPROVEMENTS PLAN



Adopted by the  
Frederick County  
Board of Supervisors  
February 25, 2015

Recommended by the  
Frederick County  
Planning Commission  
February 18, 2015



## RESOLUTION

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**Action:**

PLANNING COMMISSION: February 18, 2015 - Recommended Approval

BOARD OF SUPERVISORS: February 25, 2015  APPROVED  DENIED

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## RESOLUTION

### 2015-2016 CAPITAL IMPROVEMENTS PLAN (CIP)

**WHEREAS**, the Frederick County Planning Commission held a public hearing on the proposed 2015-2016 Capital Improvements Plan (CIP) for Frederick County on February 18, 2015; and,

**WHEREAS**, the Frederick County Planning Commission recommended approval of this plan at their regular meeting on February 18, 2015 and determined that the projects contained in the Capital Improvements Plan (CIP) conform to the Frederick County Comprehensive Policy Plan; and,

**WHEREAS**, the Frederick County Board of Supervisors held a public hearing on this plan during their regular meeting on February 25, 2015; and,

**WHEREAS**, the Frederick County Board of Supervisors supports the priorities for capital expenditures contained in the Capital Improvements Plan (CIP) and has affirmed the determination of the Planning Commission that the projects contained in the Capital Improvements Plan (CIP) conform to the Frederick County Comprehensive Policy Plan;

**NOW, THEREFORE, BE IT ORDAINED** by the Frederick County Board of Supervisors as follows:

The Frederick County Board of Supervisors hereby approves the 2015-2016 Capital Improvements Plan (CIP) for Frederick County, Virginia as an element of the Comprehensive Policy Plan.

Passed this 25th day of February, 2015 by the following recorded vote:

Richard C. Shickle, Chairman	<u>Aye</u>	Gary A. Lofton	<u>Aye</u>
Robert A. Hess	<u>Aye</u>	Charles S. DeHaven, Jr.	<u>Aye</u>
Gene E. Fisher	<u>Aye</u>	Christopher E. Collins	<u>Aye</u>
Robert W. Wells	<u>Aye</u>		

**A COPY ATTEST**



Roderick B. Williams, Interim  
Frederick County Administrator

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# **CAPITAL IMPROVEMENTS PLAN FREDERICK COUNTY 2015-2016**

## **INTRODUCTION**

Section 15.2-2239 of the Code of Virginia assigns the responsibility for preparation of plans for capital outlays to the local Planning Commissions. The Capital Improvements Plan (CIP) consists of a schedule for major capital expenditures for the county for the ensuing five years.

The CIP is updated annually. Projects are removed from the plans as they are completed or as priorities change. The plan is intended to assist the Board of Supervisors in preparation of the county budget. In addition to determining priorities for capital expenditures, the county must also ensure that projects contained within the CIP conform to the Comprehensive Policy Plan. Specifically, the projects are reviewed with considerations regarding health, safety, and the general welfare of the public, and the policies of the Comprehensive Plan. When the CIP is adopted, it becomes a component of the Comprehensive Plan. Frederick County approved the 2030 Comprehensive Plan on July 14, 2011.

The CIP is strictly advisory; it is intended for use as a capital facilities planning document, not for requesting funding allocations. Once adopted, project priorities may change throughout the year based on changing circumstances. It is also possible that particular projects may not be funded during the year that is indicated in the CIP. The status of any project becomes increasingly uncertain the further in the future it is projected.

Transportation projects are included in the CIP. The inclusion of transportation projects to the CIP is in no way an indication that Frederick County will be independently undertaking these projects. Funding projects will continue to come from a combination of state and federal funds, developer contributions, and revenue sharing.

The 2015-2016 CIP continues to emphasize the connection between the CIP, Comprehensive Plan, and potential proffered contributions made with future rezoning projects. This effort continues to be exemplified with the collaboration between Frederick County Public Schools and the Parks and Recreation Department with their identification of joint community facility opportunities.

## **PROJECT RECOMMENDATIONS**

### **Frederick County Public Schools**

Frederick County Public Schools continue to commence and complete capital projects that have been priorities from previous years. The replacement Frederick County Middle School has recently been initiated and has therefore been removed from this year's CIP. Previously removed projects include the James Wood Middle School parking lot safety enhancement project, the new transportation facility located adjacent to Armel Elementary School, and the school renovations proposed to prepare school facilities for an all-day Kindergarten program. It should be recognized that the all day kindergarten program had been delayed for several years in light of the recent fiscal climate so it was very positive to see the all-day kindergarten program be introduced through the joint efforts of Frederick County Public Schools and the Board of Supervisors.

The joint top capital improvement priority for the Schools is the 12<sup>th</sup> Elementary School and the addition to, and renovation of Armel Elementary School. This is in recognition of the anticipated community growth in these two general locations. Improvements to Robert E. Aylor Middle School is the second highest priority. The construction of the County's fourth High School is the third priority. The new high school and new middle school have been requested in anticipation of the future demand of a growing student population.

A new project, an addition and renovations to Dowell J. Howard Center is included in this year's CIP. This school was opened 44 years ago. Facility modernization and changes in career and technical education are the driving needs for this project, including additional careers, improved delivery of instruction, and improved classroom technologies.

An addition and renovations to Indian Hollow Elementary School, is proposed. Indian Hollow Elementary School opened in 1988 and is the County's smallest elementary school building with a program capacity of 492 students. Renovations to the existing portion of the building will address several major issues, including classroom storage, ADA compliance, energy conservation, security, and upgrades of fire alarm, electrical, plumbing, and mechanical systems. A building addition will be needed to maintain program capacity. Other schools included for renovation projects include Apple Pie Ridge Elementary School, Bass Hoover Elementary School, and James Wood High School. This year's CIP continues to include a request to renovate and expand the current administration building on Amherst Street.

In an effort to maintain educational facilities that will handle the growing student population, the construction of two additional schools is recommended within the UDA (Urban Development Area), a new elementary school and a fifth middle school. However, the timeframe for these facilities has been extended out several years.

## **Parks & Recreation**

Swimming improvements continue to be a focus for Parks and Recreation. The upgrade of pool amenities at the swimming pools at both parks will include the addition of water slides and a spray ground. Added to the scope of this project is an overall pool complex renovation. This project is expected to increase pool attendance by 30 percent while providing recreational opportunities for both the Sherando and Clearbrook Park service areas.

The indoor aquatic facility continues to be proposed as a high priority of the Parks and Recreation Department. This project has been moved up to the Department's #3 priority in recognition of Frederick County Public Schools 4<sup>th</sup> High School land opportunity.

This year's CIP continues to be reflective of the previous effort to seek community input into the parks and recreation programs and facilities. The recently completed survey has been taken into consideration when prioritizing parks and recreation capital projects.

The majority of the recommended projects are planned for the county's two regional parks (Sherando & Clearbrook). However, a new project, the Snowden Bridge Park Development has been identified in recognition of an endorsed site plan on the proffered park and school site. This project has been separated from the Community Park Group where it was previously considered.

The effort of the Parks and Recreation Department and their identification of their comprehensively planned parks including community, neighborhood, and district parks, further emphasize the connection between the CIP, Comprehensive Plan, and potential proffered contributions made with rezoning projects.

Projects planned for Sherando Park include: upgrade of baseball lighting, upgrade pool amenities, a softball complex, a soccer complex, maintenance compound and office, skateboard park, parking and multi-purpose fields with trail development, picnic area with a shelter, and an access road with parking and trails. The projects planned for the Clearbrook Park include, upgrade of baseball lighting, upgrading pool amenities, a new open play area, a tennis/basketball complex, and shelter with an area for stage seating.

The Sherando Park Softball Complex has been moved up in recognition of scheduling pressure at existing facility and the number of Community Parks has been reduced to three in recognition of work underway at Rose Hill and separation of the identified Snowden Bridge site.

A project that continues to be a high priority for Parks and Recreation is the Abrams Creek Greenway Trail. This facility would provide recreational opportunities for residents of this corridor along with the surrounding communities and was emphasized in the Senseny/Eastern Frederick Urban Areas Plan completed during 2012. This project will provide trails with bicycle, walking and jogging opportunities, which ranks #1 in the 2007 Virginia Outdoors Plan survey for all outdoor recreational activities.

## **Handley Regional Library**

The Handley Regional Library recommends three projects, marking a change from their 2014-2015 request of four. The library's top priority is a new library branch in the Gainesboro area.

The two remaining projects request that funding be provided for new library branches throughout the county which include the areas of Senseny/Greenwood Road and Route 522 South, both of which are anticipated to be located within the UDA (Urban Development Area) in locations consistent with recently approved area plans; The Senseny/Eastern Frederick Area Plan, and the Southern Frederick Area Plan.

The parking lot sidewalk extension project, designed to promote sidewalk access at the Bowman Library as phase 2 of the parking lot expansion project by extending the sidewalks to serve residents traveling from the east to Lakeside Drive, is the project removed from their submission.

## **Transportation Committee**

The Transportation Committee continues to provide project requests for the CIP. Virginia State Code allows for transportation projects to be included within a locality's CIP. Funding for transportation project requests will likely come from developers and revenue sharing. Implementation of transportation projects does not take away funding for generalized road improvements.

The Transportation Committee has requested funding for sixteen projects. The sixteen requests include projects that entail widening of major roads; key extensions of roads that help provide better networks, bicycle and pedestrian improvements, and the addition of turn lanes at current unsafe intersections. The inclusion of the Eastern Road Plan Improvements item once again emphasizes the connection between the CIP and potential proffered contributions made with rezoning projects which are aimed at mitigating potential transportation impacts identified in the Comprehensive Plan.

The major change to the transportation project list in recent years CIPs is the classification of the projects into funded and unfunded priorities.

## **Winchester Regional Airport**

Funding for airport projects is derived through a complex formula where the federal and state governments contribute a majority of the funding, with Frederick County and the other jurisdictions providing the remaining funding.

The Airport has recently completed a major improvement of their runway. With this project moving from the CIP, The Airport Authority is now focusing their CIP efforts on taxiway improvements and property acquisition in support of airport development to



meet Federal Aviation requirements for general aviation facilities. The vast majority of the funding for these improvements came from the FAA and VDA.

The construction of a new general aviation terminal to support future airport operations and associated parking improvements is a project that has been elevated to number one in this year's CIP. The previous number one priority for the Airport was the acquisition of property to support airport operations. The authority continues to be successful in their pursuit of this priority. A relatively new project for the airport is the Fuel Storage Facility.

The number of projects that are included in this CIP has been consolidated in recent years as the Airport Authority is further aligning the County's CIP with the one provided to the Virginia Department of Aviation.

### **County Administration**

With the potential necessary relocation of the Clearbrook citizen convenience center in the future, the number one priority is a new facility proposed as a replacement for the current convenience site at another location in the immediate vicinity to the existing convenience site. The other requests from Public Works are for the expansion/relocation of both the Albin and the Gore Refuse Sites to allow for a trash compactor, which will reduce operational costs, by compacting trash before it reaches the landfill.

The joint County Administration and School Administration Building that was included in last year's amended CIP remains in this year's project list. A new project for County Administration this year is the Joint Judicial Center renovation and replacement project. This new project consists of an expansion to the existing Joint Judicial Center Building as the first phase of the project, and the potential further renovation or relocation as a second phase. The project is to be located generally in the City of Winchester or in the County's Urban Development Area. The need for this project has been established through ongoing communication with the court system and the City of Winchester.

Previously, an item was added to enhance the connection between the CIP and proffered contributions made to mitigate the impacts of development projects. This item, General Government Capital Expenditures, is an item that addresses those general government capital expenditures that may fall below the established \$100,000 departmental threshold. This is similar to the approach previously taken for Fire and Rescue Capital Equipment. Fire and Rescue has its own section.

### **Fire and Rescue**

The top project for the Fire and Rescue component remains the creation of Fire & Rescue Station #22 in the vicinity of Route 277, with the ability to provide an annex facility for other County-related offices. The collaboration of this project with other community users and a land use planning effort was a key element of the Route 277 Land Use Plan.

Fire and Rescue has also included a project which provides for the capital apparatus needs of this facility.

Fire & Rescue has once again requested the relocation of a current fire station in order to operate more efficiently; Clearbrook. The Round Hill replacement project has moved off of the CIP based on the successful initiation of this project. Three newer projects for Fire and Rescue are the creation of Station #23, a new facility located in the vicinity of Crosspointe, the creation of Station #24 in the vicinity of Cross Junction/Lake Holiday, and a Fire & Rescue Regional Training Center. Such a Regional Public Safety Training Center potentially consisting of an administrative building, multi-story burn building, multi-story training tower, vehicle driving range, shooting range, and numerous other training props. This project will incorporate emergency medical services, fire, hazardous materials, rescue, law enforcement, industrial, and educational institutions located within the region.

***Fire and Rescue Volunteer Company Capital Equipment Requests***

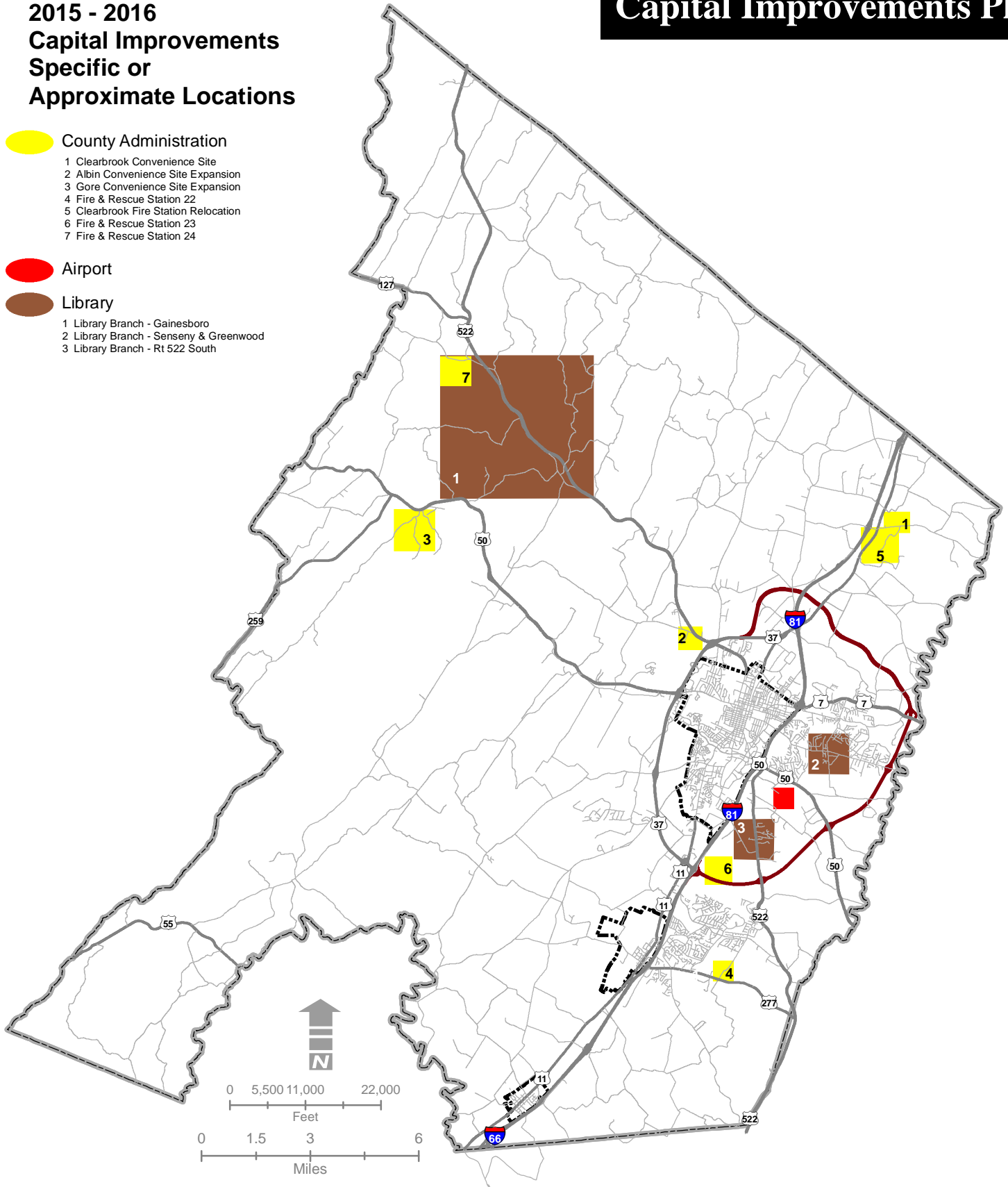
Previously, a project consisting of a revolving fund in the amount of \$1,000,000 for the benefit of Fire and Rescue Services was established. It is the intention of this capital expenditure fund to be for the purpose of purchasing additional and replacement capital equipment fire and rescue vehicles and equipment that may fall below the guidelines established by the Finance Committee. It was determined that the inclusion of such a project would be beneficial in ensuring that this significant capital expense is identified in the County's capital planning and budget process. This project is primarily for the benefit of the individual Volunteer Fire and Rescue Companies.

The individual Fire and Rescue Companies have identified their own capital requests which have been added to the CIP in no particular order. Each of the capital requests meet the \$100,000 guideline established by the Finance Committee. This year's CIP does not contain any requests that do not meet this guideline. Customarily, such equipment requests would be noted in the table under the Fire & Rescue Capital Equipment project category.

# 2015 - 2016 Frederick County Capital Improvements Plan

## 2015 - 2016 Capital Improvements Specific or Approximate Locations

- County Administration
  - 1 Clearbrook Convenience Site
  - 2 Albin Convenience Site Expansion
  - 3 Gore Convenience Site Expansion
  - 4 Fire & Rescue Station 22
  - 5 Clearbrook Fire Station Relocation
  - 6 Fire & Rescue Station 23
  - 7 Fire & Rescue Station 24
  
- Airport
  
- Library
  - 1 Library Branch - Gainesboro
  - 2 Library Branch - Senseny & Greenwood
  - 3 Library Branch - Rt 522 South





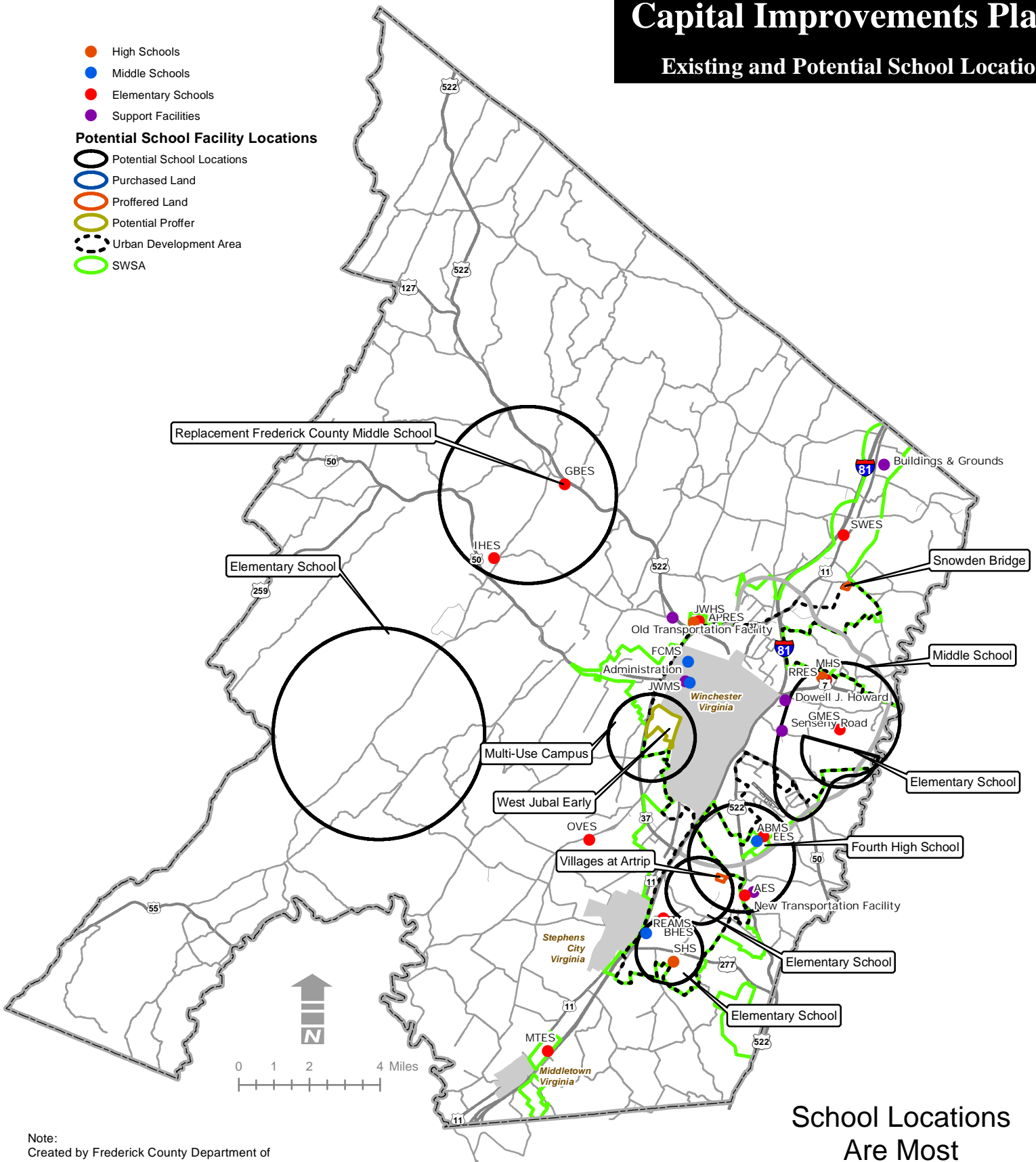
# 2015 - 2016 Frederick County Capital Improvements Plan

## Existing and Potential School Locations

- High Schools
- Middle Schools
- Elementary Schools
- Support Facilities

### Potential School Facility Locations

- Potential School Locations
- Purchased Land
- Proffered Land
- Potential Proffer
- Urban Development Area
- SWSA



School Locations  
Are Most  
Appropriate  
Within the UDA

Note:  
Created by Frederick County Department of  
Planning & Development




Map represents the Capital Improvement Requests  
submitted by Frederick County School Board  
12/1/14








# 2015 - 2016 Frederick County Capital Improvements Plan New Parks/Rec Locations

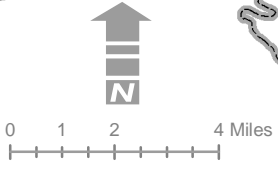
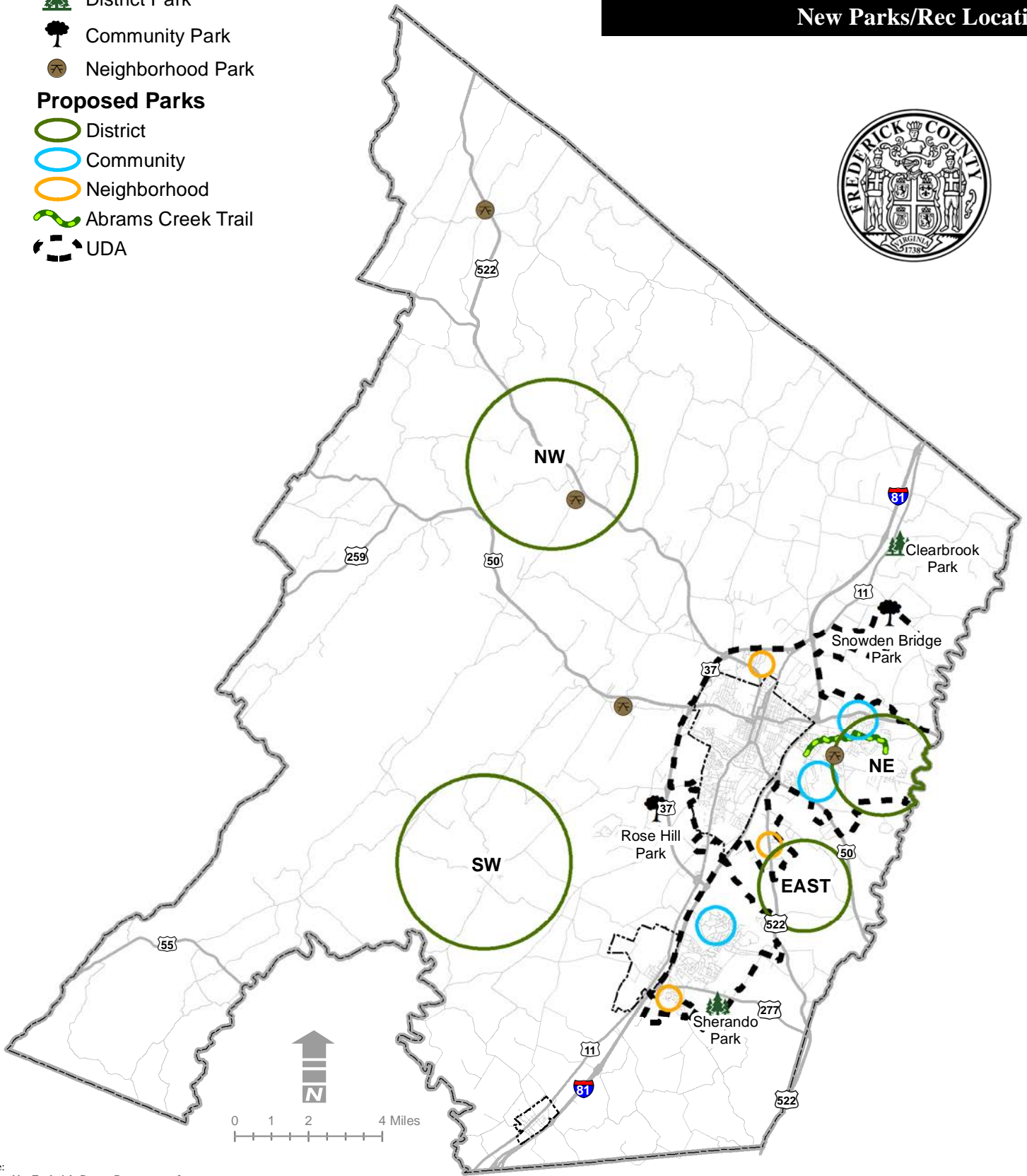


### Existing County Parks

-  District Park
-  Community Park
-  Neighborhood Park

### Proposed Parks

-  District
-  Community
-  Neighborhood
-  Abrams Creek Trail
-  UDA



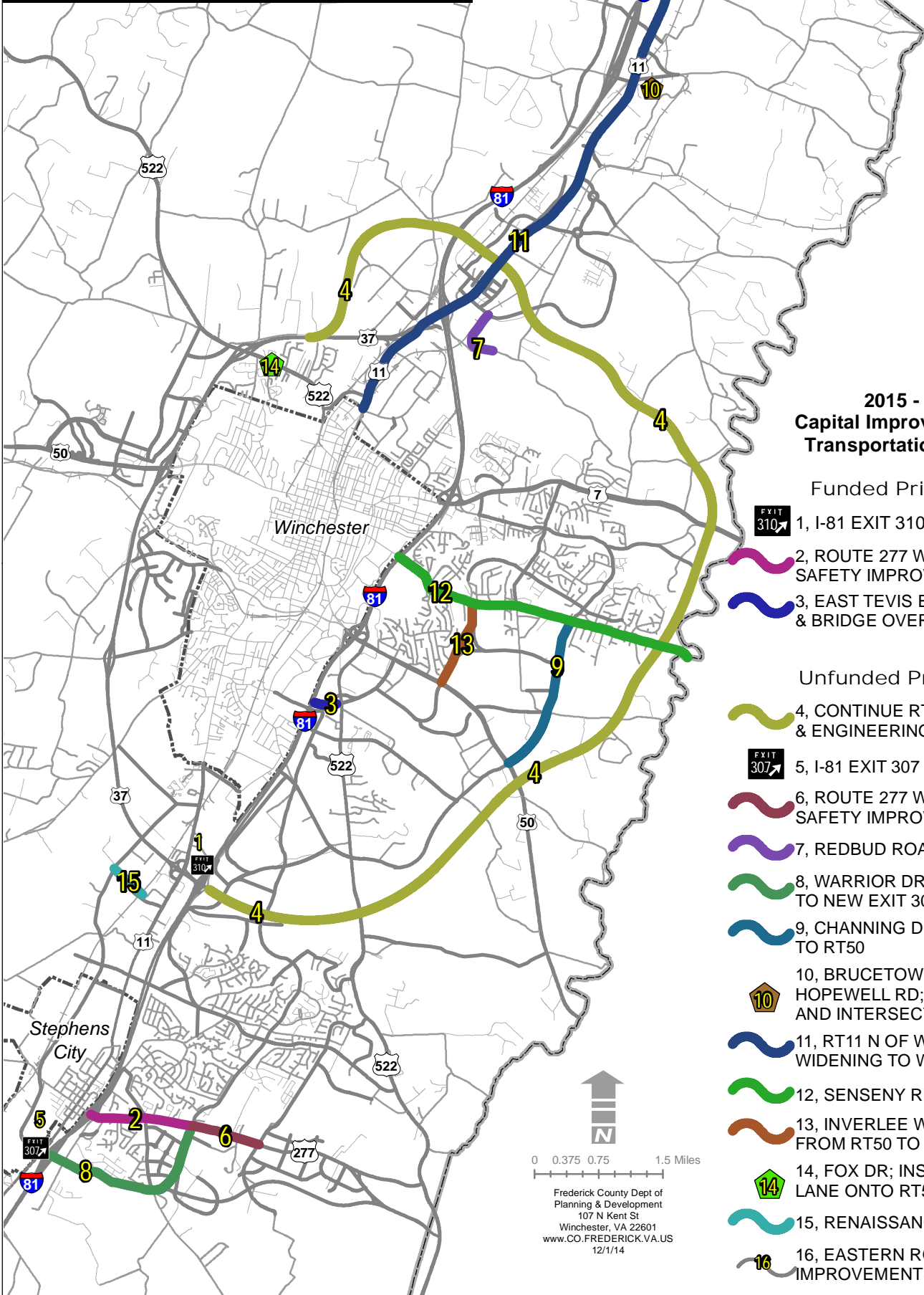
Note:  
Created by Frederick County Department of  
Planning & Development

Map represents the Capital Improvement Requests  
submitted by The Dept of Parks & Recreation  
12/1/2014








# 2015 - 2016 Frederick County Capital Improvement Plan Transportation Projects



## 2015 - 2016 Capital Improvement Plan Transportation Projects

### Funded Priorities

-  1, I-81 EXIT 310 IMPROVEMENTS
-  2, ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 1)
-  3, EAST TEVIS EXTENSION & BRIDGE OVER I81

### Unfunded Priorities

-  4, CONTINUE RT37 PLANNING & ENGINEERING WORK
-  5, I-81 EXIT 307 RELOCATION
-  6, ROUTE 277 WIDENING & SAFETY IMPROVEMENTS (PH 2)
-  7, REDBUD ROAD REALIGNMENT
-  8, WARRIOR DR EXTENSION TO NEW EXIT 307
-  9, CHANNING DR EXTENSION TO RT50
-  10, BRUCETOWN RD/ HOPEWELL RD; ALIGNMENT AND INTERSECTION
-  11, RT11 N OF WINC WIDENING TO WV LINE
-  12, SENSENY RD WIDENING
-  13, INVERLEE WAY; CONNECTION FROM RT50 TO SENSENY RD
-  14, FOX DR; INSTALL RT TURN LANE ONTO RT522
-  15, RENAISSANCE DR
-  16, EASTERN ROAD PLAN IMPROVEMENTS

0 0.375 0.75 1.5 Miles

Frederick County Dept of  
Planning & Development  
107 N Kent St  
Winchester, VA 22601  
www.CO.FREDERICK.VA.US  
12/1/14







Department Priority	County Contribution Per Fiscal Year										County Contributions		Notes	Total Project Costs
	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020+								
Sherando	Projects													
	Maintenance Compound	\$6,645,000	\$24,253,000	\$35,572,000	\$3,985,000	\$381,000						\$381,000		\$381,000
														\$71,648,000
Regional Library	Gainesboro Library		\$155,023	\$1,465,736	\$128,275									\$1,749,034
	Senseny/Greenwood Library													TBD
	Route 522 South Library/Branch													TBD
Transportation		\$0	\$155,023	\$1,465,736	\$128,275	\$0								\$1,749,034
	<b>Funded Priorities</b>													
Unfunded Priorities	I-81 Exit 310 Improvements													
	Route 277, Fairfax Pike, Widening and Safety Improvements (ph 1)										\$49,121,000			\$49,121,000
	East Tevis Street Extension and Bridge over 81										\$36,082,000			\$36,082,000
	Route 37 Engineering & Construction	\$300,000,000												
	I-81 Exit 307 Relocation										\$60,000,000			\$60,000,000
	Route 277, Fairfax Pike, Widening and Safety Improvements (ph 2)										\$15,000,000			\$15,000,000
	Redbud Road Realignment										\$2,500,000			\$2,500,000
	Warrior Drive Extension										\$23,200,000			\$23,200,000
	Channing Drive Extension										\$20,600,000			\$20,600,000
	Brucetown/Hopewell Realign.										\$3,000,000			\$3,000,000
Widening of Route 11 North										\$47,800,000			\$47,800,000	
Senseny Road Widening										\$22,800,000			\$22,800,000	
Inverlee Way										\$10,200,000			\$10,200,000	
Fox Drive										\$250,000			\$250,000	
Renaissance Drive										\$2,000,000			\$2,000,000	
Eastern Road Plan Improvements	\$300,000,000		\$0	\$0	\$0	\$0					TBD		\$598,553,000	
Winchester Airport														
	New General Aviation Terminal		\$380,000	\$2,600,000										\$2,980,000
	Northside Connector	\$1,250,000												\$1,250,000
	New Terminal Parking Lot			\$650,000										\$650,000
	Land Parcel 64-A-66	\$275,000												\$275,000
	Land Parcel 64-A-67	\$275,000												\$275,000
	Land Parcel 64B-A-33A	\$175,000												\$175,000
	Land Parcel 64-A-60	\$275,000												\$275,000
	Land Parcel 64B-A-40	\$175,000												\$175,000
	Land Parcel 64-A-64	\$275,000												\$275,000
	Fuel Storage Facility	\$1,000,000												\$1,000,000
Land Parcel 64B-A-47				\$300,000									\$300,000	
Land Parcel 64-A-49				\$300,000									\$300,000	
Land Parcel 64-A-50				\$300,000									\$300,000	
Land Parcel 64B-A-51	\$235,000												\$235,000	



Department Priority	Projects	County Contribution Per Fiscal Year										County Contributions	Notes	Total Project Costs		
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020+									
	Land Parcel 64B-A-52				\$300,000										A,B	\$300,000
	Land Parcel 64-A-59				\$300,000										A,B	\$300,000
	North Side Svc Road				\$400,000										A,B	\$400,000
	Taxiway "A" Relocation				\$200,000				\$4,650,000		\$4,800,000				A,B	\$9,650,000
		\$2,660,000	\$1,655,000	\$3,250,000	\$2,100,000	\$4,650,000	\$4,650,000				\$4,800,000	\$0				\$19,115,000
<b>County Administration</b>																
	Clearbrook Convenience Site	\$20,000	\$357,850												E	\$377,850
	Albin Convenience Site		\$24,000	\$418,850												\$442,850
	Relocation/Expansion Gore Site		\$200,000	\$24,000	\$325,550											\$349,550
	General Government Capital Expen	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000			\$200,000						E	\$1,000,000
	County/School Board															
	Administration Building	TBD													E	TBD
	Joint Judicial Center	\$4,065,500														\$24,065,500
	Renovation / New Facility	\$4,285,500	\$581,850	\$642,850	\$525,550	\$200,000			\$200,000		\$20,000,000	\$26,235,750				\$26,235,750
<b>Fire &amp; Rescue</b>																
	Fire & Rescue Station #22 (277)	\$400,000	\$1,500,000	\$1,500,000												\$3,400,000
	F&R Station #22 (277) Apparatus	\$100,000	\$805,000													\$905,000
	Fire & Rescue Station #23		\$550,000	\$2,150,000	\$1,000,000											\$3,700,000
	Regional Training Center	\$75,000	\$100,000	\$1,250,000	\$10,000,000	\$9,500,000					\$10,250,000					\$31,175,000
	Fire & Rescue Station #24 (Gainesboro)		\$250,000	\$3,500,000											C	\$3,750,000
	Station #13 (Clearbrook) Relocation	\$33,000	\$88,000	\$4,275,000											E	\$4,396,000
		\$608,000	\$3,293,000	\$12,675,000	\$11,000,000	\$9,500,000			\$9,500,000		\$10,250,000					\$47,326,000
<b>Fire &amp; Rescue Company Capital Requests</b>																
	Fire & Rescue Capital Equipment	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000			\$200,000						E	\$1,000,000
	* See Fire & Rescue Company Requests (<\$100K)															
		\$550,000	\$550,000	\$550,000	\$550,000	\$550,000			\$550,000						C	\$550,000
		\$550,000	\$550,000	\$550,000	\$550,000	\$550,000			\$550,000						C	\$550,000
		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000			\$100,000						C	\$100,000
		\$800,000	\$800,000	\$800,000	\$800,000	\$800,000			\$800,000						C	\$800,000
		\$342,766	\$342,766	\$342,766	\$342,766	\$342,766			\$342,766						C	\$342,766
		\$2,542,766	\$2,542,766	\$2,542,766	\$2,542,766	\$2,542,766			\$2,542,766		\$0					\$3,342,766
<b>Total</b>		\$321,441,266	\$107,167,873	\$94,975,586	\$47,238,825	\$15,743,000	\$425,703,000	\$996,254,550	\$1,015,369,550							\$1,015,369,550
<b>* Fire &amp; Rescue Company Capital Equipment Requests (&lt;\$100K)</b>																
	None															

A= Partial funding from VA Dept. of Aviation  
B= Partial funding from FAA  
C= Partial funding from private donations  
D= Funding goes beyond displayed 5 years  
E= Partial funding anticipated through development & revenue sources  
F= Funding initiated prior to displayed 5 years

N/A= Not Available  
TBD= To be Determined

\$0





## **THE CIP TABLE**

### **CONTENT DESCRIPTIONS**

The Capital Improvements Plan table, on the previous pages, contains a list of the capital improvement projects proposed for the ensuing five years. A description of the information in this table is explained below.

**Department Priority-** The priority rating assigned by each agency or department for their requested projects.

**Project Description-** The name of the capital improvement projects.

**County Contribution-** The estimated dollar value that will be contributed for each project. This value is listed by individual fiscal years and by total contributions over the five-year period. The total contribution column, located to the right of the fiscal year columns, does not include debt service projections.

**Notes-** Indicates the footnotes that apply to additional funding sources for particular projects.

**Total Project Costs-** The cost for each project, including county allocations and other funding sources.

### **PROJECT FUNDING**

The projects included in the 2015-2016 Capital Improvements Plan have a total project cost to the county of \$1,015,369,550. While the CIP is primarily used to cover the next five years, much of the project costs have been identified beyond the next five years.

- School projects are funded through a combination of loans from the Virginia Public School Authority and the Virginia Literary Fund.
- Funding for Parks and Recreation Department projects will come from the unreserved fund balance of the County. The Parks and Recreation Commission will actively seek grants and private sources of funding for projects not funded by the county.
- Airport projects will be funded by contributions from the federal, state, and local governments. The local portion may include contributions from Frederick, Clarke, Shenandoah, and Warren Counties, and the City of Winchester.
- The inclusion of transportation projects to the CIP is in no way an indication that Frederick County will be independently undertaking these projects. Funding projects will continue to come from a combination of state and federal funds, developer contributions, and revenue sharing.



## **Frederick County Public Schools Project Priority List**

### **PRIORITY 1**

#### **Elementary School #12 / Armel Elementary School Addition and Renovation**

**Description:** The 12th ES will have a floor area of approximately 100,000 square feet and will be located on the Snowden Bridge proffer site. The facility will be designed to accommodate a student membership of 740.

Armel ES opened in 1991 and has served continuously as a K-5 elementary school since that time. The school contains 70,281 square feet and has a program capacity of 590 students. As of October 31, 2014, the school has 556 students. Enough classrooms will be added to Armel ES for the school to accommodate the additional growth at Lake Frederick. The existing facility will be updated as needed and core areas partially renovated to serve the additional students.

**Capital Cost:** \$32,400,000

**Justification:** The 12th ES project will address anticipated growth in student enrollment in the school division in general and in the Stonewall, Redbud Run, and Apple Pie Ridge elementary school attendance zones in specific over the next several years.

Armel Elementary School is in good condition; however, unexpected growth in the attendance zone will need to be addressed through the addition of classrooms to the facility. An attendance rezoning was completed last year as part of the implementation of full-day kindergarten. Addressing the growth issue at Armel was studied as a part of this rezoning. Four areas were identified to be rezoned to another school to offset the additional growth at Lake Frederick. None of the four options provided a complete and satisfactory solution. One option would have put Armel outside of its own attendance zone. A second would have split a neighborhood and sent some of the neighborhood to a school further away. A third would have simply relocated the growth issue to another school. The fourth option was adopted, but only moved ~50 students, a temporary reprieve from growth pressures.

**Construction Schedule:** For both schools, planning, design, permit approval, appropriation, and construction should take 30 Months

### **PRIORITY 2**

#### **Robert E. Aylor Middle School Renovation**

**Description:** Robert E. Aylor Middle School opened in 1969 as a junior high and has served those grades since that time. The school contains 113,643 square feet and has a program capacity of 850 students serving grades 6-8. The building is in acceptable condition; however, several major areas need to be addressed in a renovation. Major areas of this renovation project include the following: addition of classroom and storage space to better equip the building to deliver instruction in the middle school format (as

opposed to the junior high format), complete replacement of fire alarm and communication systems, upgrade of electrical and plumbing, and complete replacement of mechanical systems. Other areas to be addressed are security, modernization of asphalted areas, and the installation of an emergency system.

**Capital Cost:** \$31,000,000

**Justification:** Robert E. Aylor Middle School is 45 years old and renovations are needed to a number of areas to ensure the economical and efficient operation of the school for years to come. The school was constructed as a junior high, where the school was arranged by department. Modern instruction requires that the school be arranged by grade and that a variety of learning spaces be provided (classroom, low intensity labs, high intensity labs, small collaborative spaces, large collaborative spaces, etc.) to meet the needs of a variety of learning styles and to impart skills necessary in today's working world.

**Construction Schedule:** 48 Months

### **PRIORITY 3**

#### **Fourth High School**

**Description:** The fourth high school project will serve students grades 9-12, have a program capacity of 1,250 students, and will address anticipated growth in high school student enrollment in the school division. The site is located at the end of Justes Drive behind Admiral Byrd MS. This school will be designed and constructed to be similar to the new Frederick County MS and the renovated Aylor MS, with a variety of learning spaces to meet the needs of a variety of learning styles and to impart skills necessary in today's working world.

**Capital Cost:** \$91,000,000

**Justification:** This project will address expected growth in high school student enrollment in the school division over the next several years. We project that enrollment in the high schools by the fall of 2019 will be 4,236 students. High school program capacity is currently 4,050 students. To avoid overcrowding in the high schools, we need to construct the fourth high school in Frederick County to open in that time frame.

**Construction Schedule:** Construction will take 54 months

### **PRIORITY 4**

#### **James Wood High School Renovation**

**Description:** James Wood High School opened in 1980 and has served as a high school since that time. The school contains 234,095 square feet and has a program capacity of 1,400 students. Currently, the building serves grades 9-12. The building is in good condition; however, several major areas need to be addressed in a renovation. Major areas to be included in this renovation project are increased electrical service and distribution to support technology, technology cabling, hardware and its installation,

upgrade of plumbing and mechanical systems, and modification of instructional areas to support modern instructional delivery.

**Capital Cost:** \$TBD

**Justification:** James Wood High School is 34 years old. Renovations and technological upgrades are needed to a number of areas to ensure effective, economical, and efficient operation of the school for years to come. This school will be renovated to be more like the 4th HS, the new Frederick County MS, and the renovated Aylor MS, with a variety of learning spaces to meet the needs of a variety of learning styles and to impart skills necessary in today's working world.

**Construction Schedule:** 36 Months

## **PRIORITY 5**

### **Sherando High School Parking Lot and Softball Field Improvements**

**Description:** This project is being undertaken to address several traffic safety concerns identified over the years at Sherando High School and to address equity issues (there is no softball field at SHS). Two studies of the site have been conducted, and a master plan created. Concerns exist for pedestrians, school buses, student drivers, parents, and staff. Rearrangement of the site and the flow of traffic on the site are necessary to address these needs.

**Capital Cost:** \$TBD

**Justification:** This is a two-part project. For transportation safety, concerns exist on the school site at Sherando High School during arrival and dismissal. The students, many of their parents, and the staff necessary to serve them are exposed to these safety concerns on a daily basis. The flow of traffic at arrival is so slow that at times vehicles on Route 277 back up past Double Church Road.

For the softball field, SHS does not have a softball field on site, instead using a softball field in neighboring Sherando Park. This represents an equity issue between boys and girls sports and is contrary to FCPS' standpoint of equity between boys and girls sports.

**Construction Schedule:** 30 Months

## **PRIORITY 6**

### **Dowell J. Howard Addition and Renovation**

**Description:** Dowell J. Howard Center is the county's Career and Technical Education and alternative education facility. This 70,417 square foot school was opened in 1970 and serves students grades 6-12. The building is in acceptable condition; however, there are systems that need to be upgraded or replaced. Major areas of this renovation project include: adding classroom and lab space for new CTE programs; updating classroom and shop/lab space for modern equipment, technology, and teaching methods; security; and modernization of asphalted areas.

**Capital Cost:** \$TBD

**Justification:** This school was opened 44 years ago. Facility modernization and changes in career and technical education are the driving needs for this project, including additional careers, improved delivery of instruction, and improved classroom technologies.

**Construction Schedule:** 36 Months

## **PRIORITY 7**

### **Apple Pie Ridge Elementary School Phase 2 Renovations**

**Description:** Apple Pie Ridge Elementary School opened in 1974 and has served continuously as an elementary school since that time. The school contains 65,120 square feet and has a program capacity of 528 students.

Currently, the building serves grades K-5. The building is in good condition; however, several major areas need to be addressed, including open classroom space, ADA compliance, energy conservation, security, and upgrades of fire alarm, electrical, plumbing, and mechanical systems.

**Capital Cost:** \$8,900,000

**Justification:** Apple Pie Ridge Elementary School is 40 years old and renovation is needed to a number of areas to ensure the economical and efficient operations of the school for years to come.

**Construction Schedule:** 36 Months

## **PRIORITY 8**

### **Bass Hoover Elementary School Phase 2 Renovations**

**Description:** Bass-Hoover Elementary School opened in 1975. The school contains 70,569 square feet and has a program capacity of 656 students.

Currently, the building serves grades K-5. The building is in good condition; however, several major areas need to be addressed. Renovations will address several major issues, including open classroom space, ADA compliance, energy conservation, security, and upgrades of fire alarm, electrical, plumbing, and mechanical systems. A building addition, Phase 1, has been done to maintain program capacity and prepare the building for full-day kindergarten.

**Capital Cost:** \$9,000,000

**Justification:** Bass-Hoover Elementary School is 39 years old and renovation is needed to a number of areas to ensure the effective, economical, and efficient operations of the school for years to come.

**Construction Schedule:** 36 Months

## **PRIORITY 9**

### **County/School Board Administration Building**

**Description:** This new project consists of a County/School Board Administration Building, to be located generally in the County's Urban Development Area. Frederick County Public Schools' administration has been located at the old Kline Elementary School building since 1983. Before the building was converted to offices, it had served as Kline Elementary School since 1961. The facility contains 27,992 square feet, including the 5,000 square foot Annex and the 2,400 square foot Finance Addition, but not including the four modular classroom units that are used for offices, work space, and a conference room. The Joint Administrative Office Complex project is for a new 150,000 square foot office building shared with the County. The Schools' portion would be 50,000 square feet.

**Capital Cost:** TBD

**Justification:** The 52 year old Administrative Offices building does not have enough office and meeting space, needs technology upgrades, and improvements to the mechanical, plumbing and electrical systems to meet modern code. Meeting space is at a premium, as we have only 2 sizeable meeting rooms. There are also building security and asbestos issues. Existing issues will become more pressing and new issues will appear as the district (and therefore the staff) grows. The inclusion of this capital facility will allow for improvements to general governmental facilities and services for the benefit of the residents of Frederick County and will meet the increasing need for office space, meeting space, and government services in an accessible location.

**Construction Schedule:** 30 months

## **PRIORITY 10**

### **Indian Hollow Elementary School Addition and Renovation**

**Description:** Indian Hollow Elementary School opened in 1988. The school contains 59,065 square feet and has a program capacity of 460 students. Indian Hollow is our smallest elementary school building.

Currently, the building serves grades K-5. The building is in good condition; however, several major areas need to be addressed. Renovations to the existing portion of the building will address several major issues, including classroom storage, ADA compliance, energy conservation, security, and upgrades of fire alarm, electrical, plumbing, and mechanical systems. A building addition will be needed to maintain program capacity.

**Capital Cost:** \$TBD

**Justification:** Indian Hollow Elementary School is 26 years old and nearing design life of much of the infrastructure. The school was built without classroom storage. Renovation to a number of areas and an addition are needed to ensure the effective, economical, and efficient delivery of modern instruction at this school.

**Construction Schedule:** 36 Months

## **PRIORITY 11**

### **Elementary School #13**

**Description:** This is an elementary school serving grades K-5, with a floor area of approximately 100,000 square feet located on about 15 acres. The facility will be designed to accommodate a student membership of 740.

**Capital Cost:** \$24,700,000.

**Justification:** This project will address anticipated growth in student enrollment in the school division over the next several years. We anticipate that student population growth will necessitate opening of the thirteenth elementary school in Frederick County by the fall of 2031. This school will be located in an area to relieve overcrowding and to accommodate expected new housing development. Locations for this project are shown on the Comprehensive Plan's Potential New School Locations Map. The school could be placed on the Villages of Artrip proffer site.

**Construction Schedule:** Construction will take 36 months.

## **PRIORITY 12**

### **Fifth Middle School**

**Description:** The new fifth middle school project will have a program capacity of 940 students and serve grades 6-8. This project has been located on the Comprehensive Policy Plan's Potential New School Locations Map. The facility will have a floor area of approximately 185,000 square feet and be located on approximately 30 acres of land.

**Capital Cost:** \$49,500,000

**Justification:** This project will address growth in student enrollment in the school division over the next several years. We anticipate that student population growth will necessitate opening of the fifth middle school in Frederick County by the fall of 2033.

As shown on the Comprehensive Plan's Potential New School Locations Map, the location of this project previously has been in the eastern part of Frederick County between Route 7 and Route 50 east.

**Construction Schedule:** Construction will take 48 months.



## **Parks & Recreation Department Project Priority List**

### **PRIORITY 1**

#### **Water Slide/Spray Ground Swimming Pool Improvements – Sherando/Clearbrook**

**Description:** Upgrade the outdoor swimming pools at both Clearbrook and Sherando Parks. Upgrade would involve the removal of the diving boards and the installation of one 50' water slide and one 75' water slide at each pool. The upgrade would also include the addition of a spray ground with 10-12 features at each pool.

**Capital Cost:** \$1,352,000

**Justification:** This project is expected to increase pool attendance by 30 percent while providing recreational opportunities for both the Sherando and Clearbrook Park service areas.

**Construction Schedule:** Completion in FY 15-16.

### **PRIORITY 2**

#### **Access Road with Parking and Trails - Sherando Park**

**Description:** This project involves the development of an entrance and 1,800 linear feet of access roadway from Warrior Drive; a 100 space parking area; and 2.8 miles of trails.

**Capital Cost:** \$1,567,000

**Justification:** This project will provide trails with walking and jogging opportunities. Walking and jogging rank #1 in the 2007 Virginia Outdoors Plan survey for all outdoor recreational activities. The standard for bike/pedestrian trails, based upon the Virginia Outdoor Plan, is 1 mile/1,000 of population. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** Completion in FY 15-16.

### **PRIORITY 3**

#### **Indoor Aquatic Facility – Competitive/Training/Leisure Pool**

**Description:** This facility would house competitive, instructional, and leisure pools with an office, adequate storage and locker rooms and would need approximately 10 acres to construct. This facility should be located on property owned or proffered to the County. The above pools may be constructed in one facility, separated into multiple facilities, or co-located with other compatible uses should opportunities arise, reducing the acreage demand.

**Capital Cost:** \$15,163,000

**Justification:** There are no public indoor public pools in Frederick County. By constructing the indoor pool, it would permit the department to meet competition needs, instructional needs, citizen programming and leisure demands as well as provide a

nucleus to attract new businesses to the community. This facility would be available to all area residents. The construction of this project will provide a facility to offer competitive scholastic programs and year round recreational programming for the residents of Frederick County. The Indoor Pool facility should be located in an area convenient to the major transportation corridors of the county. However, as an alternative, one of the two county regional parks could be used to house the facility, since these locations are already identified as centers for recreation programs and activities.  
**Construction Schedule:** Completion in FY 15-16.

#### **PRIORITY 4**

##### **Snowden Bridge Park Development**

**Description:** Snowden Bridge Park, situated on land proffered by the Snowden Bridge development utilizes park and school land for the provision of an active recreation park. The above park is to include four (4) regulation size soccer fields and three (3) baseball fields suitable for little league play. Lighting, restroom and parking are part of the park concept.

**Capital Cost:** \$3,161,000

**Justification:** The overall park design is informed by the Snowden Bridge (formerly Stephenson Village) rezoning proffer of 2003. The proffer indicates the provided land to be used for baseball and soccer field development in anticipation of the population increase generated by the development. The Parks and Recreation Commission adopted a site plan for the property in 2014 showing four (4) soccer fields and three (3) baseball fields. As Frederick County currently has no soccer fields in the northern part of the county, Snowden Bridge Park provides a venue to meet this need.

**Construction Schedule:** Completion in FY 15-16.

#### **PRIORITY 5**

##### **Softball Complex- Sherando Park**

**Description:** Softball fields (2) - 300' radius, fully fenced, backstop, four 50 person bleachers per field, lighted concrete poles 30/20 FC, concrete deck. Access Road - 500 LF. Parking - 153 spaces, asphalt paved with curbed islands and drop off; line markings and 6 security lights. Landscaping - 100 shade trees; pine screen. Peripheral Work - General seeding - 1 acre; miscellaneous signage.

**Capital Cost:** \$682,000

**Justification:** This facility would provide recreational opportunities for the entire Frederick County area. In addition to its use as a recreational facility, it will be used by the Frederick County school system. Presently, there are ten softball/baseball fields within the county's regional park system. Eight of ten existing fields must serve a dual purpose of facilitating youth baseball as well as youth and adult softball programs. With the increased usage of these fields, it has become more difficult to facilitate these programs. This project is needed in order for the Parks and Recreation Department to

accommodate the existing demand of youth baseball and adult softball programs. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** Completion in FY 16-17.

## **PRIORITY 6**

### **Abrams Creek Greenway Trail**

**Description:** 10' wide asphalt multi-use bicycle/pedestrian trail along Abrams Creek from Senseny Road to Channing Drive. It is estimated that the trail will have (3) three bridges (stream crossings) and will be approximately 2.6 miles in length.

**Capital Cost:** \$2,935,000

**Justification:** This project will provide trails with bicycle, walking and jogging opportunities, which ranks #1 in the 2007 Virginia Outdoors Plan survey for all outdoor recreational activities. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** FY 17-18.

## **PRIORITY 7**

### **Lake, Parking, and Trail Development with two Multi-purpose Fields**

**Description:** This project involves the development of a 12 acre lake; 1.5 mile trail system around the lake; 800 linear feet of access roadway; lighted parking lot with 125 spaces; and development of two irrigated 70x120 yard multi-purpose fields.

**Capital Cost:** \$1,384,000

**Justification:** This facility would provide recreational opportunities for the Sherando Park service area and the entire Frederick County community by reducing the needs gap between the number of existing passive recreational areas and the number needed to meet the minimum standards required for our service area. This project will provide trails with walking and jogging opportunities which ranks as #1 in the 2007 Virginia Outdoors Plan survey. This project will also provide multi-use playfields for adult and youth programs. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** Completion in FY 17-18.

## **PRIORITY 8**

### **Community Parks (3)**

**Description:** The Community Park project includes the acquisition of three sites of approximately thirty-five acres and the subsequent development of four sites (Rose Hill Park land currently under lease). Developed amenities will ultimately be determined by

the specific site; however typical development would be as described by Parks and Recreation.

**Capital Cost:** \$6,352,000

**Justification:** To reduce the gap between the amount of existing parkland and the amount of parkland needed to meet the minimum standard for our service area, as recommended by the 2007 Virginia Outdoors Plan. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Potential acreage for parkland would be located throughout Frederick County. The location of this project would provide developed parkland to create more accessible recreational facilities and opportunities to the residents Frederick County.

**Construction Schedule:** FY 16-17.

## **PRIORITY 9**

### **Neighborhood Parks (3)**

**Description:** The Neighborhood project includes the acquisition of three sites of approximately ten acres and the subsequent development of these sites. Developed amenities will ultimately be determined by the specific site; however typical development would be as described by Parks and Recreation:

**Capital Cost:** \$2,285,000

**Justification:** To reduce the gap between the amount of existing parkland and the amount of parkland needed to meet the minimum standard for our service area, as recommended by the 2007 Virginia Outdoors Plan. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Potential acreage for parkland would be located in the Urban Development Area. The location of this project would provide parkland developed to create more accessible recreational facilities and opportunities to the residents of Frederick County.

**Construction Schedule:** FY 16-17.

## **PRIORITY 10**

### **District Parks (4)**

**Description:** Acquisition of Parkland; 200 acres

**Capital Cost:** \$15,717,000

**Justification:** To reduce the gap between the amount of existing parkland and the amount of parkland needed to meet the minimum standard for our service area, as recommended by the Virginia Outdoors Plan. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Potential acreage for parkland would be located in all parts of Frederick County. The location of this project would provide parkland which could be

developed to create more accessible recreational facilities and opportunities to the residents of Frederick County.

**Construction Schedule:** FY 17-18.

## **PRIORITY 11**

### **Picnic Area- Sherando Park**

**Description:** This project includes a restroom/concession area; four picnic shelters; playground area; access paths; parking; and landscaping.

**Capital Cost:** \$818,000

**Justification:** These facilities would be used by the Sherando Park service area. The Commission is recommending this project be included to address deficiencies in passive recreation opportunities at Sherando Park. This project is identified in the 2002 Sherando Park Master Plan and is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** Completion in FY 17-18.

## **PRIORITY 12**

### **Indoor Ice Rink**

**Description:** The Ice Rink project would be approximately 40,000 square feet and include an indoor area large enough to accommodate a single 200' x 85' ice rink, locker rooms, party/meeting rooms, and concession area and would need approximately 10 acres to construct. This facility should be located on property owned or proffered to the County. The ice rink may be co-located with other compatible uses should opportunities arise, reducing the acreage demand.

**Capital Cost:** \$6,102,000

**Justification:** There are no public indoor ice rinks in Frederick County and county residents currently must travel over one hour to use an indoor ice facility. By constructing the indoor ice rink, it would permit the department to meet competition needs, instructional needs, citizen programming and leisure demands as well as provide a nucleus to attract new businesses to the community. This facility would be available to all area residents. The construction of this project will provide a facility to offer year round recreational programming for the residents of Frederick County. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** FY 17-18.

## **PRIORITY 13**

### **Multi-Generational Community Center**

**Description:** The Field House project would be approximately 44,000 square feet and include an indoor area large enough to accommodate a 1/16 mile track and a minimum of two basketball courts. This court area would also be designed for utilization by indoor soccer, baseball, softball, wrestling, volleyball, tennis and badminton with the installation of in-floor sleeves and drop curtains or partitions. This area could also be used for special events such as dances, proms, music festivals, garden and home, outdoor, craft, antique, quilt, or boat shows, thus providing a flexible facility for a multitude of activities to take place at one time. The facility would also house a fitness center, multi-purpose rooms, office, storage, and locker rooms.

**Capital Cost:** \$8,952,000

**Justification:** Since its inception, the Parks and Recreation Department has relied significantly on the use of the county public schools to house recreation programs. This arrangement was adequate when the department first started out, however the department currently offers over 250 sections of programs, creating a situation where the department can no longer meet the programming and facility needs of the county residents. A Community Center facility will facilitate the department to meet citizen programming demands and provide the area with a facility to attract new businesses to the community. This facility would be available to all area residents and is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** FY 17-18.

## **PRIORITY 14**

### **Open Play Area – Clearbrook**

**Description:** This project includes development of a picnic shelter; six horseshoe pits; a volleyball court; croquet turf; shuffleboard; parking; refurbishing the existing concession stand; landscaping; peripheral work; and renovations to existing shelters, restrooms, access paths, and parking areas on the south side of the lake.

**Capital Cost:** \$487,000

**Justification:** To provide recreational opportunities for the Clearbrook Park service area. To reduce the gap between the number of existing passive recreational areas and the number which is needed to meet the minimum standards for our service area. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Clearbrook Park, currently owned by Frederick County, offers the best location for this development. With the county already having ownership of the property, one aspect of the cost of this project has already been completed. This project, being located at Clearbrook Park, is necessary to meet the needs of our service area.

**Construction Schedule:** Completion in FY 18-19.

## **PRIORITY 15**

### **Baseball Field Lighting Upgrade**

**Description:** Upgrade the ball field lighting at both Clearbrook and Sherando Parks Baseball facilities. The upgrade would involve the removal of the 30/20 FC (footcandle) level fixtures, lamps, and wood poles and replace with 50/30 FC (footcandle) level fixtures, lamps and steel poles on (4) four fields at Clearbrook Park and (4) four fields at Sherando Park. This upgrade is required by Little League International on all little league fields.

**Capital Cost:** \$1,300,000

**Justification:** The Parks and Recreation Commission is recommending the ballfield light system be upgraded to achieve the recommended 50/30 footcandle level lighting on the playing surface. This will facilitate the provision of recreational opportunities at Sherando and Clearbrook parks for the service areas which include all Frederick County residents. The field light fixtures are over twenty-five years old and are affixed to poles, the majority being over thirty-five years old.

**Construction Schedule:** Completion in FY 18-19

## **PRIORITY 16**

### **Soccer Complex - Sherando Park**

**Description:** Soccer field - 210' x 360' artificial grass surface with goals. Access paths - 1500 LF; 10' wide; asphalt paved. Restroom/concession - 820 SF; masonry with concrete roof deck; full concession hookup. Plaza - 22,000 SF; 50% paved/50% planted; kiosk. Picnic shelters (1) - 24' x 24': 6 picnic tables each; concrete pad; wood frame structure; asphalt shingles. 12 sets of bleachers. Landscaping - 90 shade trees. Lighting - 1 field (210' x 360')

**Capital Cost:** \$1,141,000

**Justification:** This facility would be used by the entire Frederick County area. In addition to its use as a recreational facility, the soccer complex will also be used by the Frederick County school system. To reduce the gap between the number of existing soccer fields and the number of fields which are needed to meet the minimum standard for our service area. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Sherando Park, currently owned by Frederick County, represents the very best location for soccer field development. The fact that the county will not have to acquire property for this facility means that the most costly aspect of this development has already been completed. Sherando Park also provides a location that is situated in the fastest growing area of the county and is adjacent to the high school. With joint use of facilities between the park and school system, the construction of additional soccer fields will benefit both agencies.

**Construction Schedule:** Completion in FY 18-19.

## **PRIORITY 17**

### **Tennis/Basketball Complex - Clearbrook Park**

**Description:** This project includes the development of four tennis courts; two basketball courts; a shelter; access paths; parking; and landscaping.

**Capital Cost:** \$535,000

**Justification:** Because Clearbrook Park is a regional facility, these facilities will be available to all county residents. Currently, there are no tennis or basketball courts in the Clearbrook Park area. This project will reduce the gap between the number of existing tennis and basketball courts and the number of courts needed to meet the minimum standards for our service area. Development of this project will also provide this department with facilities for recreational programs. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey. Clearbrook Park, currently owned by Frederick County, provides the very best location for tennis and basketball court development. Since the county will not have to acquire property for this facility, the most costly aspect of this development has already been completed.

**Construction Schedule:** Completion in FY 18-19.

## **PRIORITY 18**

### **Skateboard Park - Sherando Park**

**Description:** This project recommends the development of a skateboard bowl; a half pipe; an open skate area; vehicle parking; an access road; fencing; and landscaping.

**Capital Cost:** \$522,000

**Justification:** Requested by the community to provide additional recreational facilities for the youth of Frederick County at Sherando Park. This project is not mandated by state or federal requirements, but it is in compliance with the adopted County Comprehensive Plan for recreational facility development and completes one element of the Master Development Plan for Sherando Park. This project is intended to meet the needs of the community as identified in the 2012 Frederick County Parks and Recreation Community Survey.

**Construction Schedule:** Completion in FY 18-19.

## **PRIORITY 19**

### **Shelter/Stage Seating - Clearbrook Park**

**Description:** This project includes the development of a shelter with a performance stage; refurbishing existing restrooms and access paths; and renovations to the lake.

**Capital Cost:** \$517,000



**Justification:** This facility would be used by the entire county population. Presently, there are no facilities to accommodate cultural arts programs within the county's park system. This project is needed to provide a facility for cultural activities. Clearbrook Park, currently owned by Frederick County, represents the very best location for facilitating cultural events. The County will not have to acquire property for this project means that a significant cost has already been completed. Clearbrook Park, with its existing park characteristics and cultural features also provides the best location for our service area.

**Construction Schedule:** Completion in FY 19-20.

## **PRIORITY 20**

### **Fleet Trip Vehicles**

**Description:** The Parks and Recreation Department needs to upgrade the current vehicle fleet to offer a comprehensive package of trips for Frederick County citizen's recreation needs. The addition of the below vehicles would replace the current 1994 bus and 1999 van. These are necessary to adequately offer trip packages and provide reliable transportation for program participants. Bus #1 – 40-50 Passenger Bus, Bus #2 – 30-40 Passenger Bus, Van #1 – 12 Passenger Van

**Capital Cost:** \$295,000

**Justification:** To offer a comprehensive package of trips where the population of Frederick County could begin to rely on the Parks and Recreation Department to meet their trip needs.

**Construction Schedule:** Completion in FY 19-20.

## **PRIORITY 21**

### **Maintenance Compound and Office – Sherando Park**

**Description:** This project involves the construction of a 1,200 square-foot office and a 3,200 square-foot storage shed for operation at Sherando Park.

**Capital Cost:** \$381,000

**Justification:** This facility will enable the county to maintain its equipment and facilities in a more responsible and effective manner. This project will provide an adequate facility to maintain county equipment and facilities in a responsible and effective manner. There is a need for more storage, maintenance and office space with the additional responsibility of maintaining all outdoor facilities at Sherando High School, Armel Elementary School, Orchard View Elementary School, Bass-Hoover Elementary School, Middletown Elementary School, R. E. Aylor Middle School, Admiral Byrd Middle School, Evendale Elementary School, and the Public Safety Facility.

**Construction Schedule:** Completion in FY 19-20.

## **Handley Regional Library Project Priority List**

### **PRIORITY 1**

#### **Northern Frederick County – Gainesboro Library Branch**

**Description:** Construction of a 4,000 to 5,000 sq.ft. branch library, either as a stand alone facility or co-located with a planned Frederick County facility (e.g. the new middle school). Initial parking should be for at least 50 vehicles. The proposed location would be on Rt. 522 in the Gainesboro District, but this could change depending on patterns of library use and on whether donated land could be located or if co-located with a Frederick County project already in the early planning stage. This projected branch would fit per discussions with FCPS on existing property and was outlined in a document prepared by FCPS students last year.

**Capital Cost:** \$1,749,034

**Justification:** This branch would serve citizens living in this growing area. In 2013-2014 Frederick County citizens of all ages checked out 432,795 items. 38,709 Frederick County residents have library cards and averaged 63.64 % of all materials checked out of the regional system. 3147 Frederick County residents, adults and children, registered for library cards for the first time in 2013-2014. Of Frederick County residents over five years of age (when you can get a library card), approximately 47.6 % of the total have library cards. This new branch would bring the level of library usage up closer to the national average level of 58%. This population group is not close to a library in the regional system. The Library will provide materials and programming for citizens from toddlers to senior citizens. It will provide recreational and educational materials. It will be a prime source for homework help since it will be open nights and on weekends when school libraries are closed. The library will supply computer access via Wi-Fi and via desktop/laptop computers for word processing, other office applications and for Internet usage. There will be a meeting room of 425 square feet in which area groups can meet.

**Construction Schedule:** Completion in FY 16-17

### **PRIORITY 2**

#### **Frederick County Library Branch – Senseny/Greenwood**

**Description:** Construction of a 10,000 sq.ft. branch library with expansion possible to 15,000 square feet. Initial parking should be for a minimum of 65 vehicles. The proposed location is yet to be determined and is dependent on future development. The first step of the project would be the acquisition of the land of 5 to 8 acres.

**Capital Cost:** TBD

**Justification:** In 2013-2014 Frederick County citizens of all ages checked out 437,795 items. 38,709 Frederick County residents have library cards and averaged 63.64% of all materials checked out of the regional system. 3147 Frederick County residents, adults and children, registered for library cards for the first time in 2013-2014. Of Frederick County residents over five years of age (when you can get a library card), approximately 48% of the total have library cards. This population group is not close to a library in the

regional system. This area also lacks a community center that a library with meeting room could help fill this need. The Library will provide materials and programming for patrons from toddlers to senior citizens. It will provide recreational and educational materials. It will be a prime source for homework help since it will be open nights and on weekends when school libraries are closed. The library will supply internet, Wi-Fi, and desktop/laptop access for word processing and other office applications for job searching, business, entertainment, etc. usage. There will be a meeting room of 500 square feet in which area groups can meet.

**Construction Schedule:** TBD

### **PRIORITY 3**

#### **Frederick County Library Branch - Route 522 South**

**Description:** Construction of a 7,000 sq.ft. branch library with expansion possible to 10,000 square feet. Initial parking should be for a minimum of 35 vehicles. The proposed location is yet to be determined and is dependent on future development. The first step of the project would be the acquisition of the land of 3 to 4 acres or co-located with the new High School projected to be built in the same area.

**Capital Cost:** TBD

**Justification:** This branch would serve citizens living in this growing area. In 2013-2014 Frederick County citizens of all ages checked out 437,795 items. 38,709 Frederick County residents have library cards and averaged 63.64 % of all materials checked out of the regional system. 3147 Frederick County residents, adults and children, registered for library cards for the first time in 2013-2014. Of Frederick County residents over five years of age (when you can get a library card), approximately 48% of the total have library cards. This population group is not close to a library in the regional system. This area also lacks a community center that a library with meeting room could help fill this need. The Library will provide materials and programming for patrons from toddlers to senior citizens. It will provide recreational and educational materials. It will be a prime source for homework help since it will be open nights and on weekends when school libraries are closed. The library will supply computer access via Wi-Fi and via desktop/laptop computers for word processing, other office applications and for Internet usage. There will be a meeting room of 425 square feet in which area groups can meet.

**Construction Schedule:** TBD

## **Transportation Committee Project Priority List**

### ***Funded Priorities***

#### **PRIORITY 1**

##### **Interstate 81, Exit 310 Improvements**

**Description:** Construct improvements to Exit 310 interchange.

**Capital Cost:** \$49,121,000

**Justification:** This is a regional transportation improvement that will address congestion in many areas of the County and address coming development to the surrounding areas.

**Construction Schedule:** TBD

#### **PRIORITY 2**

##### **Route 277 Widening and Safety Improvements (Ph 1)**

**Description:** Construct a 4-lane divided roadway beginning at I-81 and continuing to Sherando Park. Project would include realignment of Aylor Road to align with Stickleby Drive.

**Capital Cost:** \$36,082,000

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** 2013-2017

#### **PRIORITY 3**

##### **East Tevis Street Extension and Bridge over I-81**

**Description:** Construct a 4-lane divided roadway beginning at Route 522 and going west approximately 0.2 miles to connect to the road network being constructed by the Russell 150 development. Project includes bridge over Interstate 81.

**Capital Cost:** \$6,000,000

**Justification:** This is a regional transportation improvement that will address congestion in many areas of the County and address development to the surrounding area. The location is as identified by joint planning efforts between the county, VDOT, and the developer.

**Construction Schedule:** TBD

### ***Unfunded Priorities***

#### **PRIORITY 4**

##### **Planning, Engineering, Right-of-Way and Construction Work for Route 37**

**Description:** This project would be to continue work on the Eastern Route 37 extension. More specifically, to update the Environmental Impact Statement to the point of a new Record of Decision and to update the 1992 design plans to address the current alignment, engineering guidelines, and possible interchange improvements. In addition, this allows for advanced engineering, right-of-way purchase and construction.

**Capital Cost:** \$300,000,000 +

**Justification:** This project moves the County closer to completion of a transportation improvement that would benefit the entire county and surrounding localities.

**Construction Schedule:** TBD

## **PRIORITY 5**

### **Interstate 81, Exit 307 Relocation**

**Description:** Construct a relocated Exit 307 interchange.

**Capital Cost:** \$60,000,000

**Justification:** This is a regional transportation improvement that will address congestion in many areas of the County and address coming development to the surrounding areas.

**Construction Schedule:** TBD

## **PRIORITY 6**

### **Route 277 Widening and Safety Improvements (Ph 2)**

**Description:** Construct a 4-lane divided roadway beginning at I-81 and continuing to Sherando Park. Project would include realignment of Aylor Road to align with Stickley Drive.

**Capital Cost:** \$15,000,000

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** 2013-2017

## **PRIORITY 7**

### **Redbud Road Realignment**

**Description:** Realign Redbud Road from its current location through development land in the vicinity of Route 11 north and Snowden Bridge Boulevard.

**Capital Cost:** \$2,500,000

**Justification:** This is a transportation improvement that will have significant impact on Eastern Frederick County. This project is identified in the adopted Eastern Road Plan.

**Construction Schedule:** TBD

## **PRIORITY 8**

### **Warrior Drive Extension**

**Description:** Construct a 4-lane divided roadway beginning at Route 277 where Warrior Drive intersects from the north and continuing that roadway south and west to intersect with I-81 at the location of the relocated Exit 307 interchange.

**Capital Cost:** \$23,200,000

**Justification:** This is a regional transportation improvement that will address congestion in the Southern Frederick area and address development to the surrounding areas.

**Construction Schedule:** TBD

## **PRIORITY 9**

### **Channing Drive Extension**

**Description:** Construct a 4-lane divided roadway beginning at Senseny Road where Channing Drive intersects from the north and continuing that roadway south to intersect with Route 50 East at Independence Drive.

**Capital Cost:** \$20,600,000

**Justification:** This project has been identified in the Eastern Road Plan, and will address congestion in Eastern Frederick County and address development to the surrounding areas.

**Construction Schedule:** TBD

## **PRIORITY 10**

### **Brucetown Road/Hopewell Road Alignment and Intersection Improvements**

**Description:** Realign Brucetown Road to meet Hopewell Road at Route 11. Improvements to this intersection will address comprehensive planned development's traffic generation in the area.

**Capital Cost:** \$3,000,000

**Justification:** This is a transportation improvement that will have significant impact on the Route 11 corridor. The location is identified by joint planning efforts between the County and VDOT.

**Construction Schedule:** TBD

## **PRIORITY 11**

### **Widening of Route 11 North to the West Virginia State Line**

**Description:** Improve Route 11 to a divided 4 and 6-lane facility as detailed in the Eastern Road Plan.

**Capital Cost:** \$47,800,000

**Justification:** This is a regional transportation improvement that will address congestion over a large area of the County and address development to the surrounding area. This project improves the safety for the traveling public by reducing congestion and improving the flow of traffic.

**Construction Schedule:** TBD

## **PRIORITY 12**

### **Senseny Road Widening**

**Description:** Widen Senseny Road to a 4-lane divided roadway. This project is not dependent upon, but is being coordinated with the implementation of Route 37, Channing Drive, and development in the area.

**Capital Cost:** \$22,800,000

**Justification:** This is a transportation improvement that will have significant impact on Eastern Frederick County. This project is identified in the adopted Eastern Road Plan.

**Construction Schedule:** TBD

## **PRIORITY 13**

### **Inverlee Way**

**Description:** Construct a 4-lane divided roadway beginning at Senseny Road and going south to Route 50 East. This project is being planned in conjunction with improvements to Senseny Road and surrounding development.

**Capital Cost:** \$10,200,000

**Justification:** This is a regional transportation improvement that will address congestion and provide an additional needed link between Senseny Road and Route 50 East.

**Construction Schedule:** TBD

## **PRIORITY 14**

### **Fox Drive**

**Description:** Add additional turning lane(s) to Fox Drive where it intersects with Route 522 North.

**Capital Cost:** \$250,000

**Justification:** This is a transportation improvement that will address congestion at this intersection.

**Construction Schedule:** TBD

## **PRIORITY 15**

### **Renaissance Drive, Phase 2**

**Description:** Construct a connector road between Route 11 and Shady Elm Drive.

**Capital Cost:** \$2,000,000

**Justification:** This is a transportation improvement that will address congestion at key points along Route 11 and Apple Valley Dr. This project is identified in Secondary Road Improvements Plan.

**Construction Schedule:** Phase I construction was recently completed.

## **PRIORITY 16**

### **Frederick County Eastern Road Plan**

**Description:** This project is intended to address all of the planned transportation improvements in the County Comprehensive Plan, Eastern Road Plan that are not noted individually above.

**Capital Cost:** \$TBD

**Justification:** This project prepares the County for future development by addressing the projects needed to support that development in a manner consistent with the Comprehensive Plan.

**Construction Schedule:** N/A



## **Winchester Regional Airport Project Priority List**

### **PRIORITY 1**

#### **New General Aviation Terminal Construction**

**Description:** The Winchester Regional Airport proposes to construct a new general aviation terminal building. The new facility will be constructed in a new location slightly south of the existing terminal building.

**Capital Cost:** \$2,980,000

**Justification:** Since its opening in the early 1990s, the general aviation terminal building for the Winchester Regional Airport has had only limited interior work completed. Interior repairs are necessary due to extensive usage and some damage from water leaking from the roof prior to its replacement in the Spring of 2006 by necessity. The heating and cooling systems are approaching 25 years in age and are nearing the end of their useful life. The exterior of the terminal building is made from Drivet that has failed in many areas and is generally in fair to poor condition. In addition, the windows are not energy efficient and several of the window seals have failed. In 2008, a study was completed to examine needs and costs to renovate the existing terminal building. After review of the study, the WRAA determined it would be more economical to build a new energy efficient building slightly east of the existing terminal. The proposed location of the project will allow enough room to build out a new transient apron during the taxiway relocation project.

**Construction Schedule:** Completion in FY 17-18

### **PRIORITY 2**

#### **Northside Connector**

**Description:** This project proposed to construct a new taxiway connector and a short partial parallel taxiway on the northwest side of the airfield. The connector would access the runway at the end of Runway 14 and the parallel taxiway would connect to the proposed apron and hangar development area on the northside of the airfield.

**Capital Cost:** \$1,250,000

**Justification:** The Winchester Regional Airport has and continues to experience a growth in business usage. Over the past several years, businesses have been operating increasingly larger aircraft. The based aircraft accommodations on the south side of the airport were developed over 20 years ago, before these larger aircraft were even available to businesses. Therefore the south side was not developed to accommodate these larger aircraft. In addition, the airport has effectively "built-out" the available space for any aircraft hangars on the southside, requiring opening up land on the northside. These taxiways are the first step in opening up the area for future development of large corporate hangars.

**Construction Schedule:** Completion in FY 15-16

### **PRIORITY 3**

#### **New Terminal Parking lot**

**Description:** Expand and rehabilitate the existing auto parking at the terminal building.

**Capital Cost:** \$650,000

**Justification:** Portions of the existing parking lot will be removed as part of the demolishing of the terminal building.

**Construction Schedule:** Completion in FY 17-18

### **PRIORITY 4**

#### **Land Acquisition – Bufflick Road – Parcels 64-A-66**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-66 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$275,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 15-16

### **PRIORITY 5**

#### **Land Acquisition – Bufflick Road – Parcels 64-A-67**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-67 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$275,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 15-16

## **PRIORITY 6**

### **Land Acquisition – Bufflick Road – Parcels 64B-A-33A**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64B-A-33A on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$175,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 15-16

## **PRIORITY 7**

### **Land Acquisition – Bufflick Road – Parcels 64-A-60**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-60 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$275,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 15-16

## **PRIORITY 8**

### **Land Acquisition – Bufflick Road – Parcels 64B-A-40**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64B-A-40 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$175,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased

safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 14-15

## **PRIORITY 9**

### **Land Acquisition – Bufflick Road – Parcels 64-A-64**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-64 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$275,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 16-17

## **PRIORITY 10**

### **Fuel Storage Facility**

**Description:** Construct new fuel storage facility for expansion and to meet DEQ and EPA requirements.

**Capital Cost:** \$1,000,000

**Justification:** When the taxiway midfield section is relocated it will cause an encroachment into the current fuel farm area. In addition relocation of a fuel storage facility will allow room to add additional storage tanks in the future.

**Construction Schedule:** Completion in FY 16-17

## **PRIORITY 11**

### **Land Acquisition – Bufflick Road – Parcels 64-A-47**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-47 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$300,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased

safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

### **PRIORITY 12**

#### **Land Acquisition – Bufflick Road – Parcels 64-A- 49**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-49 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$300,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

### **PRIORITY 13**

#### **Land Acquisition – Bufflick Road – Parcels 64-A-50**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-50 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$300,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

### **PRIORITY 14**

#### **Land Acquisition – Bufflick Road – Parcels 64B-A-51**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-51 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$235,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

### **PRIORITY 15**

#### **Land Acquisition – Bufflick Road – Parcels 64-A-52**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64-A-52 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$300,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

### **PRIORITY 16**

#### **Land Acquisition – Bufflick Road – Parcels 64 A 59**

**Description:** The Winchester Regional Airport Authority proposes to acquire parcel 64 A 59 on Bufflick Road. This parcel is critical to airport development because a portion is located within or near the airport primary surfaces.

**Capital Cost:** \$300,000

**Justification:** Under the FAA part 77 Surface Requirements and the Code of Virginia 15.2, the airport is required to own fee simple property located within the primary surfaces. There are currently more than 120 based aircraft at the Winchester Regional Airport. The owners and passengers of these aircraft will have the benefit of increased safety on the airport once the parcels are acquired and vertical obstructions are minimized.

**Construction Schedule:** Completion in FY 18-19

## **PRIORITY 17**

### **Northside Service Road**

**Description:** This project proposes to construct a two lane service road around the end of Runway 14. The road will be approximately 1/2 to 3/4 miles in length so that vehicles stay clear of navigational aid critical areas. It is proposed that the road will be 2 lanes.

**Capital Cost:** \$400,000

**Justification:** The approved airport layout plan shows new development occurring on the northside of the runway. By having aircraft ground operations and storage on both sides of the airfield (north and south), ground vehicle traffic requiring access to both sides of the airfield will be generated. The traffic will include fueling truck operations and personnel activities for general maintenance. The FAA encourages the construction of service roads around aircraft activity areas, especially the runways, to prevent unauthorized ground vehicle access to aircraft movement areas and to promote a safer operating environment. The service road, located on the west side of the airport (Runway 14 end) will accomplish these goals.

**Construction Schedule:** Completion in FY 18-19

## **PRIORITY 18**

### **Taxiway (A) Relocation**

**Description:** The relocation of Taxiway "A" is part of the overall Airport upgrade to meet safety design standards for a Group III airport. This relocation will improve the serviceability and safety of the airport in regards to ground operations for larger jet aircraft. Due to the complex task of relocating the entire 5,500' taxiway, the project has been broken down into two phases - Phase I will begin at the 32 approach end of the runway and continue to the terminal building located midfield. Phase II will continue from the terminal building to the approach end of runway 14. The project will be broken down into sections within the phases based on pavement conditions, demand and availability of funding from the Federal Aviation Administration.

**Capital Cost:** \$9,650,000

**Justification:** The relocation of Taxiway A is necessary to increase the Airport's ability to accommodate larger aircraft. This project also will improve the serviceability of the Airport for larger aircraft wishing to use the airport.

**Construction Schedule:** Completion in FY 19+

## **County Administration Project Priority List**

### **PRIORITY 1**

#### **Clearbrook Convenience Site Relocation**

**Description:** The relocation of the Clearbrook citizens' convenience site to property located within the Clearbrook community is planned for the FY 16/17. The current two acre facility is now situated on quarry land and is the beneficiary of a no-cost lease which ends December 31, 2015. The Quarry has asked that the County vacate this property by the end of 2016. Although the original lease agreement and options were extended by the previous owner, O-N Minerals which planned to long wall mine below the surface. Due to Carmeuse's intention to use an open pit approach during its quarry expansion, the convenience site will be forced to relocate to another site in the Clear Brook/Stephenson community, likely within the next two years.

**Capital Cost:** \$377,850

**Justification:** Planned quarry expansion will mandate that current facility be relocated, preferably on county-owned land in the Clear Brook/Stephenson community.

**Construction Schedule:** Start in FY 16-17

### **PRIORITY 2**

#### **Albin Convenience Site Relocation**

**Description:** The relocation of the Albin citizens' convenience site to property located within the Sunnyside/Albin community is projected for FY 17/18. A fenced two-acre site will be constructed between North Frederick Pike and Indian Hollow Road on county-owned property in close proximity to the existing site, ideally on a portion of the former FCPS bus garage property. The project will require several months to complete including fencing, earthwork, retaining walls, electric, equipment, lighting, paving and landscaping.

**Capital Cost:** \$442,850

**Justification:** During August of 2014, 15,325 vehicles visited the Albin facility, making it the single most utilized solid waste facility outside of the landfill. The site serves a geographic area extending from Sunnyside to Cedar Creek Grade westward to Gainesboro. It is easily accessible from Route 37 and North Frederick Pike. The total number of vehicles using the facility, an average of 568 a day, is consistent with 2013 figures. On Fridays and weekends this number can reach close to 700. As trash disposal and the resulting traffic continue to increase, the present infrastructure will be unable to safely service the public. During the holidays, the site requires two attendants in order to efficiently move traffic. However, lines still back out onto Indian Hollow Road, creating a hazard noted several times by the Sheriff's Office. For residents living between Cedar Creek Grade and Apple Pie Ridge Road, curbside pickup is costly, prompting heavy utilization of the convenience site which attracts a mix of users from the suburbs and rural community. A number of users are those from the more western end disposing of their trash when traveling into Winchester. Avid recyclers from Westminster-Canterbury,



Shenandoah University's Pharmacy School and SU students living in nearby townhouses also frequent the facility.

**Construction Schedule:** Start in FY 16-17

### **PRIORITY 3**

#### **Gore Refuse Site Relocation/Expansion**

**Description:** The project will expand refuse capacity in the Gore community by installing a surplus trash compactor. Installation of a compactor at Gore will drive down collection costs at the site where trash is now collected in 10 8-yard boxes. In order to accomplish this, and account for improved traffic flow and the construction of compactor and recycling staging areas, the site will be expanded onto an adjoining parcel owned by the county.

**Capital Cost:** \$349,550

**Justification:** A total of 3,118 vehicles utilized the facility during the month of August, 2014. On a typical Saturday, usage peaks to 137 vehicles. The project will pay for itself in lower refuse collection costs through compaction of solid waste before transport. Also, with a compactor in place, refuse will be contained in an enclosed receiver can, reducing blowing litter and odor and vectors, all of which can be a problem when using open collection cans. The project will also provide much-needed capacity during heavy flow times such as weekends and holidays. All 10 containers now fill to capacity during Saturdays and Sundays. Numerous times, the site has closed early on Sundays when capacity is reached. A 40-yard roll-off is used during the holidays to contain excess trash, another additional expense. An upgraded site will meet the current and future solid waste management needs of the Gore community.

**Construction Schedule:** Start in FY 17-18

### **PRIORITY 4**

#### **General Government Capital Expenditures**

**Description:** This project consists of a revolving fund in the amount of \$1,000,000 for the benefit of General Governmental Capital Expenditures. It is the intention of this capital expenditure fund to be for the purpose of purchasing capital equipment for governmental agencies and to allow for improvements to general governmental facilities. Such expenditures may be less than the established \$100,000 departmental threshold. It was determined that the inclusion of such a project would be beneficial in ensuring that this significant capital expense is identified in the County's capital planning and budget process. This project is for the benefit of the County Governmental Entities participating in the CIP but does not include individual Volunteer Fire and Rescue Companies.

**Capital Cost:** \$1,000,000

**Justification:** The inclusion of this capital expenditure fund for the purpose of purchasing capital equipment for governmental agencies and to allow for improvements to general governmental facilities will enable the County to meet the requirements of the

Code of Virginia with regards to the collection and disbursement of cash proffers accepted on behalf of the governmental entities.

**Construction Schedule:** N/A

## **PRIORITY 5**

### **County/School Board Administration Building**

**Description:** This project consists of a County/School Board Administration Building, to be located generally in the County's Urban Development Area. The Joint Administrative Office Complex project is for a new 150,000 square foot office building shared with the County Schools Administration. The Schools' portion would be 50,000 square feet.

**Capital Cost:** TBD

**Justification:** The inclusion of this capital facility will allow for improvements to general governmental facilities and services for the benefit of the residents of Frederick County and will meet the increasing need for office space, meeting space, and government services in an accessible location.

**Construction Schedule:** TBD

## **PRIORITY 6**

### **Joint Judicial Center Renovation/New Facility**

**Description:** This new project consists of an expansion to the existing Joint Judicial Center, to be located generally in the City of Winchester or in the County's Urban Development Area. This is a two-phased project; phase one includes the \$4,065,000 renovation to the existing Joint Judicial Center, Phase two is the further renovation and/or reconstruction of facilities.

**Capital Cost:** \$24,065,500

**Justification:** The inclusion of this capital facility will allow for improvements to general governmental facilities and services for the benefit of the residents of Frederick County and will meet the increasing need for office space, meeting space, and government services in an accessible location. The need for this project has been established through ongoing communication with the court system and the City of Winchester.

**Construction Schedule:** Start in FY 15-16

## **Fire & Rescue Project Priority List**

### **PRIORITY 1**

#### **Fire & Rescue Station #22 / Annex Facilities (Route 277)**

**Description:** Construct a two bay Fire and Rescue Station with satellite Sheriff's office and the potential for office and meeting room space for the County and community. The station will be located in the area of Fairfax Pike, White Oak Road, and Tasker Road to provide service for the heavy growth area east of Stephens City. An approximate three-acre site will be needed to accommodate this facility. The fire station will be approximately a 10,000 sq ft facility to house an engine and ambulance. Those who would occupy the facility will determine the size of the satellite office and meeting room space. This facility is specifically identified in the Route 277 Triangle and Urban Center Land Use Plan approved in 2008.

**Capital Cost:** \$3,400,000

**Justification:** This development is scheduled to be an active adult resort gated community with age restrictions on 80% of the homes above 55 and the other 20% above 45. The developer's master plan will allow for 2,130 individual dwelling units using a mix of housing types.

**Construction Schedule:** Completion in FY 16-17

### **PRIORITY 2**

#### **Fire & Rescue Station #22 / Apparatus (Route 277)**

**Description:** Purchase one (1) custom pumper equipped and one (1) custom Type I Advanced Life Support (A.L.S.) capable ambulance equipped to be assigned to Fire and Rescue Station 22.

**Capital Cost:** \$905,000

**Justification:** This fire and rescue apparatus will be assigned to Fire and Rescue Station 22 located on Fairfax Pike East in the Stephens City area of Frederick County. The pumper will be built to N.F.P.A. 1901 specifications and equipped with all of the required and necessary equipment to function as a Class A Pumper. The ambulance will be built to the Federal KKK-A-1822E specifications and equipped with all of the required and necessary equipment to function as an Advanced Life Support ambulance. This fire and rescue apparatus is needed due to the fact that the Fire and Rescue Department currently owns one (1) pumper and one (1) ladder truck that are twenty (20) plus years of age and already assigned to other functions. The currently owned fire and rescue apparatus would not endure the demands placed on it while being assigned to a high call volume.

**Construction Schedule:** Completion in FY 16-17

### **PRIORITY 3**

#### **Fire & Rescue Station #23 / New Facility (Crosspointe)**

**Description:** This project consists of a 10,000 square foot fire station to accommodate 4 pieces of emergency equipment, and to house living and sleeping areas for staff. This project also has the potential for office and meeting room space for the County and community with an additional 2,000 square feet of building area. A two and ½ acre parcel should be sufficient for building, parking and amenities for approximately 20 to 30 persons. The project is located at Crosspointe Center at the end of current Rt. 37 South, an area of proposed high density residential development, and commercial development.

**Capital Cost:** \$3,700,000

**Justification:** The proposed location at the South end of Route 37 provides for quick and easy access to Interstate 81 North and South at the 310 Exit. Access and response on Rt. 37 will be greatly enhanced from I81 to Route 50 West in the Northbound Lane.

Currently Stephens City and Round Hill Volunteer Fire and Rescue Companies serve the area. This location also provides easy access to Rt.11 and the Kernstown area along with access to Middle Road and Subdivisions of Brookneil, Stonebrook, and Jacksons Woods. These subdivisions have large single family homes in an area of Frederick County outside of the UDA. Water supplies are scarce in these areas and a rapid response from this proposed facility will likely reduce property damage from fire and response times for Medical Emergencies. Major collector roads such as Tasker Road and Warrior Drive along with the proposed extension of Rt. 37 and new roadways in the development will provide quick access to additional homes and businesses in areas including Front Royal Pike, Papermill Road. These roadway construction efforts will provide for an increased level of quality emergency service to the citizens in this entire area.

**Construction Schedule:** To be determined.

### **PRIORITY 4**

#### **Fire & Rescue Regional Training Center**

**Description:** Construct a Regional Public Safety Training Center potentially consisting of an administrative building, multi-story burn building, multi-story training tower, vehicle driving range, shooting range, and numerous other training props. This project will incorporate emergency medical services, fire, hazardous materials, rescue, law enforcement, industrial, and educational institutions located in Clarke County, Frederick County, Shenandoah County, Warren County, Winchester City, State Agencies, Federal Agencies, and potentially jurisdictions within the State of West Virginia.

**Capital Cost:** \$31,175,000

**Justification:** This project will facilitate realistic training in today's modern environment for emergency services and industrial personnel located throughout the Northern Shenandoah Valley and expanding into the State of West Virginia. This project will reinforce existing training programs in those respective agencies and jurisdictions as well as facilitate training that is currently not available within the Northern Shenandoah Valley which causes students and instructors to travel into the Washington Metropolitan

region. The number of potential personnel being trained at this Training Center is potentially in the thousands based upon training statistics provided in July 2007 by the participating agencies.

**Construction Schedule:** Completion in FY 20-21

## **PRIORITY 5**

### **Fire and Rescue Station (#24) Relocation**

**Description:** Construct a three (3) bay fire and rescue station with satellite County Offices. This station is intended to be located on or near Redland Road in the area of Lake Holiday either at a site provided by Lake Holiday or other tract in the vicinity. An approximate three to four acre site is necessary for a 10,000 square foot facility, to house a fire engine, and ambulance and rescue boat.

**Capital Cost:** \$3,750,000

**Justification:** The Lake Holiday Development is scheduled to have a final build-out of 2,800 single family homes.

**Construction Schedule:** To be determined

## **PRIORITY 6**

### **Clear Brook Fire and Rescue Station (#13) Relocation**

**Description:** A new facility is proposed to be built on property located south of Brucetown Road. The building is to be four (4) drive-through bays, administration, eating and sleeping facilities along with a dining hall. The estimated size of the structure is to be approximately 28,000 square feet.

**Capital Cost:** \$4,396,000

**Justification:** At the current time we have outgrown our facility and with the equipment that we have to provide the service to our community for property and health protection and with the staffing needs and fund raising operations our current facility is in need of upgrading/updating. We have an option to swap land with the Quarry and propose to build a new facility on that property or remain at the current location and build on our own property to the east and remove the current building and extend the parking to the west.

**Construction Schedule:** To be determined

## **Fire & Rescue Company Capital Project Requests**

### **Capital Equipment Fire & Rescue – Vehicles & Equipment**

**Description:** This new project consists of a revolving fund in the amount of \$1,000,000 for the benefit of Fire and Rescue Services. It is the intention of this capital expenditure fund to be for the purpose of purchasing additional and replacement capital equipment

fire and rescue vehicles and equipment. It was determined that the inclusion of such a project would be beneficial in ensuring that this significant capital expense is identified in the County's capital planning and budget process. This project is primarily for the benefit of the individual Volunteer Fire and Rescue Companies.

**Capital Cost:** \$1,000,000

**Justification:** The inclusion of this capital expenditure fund for the purpose of purchasing additional and replacement capital equipment fire and rescue vehicles and equipment will enable the County to meet the requirements of the Code of Virginia with regards to the collection and disbursement of cash proffers accepted on behalf of the fire and rescue companies.

**Construction Schedule:** N/A

**The following requests have been added to the CIP in no particular order:**

**Individual Fire & Rescue Company Capital Equipment Requests.**

**Greenwood Vol. Fire & Rescue Company**

Office and Living Quarters Project

Project Cost: \$550,000

**Greenwood Vol. Fire & Rescue Company**

Apparatus ventilation system project

Project Cost: \$550,000

**Middletown Vol. Fire & Rescue Company**

Life Pack x 3

Project Cost: \$100,000

**Middletown Vol. Fire & Rescue Company**

Rescue Engine Replacement

Project Cost: \$790,000

**North Mountain Vol. Fire & Rescue Company**

Building Expansion

Project Cost: \$342,766