

NOTICE OF PUBLIC MEETINGS

DATE	TIME	EVENT/PLACE **	PERSONS ATTENDING
July 16	11:00 a.m. 1:30 p.m.	ECONOMIC DEVELOPMENT AUTHORITY AUGUSTA COUNTY SERVICE AUTHORITY	Shull
July 20	9:30 a.m. 10:30 a.m. 1:30 p.m. 7:00 p.m.	ECONOMIC DEVELOPMENT COMMITTEE PUBLIC SAFETY COMMITTEE STAFF BRIEFING RECYCLING COMMITTEE	Garber & Wells Wells & Shull All Members Seaton
July 21	10:00 a.m. 10:00 a.m. 5:30 p.m.	HEADWATERS SOIL & WATER CONSERVATION DIST. VALLEY PROGRAM FOR AGING SERVICES COMMUNITY ACTION PROGRAM-STAUTON, AUGUSTA,WAYNESBORO	Carter & Seaton
July 22	9:00 a.m. 7:00 p.m.	ELECTORAL BOARD BOARD OF SUPERVISORS MEETING	All Members
July 23	4:00 p.m. 7:00 p.m.	LIBRARY BOARD BROADBAND COMMITTEE	Morelli Carter & Morelli
July 28	7:00 p.m.	AUG. COUNTY EMERGENCY SERV. OFFICER ASSOC.	Shull & Wells
July 28-August 1		AUGUSTA COUNTY FAIR	
Aug 3	1:30 p.m.	COMMUNITY POLICY MANAGEMENT TEAM	
Aug 4	2:00 p.m.	JAIL AUTHORITY	
Aug 5	10:00 a.m.	METROPOLITAN PLANNING ORGANIZATION	Seaton
Aug 6	9:30 a.m. 1:30 p.m.	BOARD OF ZONING APPEALS STAFF BRIEFING BOARD OF ZONING APPEALS	
Aug 11	7:00 p.m.	PLANNING COMMISSION	
Aug 12	3:00 p.m. 7:00 p.m.	ORDINANCE COMMITTEE BOARD OF SUPERVISORS MEETING	Carter & Shull All Members
Aug 18	10:00 a.m. 10:00 a.m. 5:30 p.m.	HEADWATERS SOIL & WATER CONSERVATION DIST. VALLEY PROGRAM FOR AGING SERVICES COMMUNITY ACTION PROGRAM-STAUTON AUGUSTA AND WAYNESBORO	Carter & Seaton
Aug 19	7:00 p.m.	PARKS & RECREATION COMMISSION	Morelli
Aug 20	1:30 p.m.	AUGUSTA COUNTY SERVICE AUTHORITY	Shull
Aug 24	9:30 a.m. 10:30 a.m. 1:30 p.m.	ECONOMIC DEVELOPMENT COMMITTEE PUBLIC SAFETY COMMITTEE STAFF BRIEFING	Garber & Wells Wells & Shull All Members
Aug 25	8:30 a.m.	DEPT. OF SOCIAL SERVICES	
Aug 26 Aug 27	7:00 p.m. 7:00 p.m.	BOARD OF SUPERVISORS MEETING BROADBAND COMMITTEE	All Members Carter & Morelli

M E M O R A N D U M

July 16, 2020

TO: Augusta County Board of Supervisors

FROM: Timothy K. Fitzgerald, County Administrator

SUBJECT: **STAFF BRIEFING, MONDAY, July 20, 2020, 1:30 p.m.**
Board Meeting Room, Government Center, Verona, VA

ITEM NO.	DESCRIPTION
* * *	
S/B-01	1:30 p.m. <u>VDOT ROADS (SEE ATTACHED)</u> Report by VDOT
S/B-02	<u>ECONOMIC DEVELOPMENT (SEE ATTACHED)</u> Report by Staff
S/B-03	<u>FIRE AND RESCUE (SEE ATTACHED)</u> 1) Report by Staff 2) Resolution to cover Volunteer Fire/EMS for Worker's Compensation.
S/B-04	<u>DEERFIELD COMMUNITY CENTER LEASE (SEE ATTACHED)</u> Discuss a lease of real estate for the Deerfield Community Center owned by County of Augusta.
S/B-05	<u>PLANNING COMMISSION/PUBLIC HEARING (SEE ATTACHED)</u> Discuss the following: 1) A request to rezone from General Agriculture with Floodplain Overlay to General Agriculture and Floodplain Overlay with a Public Use Overlay approximately 6.33 acres (TMP 68-54C) owned by County of Augusta located south of Dooms Crossing Road (Rt. 611) approx. 0.2 miles west of the intersection of Dooms Crossing Road (Rt. 611) and Eastside Highway (Rt. 240) in Waynesboro in the Wayne District. The Planning Commission recommends approval of the Public Use Overlay request with changes to the permitted conditions. 2) Round 4 Smart Scale Pre-Applications Incorporation into Comprehensive Plan-Transportation Chapter. The Planning Commission recommends approval of Amendments to the Augusta County Comprehensive Plan Transportation Chapter. 3) Update on Utility Scale Renewable Energy Comprehensive Plan Amendment.

S/B-06

WAIVERS (SEE ATTACHED)

- 1) Request from the requirement to connect to public sewer from Jeff and Jean Link.
- 2) Request from the requirement to extend the public street from Brad Long.

S/B-07

MATTERS TO BE PRESENTED BY THE BOARD

S/B-08

MATTERS TO BE PRESENTED BY STAFF

S/B-09

CLOSED SESSION (SEE ATTACHED)

**REPORT WILL BE
AVAILABLE AT THE
STAFF BRIEFING**

Economic Development

Monthly Board of Supervisors Report
June 2020 activities

Unemployment Rate

Business Licenses Issued

Scorecards

Economic Development Authority

Partner Agency Interaction

SAW MSA Recovery Task Force

Shenandoah Valley Partnership

Tourism Update

Special Projects, Marketing Initiatives & Events

Recent Media



Unemployment Rate

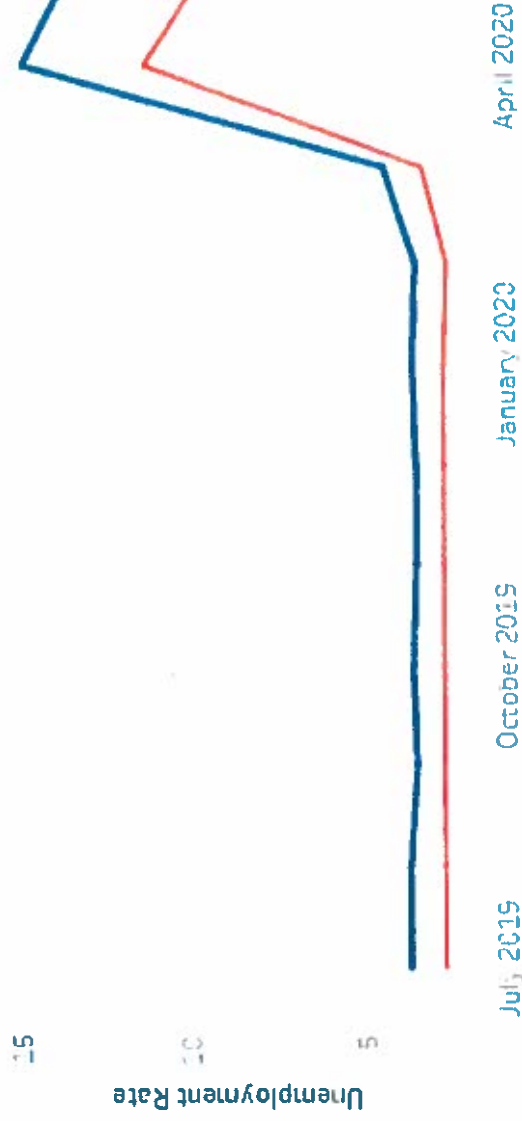
April
Augusta County 8.4%
(Virginia 10.6%)

May
Augusta County 6.7%
(Virginia 9.4%)

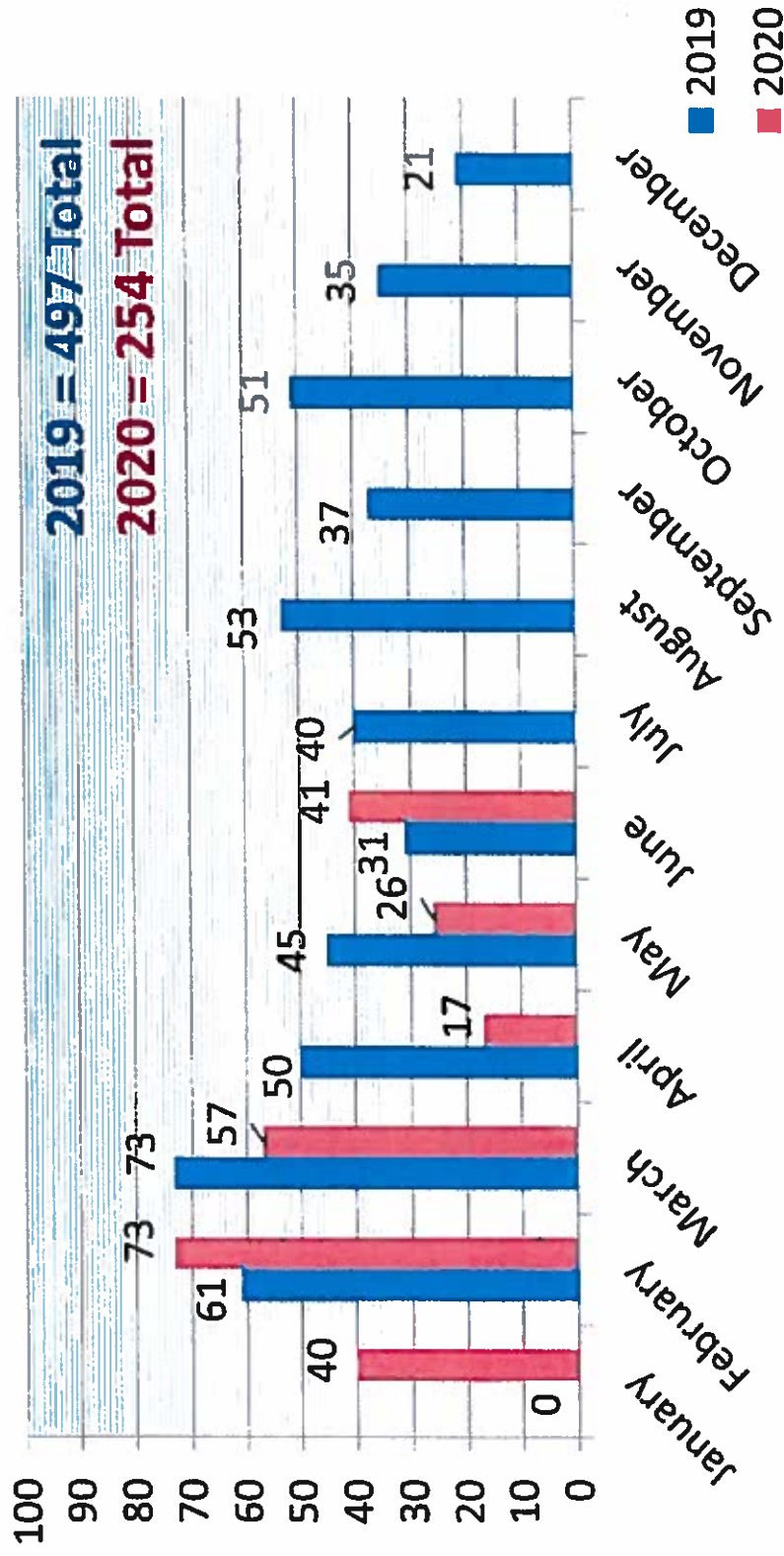
Labor Force:
37,865
Employed:
35,328
Unemployed:
2,537

■ Unrec States ■ Virginia

Seasonally Adjusted Unemployment Rate



Business Licenses



Lead Generation

Lead Generation 2020

Travel Outreach	2020 YTD	2019 Total
Marketing Missions	3	6
Familiarization Tours	1	1
Virtual Events	1	n/a
VEDP Staff Tours	0	2
Leads		
SVP & VEDP	12	5
Direct	2	9
Expansions	4	1
Prospect Visits		
SVP & VEDP Leads	1	2
Direct Leads	0	4
Expansions	2	1
Announcements		
Expansions	1	4
New Companies	0	1
Capital Investment	\$135,000,000	\$120,100,000
Jobs Created	110	140
Jobs Retained	0	0
*Projects (YTD):		
Investment	\$ 135,000,000	Jobs
Hershey Chocolate		110



Marketing

Marketing Scorecard

Google Analytics	Jun-20	YTD 2020
AugustaVABusiness.com		
Users	636	3,561
Page Views	3,078	14,870
VisitAugustaCounty.com		
Users	312	1,461
Page Views	696	3,102

Outreach Audiences

Newsletter Audience	280
Open Rate	40%
Facebook	503
Instagram	780



Economic Development Authority

Meets January, April, July, October – unless a special meeting is called

Last meetings: June 25, 2020
July 16, 2020

Next meeting: October 15, 2020 @ 11am

Disaster Recovery Grant Program: Closed July 10



Partner Agency Interaction

Ag Center Study Team

- Team Meeting 6/3
- Consultant Interviews 6/16, 6/17, 6/18

GART

- Beerwerks Meeting 6/9
- Outreach Planning Meeting 6/5

Farm2Fork Affair Planning Meeting 6/4

PDC/EDA Funds Discussion 6/5

Greater Augusta Regional Chamber of Commerce

- SAW Economic Update Planning Meeting 6/1
- SAW Economic Update 6/3

VEDA

- COVID-19 Impact Calls 6/8, 6/15
- Lunch and Learn Calls 6/5, 6/19
- Summer Membership Meeting 6/24

Shenandoah Valley Tourism Partnership

- Monthly Meeting 6/4
- Website Design Updates 6/5, 6/8, 6/10, 6/17
- Marketing Committee Meeting 6/23



SAW MSA Recovery Task Force

- Upcoming initiative: Peer to Peer Networking
- Planning Calls 6/4, 6/11, 6/18



Shenandoah Valley Partnership

- Virtual CEO Roundtable 6/3
 - Transportation, Logistics & Supply Chain
 - <https://youtu.be/8MpP8aNu9bs>
- Virtual Familiarization Tour 6/30
 - <https://theshenandoahvalley.com/market-overview/virtual-familiarization-tour/>
- Lead Generation Committee 6/19
- Upcoming: Virtual Annual Meeting 7/21



Tourism Update

- Greater Augusta Regional Tourism
 - GOVA Fast Access Funds Application
 - Staycation campaign continuing on FB and IG
 - @ExploreSAW - See. Explore. SAW
 - Shenandoah Beerwerks Trail
 - Rockingham County joined Trail
 - Launching Trailblazer Campaign

Explore SAW. See. Explore. SAW
Written by [Katie Smith](#) June 29 at 10:41 AM

Looking for a way to make the most of your summer? Stretch your legs, take a big breath and head outdoors to red-sock your own backyard. Home to the C&E of Staunton and Waynesboro, Augusta County has endless activities making it the perfect hub to reconnect with family and friends.

In one weekend, you can:

- Discover your new favorite craft beer
- Find adventure on an unexplored trail
- Take in the sights and stories of charming downtowns
- Relax in the sun with a refreshing glass of wine
- Find unexpected fun with a day on a farm
- And so much more!

So what are you waiting for? The time has finally come for you to plan your next getaways getaway for a romantic weekend - family fun or guys trip whatever you've been craving. The Valley awaits.



Upcoming Special Projects, Marketing Initiatives & Events

- Business Appreciation Breakfast on 9/22
- Farm2Fork Affair - March 2021
- Quality of Life/Tourism Fulfillment piece



Marketing-Recent Media

- Hershey to invest \$135 million to Augusta County operation, *WHSV* (June 30)
- Hershey to add more than 100 jobs with new expansion project, *News Leader* (June 30)
- Hershey announces \$135M Augusta County expansion, *Virginia Business* (June 30)
- Hershey to Invest \$135 Million, Create 110 New Jobs in Augusta County, *The Roanoke Star* (July 1)
- Jobs boost in in Augusta County as Hershey announces expansion, *ConfectionaryNews.com* (July 8)
- The Hershey Company to Invest \$135M, Create 110 New Jobs in Augusta County, *PerishableNews.com* (July 8)
- The Hershey Company to invest \$135 million in Augusta County, creating 110 new jobs, *CBS19 News* (June 30)
- Hershey Company Plans \$135 Million Expansion at Plant in Augusta County, Virginia, Area *Development Online* (July 1)
- Hershey invests \$135 million expanding its Virginia production facilities, *Confectionary Production* (July 1)
- Hershey Co. to Invest \$135M in Virginia Plant Expansion, *Commercial Property Executive* (July 2)
- Augusta County Launches Disaster Recovery Grant Program, *NBC29* (June 29)
- Augusta County announces Disaster Recovery Grant Fund program, *Augusta Free Press* (June 29)





AUGUSTA COUNTY FIRE-RESCUE

County Government Center
18 Government Center Lane
P.O. Box 590, Verona, VA 24482

Main Office Line: (540) 245-5624 - Fax Line: (540) 245-5356
www.co.augusta.va.us

AUGUSTA COUNTY FIRE-RESCUE REPORT June 2020

- Fire Agency Dispatches 565 (421 Incidents)
- Rescue Agency Dispatches 953 (821 Incidents)
- Total Combined Dispatches 1518 (1242 Incidents)
- 52 Combined Dispatches Turned Over to Next Due Agencies, 33 due to being on another call

Chief Dave Nichols

- Managed recruitment process for career personnel (applications, interviews, vetting candidates)
- Coordination with Harrisonburg and Rockingham to plan for Central Shenandoah Valley Regional Recruit Academy (August to December 2020)
- Continued IMT format for COVID-19 planning and response measures
- Staff continues to provide direction of daily operations and transitioning between phases

Lieutenant Minday Craun

- Completed Annual Contributions
- Continued to work with social media to get important information out to the citizens
- Continued working with the ACFR IMT Team/Hosted and attended several meetings on Zoom
- Attended in person ACESOA meeting with 8 attendees in person and the majority teleconferencing

Training Division

- Spring EMT – Class continued with one on one skills testing and preparation for NREMT testing
- EMT CE – No CEs for this period due to the online format and state regulations
- ACFR Volunteer Fire Academy – No activity to report, class has been suspended until September
- Training Division staff are actively participating on the ACFR IMT as well as being the collection point for COVID related supplies

Assistant Chief Greg Schacht

- Planning for changes to staffing at Churchville (Co. 4 / Res. 4)
- Conducted Daily Staff Briefings and Operations meeting via Zoom
- Attended Volunteer partnership/Association meeting, Admin staff meeting, and multiple COVID-19 IMT meetings
- Met with ACSA on a hydrant issue, reviewed 4 site plans, 1 rezoning request, reviewed emergency plan for the new Regency Center, and responded to 3 duty officer calls

Assistant Chief Commander Jeff Hurst

- COVID-19 logistics and supplies
- Engine 101 completion scheduled for late August 2020/Equipment and hose ordered
- Attended numerous meetings via Zoom
- Continued apparatus maintenance and repairs/Ambulance and apparatus PM underway
- Coordinated with volunteer agencies for SCBA project and placed orders for 6 agencies

EMERGENCY CALLS RECEIVED THROUGH EOC
MONTHLY REPORT FOR 2020

FIRE & RESCUE COMPANIES	January	February	March	April	May	June	July	August	September	October	November	December	Total Calls	% of Fire or Rescue Total	% of Combined Total
	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls	Monthly Calls			
Staunton SSI	15	10	9	6	12	11							63	1.83%	0.70%
Staunton S&T	11	8	7	5	3	6							40	1.16%	0.45%
1 Weynesboro	12	7	9	9	7	13							57	1.65%	0.63%
2 Deerfield	8	5	2	13	4	7							39	1.13%	0.43%
3 Middlebrook	15	7	17	15	10	10							123	3.57%	1.37%
4 Churchville	28	19	24	17	20	15							244	7.08%	2.73%
5 Weyers Cave	46	47	41	39	40	41							348	10.10%	3.87%
6 Verona	71	63	47	54	33	60							252	7.41%	2.81%
7 Squarts Head	45	36	57	47	33	34							69	2.00%	0.77%
8 Craigsville	19	8	11	13	11	7							263	7.63%	2.93%
9 Dooms	59	32	41	42	44	45							525	15.24%	5.85%
10 Augusta County	115	80	85	67	81	97							354	10.27%	3.94%
11 Preston L. Yancey	73	60	61	43	52	65							67	1.94%	0.75%
12 Raphine	13	4	16	11	13	10							153	4.44%	1.70%
14 Susque	30	26	28	26	19	24							41	1.19%	0.46%
15 Bridgewater	6	12	3	4	7	9							2	0.06%	0.02%
17 Clover Hill	0	0	1	1	0	0							107	3.11%	1.19%
18 New Hope	16	20	13	18	28	12							105	3.05%	1.17%
19 Wilson	24	8	28	16	16	13							112	3.25%	1.25%
20 Gmitrees	15	18	17	15	26	21							80	2.32%	0.89%
21 Mt Solon	30	11	12	12	13	13							284	8.24%	3.16%
25 Riverheads	39	43	65	46	46	45							18	0.52%	0.20%
30 Walkers Creek	1	2	7	0	4	4							4	0.12%	0.04%
SVRA	1	1	0	0	1	1							10	0.29%	0.11%
Goshen	3	1	0	0	1	2							5	0.15%	0.06%
South River	3	0	0	0	0	0							7	0.20%	0.08%
Wintersgreen	3	0	2	1	1	0							373	6.74%	4.15%
R1 Wboro First Aid	69	62	64	56	57	65							49	0.89%	0.35%
R2 Deerfield R.S.	12	9	4	8	9	7							337	6.09%	3.75%
R4 Churchville R.S.	76	63	51	41	54	52							895	16.17%	9.96%
R5 Staunton/Augusta R.S.	179	162	137	120	126	171							939	16.96%	10.45%
R6 Squarts Draft R.S.	167	171	182	150	130	139							0	0.00%	0.00%
*Special Events Reserve Amb	0	0	0	0	0	0							934	16.87%	10.40%
R11 Preston L. Yancey	150	173	163	131	149	168							108	1.95%	1.20%
R15 Bridgewater R.S.	20	9	19	12	24	24							220	3.97%	2.45%
R16 Craigs/Augusta Spr	37	35	38	33	34	43							363	6.56%	4.04%
R18 New Hope	61	70	59	56	56	61							199	3.59%	2.22%
R20 Grottoes R.S.	25	31	33	41	44	25							170	3.07%	1.89%
R21 Mt Solon R.S.	31	24	25	14	38	38							482	8.71%	5.37%
R25 Riverheads	70	73	91	79	95	74							456	8.24%	5.08%
R26 Weyers Cave R.S.	82	70	70	71	78	85							0	0.00%	0.00%
Augusta Health Transport	0	0	0	0	0	0							11	0.20%	0.12%
Wintersgreen	5	0	1	3	1	1							3446	38.37%	
FIRE TOTALS	694	528	603	511	545	565	0	0	0	0	0	0	5536	61.63%	
RESCUE TOTALS	984	952	937	815	895	953	0	0	0	0	0	0	8982	100.00%	
TOTAL EMERGENCY DISPATCHES	1678	1480	1540	1326	1440	1518	0	0	0	0	0	0	7330		
TOTAL EMERGENCY INCIDENTS	1306	1202	1225	1108	1147	1242									

CALLS TURNED OVER TO NEXT
DUE AGENCIES
MONTHLY REPORT FOR 2020

	January	February	March	April	May	June	July	August	September	October	November	December	Total CALLS TURNED OVER TO NEXT DUE AGENCIES	% of Total
FIRE & RESCUE COMPANIES														
Stamilton ASI	61	0	0	0	1	0	0	0	0	0	0	0	1	1.6%
Stamilton SS2	40	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
1 Winesboro	19	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
2 Needfield	74	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
3 Middlebrook	121	2	1	2	1	1	1	1	1	1	1	1	11	0.4%
4 Churchville	244	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
5 Weyers Cave	348	1	7	1	2	3	3	3	3	3	3	3	17	4.9%
6 Verona	251	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
7 Stuart Draft	69	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
8 Cragsville	761	0	0	0	1	0	0	0	0	0	0	0	1	0.1%
9 Thomas	354	5	1	1	0	3	1	0	0	0	0	0	11	0.3%
10 Augusta County	67	1	0	0	0	0	0	0	0	0	0	0	2	3.0%
11 Preston L. Yanney	151	1	0	0	0	1	0	0	0	0	0	0	2	1.3%
12 Rappahannock	41	0	0	0	0	0	0	0	0	0	0	0	1	2.4%
13 Swoope	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
14 Bridgewater	107	1	1	3	1	5	0	0	0	0	0	0	11	10.3%
17 Clover Hill	405	1	2	0	0	0	0	0	0	0	0	0	7	6.7%
18 New Hope	112	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
19 Wilson	80	0	0	0	0	0	0	0	0	0	0	0	2	2.5%
20 Grimes	284	0	3	4	2	3	2	2	2	2	2	2	14	4.9%
31 Mt. Solon	18	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
35 Riverheads	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
80 Walkers Creek	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
SVRA	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Groden	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
South River	171	0	0	1	0	2	1	1	1	1	1	1	4	1.1%
Wintergreen	49	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
RI W. Horn First Aid	337	5	4	5	1	6	6	6	6	6	6	6	29	8.6%
R2 Deerfield R.S.	891	4	2	0	1	1	1	1	1	1	1	1	13	1.5%
R4 Churchville R.S.	939	2	5	5	2	4	8	8	8	8	8	8	26	2.8%
R5 Staunton/Augusta R.S.	0	0	0	0	0	0	0	0	0	0	0	0	0	#N/A/0%
R6 Swans Draft R.S.	934	1	1	1	1	1	1	1	1	1	1	1	5	0.5%
Special Events Reserve Amb	108	2	2	2	1	2	0	0	0	0	0	0	9	8.3%
RI1 Preston L. Yanney	220	0	6	3	0	5	1	1	1	1	1	1	15	6.8%
RI5 Bridgewater R.S.	461	4	6	3	2	4	4	4	4	4	4	4	23	6.3%
RI6 Crag/Augusta Spr	199	0	2	1	1	1	1	1	1	1	1	1	5	2.5%
RI8 New Hope	170	1	1	4	1	5	6	6	6	6	6	6	18	10.6%
RI30 Gnostice R.S.	482	5	2	8	1	5	6	6	6	6	6	6	27	5.6%
RI21 Mt. Solon R.S.	456	6	7	3	4	1	5	5	5	5	5	5	24	6.1%
RI25 Riverheads R.S.	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
RI26 Weyers Cave R.S.	11	1	0	0	0	0	0	0	0	0	0	0	1	9.1%
Augusta Health Transport													0	
Wintergreen													0	
FIRE TOTALS	14	15	15	9	17	9	9	0	0	0	0	0	78	2.1%
RESCUE TOTALS	31	38	36	17	38	41	0	0	0	0	0	0	203	3.7%
TOTAL CALLS TURNED OVER TO NEXT DUE AGENCIES	45	53	50	26	55	57	0	0	0	0	0	0	281	1.9%

June 2020 Calls Turned Over to Next Due Agencies

COMPANY	DATE	LOCATION	REASON FOR NEXT DUE RESPONSE
C10	6/19/2020 9:59:15 AM	BALSLEY RD	ON ANOTHER CALL
C21	6/15/2020 3:32:23 AM	MOSSY CREEK RD	NOT ON ANY OTHER CALL
C21	6/16/2020 1:47:02 PM	RIDGE RD	C21 NOT ON ANY OTHER CALL/R21 ON THIS CALL
C25	6/12/2020 8:04:04 PM	COCHRANS MILL RD/OLD GREENVILLE RD	NOT ON ANY OTHER CALL
C25	6/14/2020 7:02:21 PM	DEER HAVEN LN/WALNUT HILLS RD	NOT ON ANY OTHER CALL
C4	6/9/2020 12:34:18 AM	JERUSALEM CHAPEL RD	C4 NOT ON ANY OTHER CALL/R4 ON THIS CALL
C6	6/20/2020 12:40:15 AM	LEE HWY	NOT ON ANY OTHER CALL
C6	6/21/2020 9:52:33 AM	BALSLEY RD	NOT ON ANY OTHER CALL
C6	6/28/2020 6:53:14 AM	ROLLA MILL RD	NOT ON ANY OTHER CALL
R1	6/29/2020 6:15:03 AM	WOODS LN	NOT ON ANY OTHER COUNTY CALL
R11	6/29/2020 3:37:04 PM	JEFFERSON HWY	ON ANOTHER CALL
R16	6/12/2020 11:51:51 AM	N JACKSON ST	ON ANOTHER CALL
R18	6/3/2020 11:04:25 AM	WESTGATE RD	ON ANOTHER CALL
R18	6/10/2020 5:59:25 PM	MIDVALE DR	ON ANOTHER CALL
R18	6/23/2020 1:09:01 AM	HERMITAGE RD	R18 NOT ON ANY OTHER CALL/C18 ON THIS CALL
R18	6/25/2020 1:05:24 PM	PEACEFUL RIDGE LN	ON ANOTHER CALL
R21	6/2/2020 2:53:41 AM	RIDGE RD	NOT ON ANY OTHER CALL
R21	6/13/2020 5:04:41 PM	NORTH RIVER RD	NOT ON ANY OTHER CALL
R21	6/15/2020 3:37:31 AM	MOSSY CREEK RD	NOT ON ANY OTHER CALL
R21	6/20/2020 5:47:07 AM	TOWERS RD	NOT ON ANY OTHER CALL
R21	6/21/2020 4:08:58 PM	NORTH RIVER RD	NOT ON ANY OTHER CALL
R21	6/21/2020 6:14:21 PM	RIDGE RD	NOT ON ANY OTHER CALL
R25	6/5/2020 11:23:21 AM	ALMO CHAPEL RD	ON ANOTHER CALL
R25	6/7/2020 2:39:35 PM	OLD GREENVILLE RD	ON ANOTHER CALL
R25	6/10/2020 10:44:30 AM	2150 I 81 S	ON ANOTHER CALL
R25	6/12/2020 10:37:29 PM	LEE-JACKSON HWY	ON ANOTHER CALL
R25	6/27/2020 10:56:51 AM	LEE-JACKSON HWY	ON ANOTHER CALL
R25	6/30/2020 1:24:40 AM	COLD SPRINGS RD	ON ANOTHER CALL
R26	6/9/2020 12:49:32 PM	VALLEY VIEW AVE	ON ANOTHER CALL
R26	6/9/2020 5:09:03 PM	LEE HWY	ON ANOTHER CALL
R26	6/10/2020 6:53:50 AM	FLINT HILL RD	ON ANOTHER CALL
R26	6/16/2020 10:03:19 AM	JAMES CRAWFORD LN	ON ANOTHER CALL
R26	6/27/2020 10:15:08 PM	FRANKLIN ST	ON ANOTHER CALL
R4	6/3/2020 8:10:49 AM	STOVER SHOP RD	ON ANOTHER CALL
R4	6/3/2020 10:41:23 PM	NUCKOLES LN	NOT ON ANY OTHER CALL
R4	6/4/2020 3:06:07 AM	HANKEY MOUNTAIN HWY	NOT ON ANY OTHER CALL
R4	6/8/2020 6:15:21 PM	CHURCHVILLE AVE/BON LEA DR	ON ANOTHER CALL
R4	6/19/2020 11:17:53 AM	HANKEY MOUNTAIN HWY	ON ANOTHER CALL
R4	6/30/2020 1:15:12 AM	DRY BRANCH RD	NOT ON ANY OTHER CALL
R5	6/8/2020 8:55:33 AM	WHITE OAK DR	ON ANOTHER CALL
R5	6/8/2020 7:58:53 PM	LITTLE CALF PASTURE HWY/KATIE DR	ON ANOTHER CALL
R5	6/10/2020 5:15:39 PM	FARM KIDS LN	ON ANOTHER CALL
R5	6/28/2020 4:04:16 AM	SMITTY DR	ON ANOTHER CALL
R5	6/28/2020 4:04:48 AM	2200 I 81 N	ON ANOTHER CALL
R6	6/1/2020 1:24:40 PM	COLD SPRINGS RD	ON ANOTHER CALL
R6	6/3/2020 3:55:19 PM	GLOUCESTER RD	ON ANOTHER CALL
R6	6/8/2020 12:05:48 PM	STUARTS DRAFT HWY	ON ANOTHER CALL
R6	6/8/2020 12:33:23 PM	GLOUCESTER RD	ON ANOTHER CALL
R6	6/12/2020 1:18:06 PM	GLOUCESTER RD	ON ANOTHER CALL
R6	6/26/2020 11:48:11 AM	GLOUCESTER RD	ON ANOTHER CALL
R6	6/29/2020 10:35:25 AM	HIGHLAND HILLS LN	ON ANOTHER CALL
R6	6/30/2020 12:22:34 PM	MOUNT TORREY RD	ON ANOTHER CALL

Weekend	13
6 a - 6 p	26
6 p - 6 a	13
Combinded Total	52

CAREER CALLS ANSWERED
2020 FIGURES

CAREER	NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	CAREER		AGENCY		TOTAL CAREER %
														YEARLY TOTAL	YEARLY %	YEARLY TOTAL	YEARLY %	
CO-11	Preston L. Yancey Fire	73	60	61	42	52	65							353			354	98.72%
CO-11	City of Waynesboro	4	5	1	1	3								14				3.97%
R-11	Preston L. Yancey Rescue	148	170	162	130	149	167							926			934	99.14%
R-11	City of Waynesboro		7	2	2	4	2							15				1.62%
CO-18	New Hope Fire	8	16	6	7	13	7							57			107	53.27%
CO-18	Extended Run Area			1		1	2							2				3.51%
CO-18	City of Waynesboro													0				0.00%
CO-18	City of Staunton													0				0.00%
R-18	New Hope Rescue	55	64	56	54	52	57							338			363	93.11%
R-18	Extended Run Area	2				1	1							4				1.18%
R-18	City of Waynesboro		1											1				0.30%
R-18	City of Staunton		1		1									2				0.59%
R-6	Stuarts Draft Rescue	62	65	69	59	47	50							352			939	37.49%
R-6	City of Staunton													0				0.00%
R-6	City of Waynesboro													0				0.00%
R-6	Extended Run Area													0				0.00%
R-16	Craigsville-Augusta Springs	37	29	35	33	25	42							201			220	91.85%
R-16	Rockbridges County	1		4	1		1							7				3.18%
CO-9	Dooms Fire	30	8	15	23	16	15							107			263	40.68%
CO-9	City of Waynesboro	5		1	1	1	2							10				9.35%
CO-6	Verona Fire	36	17	18	27	21	31							150			348	43.10%
CO-6	City of Staunton	1	1	1	1		3							3				2.00%
CO-3	Middlebrook	7	3	9	8	5	7							39			74	52.70%
CO-3	Extended Run Area			1			1							1				2.56%
CO-2	Deerfield Fire	5	5	2	11	1	5							29			39	74.85%
CO-2	Highland County													0				0.00%
CO-2	Extended Run Area				1		1							2				6.90%

FIGURES REPRESENT CALLS DURING HOURS CAREER ARE ASSIGNED TO STATIONS
2020 FIGURES

CAREER	NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	YEARLY TOTAL
CO-11	Preston L. Yancy Fire	73	60	61	43	52	65	0	0	0	0	0	0	354
	Call Turned Over/Cancelled Prior to Response/Standby	0	0	0	1	0	0	0	0	0	0	0	0	1
	Career Only	68	58	54	42	49	63							322
	Career and Volunteer	5	4	7	0	3	2							21
	Volunteer Only	0	0	0	0	0	0							0
RES-11	Rescue 11	150	173	163	131	149	168	0	0	0	0	0	0	934
	Call Turned Over/Cancelled Prior to Response/Standby	2	3	1	1	0	1							8
	Career Only	148	170	161	130	149	167							923
	Career and Volunteer	0	0	1	0	0	0							1
	Volunteer Only	0	0	0	0	0	0							0
CO-18	New Hope Fire	16	20	13	18	26	12	0	0	0	0	0	0	107
	Call Turned Over/Cancelled Prior to Response/Standby	1	2	3	2	5	1							14
	Career Only	4	10	3	6	8	1							32
	Career and Volunteer	4	6	3	1	5	6							25
	Volunteer Only	7	2	4	9	10	4							36
RES-18	New Hope Rescue	61	70	59	56	56	61	0	0	0	0	0	0	363
	Call Turned Over/Cancelled Prior to Response/Standby	6	6	3	2	4	4							25
	Career Only	55	64	56	54	52	57							338
	Career and Volunteer	0	0	0	0	0	0							0
	Volunteer Only	0	0	0	0	0	0							0
RES-6	Stuarts Draft Rescue	73	72	82	72	57	68	0	0	0	0	0	0	424
	Call Turned Over/Cancelled Prior to Response/Standby	1	2	5	2	3	9							22
	Career Only	55	55	61	38	38	44							291
	Career and Volunteer	7	10	8	21	9	6							61
	Volunteer Only	10	5	8	11	7	9							50
RES-16	Cragville-Augusta Springs	37	35	38	13	14	43	0	0	0	0	0	0	220
	Call Turned Over/Cancelled Prior to Response/Standby	0	6	1	0	5	1							15
	Career Only	37	29	33	13	29	42							205
	Career and Volunteer	0	0	0	0	0	0							0
	Volunteer Only	0	0	0	0	0	0							0
CO-9	Dwoms Fire	12	10	15	25	16	17	0	0	0	0	0	0	115
	Call Turned Over/Cancelled Prior to Response/Standby	1	1	0	0	0	0							2
	Career Only	4	0	6	13	11	4							38
	Career and Volunteer	26	8	9	10	5	11							69
	Volunteer Only	1	1	0	2	0	2							6
CO-6	Verona Fire	38	22	19	29	22	31	0	0	0	0	0	0	161
	Call Turned Over/Cancelled Prior to Response/Standby	0	1	0	0	0	0							1
	Career Only	25	9	15	19	11	23							102
	Career and Volunteer	11	8	3	8	10	8							48
	Volunteer Only	2	4	1	2	1	0							10
CO-3	Middlebrook Fire	7	3	9	9	5	7	0	0	0	0	0	0	40
	Call Turned Over/Cancelled Prior to Response/Standby	0	0	0	0	0	0							0
	Career Only	3	3	9	7	3	6							23
	Career and Volunteer	4	0	0	7	2	1							14
	Volunteer Only	0	0	0	3	0	0							1
CO-2	Deerfield Fire Department	8	5	2	13	4	7	0	0	0	0	0	0	59
	Call Turned Over/Cancelled Prior to Response/On Rescue	0	0	0	0	0	0							0
	Career Only	0	1	0	7	2	0							3
	Career and Volunteer	5	4	2	10	3	5							29
	Volunteer Only	3	0	0	2	0	2							7
RES-2	Deerfield Rescue Squad	12	9	4	8	9	7	0	0	0	0	0	0	49
	Call Turned Over/Cancelled Prior to Response/Standby	0	0	0	0	0	0							0
	Career Only	10	8	3	8	5	5							39
	Career and Volunteer	2	1	1	0	4	2							10
	Volunteer Only	0	0	0	0	0	0							0
CO-4	Churchville Fire Department	15	9	12	6	10	9	0	0	0	0	0	0	61
	Call Turned Over/Cancelled Prior to Response/On Rescue	0	0	1	1	1	1							4
	Career Only	4	3	7	0	2	2							12
	Career and Volunteer	7	1	6	1	4	1							20
	Volunteer Only	4	5	4	4	3	5							23
RES-4	Churchville Rescue Squad	32	27	27	20	23	26	0	0	0	0	0	0	152
	Call Turned Over/Cancelled Prior to Response/Standby	3	1	2	1	0	3							10
	Career Only	24	27	19	17	21	22							124
	Career and Volunteer	2	4	5	1	2	1							15
	Volunteer Only	3	1	1	1	2	0							8
CO-10	Augusta County	109	80	84	67	81	97	0	0	0	0	0	0	525
	Call Turned Over/Cancelled Prior to Response/Standby	5	2	2	1	3	1							14
	Career Only	101	78	79	55	62	87							459
	Career and Volunteer	9	2	5	11	16	9							52
	Volunteer Only	0	0	0	0	0	0							0
CO-21	Mount Solon Fire Department	8	4	6	6	3	8	0	0	0	0	0	0	39
	Call Turned Over/Cancelled Prior to Response/On Rescue	0	0	0	0	0	0							0
	Career Only	0	1	1	0	0	3							3
	Career and Volunteer	7	2	2	4	2	3							20
	Volunteer Only	1	1	3	2	1	2							10
RES-21	Mount Solon Rescue Squad	12	16	2	8	15	19	0	0	0	0	0	0	77
	Call Turned Over/Cancelled Prior to Response/Standby	1	0	0	1	0	1							3
	Career Only	6	5	2	3	10	11							37
	Career and Volunteer	3	9	4	3	4	7							30
	Volunteer Only	2	2	1	1	1	0							7
RES-25	Riverheads Rescue	70	73	91	79	95	74	0	0	0	0	0	0	482
	Call Turned Over/Cancelled Prior to Response/Standby	5	2	8	1	5	6							27
	Career Only	62	70	83	78	90	67							450
	Career and Volunteer	3	1	0	0	0	1							3
	Volunteer Only	0	0	0	0	0	0							0
RES-26	Weyers Cave Rescue	82	70	70	71	78	85	0	0	0	0	0	0	456
	Call Turned Over/Cancelled Prior to Response/Standby	6	7	3	4	3	6							29
	Career Only	78	61	67	67	75	79							425
	Career and Volunteer	0	2	0	0	0	0							2
	Volunteer Only	0	0	0	0	0	0							0

YTD TOTAL OF CALLS DURING HOURS CAREER ARE ASSIGNED TO STATIONS

4599

**Proposed Resolution to cover Volunteer Fire/EMS for
Workers' Compensation**

Pursuant to the Code of Virginia 65.2-101, the Workers' Compensation Act does not automatically provide coverage for volunteer members of fire and rescue departments serving public entities. If coverage is desired for these volunteers, a resolution defining them as employees for the purposes of workers' compensation coverage must be adopted by the governing body. A sample resolution is provided below.

Please note that workers' compensation benefits only extend to work-related accidents that are within the scope of their volunteer duties.

SAMPLE RESOLUTION

BE IT RESOLVED that the volunteer members of the fire departments and rescue squads of Augusta County are hereby authorized to be included as employees for the purposes of the Workers' Compensation Act of the Commonwealth of Virginia and are entitled to coverage provided under said Act.

ADOPTED this _____ day of _____, _____

BY _____, Chairman/Clerk

NOTICE

Pursuant to Section 15.2-1800 of the Code of Virginia, 1950, as amended, the Augusta County Board of Supervisors will hold a public hearing regarding the lease of real estate (Deerfield Community Center) owned by the County of Augusta. The public hearing will be held on Wednesday, July 22, 2020, at 7:00 p.m., in the Board meeting room, Augusta County Government Center, Verona, VA.

Details are on file in the office of the County Administrator for inspection during normal working hours.

All persons are invited to be present.

Augusta County Board of Supervisors
By: Timothy K. Fitzgerald,
County Administrator

**COUNTY OF AUGUSTA
STAFF REPORT
County of Augusta Property
Dooms Public Use Overlay Request
July 14, 2020
Updated July 15, 2020**

SUMMARY OF REQUEST: A request to rezone from General Agriculture with Floodplain Overlay to General Agriculture and Floodplain Overlay with a Public Use Overlay approximately 6.33 acres (TMP 68-54C) owned by County of Augusta located south of Dooms Crossing Road (Rt. 611) approx. 0.2 miles west of the intersection of Dooms Crossing Road (Rt. 611) and Eastside Highway (Rt. 240) in Waynesboro in the Wayne District. The proposed general use of the property is recreational fishing, boating, picnic area, boat launch, lighted accessory parking area, and passive recreation. The use of the property stated in the Comprehensive Plan is Rural Conservation Area.

VICINITY ZONING: General Agriculture zoning to the north, east, south and west.

CURRENT ZONING: General Agriculture with Floodplain Overlay

COMPREHENSIVE PLAN PLANNING POLICY AREA/FUTURE LAND USE DESIGNATION: Rural Conservation Area

COMMENTS FROM ENGINEER:

Environment Ordinance Considerations

This property was recently acquired by the county through a grant from the DuPont NRDAR settlement in order to remove portions of the failed mill dam that remain on the site. In conjunction with this effort, portions of the removed dam and accumulated log jam will be used to stabilize upstream areas of bank erosion. Additional funds are available to develop the property into a public access site for fishing and as a put in and take out site for canoes / kayaks.

The applicant is advised to contact the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality for any requirements related to proposed work in wetland areas or adjacent to any streams.

This property drains to South River which is listed on the Virginia DEQ Draft 2018 Impaired Waters List. This impaired segment extends from the INVISTA discharge downstream to its confluence with Porterfield Run. The impaired uses are aquatic life, recreation and fish consumption, the specific impairments are violations of the general standard for benthics, E. coli, fecal coliform bacteria and mercury in fish tissue. The sources are municipal (Urbanized High Density Area) for the benthics impairment, agriculture, non-point sources and wildlife other than

waterfowl for the bacterial impairments and contaminated sediment for the mercury impairment. Numerous TMDLs have been approved for this segment for each of the impairments and must be considered by the applicant.

Additionally, the Augusta County Comprehensive Plan lists the South River – Porterfield Run watershed as a Priority Watershed for Groundwater Protection due to the presence of karst features and the location of Source Water Assessment Program zones.

A Phase 1 Environmental Site Assessment has been completed for the site, which identified only residual Mercury from DuPont contamination as a concern. Additionally, a Joint Permit Application is currently under preparation for submittal to detail the dam removal and stream bank restoration work.

Overlay Ordinance Considerations

This property lies outside of the Source Water Protection Overlay (SWPO).

This property lies outside of the Airport Overlay District (APO).

The majority of this property lies within Zone AE on the FEMA FIRM. Any development on this portion of the property must meet the provisions of the Floodplain Overlay (FPO) Ordinance. Placement of fill in this area is discouraged. Any fill placed in this area could impact other properties and could require a detailed flood study and a Letter of Map Revision (LOMR) from FEMA. New lots must contain a "Buildable Area" outside of the floodplain.

This property lies outside of the Urban Service Overlay District (USO).

Removal of the dam remnants should lower flood elevations in the area and development of the site will maintain "no net fill" in the floodplain in order to meet the requirements of the floodplain overlay ordinance.

Subdivision Ordinance Considerations

§21-9.1 Subsection B of the County Subdivision Ordinance addresses street layout and access to adjacent property. Development is required to connect to existing or planned streets and must also provide for access to adjacent property that is located with areas designated in the Comprehensive Plan as Urban Service or Community Development Areas.

This property is essentially landlocked by the South River, but does share an entrance with undeveloped property to the west.

Natural Resources Recommendations from the Comprehensive Plan

The Augusta County Comprehensive Plan recommends performance standards to protect natural resources. For Rural Conservation Areas, a riparian buffer of 100 feet on either side of a stream or the limit of the floodplain (wider of the two) is encouraged, and stormwater should not be piped through in a manner to short-cut the buffer. Additionally, there should be no development or filling in floodplain areas. Small-scale trails and reforestation are encouraged.

The majority of the property lies within the inundation zones for several upstream flood control dams. For Flood Control Dam Inundation Zones in Rural Conservation Areas, the Comprehensive Plan recommends habitable structures should be located outside of the zone if reasonable alternatives exist.

Portions of the site may contain slopes in excess of 25%. In Rural Conservation Areas, the Comprehensive Plan recommends that slopes >25% and ridgelines be set aside through cluster design.

Wetlands may or may not exist on the site. For Wetland areas, the Comprehensive Plan recommends provision of a 100 foot buffer from the edge of wetlands and enhanced water quality treatment for any water discharging to the wetlands.

COMMENTS FROM ZONING ADMINISTRATOR: The property is surrounded by General Agriculture zoned properties and is located entirely within the floodplain. The request to add public use overlay for recreational fishing, boating, picnic areas, a boat launch, and associated parking area should not have a negative impact on the neighboring properties and are uses normally and customarily located within a designated floodplain.

COMMENTS FROM ACSA: The proposed Public Use Overlay

COMMENTS FROM HEALTH DEPARTMENT: The Health Department has no issues with the rezoning request.

COMMENTS FROM FIRE-RESCUE: Fire-Rescue sees little to no impact on service delivery from this request.

TRAFFIC:

Rt. 611 Doms Crossing Rd

-AADT: 1,700 vpd (2018)

-Speed Limit: 35 MPH

-K-factor: 0.094, Dir. Fact. 0.519

-Funct. Class.: Minor Collector

COMMENTS FROM VDOT:

1. The requested zoning would not warrant a Chapter 527 Traffic Impact Analysis.
2. Any entrance/intersection to an existing state maintained roadway must be designed and constructed in accordance with VDOT requirements in Appendix F of the Road Design Manual. The future access will be at or near the existing field entrance just west of the guardrail terminal (previously platted access easement). The location meets sight distance requirements and is capable of being improved for commercial access. The anticipated usage will determine the entrance classification (low volume commercial for 50 or fewer vehicle trips per day, moderate volume commercial for up to 200 vehicle trips per day).

COMMUNITY DEVELOPMENT STAFF COMMENTS:

PROS

1. Request should not have a negative impact on the neighboring properties and are uses normally and customarily located within a designated floodplain.
2. Request provides a public recreation benefit in conjunction with a planned and funded environmental improvement project.
3. Removal of the dam remnants should lower flood elevations in the area and development of the site will maintain "no net fill" in the floodplain in order to meet the requirements of the floodplain overlay ordinance.
4. Property provides a recreational benefit to nearby planned development areas.

CONS

1. None identified

COMMUNITY DEVELOPMENT STAFF RECOMMENDATION: The addition of a Public Use Overlay for recreational river access provides a public benefit. The County acquired the property through DuPont settlement funds and development of the access area will also be completed using those same funds. Staff recommends approval of the request.

PLANNING COMMISSION RECOMMENDATION: The Planning Commission recommends approval of the Public Use Overlay request with the following changes to the permitted conditions:

1. Recreational fishing
2. Boating
3. ~~Picnic Area~~
4. Boat launch

5. ~~Unlit, gated~~ **Lighted accessory parking area for daytime use only**
6. **Passive Recreation**

The Planning Commission, while recognizing this recommendation won't pertain to the zoning, feels the Board should work with the Sheriff's Department and Parks and Recreation Department to determine a plan for patrolling of the area and maintenance and clean-up.

7/15/2020

ORDINANCE

A request to rezone from General Agriculture with Floodplain Overlay to General Agriculture and Floodplain Overlay with a Public Use Overlay approximately 6.33 acres (TMP 68-54C) owned by County of Augusta located south of Dooms Crossing Road (Rt. 611) approx. 0.2 miles west of the intersection of Dooms Crossing Road (Rt. 611) and Eastside Highway (Rt. 240) in Waynesboro in the Wayne District.

AN ORDINANCE to amend Chapter 25 "Zoning" of the Code of Augusta County, Virginia.

WHEREAS, application has been made to the Board of Supervisors to amend the Augusta County Zoning Maps,

WHEREAS, the Augusta County Planning Commission, after a public hearing, has made their recommendation to the Board of Supervisors,

WHEREAS, the Board of Supervisors has conducted a public hearing,

WHEREAS, both the Commission and Board public hearings have been properly advertised and all public notice as required by the Zoning Ordinance and the Code of Virginia properly completed,

WHEREAS, the Board of Supervisors has considered the application and record, the Planning Commission recommendation and the comments presented at the public hearing,

WHEREAS, the Board of Supervisors has determined that the public necessity, convenience, general welfare, and good zoning practice requires such amendment;

NOW THEREFORE BE IT ORDAINED, by the Board of Supervisors that the Augusta County Zoning Maps be amended as follows:

The zoning for the following Tax Map 68 Lot 54C containing approximately 6.33 acres be changed to add the Public Use Overlay with the following additional permitted uses:

1. Recreational fishing
2. Boating
3. Boat launch
4. Unlit, gated accessory parking area for daytime use only
5. Passive Recreation



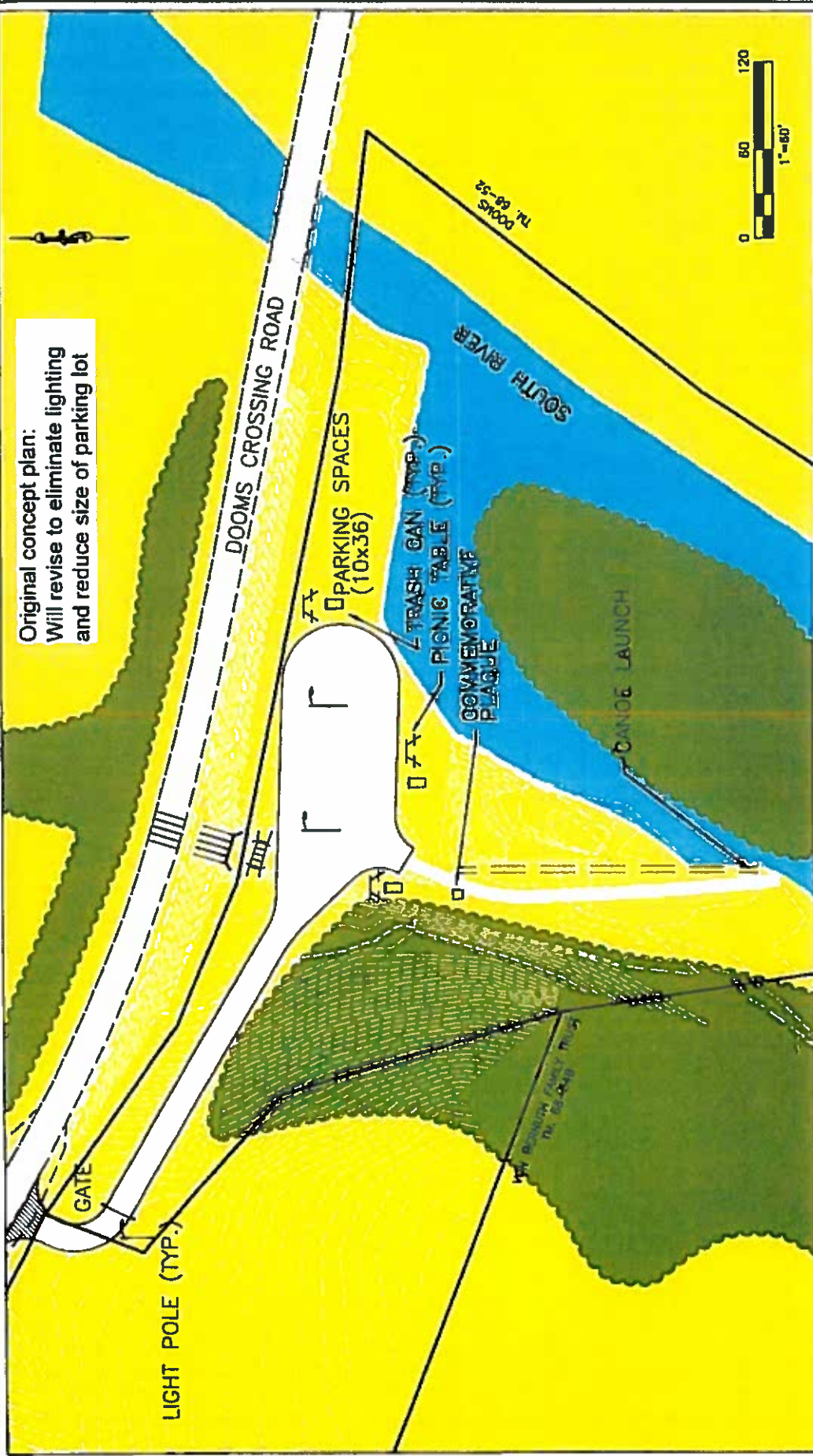
Aerial Imagery © 2003 Compton, Inc.

GA 12-13-95


GA

GA

Original concept plan:
Will revise to eliminate lighting
and reduce size of parking lot



EGS & Assoc., Inc.
18 Perry Street
Middletown, PA 17057
Tel: 610-865-0944
Fax: 610-865-0947



DOOMS CANOE LAUNCH CONCEPT PLAN



COUNTY OF AUGUSTA
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF COMMUNITY DEVELOPMENT
P.O. BOX 590
COUNTY GOVERNMENT CENTER
VERONA, VA 24482-0590



MEMORANDUM

TO: Board of Supervisors
FROM: Leslie Tate, Senior Planner
DATE: July 15, 2020
SUBJECT: Discussion of Round 4 Smart Scale Pre-Applications Incorporation into Comprehensive Plan – Transportation Chapter

At your meeting on July 22nd, there will be a public hearing to consider Comprehensive Plan Amendments to the Transportation Chapter. Included in your packets is a redline of the proposed textual amendments and the updated amended maps. Maps within the Chapter, not proposed for amendment, have not been included. The amendments incorporate recommendations from numerous completed studies since the 2015 plan update. The proposed amendments also add reference to I-81 improvements and note projects within our priority list that have been completed since the 2015 plan update.

Staff has presented the 5 pre-applications submitted for Smart Scale Round 4 to the Board of Supervisors in prior meetings. Augusta County is limited to 4 projects for final submission, not counting the projects that can be applied for by the Staunton Augusta Waynesboro – Metropolitan Planning Organization (SAW-MPO). Summary of pre-application projects below:

1. Route 256 Widening – approx. 900', propose a 4-lane, divided roadway with a 10' shared use path from Exit 235 to Triangle Drive. Project includes a frontage road and park and ride facility to the north of Rt. 256 and a raised median and entrance modifications, providing access management improvements south of Rt. 256. **[Already referenced in the County's Comprehensive Plan, but the proposed amendments provide more details].**
2. Route 254 (Hermitage Road) intersection safety improvements – VDOT, using a consultant, evaluated multiple intersections along Rt. 254 for safety improvements and have recommended improvements to three intersections. This project involves intersection improvements at three intersections along Route 254. Route 254 and Route 262 improvements include constructing a westbound left-turn lane and eliminating the center island on the northbound approach and realigning that approach. Route 254 and Route 792 improvements include constructing an eastbound left-turn lane, lengthening the westbound right-turn lane, and relocating the minor approach stop bars. The final intersection at Route 254 and Route 640 improvements include re-grading the berm in the southwest corner and eliminating the center island on the westbound approach and realigning that approach. **[Safety**

Staunton (540) 245-5700

TOLL FREE NUMBERS

Waynesboro (540) 942-5113

From Deerfield (540) 939-4111

From Bridgewater, Grottoes

Harrisonburg, Mt. Solon & Weyers Cave (540) 828-6205

FAX (540) 245-5066

project – reference in the Comprehensive Plan doesn't affect scoring, but staff would recommend including in the Comprehensive Plan as a means of additional public input].

3. Wilson Workforce and Rehabilitation Center long-term improvements for a new alignment for secondary facility access. The County applied for this same project in Round 3 of Smart Scale, and did not receive funding. [Already referenced in the County's Comprehensive Plan, but the proposed amendments provide more details].
4. US 250 access management improvements – results of a STARS study conducted by VDOT, Augusta County, City of Waynesboro, and consultants. This project includes access management improvements along Route 250 from the intersection of Old White Bridge Road to Lew Dewitt Blvd in the City of Waynesboro. [Currently not referenced in the Comprehensive Plan].
5. US 11 access management improvements – results of a STARS study conducted by VDOT, Augusta County, City of Staunton, and consultants. This project includes access management improvements along US 11 from the vicinity of Harley Crossing at VA 262 to the intersection with Barterbrook Road in the City of Staunton. [Currently not referenced in the Comprehensive Plan].

The above is a very cursory summary of the recommendations formulated from detailed traffic studies and planning processes. Please reach out if you would like more detail and staff can provide answers to questions or a copy of the completed studies.

Augusta County's final (up to four) applications are due by August 3, 2020.

The Smart Scale Technical Guide, amended in May of 2020, details this round's project scoring metrics and criteria. One of the metrics for the Economic Development category is a transportation project's reference in a local land use plan or regional economic development plan. For this reason, staff recommends that the Board of Supervisors approve the proposed amendments. The Planning Commission at their meeting on July 14, 2020 recommended approval of the proposed amendments to the Transportation Chapter of the Comprehensive Plan. Furthermore, the identification of such public facilities within the Comprehensive Plan avoids the requirement for future Planning Commission review for substantial conformance with the Comprehensive Plan.

As always, please do not hesitate to reach out with any questions.

7/15/2020

RESOLUTION

WHEREAS, the current Augusta County Comprehensive Plan Transportation Chapter was adopted August 26, 2015; and

WHEREAS, since adoption of the Transportation Chapter, several regional and local transportation studies have been completed, including US 11 STARS Study, US 250 STARS Study, Rt. 254 Safety Analysis Technical Memo, and the Wilson Workforce Rehabilitation Center/US 250 Small Area Study; and

WHEREAS, such studies have recommended transportation improvements for which the County plans to seek funding through Smart Scale and is desirous of having such improvements identified in the Transportation Chapter; and

WHEREAS, several transportation improvements projects, listed as a priority in the 2015 Transportation Chapter have been completed and need to be updated as such; and

WHEREAS, the Commonwealth Transportation Board approved the I-81 Corridor Improvement Plan in 2018 and in 2019, legislation passed which provides dedicated funding sources for projects identified as priorities; and

WHEREAS, Augusta County is desirous of referencing the I-81 Corridor Improvement Plan and supported improvement efforts to the I-81 Corridor within Augusta County; and

WHEREAS, the Augusta County Planning Commission, has held a public hearing and considered the proposed text and map amendments, and made their recommendation of support of the amendments to the Board of Supervisors; and

WHEREAS, the Board of Supervisors has held a public hearing, considered the request, the Planning Commission recommendation and the prepared amended text and maps; and

WHEREAS, the Planning Commission and Augusta County Board of Supervisors public hearings have been properly advertised and all public notice as required by the Code of Virginia properly completed; and

WHEREAS, the Board of Supervisors has determined that the public necessity, convenience, general welfare, and good zoning practice is served by the amendment to the Augusta County Comprehensive Plan Transportation Chapter; and

NOW THEREFORE BE IT RESOLVED, by the Board of Supervisors that the Augusta County Comprehensive Plan Transportation Chapter be amended as distributed, presented, and dated July 22, 2020.

AUGUSTA COUNTY COMPREHENSIVE PLAN

TRANSPORTATION CHAPTER

This chapter adapts the content and findings of the 2007 Comprehensive Plan Thoroughfare Plan and the Transportation section of Volume 2 to meet the Virginia Department of Transportation (VDOT) requirements for Comprehensive Plan review. Code of Virginia § 15.2-2223.4 requires that a locality submit the Comprehensive Plan Transportation Chapter to VDOT for review and comment on the consistency of the Comprehensive Plan with the Statewide Transportation Plan and the Six-Year Improvement Program.

I. INTRODUCTION

Augusta County's transportation systems are influenced by the varying terrain—mountain and valley—as well as the low density land use patterns that exist in the county. In general, the transportation system is denser and better connected in the county's more developed areas and not as dense, connected, or improved in rural and undeveloped areas. Narrow two-lane roads represent the majority of lane mileage in the County.

Similar to many other areas in Virginia and the United States, the most significant development and population growth have occurred at interchanges off the county's two interstate routes, along other prominent transportation corridors, and at the urban fringe of the cities contained within the county. The County's transportation system links origins and destinations through infrastructure which facilitates the efficient movement of goods and people. Within Augusta County, a number of transportation systems exist and include:

- Roadways
- Sidewalks
- Public transit
- Passenger railroad
- Freight railroad
- Airports

The main transportation system challenges facing Augusta County reflect its varied land use patterns in rural, suburban and urban areas. In rural areas, approximately 275 miles of roads remain unpaved. The County is facing a growing rural elderly population with limited mobility and will need to have the necessary level of transit and paratransit service to meet this population's needs evaluated.

In more urban and suburban areas, new development adjacent to major roadways has placed pressure on these roads in the form of driveway and turning movement conflicts and peak hour congestion. This is especially evident in the more developed areas on United States Highway (US) 11 and US 250. VDOT also recognizes that vehicle crashes occur along Interstate 81 (I-81) and Interstate 64 (I-64) in Augusta County nearly every day. Addressing crash-related travel delays and increased interstate volumes will be an on-going activity with VDOT. Finally, adequate funding to meet the County's transportation needs is a constant challenge, although Virginia's landmark 2012 transportation funding package may ease this burden somewhat.

This chapter will address these and other challenges in the following sections:

- System Inventory and Existing Conditions
- Land Use and Planning Assumptions
- Transportation System Needs Assessment
- Recommended Projects
- Transportation Goals and Objectives

A. REGIONAL TRANSPORTATION PLANNING

Following the 2010 Census, portions of Augusta County along with the cities of Staunton and Waynesboro were designated as an Urbanized Area. An Urbanized Area is a geographic entity which consists of a central core and adjacent densely settled territory that, together, contain at least 50,000 people with an overall population density of at least 1,000 people per square mile. Following this designation the region formed the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) which coordinates the transportation planning process for the two cities and portions of Augusta County which fall within the Urbanized Area. Additionally, Augusta County works with the Central Shenandoah Planning District Commission (CSPDC) to coordinate transportation planning for areas that fall outside of the SAWMPO boundary.

II. SYSTEM INVENTORY AND EXISTING CONDITIONS

This section will describe the existing transportation network and its condition. It will address:

- Roadways
- Sidewalks, greenways and bikeways
- Public transit
- Passenger railroads
- Freight railroads
- Airports

A. ROADWAYS

The characteristically rural roadway network in Augusta County is predominantly comprised of two-lane roadways and the occasional divided highway. For the most part, traffic volumes on streets are minimal to moderate and roadway congestion is infrequent. (See Section IV. Transportation System Needs Assessment) While there has been considerable development on several of the major corridors that intersect or run parallel to I-64 and I-81, such as US 11, US 250, US 340, and State Route 285/608, the majority of the county's transportation system remains rural in character. On roadways serving many of the newly developed areas, traffic volumes have increased and there are periods of the day when intersection congestion is commonplace.

The county's highway network is comprised of two interstate facilities, the State Primary System, and the State Secondary System. Decisions regarding changes to, and modifications of, Interstate routes are made by VDOT and the Federal Highway Administration (FHWA). US Highways and State Primary Routes are entirely the responsibility of VDOT in coordination with the county, while the State Secondary System is maintained by VDOT with cooperative oversight by the county. There are approximately 406 lane miles of primary roads and 2,052 lane miles of secondary roads in Augusta County. The following sections briefly describe the three roadway systems that exist within Augusta County.

Interstate Facilities

Interstates 64 and 81 run through Augusta County and are shown in **Map 1**. These rural interstate facilities—totaling approximately 41.4 miles—operate acceptably according to highway standards, except when incidents and inclement weather affect normal traffic flow. A range of typical roadway capacity for 4-lane rural interstates is 56,600 vehicles per day (vpd) to 63,000 vpd based on Average Daily Traffic Counts (ADT); however, the capacity of I-81 and I-64 is likely to be higher due to the relatively even hourly distribution of daily traffic volumes. A capacity of 68,000 to 74,000 vehicles per day is not unreasonable in these corridors.

- **I-81 runs in a generally north/south orientation along the western edge of Virginia. The majority of the I-81 corridor in Augusta County has a four-lane cross section and is rural in character with widely spaced interchanges and 65-70 mile per hour posted speed limits. Between Staunton and Lexington, I-81 runs on a shared alignment with I-64. Throughout the I-81 corridor, in Augusta and other counties through which it passes, high volumes—approximately 25-30% —of heavy trucks substantially impact traffic conditions. In 2011, I-81 carried 48,000 vpd near the northern county line, 47,000 vpd just north of Staunton, 57,000 just south of I-64, and 41,000 vpd near the southern county line. Higher traffic volumes between the northern and southern county lines and Staunton indicate that county to city and city to county trips are being made on the interstate corridor. The Commonwealth Transportation Board (CTB), with assistance from the Office of Intermodal Planning and Investment, The Department of Rail and Public Transportation, and the Virginia Department of Transportation, studied the entire length of the I-81 corridor within Virginia in 2018. The CTB approved the I-81 Corridor Improvement Plan on December 5, 2018. In 2019, legislation passed which provides for dedicated funding sources for projects identified as priorities. Augusta County supports the state's I-81 improvement efforts.**

Map 1

- **I-64** runs in a generally east/west orientation through central Virginia. This important interstate route begins in the Hampton Roads area of the state and runs westward through Augusta County, where it merges with I-81. In the vicinity of Staunton, I-64 and I-81 merge and run on a shared alignment between Staunton and Lexington. Near Lexington, I-81 continues south, whereas I-64 continues westward. Throughout the county, I-64 is a four-lane rural interstate facility with posted speed limits of 65-70 miles per hour. In 2011, I-64 was carrying 31,000 vpd immediately east of Staunton, 36,000 vpd near the US 340 interchange and 32,000 vpd near the eastern county line. Similar to I-81, the rise in volume of traffic approaching Waynesboro indicates that county to city, city to county, and city to city trips are being made on the interstate.

State Primary System—Primary Routes

Routes within this classification include the network of major US and state routes throughout the county. These roadways are owned and maintained by VDOT. By facility type, this system includes principal arterials, minor arterials, and major collectors. These facilities are paved and most have two-lane undivided cross sections. Typically, these roads have higher traffic volumes and carry a more significant proportion of through traffic than State Secondary Roads. Many of these routes have substantial horizontal and vertical alignment deficiencies, not to mention substandard travelway widths, despite being included in the State Primary System. Examples of primary routes include US 250, US 340, US 11, State Route 42, State Route 252, and State Route 285. Sample typical roadway capacities for rural primary routes with good geometrics and moderate design speeds are the following:



Looking north on State Route 252 in southern Augusta County.

- 2-lane undivided—8,600 vpd to 11,100 vpd
- 2-lane with left-turn lanes—11,200 vpd to 14,600 vpd
- 4-lane undivided—17,300 vpd to 22,100 vpd
- 4-lane median divided—23,000 vpd to 29,400 vpd

State Secondary System—Secondary Roads

Routes within this classification include the network of minor state routes throughout the county. Similar to the State Primary System, facility types within this system include arterials, major and minor collectors, and local streets. Unlike primary routes, not all secondary roads are paved; however, some are eligible to be improved under VDOT's Rural Rustic Road Program.

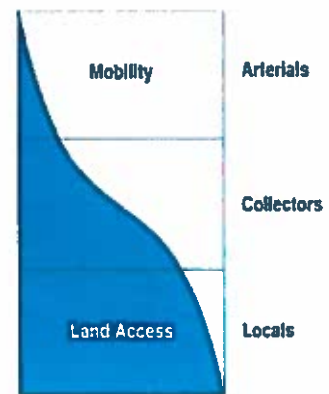


Looking east on Route 670

Within these roadway systems, several different roadway classes exist and include:

- **Arterials**—are the highest classification of street. They include facilities with full access control (freeways and expressways) as well as several types of thoroughfares. Typically these facilities provide high mobility, operate at higher speeds (45 mph and above), provide significant roadway capacity, and serve longer distance travel. In general, arterials connect to one another and to collector streets. Less frequently they connect to local streets. From the top of the arterial scale to the bottom, expressways and freeways are the top and provide the most mobility and least access—only at interchanges. Principal arterials typically have tightly controlled access and have few, if any, individual site driveways, and are intersected by freeways and expressways as well as minor arterials and other public streets. Minor arterials primarily serve a mobility function, but often have more closely spaced intersections, some individual site driveways, and generally lower design and posted speeds than other arterial types.
- **Collectors**—typically provide less overall mobility, have more frequent and greater access flexibility (with adjacent land uses), have lower posted speeds (45 mph and below), and serve shorter distance travel than arterials. The majority of collector streets connect with one another, with local streets, and with non-freeway/ expressway arterials.
- **Locals**—provide a high level of access to adjacent land uses/development, serve short distance travel, have lower posted speed limits (45 mph and below), and have a lesser role in overall mobility. Local streets typically connect to one another, to collector streets, and less frequently to arterials.

Portion of Service



Arterials primarily serve mobility needs whereas local streets primarily serve land access needs.

A summary of the inventory of the facilities by functional class is shown in Table 1. Mileage figures in this table differ from lane mile figures which appear elsewhere in the plan due to the way VDOT calculates mileage. Lane miles is calculated as mileage multiplied by number of lanes, while mileage doesn't take into consideration the number of lanes a facility might have.

Map 1: Existing Transportation Network displays the interstates, arterials, collectors and local roadways that comprise the County’s roadway network.

Facility Type	Mileage
Interstate	41.41*
Urban Other Principal Arterial	7.78
Urban Minor Arterial	18.78
Minor Arterial	121.49
Urban Collector	39.23
Major Collector	202.13
Minor Collector	103.37
Local	741.27
Total	1,275.46

* - Mileage does not include interstate facility within the boundaries of Waynesboro and Staunton.

1. RURAL RUSTIC ROADS

The Rural Rustic Roads Program is administered by VDOT and assists Augusta, and other eligible counties, in paving currently unpaved State Secondary Roads that meet specific guidelines while maintaining the road’s existing setting. Currently, there are approximately 275 miles of unpaved State Secondary Roads in Augusta County. The Rural Rustic Road Program enables Augusta County to complete a number of projects each year. The following guidelines from VDOT define what makes a road eligible for consideration in this program:

- Unpaved road already in the State Secondary System
- Carries less than 1500 vehicles per day
- Identified priority in an approved Secondary Six-Year Plan, regardless of whether the funding source is from normal, secondary construction allocations
- Designated Rural Rustic Road by the county in consultation with VDOT
- Predominantly used by local traffic
- Minimal anticipated traffic growth (the County Board of Supervisors will endeavor to limit growth on roads improved under the Rural Rustic Road Program, and cooperate with VDOT through its comprehensive planning process to develop adjacent lands consistent with rural rustic road concepts)

2. SCENIC BYWAYS

Many roads throughout Augusta County are recognized for offering tremendous scenic beauty. However, some roads in Virginia have been officially designated by the state and localities, and occasionally by the nation, as Virginia Byways or National Scenic Parkways. Augusta County currently does not have any Virginia Byways, but the Blue Ridge Parkway and Skyline Drive (See Map 1) which run through the county have been designated as a National Scenic Byways.

The Blue Ridge Parkway and Skyline Drive are assets to the transportation system and popular tourist attractions in Augusta County. The Blue Ridge Parkway, over 469 miles long and running from the Great Smoky Mountains National Park to Shenandoah National Park, is a unique roadway corridor. This highway was specifically designed and constructed to offer the motoring public a unique natural experience and unparalleled views from the slopes of the Blue Ridge Mountains. Skyline Drive begins at the northern terminus of the Blue Ridge Parkway in Rockfish Gap. This scenic highway runs for 105 miles in Virginia in a generally north/south orientation through Shenandoah National Park. It provides vehicular and non-vehicular access to destinations within, as well as north and south of, Shenandoah National Park. The Blue Ridge Parkway and Skyline Drive are intended to carry vehicular traffic; however, they are not intended to be primary routes for general through traffic.

B. SIDEWALKS, BIKEWAYS & GREENWAYS

Similar to most other rural counties, Augusta County has only a limited number of sidewalks and no designated on-street bikeways, although paved multi-use pathways parallel to SR 636 (Lifecore Drive) and SR 285 (Tinkling Spring Road) are under construction. While opportunities exist to walk and bicycle, they are focused on recreation, not transportation. Many of the County's quiet rural roads are well-suited for, and used by, advanced cyclists. The Central Shenandoah Valley Bicycle Plan (CSPDC 2006) identified many of these routes through collaborative work with Augusta County and citizen input. Popular with local bicycle advocacy groups, these are unsigned on-street bicycle routes within and running through the County including a segment of the Transamerica Route/Route 76. **Map 2 and Map 2A: Bicycle, Pedestrian, & Transit Network** displays the existing sidewalk and bicycle facilities and other identified bicycle routes in the County.

C. PUBLIC TRANSIT

Public transit in Augusta County consists of on-demand service and three deviated fixed-route bus lines. On-demand service is defined as transit service operating in response to calls from passengers to the transit operator, who schedules a vehicle to pick up the passengers to transport them to their destinations. Deviated fixed-route transit service is defined as service that operates along a fixed alignment or path at generally fixed times, but may deviate from the route alignment to collect or drop off passengers who have requested the deviation. Additional public transit service within the cities of Staunton and Waynesboro provide connections to the three county routes. The following three lines offer deviated fixed-route service.

MAP 2

MAP 2A

- 250 Connector - provides service between the cities of Staunton and Waynesboro along US 250, stopping at Augusta Health and the Woodrow Wilson Campus. This shuttle service runs throughout the day Monday through Friday with a separate schedule for Saturday.
- 340 Connector –provides service between Stuarts Draft and the Blue Ridge Community College in Weyers Cave operating along US 340 through Waynesboro and Grottoes. This route operates Monday through Friday early morning until mid-afternoon.
- Blue Ridge Community College Shuttles – the Blue Ridge Community College (BRCC) Shuttles offer two routes. The BRCC South Shuttle provides service between Staunton and the BRCC Campus in Weyers Cave. A BRCC North Shuttle also provides service from the campus up to Harrisonburg through Bridgewater, Dayton and Mt. Crawford. It operates Monday through Thursday from early morning to late evening with a separate schedule for Fridays.

Augusta County on-demand service is currently extremely limited in scope. It operates only on Fridays and only between the City of Staunton and the Town of Craigsville.

Public transit service throughout Augusta County is provided through a contracted service provider and administered by the CSPDC within the SAWMPO area and by the Department of Rail and Public Transit (DRPT) in the rural area. Funding is garnered from a mix of local, state and federal money. Map 2 displays the public transit service currently offered in Augusta County

D. PASSENGER RAIL

Limited passenger rail service in Staunton is offered on the Amtrak Cardinal/Hoosier State route that runs between New York City and Chicago. This route runs on CSX-owned rail lines through the County. The Cardinal route includes 228 miles that traverse Virginia, with stops in Alexandria, Manassas, Culpeper, Charlottesville, Staunton, and Clifton Forge. Westbound and eastbound trains operate three times a week. The Augusta County rail lines are shown in Map 1.

E. FREIGHT RAIL

Currently, Augusta County is served by two Class I freight railroads—Norfolk Southern Corporation and CSX Transportation. Lines operated by these railroads within the county are shown in Map 1. Within Augusta County, Norfolk Southern operates a predominantly north/south rail line and CSX operates a predominantly east/west line.

In addition to Norfolk Southern and CSX lines in Augusta County, there are two short-line railroads operating in Augusta County. Buckingham Branch Railroad operates on over 200 miles of rail lines owned by CSX from Richmond through Augusta County and then generally parallels SR 42 south and west to Clifton Forge, in Alleghany County. The Shenandoah Valley Railroad runs north

from Staunton, approximately paralleling the I-81 corridor, to its terminus near Pleasant Valley in Rockingham County. The Shenandoah Valley Railroad interchanges with the Buckingham Branch Railroad in Staunton and connects to the primary north/south Norfolk Southern rail line in Rockingham County.

F. AIRPORTS

Two public-use airports are located in Augusta County—Shenandoah Valley Regional Airport and Eagle’s Nest. These are displayed on Map 1. The county’s primary airport is the publically owned Shenandoah Valley Regional Airport, which is centrally located between Harrisonburg, Staunton, and Waynesboro in northern Augusta County. Eagle’s Nest is a privately owned, public use facility that is located west of Waynesboro, north of the I-64 corridor.

Shenandoah Valley Regional Airport (SHD) has a single asphalt runway approximately 6,000 feet long and 150 feet wide. This airport serves general aviation and commercial airline traffic. Scheduled passenger service is offered at this facility. The airport reported serving 18,661 aircraft operations in 2013.

Eagle’s Nest (W13) has a single asphalt runway approximately 2,000 feet long by 50 feet wide. This airport exclusively serves general aviation traffic. The airport reported serving 13,124 aircraft operations for the 12 months ending in May, 2013.

III. LAND USE AND PLANNING ASSUMPTIONS

How the County expects to grow and change in the future directly affects the demand on, and functionality of, the transportation network. Planning assumptions regarding changes in land use, demographics, employment, and demand for public services and facilities inform anticipated improvements to the transportation system. This section addresses these planning assumptions, based on an analysis of past trends and the existing conditions data presented in Section II: System Inventory and Existing Conditions and throughout the Augusta County Comprehensive Plan.

A. DEMOGRAPHICS

Between 2000 and 2010, the County’s population grew by 12.4 percent, modest in comparison to the 20 percent growth rate seen between 1990 and 2000. The County’s population is projected to grow from an estimated 74,504 in 2013 to 80,655 by 2020, 87,580 by 2030, and 94,713 by 2040. While smaller than in earlier decades, this growth will continue to place pressure on already congested roadway corridors and intersections. This projected roadway congestion will be addressed at greater length in Section IV: Transportation System Needs Assessment.

The elderly and persons with disabilities often need assistance with transportation, access to health care, shopping, and other social services. According to Weldon Cooper data, in 2012,

13,286 persons, about 18 percent of the total population, were 65 or over; by 2020 this number is expected to grow to 16,657, 21 percent of the total population, and by 2030, 21,881, or 25 percent of the total population is expected to be 65 or over. By 2040 the population bubble brought on by the baby boomers begins to flatten out remaining at 25 percent of the total population. This population of residents ages 65 and older is generally spread evenly throughout the County although the elderly and/or disabled persons in the western portion of the County pose an additional mobility challenge since Augusta County currently has minimal demand-response or para-transit service available for these residents.

B. EMPLOYMENT

Journey to work data from the 2012 American Communities Survey (ACS) indicates that nearly half of Augusta County’s workforce works within the county or in Staunton or Waynesboro. In addition to the Augusta County residents and employees who travel outside of the county as part of their commute, the Cities of Staunton and Waynesboro have residents and employees that do the same putting additional pressure on County highways. **Table 2: Residents Commuting to Work** displays the top ten destinations where residents of Augusta, Staunton, and Waynesboro travel to work. **Table 3: Employees Commuting from Home** displays the top ten locations where employees of Augusta, Staunton, and Waynesboro travel from to get to work. **Map 3: Inter-County Commuting Patterns** displays the journey to work data for Augusta County residents who travel outside of the county for work and employees who travel to the county for work in graphic form. Map’s 3A and 3B display the commuting patterns for the cities of Staunton and Waynesboro. This data suggests that a substantial number of residents currently travel out of or through the County for work. These trips are likely made predominantly on I-64 and I-81 although the other major roadways in the county would also accept some of this traffic.

		Home			
		Augusta	Staunton	Waynesboro	Total
Work	Augusta	10,465	2,729	1,941	15,135
	Staunton	3,728	2,823	712	7,263
	Waynesboro	3,120	645	2,346	6,111
	Harrisonburg	2,437	751	360	3,548
	Rockingham	2,601	442	315	3,358
	Albemarle	1,087	268	682	2,037
	Charlottesville	974	313	685	1,972
	Roanoke (city)	479	218	144	841
	Fairfax	459	158	748	748
	Lynchburg	393	163	160	716

MAP 3

MAP 3A

MAP 3B

Table 3: Where Workers Live

		Work			
		Augusta	Staunton	Waynesboro	Total
Home	Augusta	10,465	3,728	3,120	17,313
	Staunton	2,729	2,823	645	6,197
	Waynesboro	1,941	712	2,346	4,999
	Rockingham	1,545	497	420	2,462
	Albemarle	555	365	353	1,273
	Harrisonburg	486	229	171	886
	Rockbridge	485	190	131	806
	Highland	306	120	49	475
	Bath	270	86	69	425
	Nelson	199	71	164	434

Sub-areas of the County with the highest employment concentrations today are in Fishersville, Stuarts Draft, and Verona, in addition to the independent cities of Staunton and Waynesboro. These employment centers will continue to put peak hour pressure on US 250 throughout the County, SR 285 (Tinkling Spring Road) in Fishersville, US 11 in Verona and south of Staunton, US 340 north and south of Waynesboro, in addition to the nearby interchanges with I-81 and I-64. Each of these employment centers are parts of the County's designated growth areas. Projects such as the reconstruction of the I-64 Exit 91 interchange at SR 285 (Tinkling Spring Road) and the construction of SR 636 (Lifecore Drive) will relieve some peak hour pressure in Fishersville near Augusta Health and the Woodrow Wilson Complex. VDOT's on-going evaluation of the I-81 corridor and its capacity and safety issues may determine that other interchanges will require future improvements as these employment centers continue to grow.

C. COMMUNITY FACILITIES

Where the County chooses to locate schools and expand public infrastructure such as municipal water and sewer service largely determines where future growth will occur. Growth patterns in the County in turn determine transportation choices and trip patterns. How far residents must travel to reach jobs, schools and services and whether trips will be made by car, transit, on foot or by bike are largely determined by the proximity of trip origins and destinations. When residents can quickly and easily reach multiple destinations in one trip, choose to take convenient transit or even make a short trip on foot or by bike, they reduce both congestion and wear and tear on roadways, extending the life of the current system.

Historically, Augusta County funds school improvements as they are necessary whether that is to build a new school to accommodate increased enrollment in growth areas, such as when Wilson

Middle School was built to relieve pressure at Stewart and Stuarts Draft Middle Schools, or to replace or renovate aging school buildings. Current School Board plans include building a replacement for Riverheads Elementary School and renovations at Hugh K. Cassell Elementary School, as well as adding 2 new middle schools at Riverheads and Buffalo Gap and building an addition to Wilson Middle School.

The Augusta County Service Authority (ACSA) provides water and sewer service in communities located throughout the county. Adequate water and sewage treatment facilities exist to accommodate the projected residential and employment growth in the Fishersville, Stuarts Draft, and Verona Urban Service Areas. Plans are being developed to address the need for additional sewage treatment capacity in Weyers Cave to accommodate growth in this development area. While treatment capacities exist in the Urban Service Areas based on improvements made by the ACSA, trunk lines will need to be extended in some areas as development warrants. The cost of those extensions may be public, private, or some type of public/private partnership.

D. LAND USE

The Introduction to the Comprehensive Plan Update describes the County's strategies for managing growth and the development and use of Planning Policy Areas to help implement the County's vision. These Planning Policy Areas include Urban Service Areas, Community Development Areas, Rural Conservation Areas, and Agricultural Conservation Areas. For a full description of Planning Policy Areas and definitions of each, please refer to Section C. "Strategies for Growth" in the Introduction to this Update. The County's vision for future growth directs 80% of future residential growth to the Urban Service Areas, predominantly expected to occur in Fishersville, Stuarts Draft and Weyers Cave. These areas, along with Verona, are likewise expected to accommodate most of the County's future commercial and industrial development. Linking transportation capacity and access improvements to these growth areas would result in fewer access management challenges and less potential for congestion.

Conversely, if lower density growth patterns become more widespread due to by-right residential development in the General Agriculture zoning district, residents in the Rural Conservation and Agricultural Conservation Areas will make more trips and travel longer distances by car. These resulting growth and traffic patterns will put additional pressure on local roads which may not have the capacity to handle higher traffic volumes. At present, VDOT maintains and improves secondary roads in the County with a backlog of needed improvements to bring these roads up to current standards.

Since the adoption of the 2007 Comprehensive Plan, Augusta County felt the effects of the recession and, like much of the nation, has not experienced significant additional residential or commercial development. However, many approved projects remain "in the pipeline" and are anticipated to be completed as the economic climate continues to improve.

1. RESIDENTIAL DEVELOPMENT

New residential developments approved since 2007 are listed in Table 4 below. These future developments, as approved, are projected to add approximately 2,500 new dwelling units to the County, mostly within the Urban Service Areas listed above.

Of these projects approved since 2007, only 14 percent are complete, with the remaining 86 percent under construction or not yet begun. However, despite the backlog of unbuilt but approved dwelling units, these new units will likely get built in the coming years adding more trips to the existing transportation network. Table 4 also indicates these estimated total daily trips by subarea of the County. More detailed information about land use and growth assumptions for each subarea of the County are provided under Section 3. County Subareas.

	Single Family (210)	Duplex/Townhouse/ Condo (230)	Multi-Family (220)	Mobile Homes (240)	Total DUs	Estimated Total Daily Trips
Fishersville	247	494	412	240	1393	9,172
Stuarts Draft/Lyndhurst	372	337	76	0	785	6,023
Weyers Cave	84	0	84	0	168	1,363
Crimora/North of Waynesboro	226	0	0	0	226	2,163
Greenville	100	0	0	0	100	957
Total	1029	831	572	240	2672	19,678

Note: Developed from data from the Augusta County Community Development Department and utilizing the ITE Trip Generation Report, 8th Edition. ITE Codes used for each category (shown in parentheses)

2. COMMERCIAL DEVELOPMENT

Since 2007, the County has seen modest growth in commercial, industrial and office development and expects this trend to continue, if not accelerate, with several planned developments in Weyers Cave, Verona, Stuarts Draft and especially Fishersville as the area around Augusta Health continues to expand. Table 5 indicates general types of commercial development approved since 2007, as well as estimates for the total daily trips that these new developments will add to the transportation network. Approximately 70 percent of these commercial developments are complete with the remaining 30 percent under construction. More detailed information about land use growth assumptions for each subarea of the County are provided under Section 3. County Subareas.

Table 5: Augusta County Commercial Development Approved Since 2007

	Office ft ² (630, 710, 720)	Industrial ft ² (110, 120, 140, 150)	Service/Retail ft ² (815, 820, 841, 848, 854)	Institutional ft ² (540)	Total ft ²	Estimated Daily Trips
Fishersville	163,760	57,600	5,600	56,400	283,360	8,680
Verona	21,300	265,200	0	0	286,500	1,314
Stuarts Draft/Lyndhurst	0	91,400	17,250	0	108,650	998
Staunton Vicinity	0	0	11,900	0	11,900	272
Balance of County	0	414,900	18,000	0	432,900	717
Total	185,060	829,100	52,750	56,400	1,123,310	10,061

Note: Developed from data from the Augusta County Community Development Department and utilizing the ITE Trip Generation Report, 8th Edition. ITE Codes used for each category (shown in parentheses) are a combination dependent on the specific development type.

2. COUNTY SUBAREAS

A) FISHERSVILLE

Recent and approved developments in the Fishersville Subarea have made this subarea one of the most heavily traveled in the county. The growth of Augusta Health and other health care related facilities, notably the new Murphy Deming College of Health Sciences, have generated a large amount of traffic in the area. Improvements to Exit 91 and SR 285 and the realignment of SR 636, now known as Lifecore Drive, will provide capacity to attract future development. County subdivision and rezoning approvals, as well as investments in water and sewer infrastructure and area schools all support the current trend for Fishersville to continue to be one of the County's major growth areas with accompanying increases in demand for transportation mobility and access.

B) STUARTS DRAFT

Stuarts Draft has been a traditional hub of industry for the county with Alcoa Building Products, Hershey Chocolate of Virginia, Inc., Hollister Inc., McKee Foods Corp., NIBCO, and Target Distribution Center all located in this subarea. This industrial base has also supported growing commercial and residential sectors. Two of the most active subdivisions in the county, Overlook and Stone Valley, are located in Stuarts Draft. US 340, at five lanes through the subarea, has underutilized capacity to accept additional traffic and the water, sewer, and school infrastructure is also sufficient to handle increased development. Therefore, Stuarts Draft is expected to continue to experience residential growth and be a desirable location for manufacturing, distribution, and industrial operations in need of larger land parcels.

C) VERONA

Verona is the location of the Augusta County Government Center and has developed as a hub of government and government related services. Verona is primarily a non-residential Urban Service Area with existing and planned office, industrial, manufacturing and commercial developments. The area is zoned and targeted for new commercial and industrial development,

especially within Mill Place Commerce Park, a developing commerce park with many new industries currently building there, and Augusta Marketplace, a large commercial development which has not yet begun construction. Both of these developments will add new trips to the network on US 11, SR 612 (Laurel Hill Road), SR 262/254, and I-81. These facilities are all expected to experience capacity issues by 2035.

D) WEYERS CAVE AND MT. SIDNEY

Additional commercial and residential developments have recently been approved in the Weyers Cave and Mt. Sidney Urban Service Area. In addition, significant land adjacent to the Shenandoah Valley Regional Airport has been set aside for industrial development. Weyers Cave currently has limited water and sewer capacity which will limit growth until new capacities can be added. However, plans are being developed to address the infrastructure needs to accommodate the planned growth. New development in this subarea would likely add trips onto US 11, SR 256, and the I-81 interchange at Exit 235, all of which are expected to experience capacity issues by 2035.

E) JOLIVUE, MINT SPRING, AND GREENVILLE

With the recent addition of public sewer to Greenville, the Route 11 South corridor through Jolivue, Mint Spring, and Greenville is expected to see additional residential and commercial development. This subarea has three I-81 interchanges with public water and sewer capacity which are expected to support commercial and/or mixed use developments. The connecting areas along Route 11 are expected to continue to see residential development, especially in Spring Lakes/Jolivue area and the area around the Riverheads school complex.

F) BALANCE OF COUNTY

Areas not identified in the other subareas discussed above that are likely to see additional development would include the lands surrounding both the City of Staunton and the City of Waynesboro. These areas have land designated as Community Development Areas or Urban Service Areas and are supported by water and sewer services, as well as other infrastructure. A small amount of additional development could occur in the existing Community Development Areas along US 340 north of Waynesboro, along SR 42 and SR 601 from Augusta Springs to Craigsville, and along SR 42 from Churchville south towards Buffalo Gap.

The County does not expect to experience significant residential or commercial growth in the Rural Conservation and Agricultural Conservation policy areas found in the balance of the County. The County's vision is that these areas remain rural and in mostly agricultural uses, and this vision is supported by a consistent policy not to extend municipal water and sewer into these areas.

3. PLANNING ASSUMPTIONS SUMMARY

Augusta County expects to continue to see modest growth in population and employment over the next 20 years, especially in the four major designated Urban Service Areas. The Urban Service Areas of Fishersville, Staunton South and West, Stuarts Draft, Verona, and Weyers Cave

promote the goals of urban development consistent with the principles identified in §15.2-2223.1. While the County’s population is expected to grow, a significant percentage of the total will be age 65 or older. This “silver tsunami” will create increased demand for transportation mobility options, including fixed-route and on-demand transit service.

While the Urban Service Areas of Fishersville, Stuarts Draft, and the areas adjacent to Staunton and Waynesboro expect to see new residential development in a relatively dense land use pattern, current by-right uses in rural and agricultural areas could result in a low density residential development pattern that puts pressure on local and secondary roads. Additional development in Weyers Cave will be somewhat restricted until water and sewer capacities are upgraded.

The County expects to see the majority of its commercial development occur in Fishersville, Stuarts Draft, Verona, and Weyers Cave (dependent on water and sewer upgrades). These Urban Service Areas are well-served by transportation and other public infrastructure, but also rely on I-81 and I-64 for access. Both facilities are projected to be at or over capacity by 2035, which could affect access to these areas.

IV. TRANSPORTATION SYSTEM NEEDS ASSESSMENT

This sub-section compares the existing and proposed transportation network and network deficiencies with future land use policies to anticipate how future growth will affect the transportation system. It identifies specific transportation network deficiencies based on current conditions and projected future conditions in order to understand what future improvements will be needed to serve anticipated development. Section V. **Recommended Projects**, details a select list of necessary transportation improvements based on the needs identified here.

Understanding existing and future constraints on the network—traffic congestion, crash clusters, and missing facilities and services—is the first step towards identifying specific improvements that may be needed in the next twenty years. These constraints are a result of the anticipated patterns of growth and development described in Section III. **Land Use and Planning Assumptions**. They are similarly organized by general trends and then issues specific to the Urban Service Areas and the balance of the County.

A. ROADWAY CAPACITY AND CONGESTION

To update the analysis from the 2007 Thoroughfare Plan, base year (2009) and future year (2035) traffic and Level-of-Service data was analyzed for roadway segments using the VDOT Statewide Planning System (SPS) database. Level-of-Service (LOS) is a qualitative assessment of a road’s operating conditions, which indicates the degree of service provided by a facility based on, and related to, the operational characteristics of the facility. LOS indicates the capacity for each public facility. The term refers to a measurement which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F. It should be noted that LOS calculations convey different meanings for

interrupted facilities (arterials, collectors, local streets) and uninterrupted facilities (interstates). Interrupted facilities base LOS on delay whereas uninterrupted facilities base it on free-flow speeds. This means that on collectors a LOS-E or F would likely mean that traffic is predominantly stopped whereas LOS E or F on an interstate or other access-controlled highway could involve traffic moving as fast as 55 mph. For the purposes of this analysis, LOS D-F is considered failing. The 2009 and 2035 LOS are displayed in **Map 4: 2009 Level-of-Service** and **Map 5: 2035 Level-of-Service**.

Across the County, traffic conditions on the segments that are already failing based on 2009 conditions are projected to further deteriorate by 2035, with all segments of I-81 in the County reaching a LOS-F by then. Additional segments in the I-64 corridor, as well as the US 11 corridor, and primary roads in the Urban Service and Community Development Areas around Fishersville and Stuarts Draft are also projected to fail. Other failing segments in 2035 include US 340 just north of Waynesboro, and local road segments perpendicular to the I-81/US 11 corridor around Weyers Cave, Verona, and Staunton.

In a comparison of the 2005 and 2009 base year LOS for the County's roadways, most facilities' ratings have not changed substantially (decreasing by only one grade), with a few notable exceptions where roadways have already reached a "failing grade" of LOS-D or below by 2009. Woodrow Wilson Parkway in the County and the northernmost portion of the City of Staunton was downgraded from a LOS-A/B to D in 2009. I-81 between Exits 213 and 221 was downgraded from a LOS-C to E and I-64 from Exit 87 to Exit 91 likewise. That congestion has increased on these segments in only a five-year period underscores the need to address these deficiencies in the near future.

In a comparison of the 2025 and 2035 projected LOS, a similar pattern emerges. I-81 is projected to operate at a LOS-F from 2025 onward, but by 2035, most of the I-64 corridor is also projected to operate at a LOS-F, down from LOS-C in 2025. Additionally, US 340 north of Waynesboro between Doooms and Grottoes was downgraded from LOS-B/C to D along two segments, possibly as a result of local traffic using Eastside Highway/Route 340 as an alternative to US 11 and I-81. While local trips likely only make up a small percentage of the existing and projected congestion on the two interstates, the capacity issues must be addressed in tandem with VDOT as the County continues to target new residential and commercial growth in these two main transportation corridors.

B. SAFETY DEFICIENCIES

Incidents that reflect potential safety deficiencies include a number of occurrences on the highway network, the most visible and inconvenient of which are vehicle crashes on the interstate and primary network but may also simply involve disabled vehicles obstructing traffic. **Table 5** shows the summary of Augusta County crash report from the Virginia **TREDS (Traffic Records Electronic Data System)** from 2011 to 2013. It should be noted that these are reported crashes; countless crashes go unreported each year. While these figures are still high, the total average number of crashes for this reporting period was more than 25% lower than the 1999-2003 reporting period shown in the 2007 Comprehensive Plan.

MAP 4

MAP 5

Table 5: Augusta County Crash Summary, 2011-2013

	2011	2012	2013	Total	Average
Total Crashes	933	944	943	2,820	940
Fatalities	10	12	16	38	12.7
Injuries	500	534	530	1,564	521.3

Source: Virginia State Police

Map 6: Crash Analysis Heat Map displays the number, severity, and density of crashes throughout Augusta County between 2011 and 2013 as provided by VDOT. I-81 and I-64 in Augusta County see major crashes occur regularly which often involve trucks and other heavy vehicles. The high number of crashes on the two interstates is evident on Map 6. These major crashes can block the shoulder, individual travel lanes, and the facility entirely. VDOT estimates the time needed to restore traffic flow following the arrival of responders to one of these major crashes is typically 45 minutes to an hour. To the extent that it is reasonable and possible, during this period, traffic is diverted to other routes and facilities.

In addition to major crashes, numerous minor reported and unreported incidents also occur on these corridors. Some of these incidents are quickly addressed by the State Police, while others result in a vehicle being left on an interstate shoulder for an extended period of time.

Beyond the interstate system, crashes and incidents in the County tend to cluster around larger intersections and along corridors with higher volumes. US 11 is an example of this with numerous crashes along its entire length especially in the vicinity of I-81 at Exit 213, in Jolivue south of Staunton, through Verona, especially the intersection with Laurel Hill Road, and near SR 256 (Weyers Cave Road). Other areas with high numbers of crashes include US 250 between I-81 and Fishersville and US 340 in Stuarts Draft. Recommendations for these safety hotspots are addressed in the following sections.

C. BICYCLE AND PEDESTRIAN DEFICIENCIES

As noted in Section II. System Inventory and Existing Conditions, Augusta County is predominantly rural and most areas are without sidewalks or designated bikeways although a number of the older communities, including parts of Stuarts Draft and Churchville, were developed with sidewalks. A change in the zoning ordinance in 2007 permits a reduced lot width if sidewalks are built. In addition, VDOT subdivision street acceptance requirements currently include a requirement for installation of pedestrian accommodations for most new subdivision streets that are intended for inclusion in the state secondary system. Both regulatory changes have resulted in more sidewalks being built in the county.

As of 2013, sidewalk construction is underway in Stuarts Draft as part of the four-phase Scholastic Way project, which has already constructed sidewalks to the Elementary-Middle-High School complex and plans to add more to the surrounding neighborhoods in coming years. With the SR 636 realignment and the expansion of SR 285 at the Exit 91 interchange with I-64, the

MAP 6

County will also boast its first paved multi-use path. This new 8-10 foot paved pathway will eventually connect Expo Road, Augusta Health and the Woodrow Wilson Complex at US 250. VDOT regulatory changes has resulted in new road projects being planned and built with bicycle and pedestrian accommodations. Grant funding is also available to construct non-motorized facilities. While rural roads in the County continue to be popular for recreational cyclists, the pressure to address the need for additional pedestrian and cyclist access to destinations countywide will likely increase.

D. MOBILITY AND PUBLIC TRANSIT

Existing deviated fixed-route transit service currently only exists on US 11 north of Staunton to Weyers Cave and on into Rockingham County, on US 250 between Staunton and Waynesboro, and on US 340 from Stuarts Draft through Waynesboro to Grottoes and then on to Weyers Cave. Demand-response only exists one day a week for a few hours between Staunton and Craigsville. This existing transit service is inadequate to meet the needs of a growing population of residents 65 and over with increasingly limited mobility. This deficiency is further exacerbated in rural, lower income areas of the County where elderly persons who do not live in a retirement facility with its own vehicle fleet and do not have their own vehicle are particularly dependent on relatives or neighbors to reach important appointments, or just make basic shopping trips. Further, there is a national trend in areas with an increasing population and strengthening economy to see a desire for more transportation options including public transit. The current system in Augusta County has limited geographic coverage and a lack of frequency that makes the existing transit service insufficient to meet future needs.

Over the next twenty years, the County will have the opportunity to address senior mobility, especially for its most vulnerable residents. Partners in this effort can include the SAWMPO/CSPDC, the cities of Staunton and Waynesboro, and Virginia DRPT-hosted Coordinated Human Services Mobility Committee.

E. FACILITY IMPROVEMENTS

The following sections describe general types of facility needs and methods to address those needs including safety and congestion issues previously discussed. Map 7 presents the facility improvements needed at the county level. Maps 8-14 show the project details for the subareas.

I. SPOT IMPROVEMENTS FOR CAPACITY & SAFETY

This strategy involves making small-scale, strategic improvements to existing road segments to correct design deficiencies that currently limit the capacity on these roads. Spot improvements may include strategies such as applying access management strategies to limit excessive turning movements from roadways, improving or coordinating traffic signal timings, or adding turning or through lanes to alleviate bottlenecks. As these are typically the least costly types of improvements to make, they are recommended as the first priority strategy for all Policy Areas.

MAP 7

Detailed corridor studies are typically used to identify the specific type and location for spot improvements. Corridor studies are recommended for longer failing road segments to identify potential spot improvements and assess their cost and effectiveness compared to strategies such as road widening or constructing parallel roadways.

2. UPGRADING EXISTING LOCAL ROADS TO SECONDARY ROADS

This strategy is designed to increase the capacity of existing roadways, but may necessitate more comprehensive and expensive improvements to existing roads. Local roads likely do not meet current secondary road standards based on pavement type (or lack of paving), lane width, or roadway geometry. However, many local roads in Augusta County are located where they have the potential to make a vital connection in the secondary road network. By upgrading existing roads rather than constructing new roads, additional network capacity can be provided at a cost that is most likely cheaper than other road construction strategies. As this strategy is similar to spot improvements in that it improves conditions on existing roads rather than constructing new roads, this strategy is recommended for all Policy Areas. However, in each case an evaluation should be performed to insure that upgrading the existing road is the best and most cost-effective option based on right-of-way, topographic, and environmental conditions.

3. NETWORK DEVELOPMENT

Where spot improvements and road upgrades cannot improve the capacity on a roadway adequately to improve the LOS to “C” or better, new road construction to create a network of streets is the next priority for mitigation in Urban Service and Community Development Areas. The network is intended to relieve traffic on existing congested roadways (e.g. US 11) by providing alternative travel paths that allow travelers to make local connections that bypass the congested roadways, resulting in more direct travel with shorter vehicle trip lengths. Road networks are also vital for limiting future congestion in currently undeveloped Urban Service and Community Development Areas where the networks help to diffuse traffic throughout the network rather than concentrating it onto a limited number of major roads. Networks also serve the county’s goal of promoting walkability in communities, as pedestrians typically will walk only ¼ of a mile on average for most trips. Short block lengths provide opportunities for making walking trips that may not be possible with more sparsely spaced roads.

The road network recommendations should be considered conceptual in the sense that they are not proposed alignments but rather are general locations where a road connection would make a vital link in the network and would help to relieve traffic on existing congested roadways. An ideal grid of streets includes collector streets spaced ½-to-one mile apart with local streets spaced 300-600 feet apart. This Plan demonstrates two layers of a proposed collector road network:

- **Conceptual Grid:** The conceptual grid is an idealized overlay based on a collector street spacing of ½-to-one mile between collectors. This grid is illustrative only.

- **Proposed Connections:** The proposed connections are conceptual road locations that provide the road connections necessary to enhance the existing road network to function more closely to the idealized overlay grid.

This Plan is intended only to identify the need for the proposed collector connections. Not every proposed connection may be feasible as they do not take into account existing development or features such as railroads, rivers, wetlands, and topography that may present a challenge to their development. The precise alignment and feasibility of the roads will need to be determined through more detailed studies, such as small area plans, and coordinated through specific development proposals. Small area plans and development proposals should also provide alignment recommendations for the local street network.

F. COUNTY SUBAREAS

The following sub-sections discuss specific transportation needs by county subarea based on the existing conditions and land use and growth assumptions presented in previous sections. The needs proposed are intended to address specific transportation deficiencies by County Policy Area using some of the general strategies outlined above.

1. FISHERSVILLE

Fishersville continues to be one of the most rapidly-growing Urban Service Areas in the County. With the continued non-residential growth associated with Augusta Health and the new Murphy Deming College of Health Sciences, this area will see increased congestion and reductions in overall LOS in its road network. The Fishersville Subarea currently has a failing roadway segment on SR 285 between US 250 and I-64 which experiences significant congestion due to the presence of the I-64 interchange and the fact that this roadway is the only major direct connector between Stuarts Draft and Fishersville. In 2013 construction began on a project to expand the Exit 91 interchange over I-64 and includes widening SR 285 from Wilson Blvd south to SR 935 (Expo Road). Additionally a current project to realign SR 636, now referred to as Lifecore Drive, to connect to US 250 at SR 358 (Woodrow Wilson Ave) will further improve conditions on SR 285. Additional improvements as described below will still be needed at the remaining approaches where US 250, SR 636, and SR 358 intersect in order for the intersection to operate with efficiency.

As indicated in the 2009 Fishersville Small Area Plan (FSAP) and the 2007 Thoroughfare Plan, the area will require capacity and safety improvements to major and minor arterials, as well as the extension or improvement of collector routes in order to form a more complete street grid and relieve congestion pressure on the two main arterials existing today. **Map 8** indicates the general alignment and facility type for a functional grid network of north/south and east/west routes in Fishersville. **Map 9** shows the proposed greenways and shared use paths for the subarea. The general location of several of these facilities was approved as part of the Fishersville Small Area

Map 8

MAP 9

Plan, while construction of the facilities along SR 285 and SR 636 is being done as part of roadway improvement projects.

As the area continues to add additional residential development in close proximity to jobs and non-work destinations like shopping and entertainment, this planned network of collectors and expanded arterials will also require facilities for pedestrians and cyclists, either in the form of sidewalks and painted bike lanes or as paved, shared-use pathways parallel to the road. Buffering sidewalks and parallel shared-use pathways from vehicular traffic with planted green strips will improve safety and comfort for non-motorized travelers as well.

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2009 Fishersville Small Area Plan (FSAP), and the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In Section V, these system needs are prioritized and refined with the highest priorities included as recommendations.

- Intersections of SR 285 (Tinkling Spring Road) and SR 608 (Long Meadow Road) with US 250 - Realign and reconstruct to improve safety and capacity, improve signal timing and/or add signals, add a right turn lane from SR 608 (Long Meadow Road) onto US 250 and other turn lanes when needed.
- SR 642 (Barrenridge Road), SR 608 (Long Meadow Road), and SR 796 (Kiddsville Road) from US 250 to US 254- Upgrade to 2-lane urban secondary road standards.
- SR 631 (Ladd Road) and SR 834 (Hickory Hill Road) - Upgrade to 2-lane rural secondary road standards
- Goose Creek Greenway from Staunton to Waynesboro - Construct a multi-use path along Goose Creek and connect to Waynesboro greenway system.
- Christians Creek Greenway from north of Fishersville to US 250 - Construct a multi-use path along Christians Creek to connect to the Goose Creek Greenway.
- Intersection of US 250 and SR 358 (Woodrow Wilson Avenue) - Install eastbound and southbound double left turn lanes and construct additional receiving lane on SR 358 (Woodrow Wilson Avenue). Consider adding westbound double right turn lanes. Construct a secondary access to the Woodrow Wilson Complex.
- US 285/SR 608 (Tinkling Spring Road) from SR 935 (Expo Road) to SR 635 (Augusta Farms Road)- Improve to a 4 lane, multi-modal divided urban roadway.
- Completion of the Lifecore Drive Multi-use Path - Construct a half mile of eight foot wide, shared use path connecting the two projects currently underway.
- Intersection of US 250 and SR 792 (Sangers Lane) – Realign or reconstruct intersection to improve safety and capacity. Study opportunities for relocation of intersection outside of the functional area of the I-81 northbound on-ramp.

- Construct a connector road from Lew Dewitt Boulevard to SR 640 (Goose Creek Road)
- Construct a connector road from SR 640 (Goose Creek Road) to SR 608/796 (Long Meadow Road/Kiddsville Road)
- Construct a parallel roadway to US 250 between Staunton and Waynesboro.
- SR 637 (Jericho Road) from US 250 to SR 635 (Ramsey Road)- Upgrade to secondary road standards.
- SR 635 (Ramsey Road) from SR 637 (Jericho Road) to SR 608 (Tinkling Spring Road)- Upgrade to Secondary Road Standards.

2. STUARTS DRAFT

The Stuarts Draft Subarea currently has a failing roadway segment on SR 608 between US 340 and SR 639 (Wayne Avenue) and is projected to have failing roadway segments along the entire length of SR 608, and on segments of SR 635 (Mt. Vernon Road) and US 340 between Stuarts Draft and Greenville by 2035. Throughout the remainder of the Urban Service and Community Development Areas that comprise Stuarts Draft, a network of streets is needed to help relieve the projected congested corridors. Extending SR 909 (Johnson Drive) over South River and upgrading SR 633/634/639 (Patton Farm Road) and SR 635 (Mt. Vernon Road), as a part of the overall network concept, are needed to relieve the congested segment of SR 608 through downtown Stuarts Draft. Additional parallel roads with rail and river crossings are recommended as well, although the cost of these proposed crossings will make them less feasible to implement. Upgrades to existing facilities and constructing new street connections can be addressed as development necessitates, proceeding according to the suggested grid network described in **Map 10**. **Map 11** illustrates the Scholastic Way sidewalk project.

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In **Section V**, these system needs are prioritized and refined with the highest priorities included as recommendations.

- SR 909 (Johnson Drive) from the current terminus to SR 608 (Cold Springs Road)- Extend road across the South River
- SR 635 (Mount Vernon Road) from US 340 to SR 639 (Wayne Avenue) - Spot improvements for failing LOS in 2035
- SR 608 (Tinkling Spring Road/Draft Avenue) from SR 635 (Augusta Farms Road) to SR 610 (Howardsville Turnpike) - Spot improvements for failing LOS in 2035
- SR 632 (Shalom Road) from SR 624 (Lyndhurst Road) to US 340 - Upgrade to 2-lane secondary road standards
- SR 970 (Hall School Road) from SR 632 (Shalom Road) to SR 635 (Mount Vernon Road) - Upgrade to secondary road standards

Map 10

MAP 11

- SR 971 (Lipscomb Road) from SR 664 (Lyndhurst Road) to SR 970 (Hall School Road) - Upgrade to secondary road standards and evaluate the adequacy of the bridge to accommodate anticipated traffic.
- SR 634, 633, and 639 (Patton Farm Road) from SR 610 (Howardsville Turnpike) to SR 970 (Hall School Road) - Upgrade to secondary road standards
- SR 610 (Howardsville Turnpike) from SR 608 (Cold Springs Road) to east of SR 660 Lake Road- Reconstruct to improve operations and address geometric deficiencies.
 -
- Scholastic Way Sidewalk Project- Construct one third mile of five foot wide concrete sidewalk connecting additional neighborhoods to previously constructed sidewalks and providing additional community access to school complex.

3. VERONA

The Verona Subarea is projected to have failing roadway segments along US 11 north of SR 612 (Quicks Mill/Laurel Hill Road); on two segments of SR 612 (Laurel Hill Road), west of I-81 between US 11 and SR 1921 (Adams Lane) and east of I-81 between SR 792 (Indian Mound Road) and SR 790 (West Amber Road); and on SR 254 (Hermitage Road) near the Staunton city limits. Currently, US 11 serves as a major north-south travel corridor both as a reliever to I-81 and for local traffic movement, putting significant stress on this facility. The corridor is located within an Urban Service Area where continued development is expected in the future. A detailed Corridor Study of US 11 is needed to identify potential spot improvements, intersection improvements, or access improvements and consolidations that may increase capacity and improve safety through this corridor.

Upgrades to existing facilities and constructing new street connections can be addressed as development necessitates, proceeding according to the suggested grid network described in Map 12. The intersection of SR 262 (Woodrow Wilson Parkway) and SR 613 (Spring Hill Road) has presented numerous safety problems with the intersection currently signalized with a flashing yellow light. The speed limit on SR 262 is 55 mph. This intersection has experienced crashes with fatalities in the past. Further, Woodrow Wilson Parkway is expected to experience failing LOS by 2035. A project to grade separate this interchange is currently in the design and right-of-way phase. Existing local roads that currently do not meet VDOT's secondary road standards also require upgrades to bring them into the secondary road network.

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In Section V, these system needs are prioritized and refined with the highest priorities included as recommendations.

- US 11 from SR 612 (Quicks Mill/Laurel Hill Road) to SR 616 (Dam Town Road) - Spot improvements for failing LOS in 2035

MAP 12

- SR 612 (Laurel Hill Road) from US 11 to SR 1921 (Adams Lane)- Spot improvements for failing LOS in 2035
- SR 612 (Laurel Hill Road) from SR 792 (Indian Mound Road) to SR 790 (West Amber Road) - Spot improvements for failing LOS in 2035
- Intersection improvements at SR 612 (Laurel Hill Road) and SR 792 (Indian Mound Road)
- Intersection of US 11 with SR 612 (Quicks Mill/Laurel Hill Road)- Address safety deficiency/crash rate at intersection
- Intersection of SR 262 (Woodrow Wilson Parkway) and SR 613 (Spring Hill Road) to address safety issues, to accommodate future growth, and to provide increased connectivity west of US 11.
- US 254 (Hermitage Road) from Woodrow Wilson Parkway (SR 262) to SR 608 (Long Meadow Road)- Spot improvements for failing LOS in 2035
- SR 626 (Limestone Road) from 0.8 miles north of SR 612 (Quicks Mill Road) to 1.7 miles north of SR 612 (Quicks Mill Road)- Reconstruct road to address geometric deficiencies
- SR 616 (Dam Town Road) from SR 777 (Knightly Lane) to SR 926 (River Bend Road)- Reconstruct road to address geometric deficiencies

4. WEYERS CAVE AND MOUNT SIDNEY

The Weyers Cave and Mount Sidney Subarea is projected to have failing roadway segments along US 11 north of SR 646 (Fadley Road) and south of SR 775 (Buttermilk Road) and on SR 256 (Weyers Cave Road) east of the I-81 interchange. I-81 will continue to put significant traffic pressure on SR 256 (Weyers Cave Road) east of the interchange. A combination of capacity enhancements, access management strategies and an on-going focus on safety, especially in the vicinity of the SR 256/SR 276 (Keezletown Road) intersection will be necessary because of the interstate, coupled with anticipated industrial and commercial growth between I-81 and Shenandoah Valley Regional Airport.

Currently, US 11 serves as a major north-south travel corridor, both as a reliever to I-81 and for local traffic movement, putting significant stress on this facility. US 11 also requires a more detailed corridor study to identify potential spot improvements, intersection improvements, or access improvements that may increase capacity and improve safety through this corridor. Upgrades to existing facilities and constructing new street connections can be addressed as development necessitates, proceeding according to the suggested grid network described in Map 13.

MAP 13

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In Section V, these system needs are prioritized and refined with the highest priorities included as recommendations.

- US 11 from SR 616 (Dam Town Road) to Rockingham County Line - Spot improvements to address poor or failing LOS in 2035
- SR 256 (Weyers Cave Road) from US 11 to SR 750 (Keezletown Road) - Spot improvements to address failing LOS in 2035
- SR 775 (Buttermilk Road) from US 11 to I-81 - Upgrade to secondary road standards
- SR 768 (Dices Spring Road) from 500' west of the Railroad Crossing to SR 276 (Keezletown Road) - Spot improvements to address poor or failing LOS in 2035.
- SR 773 (Westview School Road) from SR 771 (Airport Road) to SR 847 (Valley Church Road) - Upgrade to secondary road standards
- SR 771 (Airport Road) from SR 773 (Westview School Road) to Aviation Circle - Upgrade to secondary road standards
- SR 847 (Valley Church Road) from SR 256 (Weyers Cave Road) to SR 771 (Airport Road) - Upgrade to secondary road standards
- SR 773 (Virginia Mills Road/Cave View Lane) from SR 847 (Valley Church Road) to SR 996 (Chapel Hill Road) - Upgrade to secondary road standards
- I-81/SR 256 Interchange - Reconstruct interchange and widen SR 256 (Weyers Cave Road)
- Intersection of US 11 and SR 256 (Weyers Cave Road) - Extend right and left-hand turn lanes, monitor crash history

5. JOLIVUE, MINT SPRING AND GREENVILLE

The Jolivue, Mint Spring, and Greenville Subarea is projected to have failing roadway segments along US 11 south of US 340 and on US 340 from US 11 to Stuarts Draft. Currently, US 11 serves as a major north-south travel corridor both as a reliever to I-81 and for local traffic movement, putting significant stress on this facility. The corridor is located within an Urban Service and Community Development Area where continued development is expected in the future.

A network of streets adjacent to US 11 is needed to create a parallel travel corridor to US 11 and to provide additional connections for local traffic to avoid the need for every trip to use US 11. US 11 also requires a more detailed corridor study to identify potential spot improvements, intersection improvements, or access improvements that may increase the capacity and improve safety through this corridor. Upgrades to existing facilities and constructing new street connections can be addressed as development necessitates, proceeding according to the suggested grid network described in Map 14.

MAP 14

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In Section V, these system needs are prioritized and refined with the highest priorities included as recommendations.

- US 11 from US 340 to SR 675 (Broadhead School Road) - Spot improvements to address failing LOS in 2035
- SR 613 (Old Greenville Road) from Staunton City Limits to SR 662 (Stover School Road) - Upgrade to secondary road standards
- SR 697 (White Oak Gap Road) from SR 613 (Old Greenville Road) to US 11 - Upgrade to secondary road standards
- SR 694 (Chestnut Ridge Road) from SR 613 (Old Greenville Road) to US 11 - Upgrade to secondary road standards
- SR 655 (Walnut Hills Road) from US 11 to US 340 - Upgrade to secondary road standards

6. BALANCE OF COUNTY

Many local and secondary roads in the balance of the County do not meet current secondary road standards based on pavement type, lack of pavement or roadway geometry. Identifying those roads which could provide additional capacity to serve higher growth areas is necessary to accommodate additional future trips on the network in these areas. Upgrading existing roads is a cost-effective alternative to new construction and can also improve safety on these facilities.

Local and secondary roads in the County will also benefit from spot improvements to address access management challenges, correct geometric deficiencies at intersections or to add turn lanes and improve capacity. The County will continue to coordinate with VDOT to identify specific, cost-effective spot improvements through the secondary roads program. Many bridges throughout the county have poor bridge ratings and are presently considered structurally deficient. The County and VDOT have identified the bridges most in need of replacement and prioritized replacement on those in most need focusing on the ones which receive a high level of traffic. Many of these bridges are found along US 250 west of Staunton.

The following list identifies system needs that are intended to address congestion, safety, or network development needs. The list was developed by reviewing projects identified in the 2007 Thoroughfare Plan, the 2011 Rural Long Range Transportation Plan, and through analysis of updated traffic and safety data and recent or proposed future land use. In Section V, these system needs are prioritized and refined with the highest priorities included as recommendations.

- US 250 at Calfpasture River, Ramsey's Draft, Whiskey Creek, Bell Creek, and White Oak Draft; and SR 685 (Lehigh Road) at Little Calfpasture River– Bridges are deficient and need replacing

- Intersection of US 250 and SR 42 (Buffalo Gap Highway) in Churchville – Improvements to address capacity and delay
- SR 254 (Parkersburg Turnpike) from Staunton City Limits to SR 262 (Woodrow Wilson Parkway)- Spot improvements to address failing LOS in 2035
- US 250 from SR 262 (Woodrow Wilson Parkway)to SR 42 (Buffalo Gap Highway)- Spot improvements to address failing LOS in 2035
- US 340 from US 11 to SR 654 (White Hill Road)- Spot improvements for failing LOS in 2035
- SR 256 (Weyers Cave Road) from SR 865 (Rockfish Road) to Rockingham County Line- Spot improvements for failing LOS in 2035
- US 340 from Waynesboro City Limits to the Rockingham County Line-Spot Improvements to improve LOS along entire length
- US 250 from Waynesboro City Limits to Nelson County Line- Spot improvements for failing LOS in 2035
- Crozet Tunnel Improvements- Coordinate with Nelson County and City of Waynesboro to reopen the Crozet Tunnel as part of a pedestrian and bicycle trail network.

V. RECOMMENDED PROJECTS

The recommendations below consist of a prioritized list of further studies, facility improvements, and multimodal strategies to address the needs described in **Section IV. Transportation System Needs**. The recommendations were selected through a mix of quantitative and qualitative methods from needs identified through this comprehensive plan update process. As discussed in **Section IV**, these needs were refined from those identified in the 2007 Thoroughfare Plan, the Fishersville Small Area Plan, the 2011 Rural Long Range Transportation Plan, and ongoing evaluation of transportation facilities conducted by the County, VDOT, the CSPDC, and the SAWMPO.

A. STUDIES TO EVALUATE SPOT IMPROVEMENTS

Detailed corridor studies are recommended for failing road segments or areas with high frequency of crashes to identify potential spot improvements. Corridor studies will also assess the cost and effectiveness of improvements compared to strategies such as road widening or constructing parallel roadways. Many of these corridors were identified as areas of concern for safety, focusing on roads or road segments that had high speed combined with poor geometrics (horizontal or vertical road alignments) which contributed to a safety issue. These corridors, intersections or segments were reevaluated based on data and information presented in **Sections III and IV**. The recommendations for capacity and safety studies are presented below.

- US 11 countywide – Corridor study (including all intersections) to evaluate capacity and safety
- US 250 between I-81 and ~~Waynesboro~~ Fishersville – Corridor study to evaluate capacity and safety. US 250 West of Waynesboro STARS Study completed in 2020 – recommendations added to priority projects (Amended July 24, 2020).
- SR 608 (Draft Avenue) from US 340 south to SR 610 (Howardsville Turnpike) – Update corridor study to evaluate capacity and develop cost effective solutions
- US 250 intersection with SR 285 (Tinkling Spring Road)– Intersection study to evaluate capacity and safety
- SR 262- Study the need for intersection/interchange improvements and the need to build the ultimate planned 4 lane section.
- Woodrow Wilson complex- Study to identify alternative accesses to the complex, in addition to SR 358 (Woodrow Wilson Avenue). Wilson Workforce and Rehabilitation Center/US 250 Small Area Study completed in March 2018 – recommendation for secondary access added to priority projects (Amended July 24, 2020).
- US 11 STARS Study completed in December 2019
- Route 254 Safety Study completed in 2020 in preparation for Round 4 of Smart Scale applications

B. MULTI-MODAL RECOMMENDATIONS

As the Fishersville, Stuarts Draft, Verona, and Weyers Cave Urban Service Areas of the County continue to develop, planning for a transportation system that encompasses all modes, including walking, bicycling and transit would be beneficial and should be examined. The Scholastic Way sidewalks and Lifecore Drive/Tinkling Spring Road multi-use trail projects in Stuarts Draft and Fishersville, respectively are an important start to developing a complete network of pedestrian and bicyclist facilities in concert with the development of the conceptual grid of collector and local roads and streets.

As noted in Sections III and IV, additional mobility options will benefit the County's growing 65 and over population. Expanding urban and rural transit in the County following a model where local funding for transit is significantly leveraged to match federal transit funding should be considered to provide additional fixed-route and demand-response service in the County.

C. PRIORITY FACILITY RECOMMENDATIONS

The following list of recommended facility improvements or additions to transportation infrastructure have been developed based on the evaluation of needs. The recommendations are intended to address those needs identified as most pressing to the county considering the

transportation goals and objectives, as well as costs and benefits, safety, and economic development. The list below does not reflect any order of priority, these projects are simply those projects deemed to be priorities for the county. The recommendations are displayed in **Map 15**.

1. **Intersection of US 11 and SR 256 (Weyers Cave Road) and the I-81/SR256 Interchange**

Deficiency: These section of roadway experiences heavy school traffic and a significant queue eastbound during peak hours. This intersection cannot accommodate the long-term growth expected.

Recommendation: Reconstruct interchange, widen SR 256 (Weyers Cave Road) and US 11; extend right and left-hand turn lanes on US 11.

Cost: \$ 76,600,000

Short-term solutions: In an effort to prepare a more competitive application for state funds, widen Route 256 to 4 lanes for approximately 900' from Exit 235 to Triangle Drive. Project includes a 10' shared use path along south side, raised median and entrance modifications to provide access management, and a frontage road to access a new park and ride facility. In addition, in 2016, Augusta County received approval for funding for interchange right turn lane improvements.

Cost: \$5,710,500

2. **SR 616 (Dam Town Road) from SR 777 (Knightly Lane) to SR 926(River Bend Road) – Completed since the 2015 adoption of this chapter**

Deficiency: This segment of Dam Town Road currently has numerous geometric deficiencies resulting in a high crash rate. These include insufficient lane and shoulder width.

Recommendation: Reconstruct approximately 2.3 miles of this roadway to address the geometric deficiencies including constructing full-width lanes and shoulders.

Cost: \$7,705,814

3. **SR 626 (Limestone Road) from 0.8 miles north of SR 612 (Quicks Mill Road) to 1.7 miles north of SR 612 (Quicks Mill Road)**

Deficiency: This segment of SR 626 is heavily traveled and currently has numerous geometric deficiencies. These include insufficient lane and shoulder width and poor horizontal and vertical alignment.

Recommendation: Reconstruct 0.9 mile of this roadway to address the geometric deficiencies including construction of full-width lanes and shoulders to improve horizontal and vertical alignment

Cost: \$3,566,872

4. SR 612 (Laurel Hill Road) at SR 792 (Indian Mound Road)

Deficiency: The SR 612 (Laurel Hill Road) and SR 792 (Indian Mound Road) intersection has poor sight distance and intersection geometry. Peak hour turning movements are high at this location due to the industrial employer north of this intersection.

Recommendation: The intersection should be reconstructed to provide improved sight distance and better alignment of the various driveways. Left turn lanes on SR 612 (Laurel Hill Road) should be examined. Left turn lanes completed since the 2015 adoption of this chapter.

Cost: \$1,977,692

5. US 250 at Bridge over Calpasture River (Structure #1036) – Completed (2016)

Deficiency: This bridge is rated as structurally deficient.

Recommendation: The bridge should be replaced.

Cost: \$1,549,000

6. US 250 at Bridge over White Oak Draft – Completed (2016)

Deficiency: This bridge is rated as structurally deficient.

Recommendation: The bridge should be replaced.

Cost: \$1,902,000

7. US 250 at Bridge over Whiskey Creek (Structure #1030) – Completed (2017)

Deficiency: This bridge is rated as structurally deficient.

Recommendation: The bridge should be replaced.

Cost: \$ 3,600,000

8. US 250 at Bridge over Bell Creek – Completed (2020)

Deficiency: This bridge is rated as structurally deficient.

Recommendation: The bridge should be replaced.

Cost: \$4,016,000

9. SR 262 (Woodrow Wilson Parkway) at SR 613 (Spring Hill Road)

Deficiency: This intersection is insufficient to accommodate future growth and is an identified safety hazard with previous instances of fatal crashes.

Recommendation: Intersection should be replaced with a diamond interchange.

Cost: \$22,000,000

10. Intersection of US 250 and SR 358 (Woodrow Wilson Avenue)

Deficiency: This intersection experiences heavy school traffic and a significant queue eastbound during AM peak hours. The majority of accidents involve eastbound left turns and westbound through traffic. The intersection has a high crash rate with the contributing factors being student age drivers, poor intersection spacing and vertical alignment, short green times for the southbound approach, and no pedestrian facilities. This intersection cannot accommodate the long-term growth expected.

Recommendation: A STARS (Strategically Targeted Affordable Roadway Solutions) report was previously completed which identified a number of recommendations for improvements. Safety improvements such as updating signage, refreshing pavement markings, and ensuring signal clearance levels meet standards. Consider installing westbound double right turn lanes, and eastbound and southbound double left turn lanes and constructing an additional receiving lane on SR 358. ~~A potential second access to site option should also be examined.~~

Update: In 2016, Augusta County received funding approval for a roundabout within the Woodrow Wilson Workforce and Rehabilitation center at the intersection of Woodrow Wilson Avenue, Hornet Road, and Vo Tech Road. The roundabout will include a pedestrian connection to an existing multi-use path. In 2019, Augusta County received funding approval for short-term improvements to the US 250/Woodrow Wilson Avenue intersection, including installing a dedicated westbound right-turn lane on US 250, a northbound receiving lane on SR 358, and a dedicated southbound right-turn lane on SR 358.

Cost: \$ 850,000- \$1,400,000

11. US 250 at SR 608 (Long Meadow Road)

Deficiency: There have been nine crashes over a three-year period at this intersection which exceeds the planning threshold and results in a high crash rate at the intersection.

Recommendation: Improve intersection by constructing a right turn lane on Route 608 at the intersection of US 250. In, 2019 a turn lane was added.

Cost: \$ 100,000

12. US 250 at SR 285 (Tinkling Spring Road / Station House Road)

Deficiency: Vehicles approaching US 250 (Jefferson Highway) on SR 285 (Tinkling Spring Road) have limited sight distance to the signal due to the horizontal curvature. This is likely one factor contributing to the high crash rate at the intersection. Other contributing factors are a lack of access management; poor visibility due to placement of signs, fences, and horizontal alignment; worn pavement markings; and lack of delineation of ditches.

Recommendation: Refurbish the pavement markings, add delineators, and relocate signage to improve sight distance. Reconstruct the eastbound approach to improve sight distance, and improve right turning radius to better accommodate trucks. Apply access management techniques to consolidate the driveways and reduce the number of turning points close to the intersection.

Cost: \$ 400,000- \$600,000

13. Lifecore Drive Shared-use Path– Completed since the 2015 adoption of this chapter

Deficiency: Lifecore Drive is the center of one of the most rapidly developing areas of the county with a high mix of uses including residential, commercial, office, and institutional. Current projects underway are providing shared-use paths along the realignment of SR 636 from US 250 to Village Creek Drive and along Tinkling Spring Road and turning onto Lifecore Drive for approximately .2 of a mile. These projects will leave an approximately half mile gap between the two shared-use paths.

Recommendation: Construct a half mile of eight foot wide, shared-use path connecting the two projects currently underway from approximately Village Creek Drive to Parkway Lane.

Cost: \$765,000

14. SR 608 (Tinkling Spring Road) from SR 635 (Ramsey/Augusta Farms Road) to Expo Road – Completed (2017)

Deficiency: This segment of SR 608 (Tinkling Spring Road) is projected to have failing LOS in 2035. The Exit 91 project currently under construction will be widening the segment of SR 608/SR 285 north of Expo Road to six lanes with turn lanes. This segment is currently a narrow two-lane road which will cause a bottleneck for traffic once construction of the Exit 91 project is complete.

Recommendation: Reconstruct the 0.6 mile segment of SR 608 (Tinkling Spring Road) to a four-lane roadway with median to improve operations and address geometric deficiencies including full-width lanes and shoulders.

Cost: \$3,349,007

15. Scholastic Way Shared-use Path – Partially completed since 2015 adoption of this chapter

Deficiency: The County has begun a Safe Routes to School project in Stuarts Draft, however all of the neighborhoods are not yet connected to the school complex.

Recommendation: Construct one-third mile of five foot wide concrete sidewalk connecting additional neighborhoods to previously constructed sidewalks.

Cost: \$ 221,500

16. SR 610 (Howardsville Turnpike) from SR 608 (Cold Springs Road) to SR 660 (Lake Road) – Completed since the 2015 adoption of this chapter

Deficiency: The intersection of Howardsville Turnpike and SR 912 (Hodge Street) is a dangerous intersection where numerous crashes have occurred over the past 5 years. This is a result of poor intersection geometry and sight distances. The segment of SR 610 near the intersection is very heavily traveled and currently has numerous geometric deficiencies including insufficient lane and shoulder width.

Recommendation: Reconstruct 0.4 mile of this roadway segment and intersection to improve operations and address the geometric deficiencies including construction of full-width lanes and shoulders. The current “Y” intersection of SR 912 and SR 610 should be realigned to provide improved sight distance and better geometry.

Cost: \$4,794,091

17. SR 685 (Lehigh Road) at Bridge over Little Calfpasture River (Structure #6086)

Deficiency: This bridge is rated as structurally deficient.

Recommendation: The bridge should be replaced.

Cost: \$1,151,000

18. WWRC secondary access

Deficiency: Congestion at the US 250/SR 358 intersection, particularly the westbound segment. No secondary access to the WWRC complex which is the site of elementary, middle, and high schools, the regional technical center, the state rehabilitation and workforce training center, some residential development, and offices and maintenance facilities.

Recommendation: Improvement includes a raised median on US 250 between intersection with Rt. 358 and new secondary access intersection, that consists of 3,700 feet of new construction on a new alignment with parallel shared use path to connect US 250 with the WWRC complex. In addition to the new alignment, a shared use path will

extend along the north side of US 250 to connect the existing shared use path on Woodrow Wilson Avenue.

Cost: \$14,200,000

19. Safety Improvements to intersections: SR 254/262, 254/792, and 254/640

Deficiency: The intersections combined have experienced at least 56 crashed in the period 2013-2019 with one fatality. The intersection of Rt. 254 and Rt. 262 is listed at #31 on the Staunton District's Potential for Safety Improvements intersection list.

Recommendation: Rt. 254 and Rt. 262 improvements include constructing a westbound left-turn lane and eliminating the center island on the northbound approach and realigning that approach. Rt. 254 and Rt. 792 improvements include construction an eastbound left-turn lane, lengthening the westbound right turn lane, and relocating the minor approach stop bars. Rt. 254 and Rt. 640 improvements include re-grading the berm in the southwest corner and eliminating the center island on the westbound approach and realigning that approach.

Cost: \$2,442,375

20. US 11 STARS Study Recommendations

Deficiency: Deficient access spacing, intersection configurations, and signal phasing and timing, causing angle crashes from intersection US 11 with Rolling Thunder Lane to the US 11 intersection with Barterbrook Road.

Recommendation: A. US 11 from Rolling Thunder Lane to Frontier Drive - Extend median to restrict left turn out of Rolling Thunder Lane. Install an overhead sign in advance of the Route 262 northbound on-ramp. Extend median and install straight thru green arrow on the northbound approach to discourage left turns from through lanes. Install new signal head configuration for northbound approach. B. US 11 at Payne Lane – Directional median opening. Restrict left turn from southbound US 11 at Mall Entrance. Allow northbound left turns from US 11 onto Payne Laync. Re-route left turns to the adjacent intersections. C. Orchard Hill Road – Access management on the west side of Greenville Avenue. Directional median opening. Install median to restrict turns. D. Orchard Hill Road to Staunton City limits – Install median along US 11.

Cost: \$2,458,218

21. US 250 STARS Study Recommendations

Deficiency: Deficient access spacing, causing angle crashes.

Recommendation: Access management improvements by raised median (with median breaks) from the intersection of Old White Bridge Road and US 250 and to the intersection of Lew Dewitt Blvd. (City of Waynesboro) and US 250. Improvements include sidewalk infrastructure along the north of US 250.

Cost: \$2,410,000

O. Transportation

Goal 1: Maintain and enhance a safe and efficient roadway network that supports the intended land uses and development patterns planned for Urban Service and Community Development Areas; that provides accessibility within communities and mobility between communities and around the region; and that supports economic development.

Objective A: Apply access management standards to maintain the capacity on primary and secondary system roadways designated for non-residential uses.

Policy 1: Consolidated Access. Encourage the consolidation of driveways or provision of alternate local access to meet the driveway spacing standards and minimize driveway connections to arterial or collector streets. Access should be provided from the local street grid where possible. Direct access to arterial or collector streets should be shared to serve multiple parcels with cross-access between parcels.

Policy 2: Restricted Access. Encourage the use of raised medians on arterials to restrict turning movements. The spacing between median openings should conform to the standards specified in the *VDOT Road Design Manual*.

Objective B: Apply operational and spot improvements to existing roadways to increase the capacity or safety where a need is identified through corridor studies, traffic impact studies, or safety studies.

Policy 1: Improve Intersection Operations. Where the overall intersection or any movement of a signalized or unsignalized intersection operates at a LOS D or worse, potential mitigation strategies include signalization, re-timing signals, signal synchronization, lane re-striping, or construction of a roundabout.

Policy 2: Spot Improvements. Where roadway segments create a bottleneck or a safety concern, spot improvements, including the addition of turn lanes or improving roadway geometry, will be considered.

Policy 3: Widen existing roads. Where roadway segments are operating at a LOS D or worse and all other strategies have been considered, adding lanes to existing roadways may be acceptable. Four-lane roads should be divided with a raised median and designed with left turn lanes to maximize the capacity of the facility. Four-lane roads through existing or developing communities should be designed to match the context of the community and promote walkability.

Objective C: Develop communities with grid street networks to promote community development and to provide alternative routes, reduce vehicle trip lengths, and to promote walkability.

Policy 1: Small Area Plans. Within Urban Service Areas and Community Development Areas, develop small area plans that analyze the conditions within the small area and recommend a cohesive plan for the development of the small area. Recommendations should include the layout of the transportation network, the appropriate arrangement of land uses, and the inclusion of schools, parks, and other civic uses.

Policy 2: Grid Street Spacing. Encourage the development of a grid of collector and local streets and parallel connectors to serve trips between and within communities and provide a walkable scale of development. The grid concept should take into consideration existing site conditions such as topography and environmental constraints and the layout should be modified accordingly. Collectors should be spaced at one-half to one mile apart and local streets at a spacing of 300-600’.

Policy 3: Interconnected Subdivisions. Subdivisions should be designed into a grid of streets with interconnections to adjacent subdivisions and commercial development. Isolated subdivisions that do not connect to surrounding development are strongly discouraged.

Policy 4: Walkable Communities. Encourage the development of compact, mixed-use, pedestrian-oriented communities with housing located in close proximity to jobs, shopping, schools, and services.

Objective D: Coordinate with communities and VDOT to ensure that roadway projects are designed to meet the context of the community.

Policy 1: Traffic Calming. In existing or developing communities, discourage lane widths greater than 11’. Calm vehicle traffic within communities and near schools with pedestrian-oriented streetside design. Encourage buildings to be located at minimum setbacks near the street right-of-way, locate parking behind buildings, allow on-street parallel parking, and provide streetscaping amenities such as street trees, benches, and lighting between streets and sidewalks. Where streets are expected to be widened in the future, the setback should account for the anticipated maximum expansion of the roadway.

Policy 2: Intersections. Encourage the use of shorter street corner radii at the intersections of collector streets with other collector streets, local streets, or driveways and at the intersections of local streets with other local streets or driveways to promote safety. Collector street corner radii as small as 25’ and local street corner radii as small as 15’ are encouraged where staff and VDOT agree that a smaller radius is acceptable. Discourage channelized turning movements in existing or developing communities. Any new roads should be aligned to intersect at a 90-degree angle with existing roads and aligned directly towards the opposite leg of the intersection.

Policy 3: Alternate Design Standards. Promote the use of innovative design standards such as the ITE *Context Sensitive Solutions in Designing Major Urban Thoroughfares* in coordination with VDOT.

Objective E: Promote transit and non-motorized transportation use between and within communities.

Policy 1: Pedestrian Facilities. Sidewalks should be located on both sides of any new or reconstructed streets. Sidewalks should be a minimum of five feet in width. Sidewalks should be set back from arterial streets by 10 feet and from collector and local streets by six feet. Street trees and pedestrian-scaled lighting are encouraged to be located between the street and the sidewalk to help buffer pedestrians from vehicle traffic.

Policy 2: Cycling Facilities. Bicycle lanes, shared-use paths, or wide shoulders should be considered on both sides of any new or reconstructed arterial or collector street, as well as on any streets identified in the Central Shenandoah Bicycle Plan. Bicycle lanes should be a minimum of four feet in width as measured from the edge of pavement, or five feet in width as measured from the edge of the parking lane where on-street parallel parking is present. Shared use paths should be a minimum of 10 feet in width. When these widths cannot be met, increasing the shoulder width to the extent possible should be considered.

Policy 3: Promote Safe Routes to Schools. Emphasize the construction of pedestrian and cycling facilities within a 2-mile radius of elementary and middle schools. Pursue grants from the Transportation Alternatives Program for Safe Routes to School projects to construct pedestrian and cycling infrastructure to improve safety near elementary and middle schools.

Policy 4: Public Transit. Coordinate with the CSPDC to expand public transit services in the county. This should include increased fixed-route transit connecting the Urban Service and Community Development Areas with Staunton and Waynesboro and additional on-demand transit services in the more rural areas.

Policy 5: Ride Sharing. The county, in coordination with the CSPDC, VDOT, and neighboring localities should encourage ridesharing alternatives such as carpooling, vanpooling and park and ride lots put forth by private sector or community groups and should help coordinate such initiatives.

Policy 6: Multi-modal facilities. Encourage the addition of multi-modal accommodations on County arterials and collectors, where appropriate, including bike and pedestrian facilities and transit stops.

Objective F: Interstate Interchange Protection. Protect the traffic capacity and economic development potential within a one mile radius of I-81 and I-64 interchanges through coordinated land use and transportation strategies.

Policy 1: Interchange Area Plans. Develop interchange area plans that provide specific recommendations for improving existing interchange access conditions and guidelines for future development or redevelopment of transportation facilities and land uses surrounding the interchange.

Policy 2: Land Development. Encourage the development of major regional traffic generators near the interchanges as these locations are best suited to carry regional traffic while minimizing traffic impacts on local streets and communities. Discourage low-intensity uses such as single-family housing within interchange areas.

Objective G: Coordinate with private land developers to ensure that the county's transportation and land use policies are implemented and to assess the impacts of proposed development.

Policy 1: Traffic Impact Studies. Traffic impact studies are required by VDOT for rezoning proposals that will substantially affect state-controlled highways and must comply with the adopted Traffic Impact Analysis Regulations, 24 VAC 30-155. The methodology for traffic impact studies will be coordinated with VDOT and the results will be reviewed by VDOT and county staff. The traffic impact study must include a transportation network plan that indicates the location of road, pedestrian, and bicycle facilities.

Policy 2: Limit Development of New Private Roads. New roads in the county will generally be public, state-maintained roads. Private roads may be allowed where they are designed to County standards and the long-term private maintenance of the streets is assured at no cost to the taxpayers.

Policy 3: Right-of-Way Acquisition. Developers shall provide the right-of-way for, and design and construct, as appropriate, proposed new roadways or roadway widenings indicated in the Comprehensive Plan.

Goal 2: Maintain and enhance the safety and efficiency of a rural road system in the Rural Conservation and Agricultural Conservation Areas that also preserves the county's rural character.

Objective A: Maintain and enhance the existing road network.

Policy 1: Access Management. Discourage direct access to roads functionally classified as collectors or above from individual lots. Encourage consolidated access points to serve new rural development. Protect the capacity and safety of existing rural roadways through the use of reverse frontage lots, shared access, and cross-access connections.

Policy 2: Prioritize Unpaved Road Improvements. Prioritize paving needs based on roadway volume, projected development on the roadway, safety concerns, connectivity to adjacent roads, and adjacent landowner desire for paving.

Policy 3: Rural Rustic Road Program. Submit annual recommendations to VDOT for unpaved road improvements that qualify for the Rural Rustic Road Program. These roads must meet secondary road standards.

Policy 4: New Rural Roads. Encourage public, state-maintained roads be provided to serve land that is rezoned for rural residential development. Where private roads are permitted, ensure that the roads are constructed to county standards and permanently maintained at no cost to the County. Permit private access easements only for minor subdivision lots.

Policy 5: Maintenance of unpaved roads. The county's 275 miles of unpaved road network are important for circulation, rural connectivity, and the agricultural economy, and should be maintained even if they remain unpaved.

Objective B: Apply operational and spot improvements to existing roadways to increase the capacity or safety where a need is identified through corridor studies, traffic impact studies, or safety studies.

Policy 1: Identify Capacity or Safety Concerns where potential spot improvements may solve the issue. Assess the need for operational and spot improvements through corridor studies, traffic impact studies, and safety studies to identify the feasibility of spot improvements, including the addition of turn lanes or improving roadway geometry to correct the deficiency.

Policy 2: Improve Intersection Operations. Where the overall intersection or any movement of a signalized or unsignalized intersection operates at a LOS D or worse, potential mitigation strategies include signalization, re-timing signals, signal synchronization, lane re-striping, or construction of a roundabout.

Policy 3: Widen Existing Roads. Where roadway segments are operating at a LOS D or worse and all other strategies have been considered, adding lanes to existing roadways may be acceptable.

Goal 3: Implement the county's Transportation Chapter.

Objective A: Use the Transportation Chapter to guide future transportation decisions. The Transportation Chapter provides recommendations that address strategies to mitigate projected congested roadway conditions in 2035.

Policy 1: Local Road Networks. Develop small area plans for Urban Service and Community Development Areas to provide further detail for the layout of local road networks.

Policy 2: Road Upgrades. Upgrade sections of substandard rural roads where the road is identified as a component of the future collector road network.

Policy 3: New Road Construction. Develop grid road networks and parallel road corridors in Urban Service and Community Development Areas.

Policy 4: Access, Operational, and Spot Improvements. Increase the capacity of existing roads to maintain or increase the capacity of the roadway through small-scale improvements such as access management, operational improvements, and other spot improvements.

Policy 5: Incident Management. Coordinate with VDOT and local and state emergency services providers on plans to relieve congestion on parallel roadways that result from incidents on I-81 and I-64.

Policy 6: I-81 Improvements. Coordinate with regional and state agencies to ensure that I-81 Improvements are integrated into development plans for Augusta County. Ensure that plans for I-81 improvements include mitigation strategies to relieve congestion on parallel roadways resulting from I-81 construction.

Goal 4: Support the development of air, rail, transit, and bicycle facilities for transportation and economic development.

Objective A: Increase countywide opportunities for non-automobile options such as rail, air, bus, pedestrian, and bicycle transportation.

Policy 1: Airports. Encourage the viability and further development of Shenandoah Valley Regional Airport, including coordinating adjacent land uses and transportation improvements to best facilitate the full use of the airport. The county will encourage the expansion of operations at the airport for commercial and private air traffic. Encourage the continued use and expansion of Waynesboro's Eagle's Nest Airport to absorb a portion of the regional demand for private air travel.

Policy 2: Rail Facilities. Encourage the continued and further use of rail facilities for business, industrial and passenger service, including tourism functions. Encourage the coordination of adjacent land uses to best facilitate the maximum use of the railroads.

Policy 3: Intermodal Transfer and Transloading Facilities. Assess the need for an intermodal transfer facility to complement current freight movement by truck, rail, and air and support and encourage the expansion of transloading facilities.

Policy 4: Trail Facilities. Promote the development of a countywide interconnected system of shared-use paths and trail facilities for transportation, recreation, and

tourism, connecting to neighboring cities and counties. Support the recommendations of the Central Shenandoah Valley Greenway Plan.

Policy 5: Bicycle Facilities. Promote the development of a countywide interconnected system of bicycle lanes for transportation, recreation, and tourism. Support the recommendations of the Central Shenandoah Valley Bicycle Plan. Encourage the development of bicycle facilities on arterial and collector streets within Urban Service and Community Development Areas, as appropriate.

Policy 6: Pedestrian Facilities. Promote the development of sidewalks and other pedestrian facilities on all streets within Urban Service and Community Development areas.

Goal 5: Support a coordinated, cooperative, and comprehensive transportation planning process.

Objective A: Support effective implementation through coordination, communication, and participation at local, regional, state and federal levels.

Policy 1: Support the Staunton Augusta Waynesboro Metropolitan Planning Organization (SAWMPO). Continue working through the SAWMPO to implement a regional approach to transportation planning and development.

Policy 2: Additions to SAWMPO. Encourage the addition of the Weyers Cave Urban Service Area to the SAWMPO so that all the County's major Urban Service Areas are included in the MPO boundaries and can benefit from the planning process.

Policy 3: Coordination. Improve communications and joint planning between residents, landowners, the county, the cities of Staunton and Waynesboro, VDOT and the PDC, including conducting special technical studies of major proposed developments within urbanizing areas when necessary. The VDOT Six Year Plan, functional classifications and matching fund allocations, together with the county's Comprehensive Plan, CIP, local road network plans and developer proffers, will provide the framework for coordinated road planning and construction. Design standards should be revised through coordination with VDOT to ensure implementation of the best and most current practices.

Policy 4: Public Participation. Keep the public informed of transportation needs and planned short and long-term improvements. Involve the public in the development of transportation plans and the design of transportation projects.

Policy 5: School System Coordination. Coordinate with the county school system to ensure safe access to schools and to integrate school development plans into transportation planning efforts. Promote use of the Transportation Alternatives Program-Safe Routes to School Program for infrastructure and education funding.

Objective B: Increase, mobilize or leverage the necessary funding for transportation planning and for proposed transportation improvements.

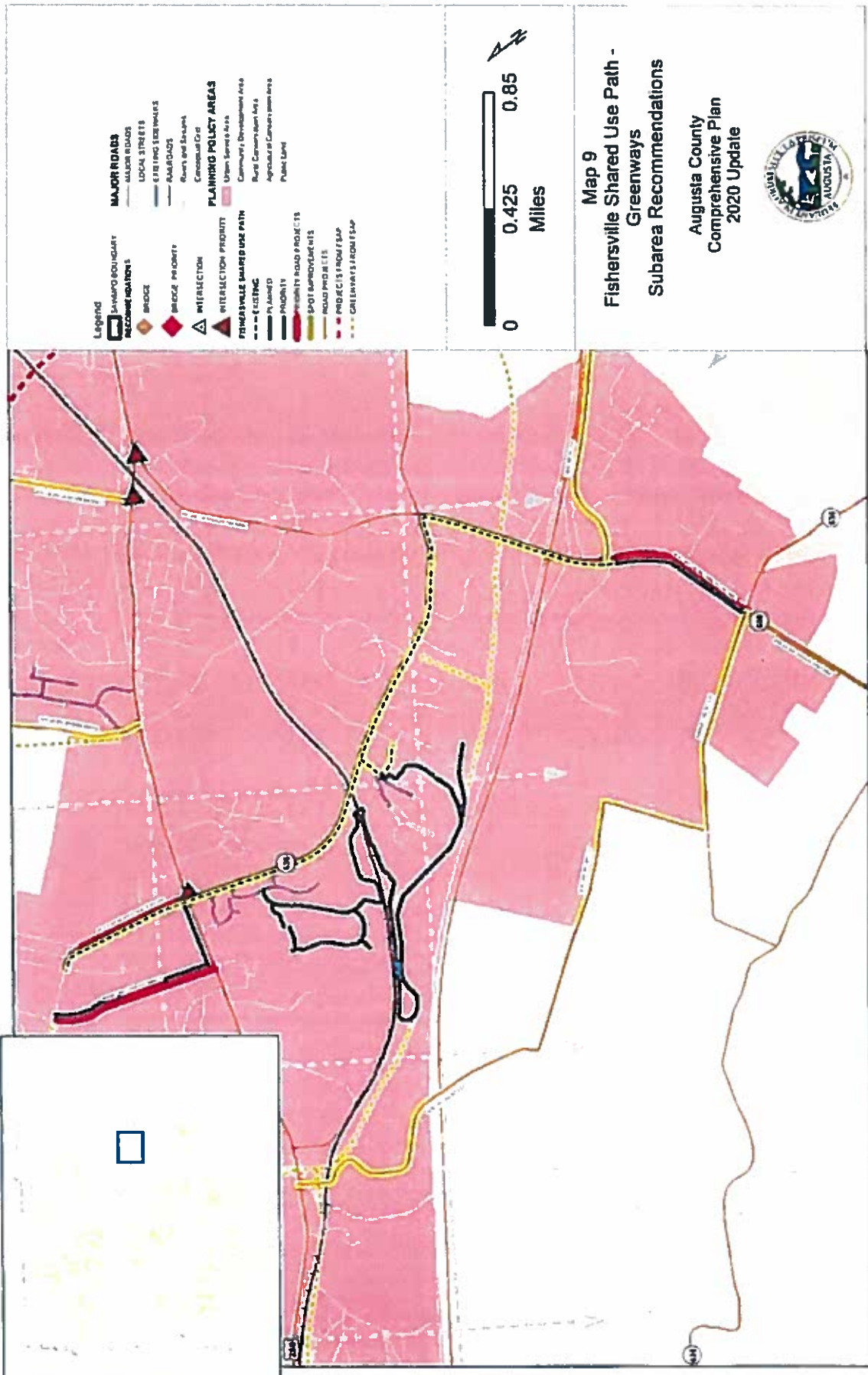
Policy 1: Pursue Transportation Funding Sources. The county will pursue a range of funding sources to support local transportation projects including funds through federal and state options and public/private partnerships.

Policy 2: Revise Countywide Budget Allocations. The county should revise its current transportation funding allocation system to ensure that each magisterial district receives an appropriate portion of funding relative to the costs for constructing and maintaining the transportation facilities needed to support the projected growth within each district. Magisterial districts containing Urban Service and Community Development Areas will receive a significantly higher proportion of future growth than those containing Rural Conservation and Agricultural Conservation Areas, necessitating a far more extensive transportation network. Additionally, urban roads are more expensive to construct than rural roads, they carry a higher volume of traffic, and they also typically include the provision of pedestrian and bicycling facilities. It is also important to maintain rural roads. Budget allocations should also provide for adequate road maintenance in the Rural and Agricultural Conservation Areas.

Policy 3: Prioritize Safety Improvements. The highest priority for transportation funding in the county should be to address safety concerns.

Policy 4: Maintain and Enhance Existing Transportation Infrastructure. To determine the appropriate strategy for addressing roadway congestion, first consider improving existing roadways through access management strategies, operational improvements, and spot improvements. Consider developing parallel roads or road networks to relieve traffic from congested roadways as a second option. Road widening may be considered as a third option in the event that the first two strategies are not projected to relieve the roadway congestion to an acceptable level.

MAP 15



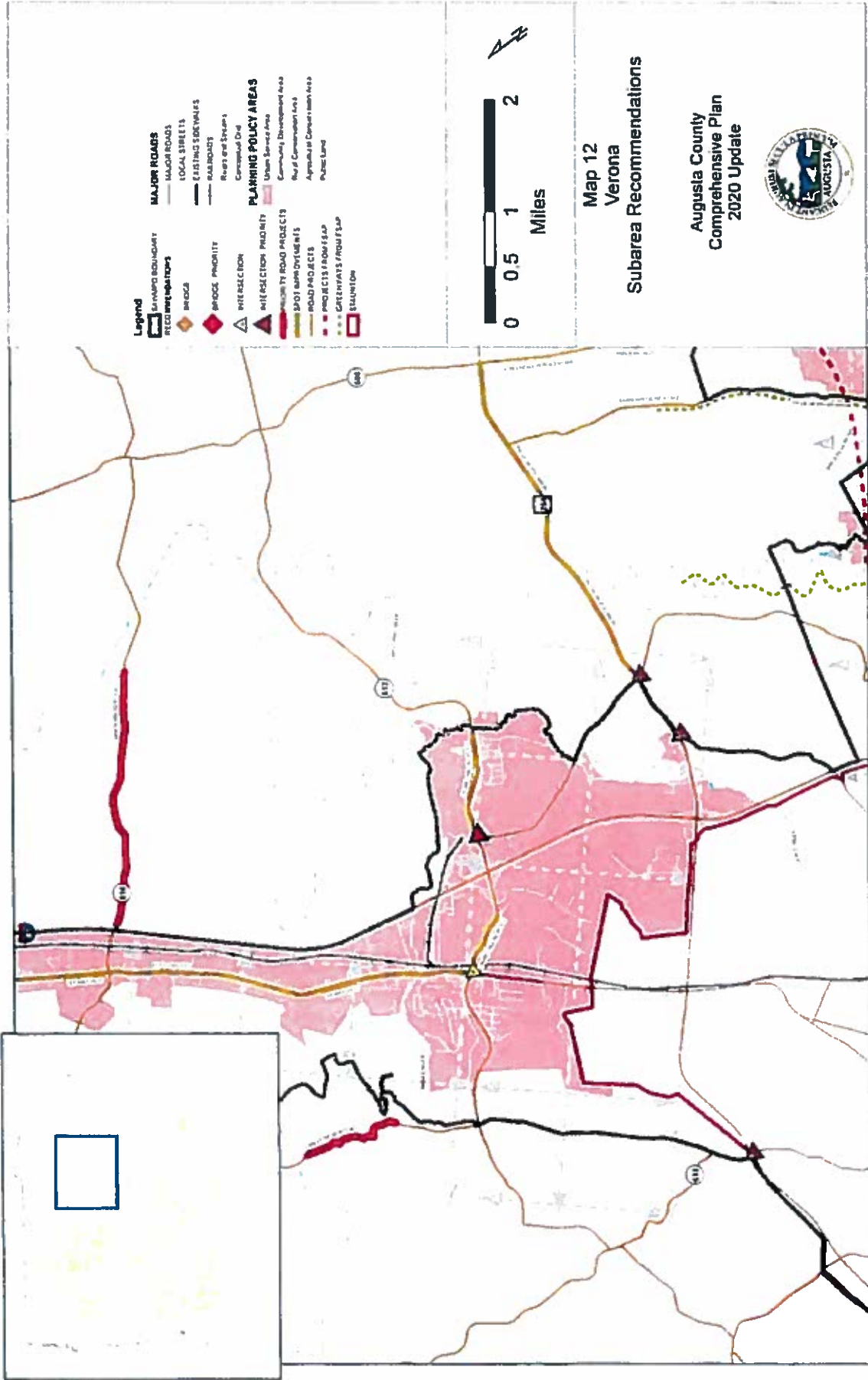
- Legend**
- MAJOR ROADS**
 - Statewide Boundary
 - Local Streets
 - Subdivisions
 - Right-of-Way
 - Conceptual Grid
 - PLANNING POLICY AREAS**
 - Urban Service Area
 - Community Development Area
 - Rural Community Area
 - Agricultural Community Area
 - Public Land
 - INTERSECTION PRIORITY**
 - Priority
 - Spot Improvement
 - Road Project
 - Project from ESAP
 - Greenways from ESAP
 - INTERSECTION**
 - Priority
 - Spot Improvement
 - Road Project
 - Project from ESAP
 - Greenways from ESAP
 - INTERSECTION PRIORITY**
 - Priority
 - Spot Improvement
 - Road Project
 - Project from ESAP
 - Greenways from ESAP
 - FISHERSVILLE SHARED USE PATH**
 - Priority
 - Spot Improvement
 - Road Project
 - Project from ESAP
 - Greenways from ESAP



Map 9
Fishersville Shared Use Path -
Greenways
Subarea Recommendations

Augusta County
 Comprehensive Plan
 2020 Update



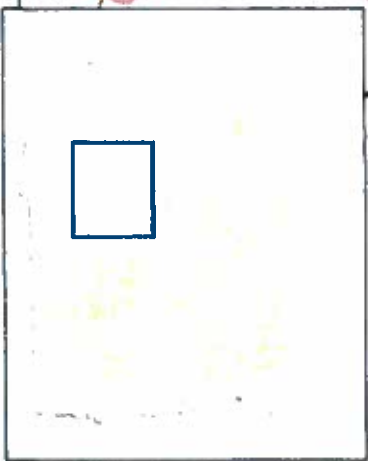


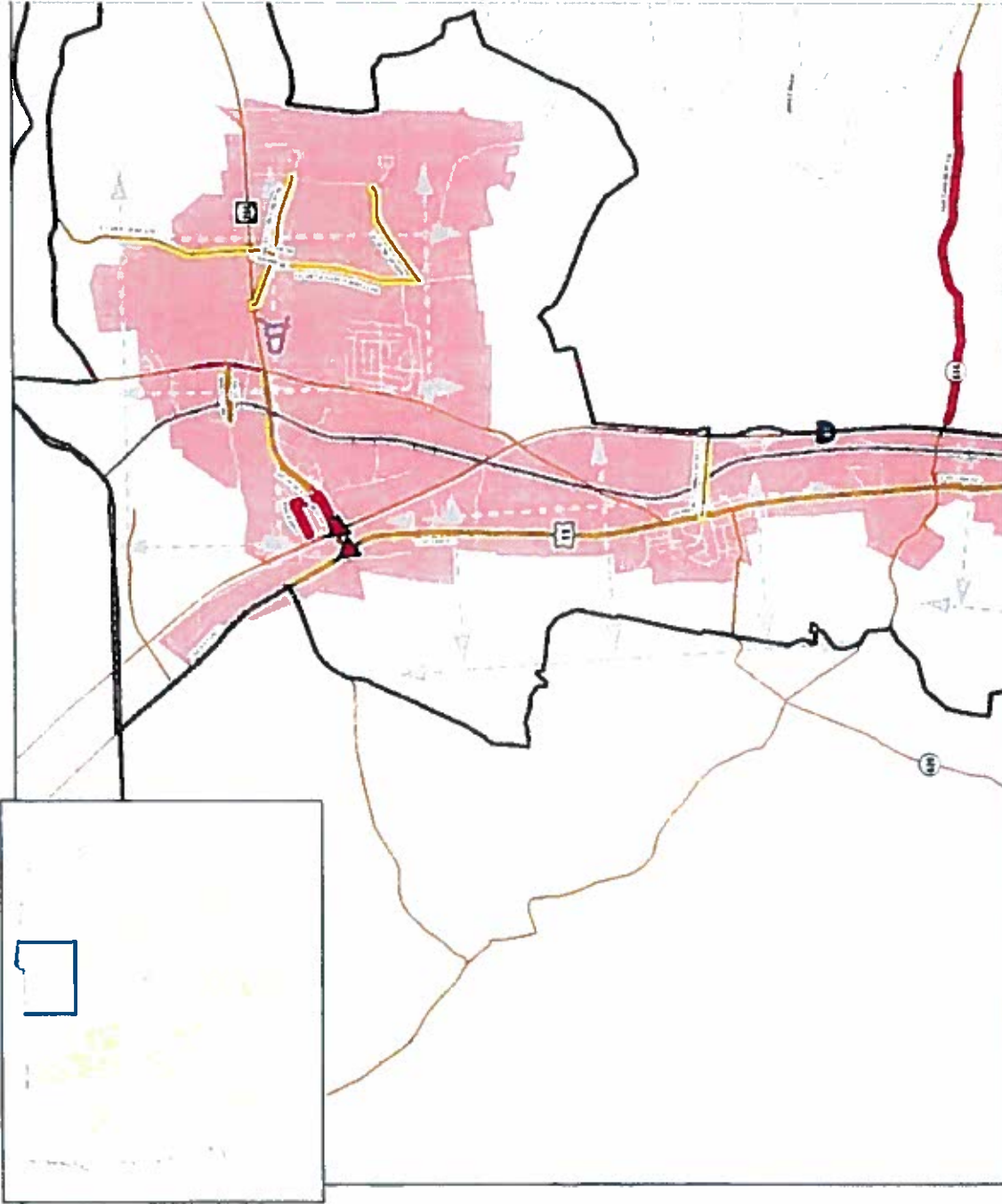
- Legend**
- MAJOR ROADS
 - LOCAL STREETS
 - EXISTING SEWERLINES
 - ROADWAYS
 - PLANNING POLICY AREAS
 - Community Development Area
 - Hour of Construction Lanes
 - Appropriate Commercial Area
 - Public Land
 - INTERSECTION PRIORITY
 - SPOT ROAD PROJECTS
 - ROAD IMPROVEMENTS
 - ROAD PROJECTS FROM FSAP
 - GREENWAYS FROM FSAP
 - STATIONING



Map 12
Verona
Subarea Recommendations

Augusta County
 Comprehensive Plan
 2020 Update





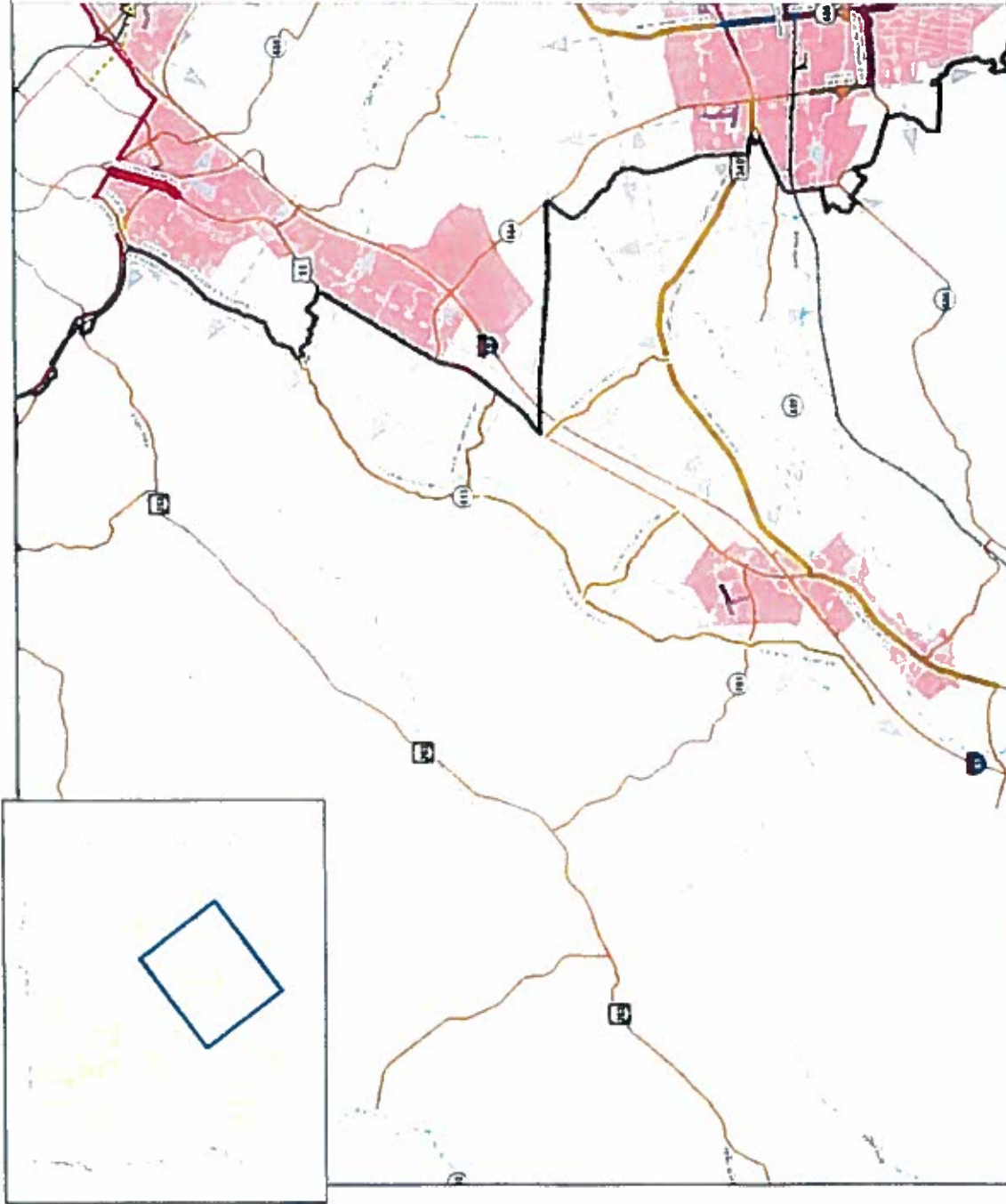
- Legend**
- Unincorporated Area Boundary
 - Major Road
 - Local Street
 - Existing Side Roads
 - New Road
 - Rivers and Streams
 - Contour Line
 - Planning Policy Area
 - Urban Service Area
 - Community Development Area
 - Rural Conservation Area
 - Agricultural/Forest/Low Intensity Area
 - Public Land
 - Limited Property Recommendation
 - Bridge
 - Intersecting Property
 - Intersection
 - Intersection Priority
 - Major Road PDU (T1)
 - Spot Improvements
 - Road PDU (L1)



Map 13
Weyers Cave, Mount Sidney
Subarea Recommendations

Augusta County
 Comprehensive Plan
 2020 Update





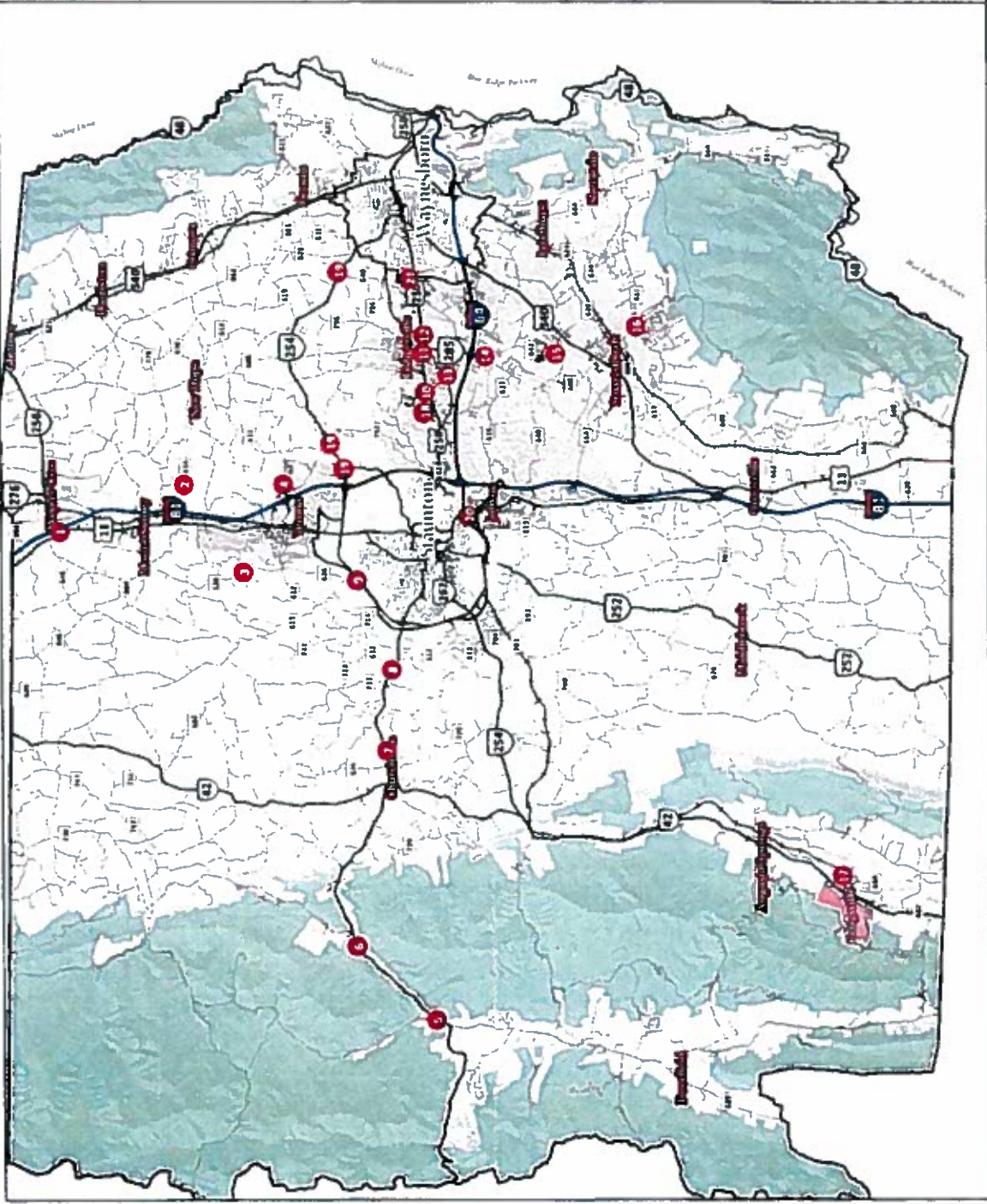
- Legend**
- Metropolitan Boundary
 - Planning Policy Area
 - Major Road
 - Local Street
 - Existing Sidewalk
 - Proposed Sidewalk
 - Station
 - Intersection Priority
 - Spot Improvements
 - Road Projects
 - Proposed Shared Use Path
 - Greenways from Map
 - Station
- MAJOR ROADS**
- Major Road
 - Local Street
 - Existing Sidewalk
 - Proposed Sidewalk
 - Station
- PLANNING POLICY AREAS**
- Community Development Area
 - Urban Service Area
 - Rural Community Area
 - Agri/Forest Community Area
 - Public Line



Map 14
 Jolivet, Mint Spring, Greenville
 Subarea Recommendations

Augusta County
 Comprehensive Plan
 2020 Update





- SAWMPO Boundary
- Town
- Public Lands
- Interstate
- US/State Road
- Local Roads
- Railroad

1 Transportation Recommendation ID
 Note: Numbering System
 Does Not Designate Priority

Source: USGS, Google Earth, USGS, and Commission of VA
 For planning purposes only.
 Produced by Center of Transportation Planning (CTP) at Virginia
 Tech by Virginia Tech Transportation Institute (VT-TTI)
 August 2020



Map 15 Transportation Recommendations

Augusta County
 Comprehensive Plan
 2020 Update





COUNTY OF AUGUSTA
 COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF COMMUNITY DEVELOPMENT
 P.O. BOX 590
 COUNTY GOVERNMENT CENTER
 VERONA, VA 24482-0590



MEMORANDUM

TO: Board of Supervisors
FROM: Leslie Tate, Senior Planner
DATE: July 15, 2020
SUBJECT: Update on Utility Scale Renewable Energy Comprehensive Plan Amendment

At the Planning Commission's meeting on July 14th, staff presented the proposed, draft amendments to the Comprehensive Plan related to utility scale solar that were presented to you at your June 17th work session on the topic (See attached). This was not a public hearing but gave the Planning Commission members the ability to discuss their thoughts on the proposed drafts prior to scheduling a public hearing.

I have summarized some of the discussion points in the bulleted list below. There was no recommendation made from the full Planning Commission, but the bullets listed below present some consideration/thoughts identified by individual Commission members during the discussion.

- Mrs. Bragg, Planning Commission member for the South River District, felt that the draft language should include a policy consideration for not permitting utility scale solar projects within Urban Service Areas (if public water and sewer investment has been made in that location), and also in Community Development Areas, consideration should be given to existing investment in public utilities.
- Mr. Howdyshell, Planning Commission member for the North River District, detailed the Governor's push for increasing renewable energy within the Commonwealth. Mr. Howdyshell felt that some of the draft language was too restrictive upon developers and landowners looking to site utility scale solar. He felt that the proximity to electric infrastructure was the main driving force.
- Mr. Jennings, Planning Commission member for the Pastures District, stated that he liked the draft language and disagreed with Mr. Howdyshell that the language was "negative" towards solar development. In contrast, he felt that the language was positive towards solar development.

Staunton (540) 245-5700

TOLL FREE NUMBERS

Waynesboro (540) 942-5113

From Deerfield (540) 939-4111

From Bridgewater, Grottoes

Harrisonburg, Mt. Solon & Weyers Cave (540) 828-6205

FAX (540) 245-5066

UTILITY SCALE SOLAR PROJECTS – AUGUSTA COUNTY

Staff proposed Comprehensive Plan policies bulleted below:

To achieve steady increase in the county's population and employment mainly in the designated Urban Service Areas to preserve agricultural industry and rural character...

- Augusta County encourages both distributed solar and carefully sited utility scale solar as a means of achieving renewable energy goals.
- The County recognizes the employment opportunities, especially for distributed solar, and economic diversification opportunities that utility scale solar provides

To preserve agriculture as a predominant land use in Augusta County...

- The County desires to maintain rural viewsheds and agriculture as a predominant component of our economy, but sees synergy among agricultural and rural land development and utility scale solar development so long as the clustering of such facilities does not overwhelm the existing landscape and character of an area.
- Siting of projects should evaluate the agricultural landscape of the project area and surrounding area to assess the effects of a project on the agricultural economy.
- The County sees value in projects that innovatively combine agricultural practices with utility scale solar generation to continue the vibrancy of the agricultural economy of Augusta County.
- Siting of projects in Agricultural and Rural Planning Policy Areas should consider the presence of prime farmland producing soils and/or adjacent Agricultural and Forestal Districts.

To preserve the rural landscape and scenic views of Augusta County...

- Siting of projects should take into consideration surrounding neighborhood developments and how visual impacts to those neighborhoods can be mitigated through appropriate buffers.
- Siting and design of projects should strive to utilize existing vegetation and buffers that exist naturally when adjacent to public rights of way or other adjacent property.

To encourage compact, interconnected, pedestrian-oriented development areas ...

- The County desires to balance the utility scale solar land use with other important and valuable land uses for our citizens. The size/extent of projects should be considered in proximity to other developed land uses so as not to overwhelm the existence of nearby developed residential, commercial or mixed use communities.

- Projects within Urban Service and Community Development Areas should not detract from the compact, interconnected, pedestrian-oriented development pattern.
- The County supports projects that seek to actively create opportunities and partnerships that provide for natural open spaces and outdoor recreational activities such as pedestrian corridors, wildlife watching areas, and fishing areas, especially in publically accessible land and rights-of-ways.
For projects that are adjacent to public spaces or other planned developments, the County encourages projects that provide for trails and linkages to adjacent land planned for or already developed.

To further increase the environmental benefits of renewable energy development...

- Projects should be designed, sited, and constructed in a way that protects and preserves the County's natural, scenic, and cultural resources including:
 - Streams, rivers, wetlands
 - Fertile soils
 - Habitats
 - Native vegetation
 - Forests
 - Historic and archaeological resources
- The County sees value in projects that create additional natural resource benefits through the use of native vegetation, the creation of wildlife corridors, and the use of pollinator species in buffer areas and underneath panels.



COUNTY OF AUGUSTA
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF COMMUNITY DEVELOPMENT
P.O. BOX 590
COUNTY GOVERNMENT CENTER
VERONA, VA 24482-0590



MEMORANDUM

TO: Board of Supervisors

DATE: July 14, 2020

FROM: John R. Wilkinson, Director of Community Development *JRW*

COPY: Timmy Fitzgerald, County Administrator

SUBJECT: Waiver request from the requirement to connect to public sewer

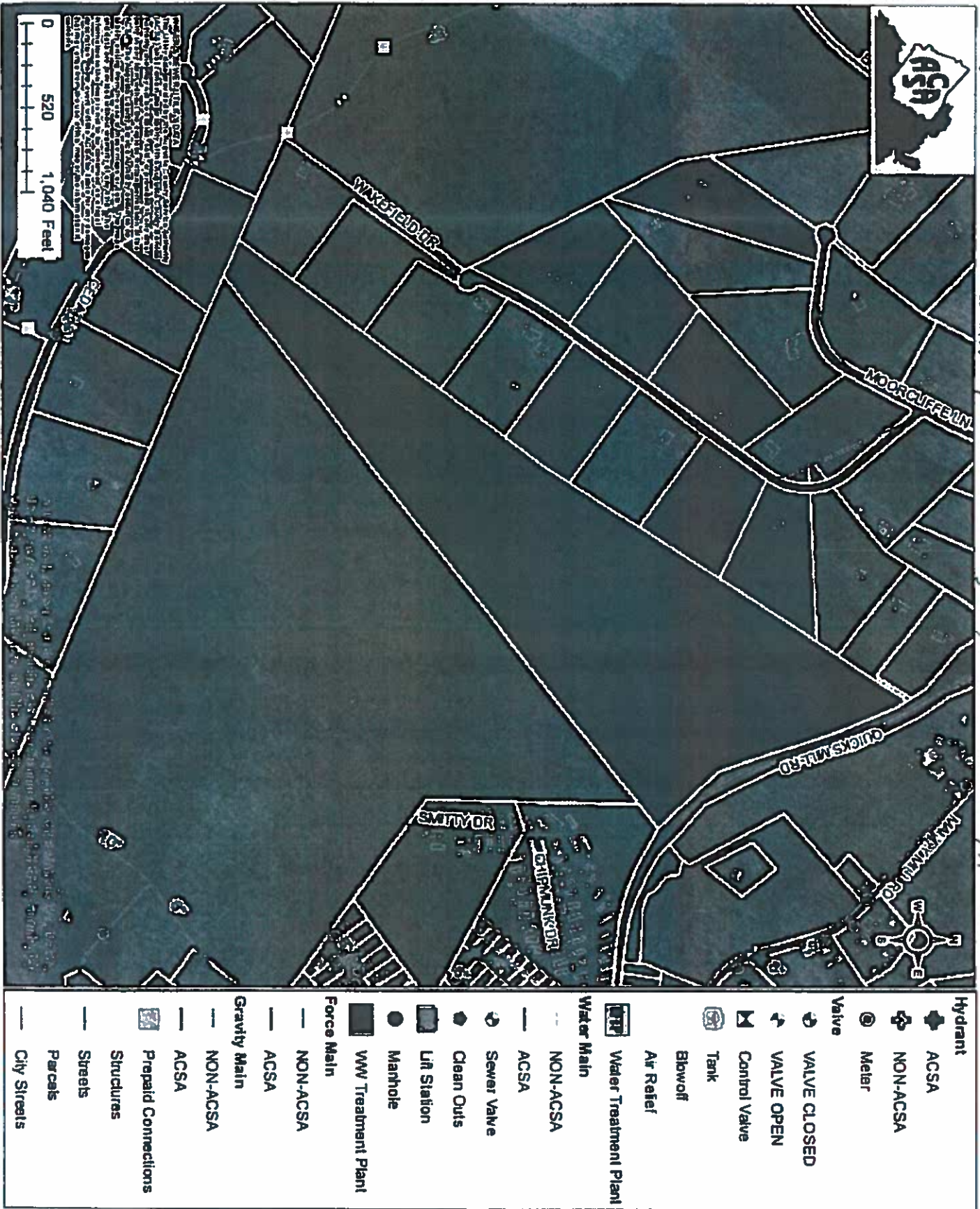
Jeff and Jean Link, Tax Map 36E(2)-13, Quicks Mill Road, Verona, are requesting a waiver from Section 24-1.8 Water and Sewer Connections, from the requirement to connect to the public water system in order to create a new lot to build a dwelling, located in the Urban Service Area.

Dwellings on new lots in minor subdivisions that are located within the Urban Service Area are required by Chapter 24 to connect to public water and sewer if available from the Augusta County Service Authority.

The water line is located along Cedar Lane, which would require an easement from an adjacent neighbor in order to extend the public water line to their property. The adjacent property owner has **refused to grant** an easement. The Augusta County Service Authority acknowledges that sewer is not available to this property and they have no objection to this waiver request.

This request meets one of the Board's criteria for consideration of a waiver. Staff feels the request is reasonable and would recommend the Board approve the request.

Sewer Not available - Valves available w/ Eastment w/ adjoining parcel per Sharon w/ ACSA



0 520 1,040 Feet

- Hydrant
- ACSA
- NON-ACSA
- Meter
- Valve
- VALVE CLOSED
- VALVE OPEN
- Control Valve
- Tank
- Blowoff
- Air Relief
- Water Treatment Plant
- Water Main
- NON-ACSA
- ACSA
- Sewer Valve
- Clean Outs
- Lift Station
- Manhole
- WW Treatment Plant
- Force Main
- NON-ACSA
- ACSA
- Gravity Main
- NON-ACSA
- ACSA
- Prepaid Connections
- Structures
- Streets
- Parcels
- City Streets

NANCY
Mary Lou Simmons & Rodger Hayman Simmons

Jeffrey S Link spoke with me, *NANCY* Mary Lou Simmons and Rodger Hayman Simmons, requesting an easement across my property located in Verona, VA. 24482 for the purpose of connecting to the county water line.

I refuse to grant my permission.

Nancy Simmons

Signature

Signature

Tax Map # 46a1-(1)-10

JUN 24 2020




COUNTY OF AUGUSTA
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF COMMUNITY DEVELOPMENT
P.O. BOX 590
COUNTY GOVERNMENT CENTER
VERONA, VA 24482-0590



MEMORANDUM

TO: Board of Supervisors

DATE: July 14, 2020

FROM: John R. Wilkinson, Director of Community Development 

COPY: Timmy Fitzgerald, County Administrator

SUBJECT: Waiver request from the requirement to extend the public street

Brad Long, is requesting a waiver from Section 21-9.1 Streets and Street Connections, from the requirement to construct an extension of Church Hill Lane (Rt. 1318), to VDOT subdivision street standards, in order serve two new dwellings.

All new public or private streets created to serve the lots in any subdivision shall be designed and constructed in accordance with standards and procedures of VDOT subdivision street requirements for addition into the secondary system of state highways.

The applicant stated that he purchased the two building lots and did not know that he would be required to extend the public street at his expense.

Staff has concerns regarding this request as there are numerous existing lots in older subdivisions where the public road stops at the last house constructed years ago, but the rest of the existing lots are fronting along the public right of way. Section 21.9.1 requires the extension of these streets to be built to VDOT standards for acceptance into the State system for road maintenance.

Staff does not support the request as we feel it could set a precedent that would result in the creation of private streets in residential subdivisions that already have public streets maintained by VDOT.

Staunton (540) 245-5700

TOLL FREE NUMBERS

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From Deerfield (540) 939-4111

From Bridgewater, Grotoes

Harrisonburg, Mt. Solon & Weyers Cave (540) 828-6205

FAX (540) 245-5066



1 inch = 180 feet

CONVENE CLOSED SESSION

July 20, 2020

(In) MOTION: _____ SECOND: _____ VOTE: _____

(Out) _____

(Certify) _____

I move that the Board of Supervisors of Augusta County convene in closed session pursuant to:

- (1) **the personnel exemption under Virginia Code § 2.2-3711(A)(1)**
[discussion, consideration or interviews of (a) prospective candidates for employment, or (b) assignment, appointment, promotion, performance, demotion, salaries, disciplining or resignation of specific employees]:
 - a) Boards and Commissions: Youth Commission, Economic Development Authority, Ag & Forestal Dist., Planning Commission, ACSA, Ag Ind. Brd., Parks & Rec, Library, Recycling, Broadband

- (2) **the real property exemption under Virginia Code § 2.2-3711(A)(3)**
[discussion of the acquisition for a public purpose, or disposition, of real property]:
 - a) Augusta County Courthouse

- (3) **the economic development exemption under Virginia Code § 2.2-3711(A)(5)**
[discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made of its interest in locating or expanding its facilities in the county]:
 - a) Proposed Office space, flex space, storage facilities, manufacturing facilities, utility and mixed use development.

- (4) **the legal counsel exemption under Virginia Code § 2.2-3711(A)(19)**
[A discussion of plans to protect public safety as it relates to terrorist activity in accordance with §2.2-3711 (A)(19) of the Code of Virginia]:
 - A) Security

**ADVANCED
A G E N D A**

REGULAR MEETING OF THE AUGUSTA COUNTY BOARD OF SUPERVISORS

WEDNESDAY, JULY 22, 2020, at 7:00 p.m.

Board Meeting Room, Government Center, Verona, VA

ITEM NO.	DESCRIPTION
----------	-------------

7:00 P.M. PLEDGE OF ALLEGIANCE

INVOCATION - Public participation is optional; those who wish to join the Board of Supervisors in prayer are asked to remain standing after the Pledge.

RESOLUTION RECOGNIZING WENDELL COLEMAN (SEE ATTACHED)

Presented by Chris Runion, 25th House District Delegate

PUBLIC HEARING:

- 7-01 **DEERFIELD COMMUNITY CENTER LEASE**
Consider a lease of real estate for the Deerfield Community Center owned by County of Augusta.

- 7-02 **REZONING**
Consider a request to rezone from General Agriculture with Floodplain Overlay to General Agriculture and Floodplain Overlay with a Public Use Overlay approximately 6.33 acres (TMP 68-54C) owned by County of Augusta located south of Dooks Crossing Road (Rt. 611) approx. 0.2 miles west of the intersection of Dooks Crossing Road (Rt. 611) and Eastside Highway (Rt. 240) in Waynesboro in the Wayne District. The proposed general use of the property is recreational fishing, boating, picnic area, boat launch, lighted accessory parking area, and passive recreation. The use of the property stated in the Comprehensive Plan is Rural Conservation Area.

- 7-03 **AUGUSTA COUNTY COMPREHENSIVE PLAN AMENDMENT**
Consider amendments to the Augusta County Comprehensive Plan Transportation Chapter. Amendments include addition of priority transportation projects: approximate Woodrow Wilson Workforce and Rehabilitation Center secondary access location, Rt. 256 Weyers Cave Road improvements between I-81 ramp and Triangle Drive, Route 250 improvements from Old White Bridge Road to Lew Dewitt Blvd, safety improvements to intersection 254/262, 254/792, and 254/640, and improvements on US 11 from Rolling Thunder Lane to Frontier Drive.

**** (END OF PUBLIC HEARINGS) ****

7-04 **FIRE/EMS WORKER'S COMPENSATION RESOLUTION**
Consider a resolution to cover Volunteer Fire/EMS for Worker's Compensation.

7-05 **WAIVERS**
Consider the following:
1) A waiver request from the requirement to connect to public sewer from Jeff and Jean Link.
2) A waiver request from the requirement to extend the public street from Brad Long.

7-06 **CONSENT AGENDA (SEE ATTACHED)**
7-06.1 **MINUTES**
Consider minutes of the following meeting:

- Regular Meeting, Wednesday, May 27, 2020
- 7-06.2 **CLAIMS**
Consider claims paid since June 01, 2020

(END OF CONSENT AGENDA)

7-07 **MATTERS TO BE PRESENTED BY THE PUBLIC**

7-08 **MATTERS TO BE PRESENTED BY THE BOARD**

7-09 **MATTERS TO BE PRESENTED BY STAFF**

REGULAR MEETING AGENDA ITEM

2020 SESSION

HOUSE RESOLUTION NO. 116

Commending Wendell L. Coleman.

Agreed to by the House of Delegates, March 2, 2020

WHEREAS, Wendell L. Coleman served Augusta County admirably for 12 years as Wayne Magisterial District Supervisor of the Augusta County Board of Supervisors; and

WHEREAS, elected to the board in 2004, 2008, and 2016, Wendell Coleman served as chairman in 2006 and with the county's Parks & Recreation Commission, the Recycling Committee, and the Audit Committee, helping the county navigate several major economic development projects in recent years; and

WHEREAS, for over a half-century, Wendell Coleman has worked for the Wilson Workforce & Rehabilitation Center, providing vocational rehabilitation to countless Virginians with disabilities; since retiring from his full-time position with the center, he continues to work part-time while serving on the Wilson Workforce & Rehabilitation Center Foundation Board of Directors; and

WHEREAS, serving as a member of the board of directors for Vector Industries, a nonprofit organization specializing in industrial and manufacturing labor support performed by persons with disabilities, Wendell Coleman has extended his long-standing commitment to improving the lives of others; and

WHEREAS, dedicated to serving the community, Wendell Coleman has been actively engaged in many local civic endeavors as the president of the Preston L. Yancey Fire Company from 2013 to 2015, a longtime coach for local Little League baseball and high school football teams, and a member of the Fishersville Ruritan Club and Tinkling Spring Presbyterian Church; and

WHEREAS, Wendell Coleman has greatly impacted the Shenandoah Valley region through his involvement with the Community Action Partnership of Staunton, Augusta, and Waynesboro and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, facilitating initiatives that will improve the lives of many; and

WHEREAS, innumerable citizens of Augusta County, Staunton, and Waynesboro have benefited from Wendell Coleman's tireless efforts and dedication; now, therefore, be it

RESOLVED by the House of Delegates, That Wendell L. Coleman hereby be commended for his years of service as Wayne Magisterial District Supervisor of the Augusta County Board of Supervisors; and, be it

RESOLVED FURTHER, That the Clerk of the House of Delegates prepare a copy of this resolution for presentation to Wendell L. Coleman as an expression of the House of Delegates' admiration for his contributions to Augusta County and the Commonwealth.

Regular Meeting, Wednesday, May 27, 2020, 7:00 p.m. Government Center, Verona, VA.

PRESENT: Gerald Garber, Chairman
Pam L. Carter, Vice-Chair
Butch Wells
Michael L. Shull
Scott Seaton
Jeffrey Slaven
Steven Morelli
Timothy K. Fitzgerald, County Administrator
Jennifer M. Whetzel, Deputy County Administrator
James Benkahla, County Attorney
Angie Michael, Executive Assistant (Via Electronic)

VIRGINIA: At a regular meeting of the Augusta County Board of Supervisors held on Wednesday, May 27 2020, at 7:00 p.m., at the Government Center, Verona, Virginia, and in the 244th year of the Commonwealth....

.....

Chairman Garber welcomed the citizens present.

.....

Mr. Morelli led the Pledge of Allegiance.

.....

Dr. Seaton, Supervisor for the Wayne District, delivered the invocation.

.....

LIVESTOCK CLAIM

The Board considered a claim filed by Mary and Randolph Covington in the amount of \$394.00.

Funding Source: Livestock Reimbursement Fund 35010-5802 \$394.00

Timothy Fitzgerald, County Administrator, stated that a claim was filed by Mary and Randolph Covington for one sheep and two lambs killed by stray dog(s). The dog(s) were not seen in the act nor could be found. Animal Control investigated the complaint and it has been determined that the claim is supported by the investigation. The owner has submitted the necessary certification form. Payment is based on current fair market value.

Mr. Wells moved, seconded by Ms. Carter, that the Board approve the livestock claim as presented.

May 27, 2020, at 7:00 p.m.

LIVESTOCK CLAIM (CONT'D)

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven, Seaton and Morelli
Nays: None

Motion carried.

Mr. Garber stated that this ordinance has been referred back to the Ordinance Committee to be changed. The change will allow Mr. Fitzgerald to approve claims of this nature and not require Board approval.

HAZMAT EMERGENCY RESPONSE PLAN RESOLUTION

The Board considered adoption of the Staunton-Augusta-Waynesboro HAZMAT Emergency Response Plan resolution contingent upon changes previously discussed.

Jennifer Whetzel, Deputy County Administrator, stated that Augusta County and the Cities of Staunton and Waynesboro have recently completed an update of the Hazardous Materials Emergency Response Plan (HMERP). The Central Shenandoah Planning District Staff was involved in updating the plan. The purpose of the HMERP is to protect the public from chemical accidents and exposures to hazardous materials. The criteria that is needed in order for 911 to respond appropriately. After discussion during the Staff Briefing, there were suggested revisions to needed to be made. Those revisions have been completed and a copy of the plan is available on the Augusta County website. Adoption of a resolution by the Board is required to complete the process.

Ms. Carter moved, seconded by Mr. Shull, that the Board approve the HAZMAT Emergency Response Plan Resolution.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven, Seaton and Morelli
Nays: None

Motion carried.

CENTRAL SHENANDOAH HEALTH DISTRICT

Dr. Laura Komegay gave the Board an update on COVID-19. The most severely affected area in this district has been Rockingham County and the City of Harrisonburg. This is for a couple of different reasons; one is due to the large critical industry that has continued to operate and there is a number of multiple generational households. Testing has been increased in the area. The National Guard is available to assist with the testing, which allows for more testing to be done. The strong predictions from all models of this disease is there will be a second wave and could be worse. Wearing a mask is important and social distancing should be followed. It is important to have healthcare infrastructure to take care of people. Fortunately, in the Shenandoah Valley that has not been an issue so far. All information and data are available on the Virginia Department of Health website.

Mr. Garber thanked her for taking the time to share the information with the Board. He opened the floor to questions from the Board of Supervisors.

May 27, 2020, at 7:00 p.m.

CENTRAL SHENANDOAH HEALTH DISTRICT (CONT'D)

Mr. Shull asked if people that test positive for the virus are able to contract it again. Dr. Komegay stated that it is unknown.

Mr. Shull questioned the use of masks. Dr. Komegay pointed out that the important thing to remember is if everyone wears a mask then everyone is protected. People tend to turn to public health and science for exact answers and the answers are not available. The State is in a good position as far as protective equipment is concerned.

Dr. Seaton is concerned about only being in the eleventh week of the shutdown and it has had an economic effect in the County. He agrees that a vaccine is the way out, but people need to accept the fact there is probably going to be multiple vaccines in the future. The Governor shut everything down based on what was happening in Northern Virginia and Bath County has had no cases, but are shut down. There is a lot of fear that goes along with this virus. He asked Dr. Komegay if it was safe to see your doctor or go to the hospital if you need to. Dr. Komegay stated that medical practices and the hospitals were in the beginning stages of opening back up and available to see patients.

Ms. Carter asked what percentage of people that have tested positive have been hospitalized. Dr. Komegay stated that 55 out of 746 people were hospitalized in Harrisonburg. Nine people have been hospitalized in the Staunton, Waynesboro, Augusta area.

Mr. Slaven stated that the death toll from the corona virus is approaching 100,000. What is the death toll from all of the different strands of influenza? Dr. Komegay stated there most likely are more deaths regarding influenza than there has been with the corona virus.

Mr. Slaven also asked if the virus actually stemmed from a bat or was it manmade. Dr. Komegay stated that there are ways people produce things in a lab. Based on the genetic makeup of the virus, it is believed to be naturally occurring and not manmade.

.....

SELF CONTAINED BREATHING APPARATUS REPLACEMENT PLAN

The Board considered a plan to use Volunteer Equipment grant funding to set up a replacement plan for SCBA's for all volunteer fire departments.

Mr. Fitzgerald stated that the Public Safety Committee made the recommendation to use the Volunteer Equipment Grant funding to set up a replacement program for the SCBA's for all volunteer fire departments. A spreadsheet was distributed to the Board providing a list of all air packs in the volunteer stations. The spreadsheet shows what is being recommended now and what will be needed in the future. There are six different companies in need of replacement packs. In the future, as those companies' packs expire, funding for the replacement of the packs will be in the capital account. The account will also be used for yearly maintenance that is required on the air packs. This has been a priority for the volunteers for a while and there is support from the Volunteer Officers Association. \$100,000.00 of the volunteer equipment grant will be used every year to fund the replacements. The remaining \$100,000.00 in the Grant Fund will be used for grants as we have in the past.

May 27, 2020, at 7:00 p.m.

SHERIFF'S DEPARTMENT TACTICAL VEHICLE PURCHASE (CONT'D)

Mr. Morelli made the following statement:

I have made this known from day one since I have been on this Board and not one person could deny it. This has been an ongoing problem for the Sheriff. Our Sheriff has asked for this for at least eight years. Every time you ask me to compromise and we have bent over backwards for you. I am not going to remove my motion at this time. I would love to look at it and see if we can negotiate a better price or a grant, but if not, the plan is to move forward with this vehicle. Thank you for checking in on the options.

Mr. Wells made the following statement:

Approximately twenty years ago, Augusta County apparently found it necessary that the Sheriff needed to replace this vehicle. It is unfortunate that we did not keep up with it. It has gotten to the point where it has broken down and has been for two years. I asked the Sheriff to do some research for me when Mr. Morelli approached me to see if I would support this. Since he has come on as the Sheriff of Augusta County, they have had 55 calls where this vehicle would have been used if it had been available to them. About 89% of those calls were approached knowing that there was a possibility the suspect was armed. In actuality, 63% of those cases, weapons were found in the conclusion. What is embarrassing; In September 2018, they were responding to call for an arrest of shooting suspect and the vehicle broke down in route to the call. That is unacceptable and the citizens of our County deserve better than that. That is why I second the motion. I call for the question.

Mr. Shull made the following statement:

I have to agree with Ms. Carter on this situation. I talked to the Sheriff and I told him that I would support this if the economic times were better. As you stated, we had to cut and we lost the revenue that is coming in. A statement was made yesterday about not getting the vehicle for nine months to a year. I am afraid to say that we may take two, three or five years to get back what we have lost. Unless this Board is willing to raise taxes. Under the current economic conditions, it is not looking good. I agree that we need to look at grants. I also brought up that this should be a regional vehicle. If we are going to use it in Staunton and Waynesboro then we should seek help from them on the cost. The Sheriff has drawbacks on that option, but we try to work regionally and this is something that should be regional.. The air packs is something that has to be done. It is mandated. The past eight to ten years that it was asked for it was not mandated for this vehicle. It was asked for. It is like every department in the Government Center, when we are working on the budget, we ask Department Heads to prioritize the things they need the most. When the Sheriff's Department has prioritized before, there were greater needs than this. That is why it was turned down in past budgets. It was not a top priority. I feel like right now is the wrong time to move forward with this. You need to look at your constituents and tell them the Board is spending almost a million dollars right now and in economic hard times.

Mr. Morelli made the following statement:

I do not think it is a point that we like spending money. The safety of our public, officers and rescue is a top priority of this County. We need to make sure every employee and residents are safe. We cannot continue borrowing other localities tactical vehicles. We are a large enough County that we could buy our own. It is coming out of infrastructure money. It is not coming out of the operating budget.

Dr. Seaton made the following statement:

If we are going by Robert's Rules, it requires 2/3 vote when a question is called to be able to proceed forward. We have two new councils in the local cities that may want to help with the expense. This is something that is needed, but not now. It is needed in the near future, but the economy is going to dictate the near future for us. I support police and fire-

May 27, 2020, at 7:00 p.m.

SHERIFF'S DEPARTMENT TACTICAL VEHICLE PURCHASE (CONT'D)

rescue and I want to see them safe. I support the schools too. There are five schools in my district and I want to make sure infrastructure money is available to my schools if they have a need.

Mr. Slaven made the following statement:

The first time I heard about this vehicle is during the orientation when assuming my position on the Board. It was not presented to us during general oversight and duties of the Sheriff's Department. In conversation, as we adjourned, we were discussing things of need and this vehicle came up. It was my understanding at that time that the vehicle had been discussed for several years. Some of those years, the economy was a lot better. I give Mr. Morelli credit for spearheading this and Mr. Wells with his history in law enforcement, but the infrastructure money is used as a designated amount of money within our district to benefit our citizens in that district. I do not have the amount of money in my infrastructure account that these two gentlemen have in theirs, but I wanted to participate. It is my understanding that the vehicle that was received from the State Police many years ago was well worn when we took possession of it. So much so that it was never put on a depreciation schedule because the State Police did not think it was worth anything and it was given to the County. We have been able to take a vehicle that was in that condition when we got it and keep it going for another twenty plus years. This investment is not an investment for today, it is an investment for probably the next two decades in this County. We all have fire insurance, smoke alarms, and insurance for our vehicles in hopes that we never use it. The amount of this vehicle is a lot, but I have seen a lot of money pass here in the short time I have been on the Board for other things. I feel like this is an investment in something that if this County does not get its worth out of this vehicle, all of our citizens have been blessed. The need for this vehicle is not pleasant, but I do feel like in times of need that this vehicle is priceless.

Mr. Shull asked if there was consideration of looking into used vehicles.

Mr. Garber stated that there was a number of fairly new ones available, but are they worth it. He understands the timing not being right to purchase this vehicle.

Vote was as follows: Yeas: Garber, Wells, Slaven, and Morelli
 Nays: Carter, Seaton and Shull

Motion carried.

Mr. Wells recommends putting the tactical vehicle on a depreciation sheet. Also, ask the Sheriff for annual updates on the activity involving the vehicle.

WAIVERS

The Board considered a parking waiver request for William Park's affordable senior apartment.

John Wilkinson, Director of Community Development, stated that a request was received from William Park associated with the approved senior affordable housing apartment project along Pinnacle Drive in Fishersville. Currently, two off-street parking spaces are required per unit plus 10%. This is a ratio of 2.2 spaces per unit. Mr. Park is requesting a 1.1 space per unit. Staff has concerns related to the comparison with other apartment complexes in the area in terms of public transportation access as well as nearby mixed use amenities. Staff has determined that some parking reduction may

May 27, 2020, at 7:00 p.m.

CONSENT AGENDA (CONT'D)

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven, Seaton and Morelli
Nays: None

Motion carried.

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MATTERS TO BE PRESENTED BY THE PUBLIC –NONE

.....

MATTERS TO BE PRESENTED BY THE BOARD

Ms. Carter stated that the Community Foundation continues the COVID-19 efforts. A survey was recently distributed. The top four issues identified by the citizens is mental health, childcare activities, ability to pay bills and access to food, medical care and medicine.

Dr. Seaton congratulated the recent winners of the election.

Mr. Shull stated that businesses need to be opened back up for business. Recommends sending a letter to the Governor and our Representatives, as a board, to voice our opinions. He is not in favor of wearing masks.

Mr. Slaven thanked Staff for being so willing to help with the budget process and figuring out the business at hand.

Mr. Garber monitors ECC frequently. It has occurred to him that over doses have increased. There are more people in danger because of the reaction to COVID-19. People are frustrated.

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MATTERS TO BE PRESENTED BY STAFF

Timothy Fitzgerald, County Administrator discussed the following issues:

- 1) In preparation of re-opening the government, you will see noticeable changes at the counters and within the building. The goal is to re-open June 1. Masks will be required for the public coming into the building. Employees are not required to wear a mask, but can do so if they choose.

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CLOSED SESSION

On motion of Ms. Carter, seconded by Mr. Shull, the Board went into closed session pursuant to:

- (1) the personnel exemption under Virginia Code § 2.2-3711(A)(1) [discussion, consideration or interviews of (a) prospective candidates for employment, or (b) assignment, appointment, promotion, performance, demotion, salaries, disciplining or resignation of specific employees]:

May 27, 2020, at 7:00 p.m.

BOARDS AND COMMISSIONS (CON'TD)

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Slaven moved, seconded by Mr. Shull, that the Board re-appoint Andrew Middleton to serve on the Augusta County Service Authority. Effective July 1, 2020 and to expire on June 30, 2024.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Slaven moved, seconded by Mr. Wells, that the Board re-appoint Mr. Shull to serve on the Augusta County Service Authority. Effective July 1, 2020 and to expire June 30, 2024.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Shull moved, seconded by Ms. Carter, that the Board re-appoint Carol Turrentine to serve on the Library Board. Effective July 1, 2020 and to expire on June 30, 2024.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Slaven moved, seconded by Mr. Shull, that the Board re-appoint Andrew Crummett to serve on the Agriculture Industry Board. Effective July 1, 2020 and to expire on June 30, 2024.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Dr. Seaton moved, seconded by Mr. Shull, that the Board re-appoint James Stewart to serve on the Library Board. Effective July 1, 2020 and to expire on June 30, 2024.

May 27, 2020, at 7:00 p.m.

BOARDS AND COMMISSIONS (CONTD)

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Dr. Seaton moved, seconded by Ms. Carter, that the Board re-appoint Samantha Bosserman to serve on the Parks & Recreation Commission. Effective July 1, 2020 and to expire on June 30, 2024.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Shull moved, seconded by Dr. Seaton, that the Board re-appoint Leslie Tate to serve on the Central Shenandoah Planning District Commission. Effective July 1, 2020 and to expire on June 30, 2023.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

Mr. Shull moved, seconded by Mr. Wells, that the Board re-appoint Vickie Moran to serve on the Central Shenandoah Planning District Commission. Effective July 1, 2020 and to expire on June 30, 2023.

Vote was as follows: Yeas: Garber, Carter, Wells, Shull, Slaven
Seaton and Morelli
Nays: None

Motion carried.

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A/P DISTRIBUTION BY CHECK #

DATE	CHECK#	PAYEE	DESCRIPTION	TOTAL	GENERAL	CENTRAL	MISC
20200604	12267	CAROLINA DIGITAL PHONE	TELEPHONE SERVICE	2,309.35	2,052.00	232.35	25.00
20200604	12268	COUNTY OF AUGUSTA HEALTH	SELF INSURANCE	313,372.68	-	-	313,372.68
20200604	12269	FASTENAL COMPANY	JANITORIAL SUPPLIES	119.96	119.96	-	-
20200604	12270	FISHER AUTO PARTS, INC.	MISCELLANEOUS SUPPLIES	291.92	291.92	-	-
20200604	12273	JENKINS SECURITY SERVICE	POLICE SUPPLIES	4.50	4.50	-	-
20200604	12274	JIM SNEAD FORD	VEHICLE MAINT & SUPPLIES	519.49	519.49	-	-
20200604	12275	MSC INDUSTRIAL SUPPLY CO	JANITORIAL SUPPLIES	980.49	980.49	-	-
20200604	12276	OFFICE DEPOT	OFFICE SUPPLIES	248.71	248.71	-	-
20200604	12277	ROBERTS OXYGEN CO., INC.	MISCELLANEOUS SUPPLIES	97.79	97.79	-	-
20200604	12278	ROCKINGHAM COOPERATIVE	POOL SUPPLIES	164.22	164.22	-	-
20200604	12279	SHEN.VALLEY ELECTRIC COOP	ELECTRIC SERVICE	80.49	80.49	-	-
20200604	12280	TIMMONS	VERONA PED IMPROV	7,355.54	-	-	7,355.54
20200604	12281	WAYNE OXYGEN & WELDING	MISCELLANEOUS SUPPLIES	127.06	127.06	-	-
20200611	12282	ATLANTIC TECHNOLOGY	TOWER	900.00	900.00	-	-
20200611	12283	AUGUSTA PAINT	SITE SUPPLIES	30.95	30.95	-	-
20200611	12284	BOBBY'S TOWING SERVICE	REFUSE COLLECTION	72,789.36	72,602.88	-	186.48
20200611	12285	CLEAR COMMUNICATIONS	EQUIPMENT	2,939.63	-	-	2,939.63
20200611	12287	COUNTY OF AUGUSTA HEALTH	SELF INSURANCE	66,824.08	-	-	66,824.08
20200611	12289	FISHER AUTO PARTS, INC.	POLICE SUPPLIES	62.56	62.56	-	-
20200611	12292	JENKINS SECURITY SERVICE	MISCELLANEOUS SUPPLIES	2.25	2.25	-	-
20200611	12293	JIM SNEAD FORD	VEHICLE MAINT & SUPPLIES	1,076.10	1,076.10	-	-
20200611	12294	OFFICE DEPOT	OFFICE SUPPLIES	261.97	261.97	-	-
20200611	12295	SAFEWARE, INC.	EMS SUPPLIES	20.00	20.00	-	-
20200611	12296	SHEN.VALLEY ELECTRIC COOP	ELECTRIC SERVICE	3,299.50	2,993.71	-	305.79
20200611	12297	SOUTHERN ELEVATOR	BLDG MAINT SVC CONTRACT	240.75	240.75	-	-
20200611	12298	STAUNTON-AUGUSTA RESCUE	FUEL BENEFITS	750.00	750.00	-	-
20200611	12299	STUARTS DRAFT RESCUE	FUEL BENEFITS	10,030.00	10,030.00	-	-
20200611	12300	SWOOPE VOL. FIRE DEPT.	FUEL BENEFITS	9,440.00	9,440.00	-	-
20200611	12301	TIMMONS	STUARTS DRAFT SMALL AREA PLAN	2,825.00	-	-	2,825.00
20200611	12303	WASH J & L, INC	CAR WASHES	5.00	5.00	-	-
20200611	12304	XEROX CORP.	MAINT SVC CONTRACT	500.90	500.90	-	-
20200611	12305	360 HOME SERVICES LLC	LAWN CARE	1,880.00	1,880.00	-	-
20200618	12307	ADVANCED TELEPHONE & DATA	TECH MAINT	1,350.02	990.02	-	360.00
20200618	12308	AIRECO SUPPLY, INC	MISCELLANEOUS SUPPLIES	6,623.96	6,623.96	-	-
20200618	12309	COUNTY OF AUGUSTA HEALTH	SELF INSURANCE	257,188.26	-	-	257,188.26
20200618	12311	GENERAL SALES OF VA INC	JANITORIAL SUPPLIES	1,407.91	1,407.91	-	-

A/P DISTRIBUTION BY CHECK #

DATE	CHECK#	PAYEE	DESCRIPTION	TOTAL	GENERAL	CENTRAL	MISC
20200618	12312	H & R CONTRACTORS INC	CUSTODIAL SERVICES	1,241.90	1,241.90	-	-
20200618	12314	JIM SNEAD FORD	VEHICLE MAINT & SUPPLIES	100.66	100.66	-	-
20200618	12315	KPD, INC. PORT-A-JOHNS	RENTAL	500.00	500.00	-	-
20200618	12316	MSC INDUSTRIAL SUPPLY CO	JANITORIAL SUPPLIES	93.30	93.30	-	-
20200618	12317	OFFICE DEPOT	OFFICE SUPPLIES	966.97	966.97	-	-
20200618	12318	PLEASANT VIEW LAWN &	LAWN CARE	125.00	125.00	-	-
20200618	12319	RIGHTANSWER.COM, INC.	HAZ MAT	1,056.00	-	-	1,056.00
20200618	12320	ROCKINGHAM COOPERATIVE	POWER EQUIP SUPPLIES	221.33	221.33	-	-
20200618	12321	ROTO-ROOTER SEWER &	MISCELLANEOUS SUPPLIES	553.00	553.00	-	-
20200618	12322	RXBENEFITS INC	SELF INSURANCE	151,769.64	-	-	151,769.64
20200618	12323	SAFEWARE, INC.	RESCUE SUPPLIES	254.88	254.88	-	-
20200618	12324	SAVE ON SP, LLC	SELF INSURANCE	7,005.75	-	-	7,005.75
20200618	12326	THE PENWORTHY COMPANY	BOOKS	1,212.50	1,212.50	-	-
20200618	12327	WASH J & L, INC	CAR WASHES	379.00	379.00	-	-
20200618	12328	WAYNE OXYGEN & WELDING	MISCELLANEOUS SUPPLIES	29.76	29.76	-	-
20200625	12332	ATLANTIC TECHNOLOGY	TOWER	900.00	900.00	-	-
20200625	12333	AUGUSTA PAINT	SITE SUPPLIES	21.19	21.19	-	-
20200625	12334	BOBBY'S TOWING SERVICE	REFUSE COLLECTION	150.00	150.00	-	-
20200625	12336	CLEAR COMMUNICATIONS	RADIO MAINT CONTRACT	452.14	452.14	-	-
20200625	12337	COUNTY OF AUGUSTA HEALTH	SELF INSURANCE	173,213.39	-	-	173,213.39
20200625	12339	DAISY A. BROWN	BZA MEMBER	300.00	300.00	-	-
20200625	12340	ELIZABETH ANN HINNANT	ELECTION	217.75	217.75	-	-
20200625	12342	FISHER AUTO PARTS, INC.	VEHICLE SUPPLIES	127.37	127.37	-	-
20200625	12343	GENERAL SALES OF VA INC	JANITORIAL SUPPLIES	613.61	613.61	-	-
20200625	12346	JIM SNEAD FORD	VEHICLE SUPPLIES	5,807.64	5,807.64	-	-
20200625	12347	LANGUAGE LINE SERVICES	TELEPHONE SERVICE	161.49	161.49	-	161.50
20200625	12348	NEW HOPE RURITAN CLUB	SITE	322.99	-	-	-
20200625	12349	OFFICE DEPOT	OFFICE SUPPLIES	1,485.38	1,485.38	-	-
20200625	12350	OVERDRIVE INC	BOOKS	2,420.29	2,420.29	-	-
20200625	12351	R.L. MEADOWS ELECTRICAL	MISCELLANEOUS SUPPLIES	18,722.66	18,722.66	-	-
20200625	12352	ROCKINGHAM COOPERATIVE	FOUNDATIONS SUPPLIES	23.00	23.00	-	-
20200625	12353	RXBENEFITS INC	SELF INSURANCE	87.22	87.22	-	-
20200625	12354	SAFEWARE, INC.	RESCUE SUPPLIES	70.26	70.26	-	-
20200625	12355	WASH J & L, INC	CAR WASHES	8.00	8.00	-	-
20200625	12356	XEROX CORP.	OFFICE SUPPLIES	1,955.73	1,955.73	316.21	-
20200625	12357	360 HOME SERVICES LLC	LAWN CARE	1,175.00	1,175.00	-	-

A/P DISTRIBUTION BY CHECK #

08/01/20 to 06/30/20

DATE	CHECK#	PAYEE	DESCRIPTION	TOTAL	GENERAL	CENTRAL	MISC
20200604	564629	AMAZON CAPITAL SERVICES	POLICE SUPPLIES	1,681.11	1,681.11	-	-
20200604	564631	APPALACHIAN GRASS INC	GROUNDS MAINT CONTRACT	2,114.00	2,114.00	-	-
20200604	564632	AT&T	TELEPHONE SERVICE	0.07	0.07	-	-
20200604	564634	AUGUSTA COUNTY SERVICE	JANITORIAL SUPPLIES	210.08	210.08	-	-
20200604	564636	AXON ENTERPRISE INC	EQUIPMENT	7,123.75	-	-	7,123.75
20200604	564637	BETSY CURRY	REIMBURSEMENT	56.35	56.35	-	-
20200604	564638	BREYETTE COVINGTON	REIMBURSEMENT	8.51	8.51	-	-
20200604	564639	BUILDERS FIRTSOURCE	MISCELLANEOUS SUPPLIES	69.38	-	-	69.38
20200604	564640	CAROL TURRENTINE	REIMBURSEMENT	47.84	47.84	-	-
20200604	564641	CAVE TOWN PROPERTIES LLC	RENT	3,604.00	-	-	3,604.00
20200604	564644	CINTAS CORPORATION #394	MISCELLANEOUS SUPPLIES	372.38	372.38	-	-
20200604	564645	COBB TECHNOLOGIES	OFFICE SUPPLIES	1.74	1.74	-	-
20200604	564646	COLONIAL AUTO CENTER	VEHICLE MAINT & SUPPLIES	455.23	455.23	-	-
20200604	564648	COMCAST	TELEPHONE SERVICE	500.20	500.20	-	-
20200604	564649	COMM.OF REVENUE ASSOC. OF	DUES	525.00	525.00	-	-
20200604	564652	DOMINION ENERGY VIRGINIA	ELECTRIC SERVICE	8,411.83	8,306.44	105.39	-
20200604	564653	DORAN STEGURA	REIMBURSEMENT	18.17	18.17	-	-
20200604	564655	EAST COAST EMERGENCY	VEHICLE SUPPLIES	187.00	187.00	-	-
20200604	564656	EAVERS TIRE	VEHICLE MAINT & SUPPLIES	305.62	305.62	-	-
20200604	564657	ERIN GNIDZIEJKO-SMITH	GART	224.55	224.55	-	-
20200604	564658	FRESH AIR SOLUTIONS INC	MISCELLANEOUS SUPPLIES	8,725.00	8,725.00	-	-
20200604	564659	GOODMAN SPECIALIZED	VEHICLE MAINT & SUPPLIES	2,281.30	2,281.30	-	-
20200604	564662	HIGHWAY MOTORS INC	VEHICLE SUPPLIES	350.83	350.83	-	-
20200604	564663	INGRAM LIBRARY SERVICES	BOOKS	1,012.49	1,012.49	-	-
20200604	564664	JAMES STEWART	REIMBURSEMENT	1.27	1.27	-	-
20200604	564665	JENNIFER ANDERSON	REIMBURSEMENT	95.51	95.51	-	-
20200604	564667	JUSTIN RHYNE	REIMBURSEMENT	14.62	-	-	14.62
20200604	564669	KORMAN SIGNS	STREET SIGN SUPPLIES	1,317.29	1,317.29	-	-
20200604	564671	LEXIS NEXIS MATTHEW	LAW BOOKS	73.80	73.80	-	-
20200604	564672	LUMOS NETWORKS	TELEPHONE SERVICE	132.40	83.14	49.26	-
20200604	564673	LYNN MITCHELL	REIMBURSEMENT	18.17	18.17	-	-
20200604	564674	MARSH & MCLENNAN AGENCY	PROFESSIONAL FEE	916.67	916.67	-	-
20200604	564677	MELODY PUFFENBARGER	REIMBURSEMENT	15.41	15.41	-	-
20200604	564679	MIDWEST TAPE	BOOKS	1,297.64	1,297.64	-	-
20200604	564680	MT. SOLON VOL.FIRE DEPT.	4 FOR LIFE	7,357.91	7,357.91	-	-
20200604	564681	PATRICK LAM	REIMBURSEMENT	15.47	-	-	15.47

A/P DISTRIBUTION BY CHECK #

DATE	CHECK#	PAYEE	DESCRIPTION	TOTAL	GENERAL	CENTRAL	MISC
20200604	564663	PRINTER CONNECTION, INC	MAINT SVC CONTRACT	695.00	695.00	-	-
20200604	564685	RECORDED BOOKS, LLC	BOOKS	80.55	80.55	-	-
20200604	564686	RICE TIRE	VEHICLE MAINT & SUPPLIES	946.00	946.00	-	-
20200604	564689	SEGRA	TELEPHONE SERVICE	2,351.13	2,133.13	218.00	-
20200604	564691	SHENANDOAH VALLEY	VOTING SUPPLIES	348.00	348.00	-	-
20200604	564692	SHI INTERNATIONAL CORP	EQUIPMENT	34,155.11	1,173.68	-	32,981.43
20200604	564693	SHIELDS INVESTMENT CO LLC	RENT	1,950.00	1,950.00	-	-
20200604	564694	SHOWCASES	LIBRARY SUPPLIES	493.34	493.34	-	-
20200604	564695	SHRED-IT USA	OFFICE SUPPLIES	75.00	60.00	15.00	-
20200604	564696	SOUTH RIVER IRRIGATION	MAINT SVC CONTRACT	85.00	85.00	-	-
20200604	564697	SPOTTSWOOD RAPHAINE	MISCELLANEOUS SUPPLIES	3,954.00	-	-	3,954.00
20200604	564699	STAPLES BUSINESS CREDIT	OFFICE SUPPLIES	871.25	871.25	-	-
20200604	564700	STAUNTON GLASS & MIRROR	MISCELLANEOUS SUPPLIES	2,175.00	2,175.00	-	-
20200604	564701	STAUNTON TRACTOR, INC.	RENTAL	934.00	-	-	934.00
20200604	564703	SUPPLY ROOM COMPANIES	OFFICE SUPPLIES	190.02	190.02	-	-
20200604	564704	SYCOM TECHNOLOGIES	CONTRACT SERVICES	4,418.75	4,418.75	-	-
20200604	564705	T&A CLEANING	CLEANING	650.00	650.00	-	-
20200604	564706	THE MADEE PROJECT	GRANT	2,000.00	2,000.00	-	-
20200604	564708	TOMAR ELECTRONICS INC	VEHICLE SUPPLIES	287.64	287.64	-	-
20200604	564709	TOWN OF CRAIGSVILLE	WATER & SEWER	71.00	71.00	-	-
20200604	564710	TRAVIS W MOYERS	REIMBURSEMENT	30.09	-	-	30.09
20200604	564711	TREASURER OF VIRGINIA	CORONER	40.00	40.00	-	-
20200604	564713	VA PREMIER ELITE PLUS	REFUND	167.52	-	-	167.52
20200604	564714	VALLEY POOL & SPA	POOL SUPPLIES	125.94	125.94	-	-
20200604	564715	VALLEY PROGRAM FOR AGING	CONTRIBUTION FY20 4TH QTR.	7,812.50	7,812.50	-	-
20200604	564717	WALMART COMMUNITY SYNCB	OFFICE SUPPLIES	129.98	129.98	-	-
20200604	564719	WINTERGREEN PROPERTY	LEASE	3,627.84	3,627.84	-	-
20200604	564720	XEROX FINANCIAL SERVICES	OFFICE SUPPLIES	595.99	595.99	-	-
20200604	564721	YOUNG'S MECHANICAL SOLUTI	CONTRACT MAINT	1,318.00	1,318.00	-	-
20200604	564722	ZEP SALES & SERVICE	JANITORIAL SUPPLIES	218.28	218.28	-	-
20200604	564732	BESST LLC	RENT	1,800.00	-	-	1,800.00
20200611	564774	AETNA INC	SELF INSURANCE	79,398.16	-	-	79,398.16
20200611	564775	AMAZON CAPITAL SERVICES	JANITORIAL SUPPLIES	3,069.21	1,984.21	-	1,085.00
20200611	564776	AT&T MOBILITY	TELEPHONE SERVICE	117.42	117.42	-	-
20200611	564779	AUGUSTA COUNTY F&R INC	FUEL BENEFITS	1,180.00	1,180.00	-	-
20200611	564780	AUGUSTA COUNTY FIRE DEPT.	FUEL BENEFIT	295.00	295.00	-	-

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20200611	564781	AUGUSTA COUNTY SERVICE	WATER & SEWER	79.86	79.86	-	-
20200611	564786	BMS DIRECT	OFFICE SUPPLIES	4,219.43	4,219.43	-	-
20200611	564787	BOUND TREE MEDICAL, LLC	EMS SUPPLIES	274.32	274.32	-	-
20200611	564789	CHURCHVILLE RESCUE SQUAD	CONTRIBUTION	6,708.00	6,708.00	-	-
20200611	564790	CHURCHVILLE VOL.FIRE DEPT	CONTRIBUTION	58,258.00	78,258.00	-	(20,000.00)
20200611	564792	CINTAS CORPORATION #394	OFFICE SUPPLIES	218.80	218.80	-	-
20200611	564794	COLUMBIA GAS	NATURAL GAS CONSUMPTION	70.37	70.37	-	-
20200611	564795	COMCAST	TELEPHONE SERVICE	108.35	108.35	-	-
20200611	564797	COMPLETE CARE OF VA	BLDG MAINT SVC CONTRACT	100.00	100.00	-	-
20200611	564800	COX CONSTRUCTION & PLUMBI	CONTRACT REPAIRS	214.31	214.31	-	-
20200611	564801	CRAIGSVILLE VOL.FIRE DEPT	FUEL BENEFITS	7,965.00	7,965.00	-	-
20200611	564802	DEERFIELD VOL.FIRE DEPT.	FUEL BENEFITS	4,130.00	4,130.00	-	-
20200611	564803	DICK MYERS CHRYSLER,	VEHICLE MAINT & SUPPLIES	1,204.78	1,204.78	-	-
20200611	564804	DIRECTV	TELEPHONE SERVICE	7.35	7.35	-	-
20200611	564805	DOMINION ENERGY VIRGINIA	ELECTRIC SERVICE	25,879.68	20,663.98	5,215.70	-
20200611	564806	DOOMS VOL.FIRE DEPT.	FUEL BENEFITS	5,015.00	5,015.00	-	-
20200611	564807	EAVERS ENT.	VEHICLE MAINT & SUPPLIES	110.16	110.16	-	-
20200611	564808	EAVERS TIRE	VEHICLE MAINT & SUPPLIES	864.93	864.93	-	-
20200611	564809	EDDIE EDWARDS SIGNS,INC.	ADVERTISING	34.20	34.20	-	-
20200611	564810	ELDON JAMES & ASSOC. INC.	LEGISLATIVE SERVICES	2,407.92	2,407.92	-	-
20200611	564811	FINDAWAY WORLD LLC	BOOKS	4,379.09	4,379.09	-	-
20200611	564812	GALE	BOOKS	669.33	669.33	-	-
20200611	564813	GALLS, LLC	UNIFORMS	118.00	118.00	-	-
20200611	564814	GROTTOES RESCUE SQUAD	FUEL BENEFITS	1,200.00	1,200.00	-	-
20200611	564815	GTP ACQUISITION PARTNERS	TOWER	4,059.78	4,059.78	-	-
20200611	564817	HOMESTEAD MATERIALS	POLICE SUPPLIES	299.00	299.00	-	-
20200611	564818	INGRAM LIBRARY SERVICES	BOOKS	2,421.73	2,307.46	-	114.27
20200611	564820	JUST TECH LLC	OFFICE SUPPLIES	22.44	22.44	-	-
20200611	564821	LAYMAN, DIENER, &	OFFICE SUPPLIES	67.00	67.00	-	-
20200611	564822	LOWES COMPANIES, INC.	MISCELLANEOUS SUPPLIES	1,579.17	995.37	-	583.80
20200611	564823	LUMOS NETWORKS	TELEPHONE SERVICE	1,044.56	1,044.56	-	-
20200611	564824	MARY & RANDOLPH COVINGTON	LIVESTOCK CLAIM	394.00	394.00	-	-
20200611	564826	MCGRUFF INSURANCE SERVICE	ACCT VALUATION	697.00	697.00	-	-
20200611	564828	MG-W TELEPHONE	TELEPHONE SERVICE	1,689.80	1,644.79	45.01	-
20200611	564829	MID VALLEY PRESS	OFFICE SUPPLIES	210.00	210.00	-	-
20200611	564830	MIDDLEBROOK VOL.FIRE DEPT	FUEL BENEFITS	1,770.00	1,770.00	-	-

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20200611	564831	MIDWEST TAPE	BOOKS	1,623.69	886.27	-	737.42
20200611	564832	MILLER'S STORAGE BUILDING	K9 SUPPLIES	3,235.00	3,235.00	-	-
20200611	564834	MOTOROLA SOLUTIONS INC	RADIO MAINT CONTRACT	1,578.55	1,578.55	-	-
20200611	564835	MT.SOLON VOL.FIRE DEPT.	FUEL BENEFITS	6,195.00	6,195.00	-	-
20200611	564836	NEW HOPE VOL.FIRE DEPT.	FUEL BENEFITS	2,950.00	2,950.00	-	-
20200611	564837	OCLC, INC	BOOKS	44.85	44.85	-	-
20200611	564840	POSTMASTER	PO BOX RENTAL	208.00	208.00	-	-
20200611	564841	PRO QUALITY CLEANING	CLEANING	894.00	894.00	-	-
20200611	564842	RAPHINE VOL.FIRE DEPT.	FUEL BENEFITS	1,050.00	1,050.00	-	-
20200611	564844	RECORDED BOOKS, LLC	BOOKS	590.58	590.58	-	-
20200811	564845	RELX INC. DBA LEXISNEXIS	LAW BOOKS	300.00	300.00	-	-
20200611	564846	RIVERHEADS VOLUNTEER FIRE	FUEL BENEFITS	3,245.00	3,245.00	-	-
20200611	564847	ROBYN WILHELM	REIMBURSEMENT	17.98	17.98	-	-
20200611	564848	SCHNABEL ENGINEERING LLC	HEARTHSTONE DAM	23,776.00	-	-	23,776.00
20200611	564849	SHEN.VALLEY OFFICE EQUIP.	MAINT SVC CONTRACT	158.09	158.09	-	-
20200611	564850	SHENTEL	TELEPHONE SERVICE	920.85	920.85	-	-
20200611	564851	SHI INTERNATIONAL CORP	OFFICE SUPPLIES	448.21	448.21	-	-
20200611	564852	SIDECAR PUBLICATIONS LLC	MAINT SVC CONTRACT	708.00	708.00	-	-
20200611	564855	STAUNTON VETERINARY CLINI	VET	268.71	268.71	-	-
20200611	564857	STUARTS DRAFT VOL. FIRE	FUEL BENEFITS	5,605.00	5,605.00	-	-
20200611	564858	SUPPLY ROOM COMPANIES	OFFICE SUPPLIES	221.69	-	-	221.69
20200611	564859	SYCOM TECHNOLOGIES	MAINT SVC CONTRACT	4,887.31	4,887.31	-	-
20200611	564860	T&A CLEANING	CLEANING	650.00	650.00	-	-
20200611	564862	TORX MEDIA	GART	200.00	200.00	-	-
20200611	564863	TRANSUNION RISK &	DUES	162.60	162.60	-	-
20200611	564865	VALLEY NISSAN	VEHICLE MAINT & SUPPLIES	87.97	87.97	-	-
20200611	564866	VALLEY POOL & SPA	POOL SUPPLIES	64.77	64.77	-	-
20200611	564867	VERIZON	TELEPHONE SERVICE	8,016.13	8,016.13	-	-
20200611	564868	VERIZON WIRELESS	TELEPHONE SERVICE	104.30	104.30	-	-
20200611	564869	VERONA VOL. FIRE DEPT.	FUEL BENEFITS	5,015.00	5,015.00	-	-
20200611	564870	VERTICAL BRIDGE S3 ASSETS	TOWER	3,589.61	3,589.61	-	-
20200611	564872	WEST	DATA PROCESSING	224.70	224.70	-	-
20200611	564873	WEYERS CAVE VOL.FIRE DEPT	FUEL BENEFITS	5,310.00	5,310.00	-	-
20200611	564876	WILSON VOL.FIRE DEPT.	FUEL BENEFITS	3,540.00	3,540.00	-	-
20200611	564877	XEROX FINANCIAL SERVICES	OFFICE SUPPLIES	418.00	418.00	139.00	-
20200611	564879	STAPLES BUSINESS CREDIT	OFFICE SUPPLIES	992.72	992.72	-	-

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20200618	564931	ALLIED CONCRETE COMPANY	MISCELLANEOUS SUPPLIES	2,658.00	-	-	2,658.00
20200618	564932	AMAZON CAPITAL SERVICES	JANITORIAL SUPPLIES	8,990.77	4,391.37	-	4,599.40
20200618	564934	APPLE DOOR CO.	MISCELLANEOUS SUPPLIES	258.00	258.00	-	-
20200618	564935	ATKINS AUTOMOTIVE CO. INC	VEHICLE SUPPLIES	28.38	28.38	-	-
20200618	564936	ATLANTIC EMERGENCY	VEHICLE MAINT & SUPPLIES	1,626.68	1,626.68	-	-
20200618	564937	AUGUSTA COUNTY SCH BOARD	ELECTRIC SERVICE	32.22	32.22	-	-
20200618	564938	AUGUSTA COUNTY SERVICE	WATER & SEWER	2,259.88	1,562.27	697.61	-
20200618	564939	AUGUSTA HEALTH WORKPLACE	PHYSICALS	453.00	453.00	-	-
20200618	564940	AUGUSTA PETRO COOP INC	FUEL	427.61	427.61	-	-
20200618	564942	BLUE RIDGE RESCUE	FIRE FIGHTING SUPPLIES	731.43	731.43	-	-
20200618	564945	BOUND TREE MEDICAL, LLC	EMS SUPPLIES	1,084.06	1,084.06	-	-
20200618	564947	C & S DISPOSAL INC	MAINT SVC CONTRACT	78.00	78.00	-	-
20200618	564948	CANON FINANCIAL SERVICES	OFFICE SUPPLIES	93.00	93.00	-	-
20200618	564953	CINTAS CORPORATION #394	JANITORIAL SUPPLIES	763.69	763.69	-	-
20200618	564954	COLONIAL AUTO CENTER	VEHICLE MAINT & SUPPLIES	591.36	591.36	-	-
20200618	564956	COMCAST	TELEPHONE SERVICE	612.20	612.20	-	-
20200618	564957	COMCAST	TELEPHONE SERVICE	2,515.14	2,515.14	-	-
20200618	564961	DEERFIELD RURITAN CLUB	MOWING	725.00	725.00	-	-
20200618	564962	DEPT OF MOTOR VEHICLES	DMV STOPS	4,625.00	4,625.00	-	-
20200618	564964	DLT SOLUTIONS, INC.	GIS	1,118.70	-	-	1,118.70
20200618	564965	DOMINION ENERGY VIRGINIA	ELECTRIC SERVICE	1,110.56	183.83	926.73	-
20200618	564966	E THOMAS JENNINGS JR	PLAN COM MEMBER	150.00	150.00	-	-
20200618	564967	EAST COAST EMERGENCY	VEHICLE SUPPLIES	336.00	336.00	-	-
20200618	564968	EDDIE EDWARDS SIGNS,INC.	MISCELLANEOUS SUPPLIES	1,687.50	1,687.50	-	-
20200618	564969	FIELD PRINT	MAINT SVC CONTRACT	28.72	28.72	-	-
20200618	564970	G KYLE LEONARD JR	PLAN COM MEMBER	150.00	150.00	-	-
20200618	564971	GALE	BOOKS	42.38	42.38	-	-
20200618	564972	GALLS, LLC	UNIFORMS	465.00	465.00	-	-
20200618	564973	GFOA	BUDGET AWARD	575.00	575.00	-	-
20200618	564975	GOLDEN RULE CREATIONS INC	TRAINING MATERIALS	309.23	309.23	-	-
20200618	564976	GRAINGER	SITE SUPPLIES	533.00	533.00	-	-
20200618	564977	GREG CAMPBELL	PLAN COM MEMBER	250.00	250.00	-	-
20200618	564978	HENRY SCHEIN	EMS SUPPLIES	839.38	839.38	-	-
20200618	564979	HILL MANUFACTURING CO INC	JANITORIAL SUPPLIES	719.98	719.98	-	-
20200618	564980	INGRAM LIBRARY SERVICES	BOOKS	3,663.70	3,643.67	-	20.03
20200618	564981	J. SCOTT JUST, MD	OMD	10,000.00	10,000.00	-	-

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20200618	564982	JOHNSON CONTROLS FIRE	BLDG MAINT SVC CONTRACT	4,642.00	4,642.00	-	-
20200618	564984	JUNIOR'S WELDING	HOPPER FOR CRIMORA	9,426.32	-	-	9,426.32
20200618	564985	KITRA SHIFLETT	PLAN COM MEMBER	225.00	225.00	-	-
20200618	564988	LARRY HOWDYSHHELL	PLAN COM MEMBER	250.00	250.00	-	-
20200618	564989	LAWSON PRODUCTS INC	JANITORIAL SUPPLIES	266.88	266.88	-	-
20200618	564990	LEAF	OFFICE SUPPLIES	424.16	288.03	136.13	-
20200618	564991	MAGIC CITY SPRINKLER INC	BLDG MAINT SVC CONTRACT	1,500.00	1,500.00	-	-
20200618	564992	MANSFIELD OIL COMPANY	FUEL	11,573.44	10,953.84	-	619.60
20200618	564995	MEDICAL REMOVAL SERVICES	MAINT SVC CONTRACT	650.00	650.00	-	-
20200618	564996	MERRY MAIDS	CLEANING	220.00	220.00	-	-
20200618	564997	MICHAEL J HALLAHAN II	FEE	120.00	120.00	-	-
20200618	564999	MUNICIPAL EMERGENCY SERVS	EMS SUPPLIES	9,278.28	9,278.28	-	-
20200618	565000	NATIONAL POOLS	POOL SUPPLIES	116.90	116.90	-	-
20200618	565001	NEW HOPE TELEPHONE	TELEPHONE SERVICE	358.35	358.35	-	-
20200618	565002	NOLAND COMPANY	MISCELLANEOUS SUPPLIES	638.22	638.22	-	-
20200618	565003	OFFICE PRODUCTS	FURNITURE	610.00	610.00	-	-
20200618	565004	PETTY CASH-LIBRARY	PETTY CASH	159.39	159.39	-	-
20200618	565005	PS TAILORING & EMBROIDERY	OFFICE SUPPLIES	26.00	26.00	-	-
20200618	565007	RAM SOFTWARE SYSTEMS INC	AIM SOFTWARE	700.00	-	-	700.00
20200618	565008	RECORDED BOOKS, LLC	BOOKS	90.44	90.44	-	-
20200618	565009	RICE TIRE	VEHICLE MAINT & SUPPLIES	117.90	117.90	-	-
20200618	565010	ROBERT L THOMAS III	PLAN COM MEMBER	75.00	75.00	-	-
20200618	565013	SHEN VALLEY OFFICE EQUIP.	OFFICE SUPPLIES	148.04	148.04	-	-
20200618	565014	SHI INTERNATIONAL CORP	OFFICE SUPPLIES	1,174.34	1,174.34	-	-
20200618	565015	SOUTH RIVER IRRIGATION	GROUPS MAINT SVC CONTRACT	537.00	537.00	-	-
20200618	565017	STAUNTON GLASS & MIRROR	MISCELLANEOUS SUPPLIES	3,647.00	-	-	3,647.00
20200618	565018	STAUNTON VETERINARY CLINI	VET	284.34	284.34	-	-
20200618	565019	STEPHEN NEIL BRIDGE	PLAN COM MEMBER	225.00	225.00	-	-
20200618	565020	SUPPLY ROOM COMPANIES	OFFICE SUPPLIES	292.83	292.83	-	-
20200618	565021	SYCOM TECHNOLOGIES	IT SUPPLIES	405.00	-	-	405.00
20200618	565024	TRIZETTO PROVIDER SOLUTIO	REVENUE RECOVERY	186.30	-	-	186.30
20200618	565025	TSYS HEALTH SERVICES LLC	REVENUE RECOVERY	99.34	-	-	99.34
20200618	565027	U.S. BANK	BONDS	1,525.00	-	-	1,525.00
20200618	565028	UNITED WAY SAW	PPE KITS	3,000.00	3,000.00	-	-
20200618	565031	VECTOR INDUSTRIES INC.	RECYCLE	175.00	175.00	-	-
20200618	565032	VERIZON	TELEPHONE SERVICE	6,110.15	5,360.81	293.73	455.61

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20200618	565033	VERONA CAR CARE INC	VEHICLE MAINT & SUPPLIES	206.61	81.61	125.00	-
20200618	565035	WALKERS CREEK VOL. FIRE	CONTRIBUTION	16,248.00	16,248.00	-	-
20200618	565037	WASTE MANAGEMENT OF VA.	REFUSE COLLECTION	4,544.22	3,942.11	602.11	-
20200618	565042	WITMER PUBLIC SAFETY	EQUIPMENT	3,280.00	3,280.00	-	-
20200618	565043	XEROX FINANCIAL SERVICES	OFFICE SUPPLIES	673.25	673.25	-	-
20200618	565044	YOUNG'S MECHANICAL SOLUTI	CONTRACT REPAIRS	12,149.03	149.48	-	11,999.55
20200618	565045	ZEP SALES & SERVICE	JANITORIAL SUPPLIES	185.31	185.31	-	-
20200618	565047	3M ELECTRIC, LLC	FIRING RANGE	1,016.25	-	-	1,016.25
20200625	566231	AMAZON CAPITAL SERVICES	VEHICLE SUPPLIES	4,415.76	2,797.60	-	1,618.16
20200625	566233	AT&T	TELEPHONE SERVICE	54.22	54.22	-	-
20200625	566234	ATKINS AUTOMOTIVE CO.,INC	EMS SUPPLIES	101.27	101.27	-	-
20200625	566235	AUGUSTA COUNTY GENERAL	FEE	120.00	120.00	-	-
20200625	566236	AUGUSTA COUNTY SCH.BOARD	NATURAL GAS	399.76	399.76	-	-
20200625	566237	AUGUSTA COUNTY SERVICE	JANITORIAL SUPPLIES	284.05	284.05	-	-
20200625	566240	AUGUSTA-STAUNTON HEALTH	DUES	40.00	40.00	-	-
20200625	566242	BEVERAGE TRACTOR &	POWER EQUIP SUPPLIES	65.57	65.57	-	-
20200625	566243	BLUE RIDGE RESCUE	FIRE FIGHTING SUPPLIES	262.67	262.67	-	-
20200625	566244	BOUND TREE MEDICAL, LLC	EMS SUPPLIES	1,524.15	1,524.15	-	-
20200625	566245	BUSINESS CARD	CREDIT CARD CHARGES	9,453.88	8,488.25	39.98	925.65
20200625	566246	CARL VINSON INSTITUTE OF	TRAINING	150.00	150.00	-	-
20200625	566247	CENTRAL VIRGINIA ELECTRIC	ELECTRIC SERVICE	207.71	207.71	-	-
20200625	566248	CIH EQUIPMENT COMPANY, IN	RADAR	280.16	280.16	-	-
20200625	566250	CINTAS CORPORATION #394	OFFICE SUPPLIES	511.02	511.02	-	-
20200625	566251	CITY OF STAUNTON	STORMWATER	31.52	31.52	-	-
20200625	566252	COLUMBIA GAS	NATURAL GAS CONSUMPTION	2,601.83	2,276.14	325.69	-
20200625	566253	COLUMBIA GAS	NATURAL GAS CONSUMPTION	59.90	59.90	-	-
20200625	566254	COMCAST	TELEPHONE SERVICE	801.49	801.49	-	-
20200625	566255	COMM.OF REVENUE ASSOC. OF	TRAINING	100.00	100.00	-	-
20200625	566257	CORNERSTONE	REPAIRS & MAINT - CONTRACT	369.80	369.80	-	-
20200625	566259	DEBORAH PYLES	VCSB MEMBER	200.00	200.00	-	-
20200625	566261	DEPT.OF MOTOR VEHICLES	VEHICLE SUPPLIES	5.00	5.00	-	-
20200625	566262	DIVERSIFIED ENVIRONMENTAL	MISCELLANEOUS SUPPLIES	575.00	-	-	575.00
20200625	566263	DOMINION ENERGY VIRGINIA	ELECTRIC SERVICE	12,061.18	9,274.72	2,786.46	-
20200625	566264	DONALD L SMITH, SHERIFF	PETTY CASH	157.53	157.53	-	-
20200625	566268	ELLEN SHAVER SHANK	ELECTION	45.50	45.50	-	-
20200625	566269	ERNEST R LANDES II	P&R COM MEMBER	200.00	200.00	-	-

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20200625	566272	FLORA PETTIT PC	MILL PLACE PARK	1,450.00	-	-	1,450.00
20200625	566273	GALE	BOOKS	36.78	36.78	-	-
20200625	566275	GEORGE A. COYNER, II	BZA MEMBER	400.00	400.00	-	-
20200625	566276	GREATER VERONA BUSINESS	DUES	75.00	75.00	-	-
20200625	566277	GREEHAN, TAVES & PANDAK	CONTRACT ATTY FEES	25,990.93	25,990.93	-	-
20200625	566278	HAZ/MAT 2006, LLC	VEHICLE MAINT & SUPPLIES	409.34	409.34	-	-
20200625	566279	HILL MANUFACTURING CO INC	JANITORIAL SUPPLIES	250.98	-	-	250.98
20200625	566280	IHEARTMEDIA	MARKETING	600.00	600.00	-	-
20200625	566281	INGRAM LIBRARY SERVICES	BOOKS	2,289.39	2,289.27	-	8.12
20200625	566283	JUNE COLLMER	ELECTION	39.00	39.00	-	-
20200625	566284	JUSTINE TILGHMAN	BZA MEMBER	800.00	800.00	-	-
20200625	566285	KIRK BARLEY	P&R COM MEMBER	200.00	200.00	-	-
20200625	566287	KREIDER	EQUIPMENT	4,667.90	4,667.90	-	-
20200625	566288	LARRY CURRY	P&R COM MEMBER	200.00	200.00	-	-
20200625	566289	LAWSON PRODUCTS INC	JANITORIAL SUPPLIES	345.00	345.00	-	-
20200625	566290	LEON BARTLEY	P&R COM MEMBER	200.00	200.00	-	-
20200625	566291	LINDA R PITTMAN	ELECTION	39.00	39.00	-	-
20200625	566293	MANSFIELD OIL COMPANY	FUEL	11,216.28	10,856.54	-	359.74
20200625	566294	MAY SUPPLY	POOL SUPPLIES	19.78	19.78	-	-
20200625	566296	MEDICAL REMOVAL SERVICES	MAINT SVC CONTRACT	908.06	908.06	-	-
20200625	566297	MICHAEL J HALLAHAN II	FEE	120.00	120.00	-	-
20200625	566298	MIDWEST TAPE	BOOKS	8,712.10	8,618.42	-	93.68
20200625	566299	MILLER'S STORAGE BUILDING	K9 SUPPLIES	24.00	24.00	-	-
20200625	566300	MIRANDA BALL	VCSB MEMBER	100.00	100.00	-	-
20200625	566301	MOTOROLA SOLUTIONS INC	EMERGENCY COMMUNICATIONS	19,932.00	-	-	19,932.00
20200625	566302	NAAC	TRAINING	1,155.00	-	-	1,155.00
20200625	566303	NATIONAL POOLS	POOL SUPPLIES	998.95	998.95	-	-
20200625	566304	NC QUICK PASS	POLICE SUPPLIES	0.54	0.54	-	-
20200625	566305	NOLAND COMPANY	MISCELLANEOUS SUPPLIES	4.32	4.32	-	-
20200625	566306	OPTIMA BEHAVIORAL HEALTH	EAP	740.00	740.00	-	-
20200625	566307	PINE KNOT PROJECTS	SALARY	2,362.50	2,362.50	-	-
20200625	566308	QUEEN CITY CREATIVE	TOURISM DEVE	4,465.00	4,465.00	-	-
20200625	566309	RECORDED BOOKS, LLC	BOOKS	293.01	293.01	-	-
20200625	566310	RICE TIRE	VEHICLE MAINT & SUPPLIES	70.95	70.95	-	-
20200625	566311	RONNIE RITCHIE	P&R COM MEMBER	150.00	150.00	-	-
20200625	566312	SALLY M WILLIAMS	P&R COM MEMBER	200.00	200.00	-	-

A/P DISTRIBUTION BY CHECK #

DATE	CHECK#	PAYEE	DESCRIPTION	TOTAL	GENERAL	CENTRAL	MISC
20200625	566313	SAMANTHA BOSSERMAN	P&R COM MEMBER	150.00	150.00	-	-
20200625	566316	SHEN.VALLEY OFFICE EQUIP.	OFFICE SUPPLIES	1,021.48	991.72	29.76	-
20200625	566317	SHEN.VALLEY OFFICE EQUIP.	OFFICE SUPPLIES	316.61	167.99	148.62	-
20200625	566318	SHI INTERNATIONAL CORP	VICTIM WITNESS	3,299.11	3,299.11	-	-
20200625	566319	SMOOTH ATHLETICS LTD	UNIFORMS	79.50	79.50	-	-
20200625	566321	STAUNTON GLASS & MIRROR	OFFICE SUPPLIES	1,810.00	1,810.00	-	-
20200625	566322	STRYKER MEDICAL	EMS SUPPLIES	54.81	54.81	-	-
20200625	566323	TAXING AUTHORITY	DEL TAX EXPENSES	626.00	626.00	-	-
20200625	566324	TERRACYLE REGULATED WAST	RECYCLE	598.40	598.40	-	-
20200625	566325	THE NEWS LEADER	ADVERTISING	2,468.91	1,935.11	-	533.80
20200625	566326	THOMAS V THACKER	BZA MEMBER	200.00	200.00	-	-
20200625	566327	THOMAS W BAILEY JR	BZA MEMBER	400.00	400.00	-	-
20200625	566328	TIMOTHY K FITZGERALD,	PETTY CASH	1,445.28	1,445.28	-	-
20200625	566329	TREASURER OF VA.	MAINT SVC CONTRACT	312.00	312.00	-	-
20200625	566330	TREASURER OF VIRGINIA	CORONER	40.00	40.00	-	-
20200625	566331	TREASURER OF VIRGINIA	TELEPHONE SERVICE	372.78	363.71	0.04	9.03
20200625	566333	V.A.A.O.	TRAINING	400.00	400.00	-	-
20200625	566334	VALLEY CHRYSLER DODGE	VEHICLE MAINT & SUPPLIES	623.44	623.44	-	-
20200625	566336	VALLEY POOL & SPA	POOL SUPPLIES	258.97	258.97	-	-
20200625	566337	VALLEY TERMITE & PEST	PEST CONTROL	286.00	286.00	-	-
20200625	566338	VERIZON	TELEPHONE SERVICE	51.53	51.53	-	-
20200625	566339	VERIZON WIRELESS	TELEPHONE SERVICE	9,921.18	9,476.96	16.57	427.65
20200625	566340	VERONA CAR CARE INC	VEHICLE MAINT & SUPPLIES	483.16	483.16	-	-
20200625	566344	XEROX FINANCIAL SERVICES	OFFICE SUPPLIES	166.37	166.37	-	-
			TOTALS	2,073,720.29	670,400.26	12,464.35	1,390,855.68

