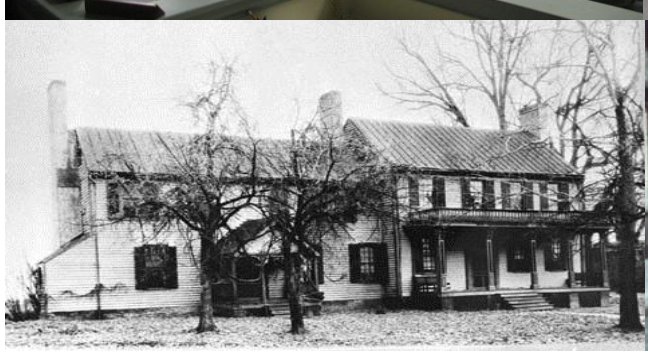
Town of Gordonsville
Comprehensive Plan 2035



At the Crossroads of History…Planning for the Future

Adopted - June 19, 2017

Gordonsville Town Council
Robert K. Coiner, Mayor
Emily Winkey, Vice-Mayor
James L. Bradley
Christopher F. Colby
Elizabeth Samra

Former Members
Peter M. Zahn

Gordonsville Planning Commission
Ron Higgins, Chairman
Jim Bradley, Vice-Chairman
Tim Ferguson
Jennifer Mauller
Toni Winkey-Scott

Former Members
Katina Johnson
Richard Maher (deceased)
Brenda Watkins (deceased)

Gordonsville Town Manager
Deborah S. Kendall, AICP
(Town Planner, March 2011-August 2014)

Assistance with Economic Development Section
provided by

Matt Reges, Intern
ICMA Management Fellow, Albemarle County, 2014

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Introduction

Planning is an activity that involves considering where you are today, deciding where you would like to be in the future, and then determining how you are going to get there. Individuals and groups engage in planning on a daily basis and on many different levels: people plan for their retirement and for sending their children to college, etc.; groups may plan for the future of their organization. Planning on the community level is no different—it is simply done on a much broader scale, taking into consideration the needs and desires of an entire community as opposed to a few individuals.

Figure 1. Members of Council, town merchants and residents discuss goals for business development at one of three comprehensive plan community meetings held in the fall of 2011.

The Comprehensive Plan

The process of community-wide planning is captured in a comprehensive plan, a publicly generated document that describes the current characteristics of a community, outlines the future that the community envisions for itself, and then lists the steps as to how that future will be achieved. A comprehensive plan provides guidance for decisions in the community that involve where growth should occur, how land should be used, what services are needed, and how funds should be spent to provide those services or make identified improvements for the community. Additionally, the comprehensive plan provides the legal basis for decisions made regarding land use (e.g., through the zoning ordinance or subdivision ordinance) and provides support for grant applications a locality may submit to obtain funding for public improvements.

Generally speaking, a comprehensive plan includes the following:

- Vision statement – how the community envisions its future.
- Demographic profile – the makeup of the community today and what it is projected to be like in the future.
- Goals, objectives and strategies – the steps to be taken to achieve the community's vision.
- Special topic planning – transportation, historic overlay district, streetscape planning, capital improvements planning and other special area plans.

- Comprehensive Plan Task List – a listing of the specific projects that need to be undertaken to achieve the plan goals and objectives and states when projects will be pursued, who will pursue them, and how they will be funded.

The Code of Virginia requires localities to develop a comprehensive plan and to review it every five years. For Gordonsville, the first comprehensive plan was adopted in 1979, and the last plan update occurred in 2000. Typically, the time frame for a comprehensive plan spans 15-20 years; the Gordonsville plan has a 20-year planning horizon, an appropriate length of time for looking ahead to the future of the town. Consistent with the plan development process outlined in §15.2-2223 of the Virginia Code, this update of the Town's plan was prepared by the Town Planning Commission, with input from the community, and then adopted by Town Council on June 19, 2017.

The 2015 Plan Update

Figure 2. Members of the Town Planning Commission review draft comprehensive plan sections (staff photo, 2012).

The 2015 update of the Gordonsville Comprehensive Plan began in earnest in the fall of 2011 when a town-wide community survey was sent out to all water customers. The survey enabled citizens to inform local officials of their views regarding the Town as it is today and should be in the future. In addition, citizens, business owners and local officials came together during a series of community meetings in the fall of 2011 to identify strengths, weaknesses, opportunities and threats to the future of the town. They then listed various goals and tasks for managing the identified issues in order to provide guidance to Town Council as they make decisions regarding the future of the town. A report that summarizes the responses to the community survey and a compilation of community meeting comments are provided as appendices to this plan.

The Virginia Code states that land use, public services and facilities, housing, the environment and transportation must all be addressed in a local comprehensive plan. These items are minimal requirements; localities may include in their plans other issues that are unique or significant to the development of their communities. The Gordonsville Comprehensive Plan addresses these items and more over the course of six plan components. The first is an Executive Summary that gives an overview of the plan's major points and themes. The Town's vision statement and supporting community goals are found in "Community Vision and Goals", followed by an overview of information about the town, its people, neighborhoods, and its place within the Piedmont region in "Gordonsville at a Glance".

The goals, objectives and tasks for achieving the vision of the Town form the heart of the comprehensive plan and are found in "Comprehensive Plan Focus Areas". This section includes an analysis of current trends, existing conditions and issues, and then provides a corresponding listing of goals, objectives and tasks related to the various needs, issues and desires identified

during the plan update process. The goal sections that make up this section cover a broad spectrum of issues important to the town and include Beautification and Community Design, Boundary Adjustment, Economic Development, Environment, Healthy Living, History and Culture, Housing, Land Use and Development, Public Services and Infrastructure, Recreation and Open Space, and Transportation. At the end of the plan is a "Goal Achievement Task List" that provides a listing of all the tasks outlined in the plan that will help the Town to achieve its goals as well as a suggested time frame in which each task will be implemented. This particular section is vital to the success of the plan in that it will enable the Town to develop and maintain a work program of varying projects for plan implementation.

Several documents are attached to the plan as appendices in order to provide supporting documentation for the plan. These include a compilation of community meeting input, the community survey report, the Historic District Property Inventory, the Gordonsville Intersections Improvement Plan (High Street), the Gordonsville Bypass Plan, the Gordonsville Airport Layout Plan, and the 2035 Regional Long Range Transportation Plan.

Executive Summary

The Town of Gordonsville comprehensive plan is a compilation of thoughts, ideas and goals for the future of the Town. Over a four year period, citizens, merchants, appointed and elected officials, and Town staff collaborated in the development of the Town's plan, the most comprehensive plan ever prepared for the Town. As the Town looks toward its future, the 2035 comprehensive plan will set expectations for residents, and guide decisions that are made by Town Council to achieve its vision of having a Town that is charming and provides its citizens with a high quality of life that comes from the ability to live, work and play within the community.

While the plan covers a broad range of topics, certain ideas and expectations were recurrent. Specifically, the Town desires to:

- Maintain the rural quality and charming character of the Town
- Provide jobs and activities for residents, especially young adults
- Preserve and promote the history of the Town
- Enhance recreational opportunities within the Town
- Promote the Town as a tourism destination for the region
- Remove truck traffic from Town

The Goal Achievement Task List at the end of the plan provides a succinct listing of the tasks suggested throughout the plan for achieving the desired goals of the Town and the general time frame in which they might be accomplished. This list will be used by Town Council for the development of an annual work program and prioritization of projects.

Community Vision and Goals

Just as railroads revolutionized the crossroads character of the Town in the 19th century, and as the automobile did in the 20th century, today Gordonsville is preparing the road to its future in which the quintessential welcoming hospitality of the community reaches and serves its residents and neighbors, its businesses, and visitors from around the world.

Our Vision

The vision of the Town of Gordonsville provides its citizens with a high quality of life that comes from the ability to live, work and play within a charming small town. The strong tax base of the Town will be supported by businesses that have flourished as a result of the Town's position as a provider of services for those living in the region and as a tourism destination for all who visit the region.

Our Goals

Generally speaking, the Town has identified the following five broad-based goals to achieve this vision:

Water System

The Town seeks to operate an efficient water distribution system that provides high quality water to all customers at a reasonable price.

Boundary Adjustment

In order to broaden the tax base for continued expansion of services, the Town of Gordonsville seeks to annex, by boundary adjustment into the corporate limits, those areas contiguous to the Town that currently receive services and impact the community through their operations and land use.

Economic Development

The Town seeks to be a vibrant economic destination for the area where vacant commercial and industrial structures have been filled and new businesses have located to the town to provide both jobs and services to citizens and those living in proximity to town.

History and Culture

Gordonsville seeks to remain a charming, historic town where historic properties and structures are protected so that residents and visitors alike may learn about the town's rich Civil War and railroad history, and where the diverse culture of the town is showcased through cultural events that are enjoyed by all who live in and visit the Town.

Live, Work and Play

The town seeks to have businesses and homes that afford town citizens the ability to live and work within one community. In addition, recreational, cultural and shopping opportunities will be plentiful, offering many leisure-time activities that may be pursued by young and old alike.

More specific goals and their objectives and corresponding tasks for achievement are outlined in "Comprehensive Plan Focus Areas". Additionally, there is a goal achievement task list at the end of the plan that outlines specific activities to be undertaken by the Town in order to effectively implement the community's vision.

Gordonsville at a Glance

Information about the citizens, services and features of a community serves to inform decisions about that community. On the pages that follow is a descriptive narrative, maps and charts that give a sense of what the Gordonsville community is like today.

Our Location

The Town of Gordonsville is nestled in the Piedmont of Virginia, surrounded by bucolic farmland and scenic vistas of the Southwest Mountains. Situated at the southern border of Orange County, Gordonsville lies north and east of the borders of Louisa and Albemarle counties, respectively. The map below illustrates the general location of Gordonsville, and the following list gives an indication of how far the Town is from key locations within the state:

10.9 miles to Interstate 64
56.7 miles to Interstate 95
12.2 miles to Route 29
28 miles southwest of the Town of Culpeper
15 miles northwest of the Town of Louisa
8 miles southwest of the Town of Orange
97 miles southwest of Washington, DC
66 miles northwest of Richmond, Virginia
42 miles southwest of Fredericksburg, Virginia
23 miles northeast of Charlottesville, Virginia
27 miles east of the Skyline Drive
13 miles south of Montpelier (James Madison's Home)

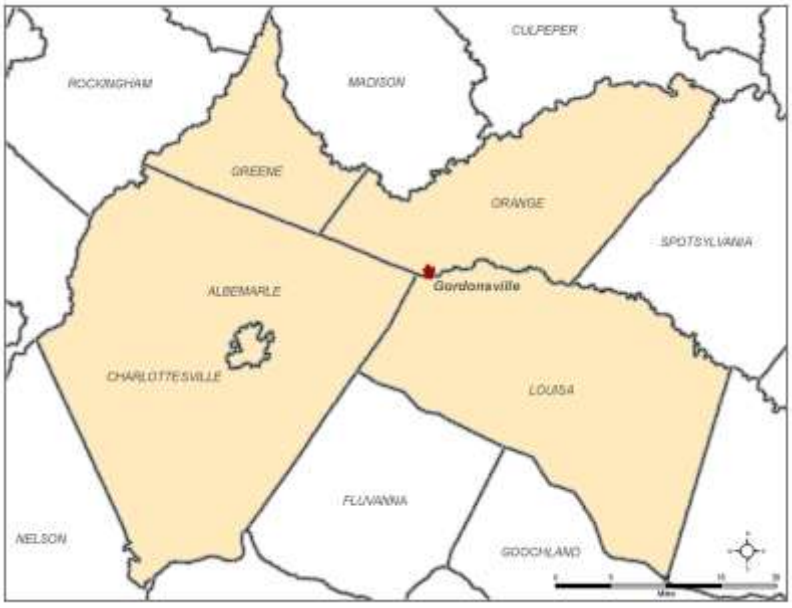


Figure 1. The Town of Gordonsville and its location in the region (map courtesy of the Rappahannock Rapidan Regional Commission, 2013).

Golfing, skiing, boating, swimming and other recreational activities are all within a short driving distance from Gordonsville. The Town is located in the center of many working farms. Industries in or within proximity to Gordonsville include Green Applications, Klöckner Pentaplast and MPS.

The Town's history and its dining and shopping opportunities make it a wonderful place to live and a unique tourism destination for visitors to the region. To enhance the visitor's experience to this area, Gordonsville opened its first Visitor Center in October 2011, and in July 2013, hired its first part-time Visitor Center Director.

Gordonsville, with its tree-lined streets, historical homes and buildings, is a perfect location to live or visit: rural, yet close to any activity desired.

Our Community

Many words can be used to describe the Town of Gordonsville community: small, quaint, clean, awesome, friendly, quiet, eventful, cultural, historical, and giving, just to name a few. The townspeople are generous, hardworking, faithful, and dedicated to their families and to the preservation of their small town. Several distinct neighborhoods exist within the Town—these unique enclaves of homes add to the small-town charm and character that defines the Town.

Our community has many features, as described below, that work together to make Gordonsville a great place to live, work and play.

Business Community

The Town's business community is an important part of the fabric of the Town. It serves to keep the community viable through commerce—citizens are able to shop for necessary or unique items, view fine art, eat great food, bank, and even get a spa treatment. Limited job opportunities are available in and around the Town at several larger companies. The Town's businesses also play an active role in civic engagement through their support of various activities, such as organizing and participating in Relay for Life, walking in the Town's annual Veterans Parade, engaging in service projects throughout Town, and providing donated items for town events as needed.

Figure 2. Gordonsville Plaza on West Gordon Avenue (staff photo, 2013).

Churches

Figure 3. The steeple at Gordonsville Presbyterian Church (photo courtesy of Jeff Poole).

Churches seem to be the core that sustains the Gordonsville community and one of the best ways to reach out to Town citizens. There are 18 churches located in and around Town, and denominations from Baptist to Seventh Day Adventist serve to meet the needs of the faithful each week. Throughout the year, the community comes together for various church events, such as Feed My Sheep, soup nights, revivals, harvest celebrations and homecomings, Trunk-or-Treat during Halloween, and holiday bazaars.

Civic Groups

Woven into the fabric of the Gordonsville community are the civic groups in town that provide opportunities for adults and children alike to come together to serve their community. Masons who meet at Waddell Lodge #228, a Masonic lodge located on Holladay Avenue, engage in various activities that serve the Gordonsville community. Veterans of Foreign Wars (VFW) Post #7638, the Nathaniel Gordon Post, serves veterans and their families in Gordonsville and the surrounding area. Their meeting hall and surrounding grounds, located on Route 231 just west of the Gordonsville corporate limits, offers a venue for various events and recreational activities. The Gordonsville Lions Club is active in Town through their organization of local youth activities, supporting the volunteer fire company, providing vision screening, and organizing gift and food drives during the holidays. Youth scouting is also active in Gordonsville; the Boy Scouts, Cub Scouts and the Girl Scouts each have active troops and engage in service projects throughout the year. The Gordonsville Friends of the Library are active in supporting and promoting the Gordonsville branch of the Orange County Library, located on Main Street in the former St. Marks Catholic Church.

Festivals and Events

Most people who live here love their Town, and when an opportunity comes along to celebrate the community, they show up in great numbers. Each year, many events provide a chance to celebrate the Town's heritage and culture, such as the Fried Chicken Festival, Cops for Kids Day, the Gordonsville Street Festival, the Veterans Parade, and the Memorial Christmas Tree Lighting. During 2013, the year of the Town's 200th anniversary as a community, the Bicentennial Birthday party in February and the Bicentennial Picnic in July gave the townspeople two additional events to come together in celebration. And, for the first time since 2007, the Gordonsville Volunteer Fire Company brought back the beloved Firemen's Parade and Fair.

Figure 4. Veterans Parade on Main Street (staff photo, 2013).

Gordonsville Volunteer Fire Company and Auxiliary

The Gordonsville Volunteer Fire Company and Auxiliary have been an integral part of the Gordonsville community for more than 100 years. Generations of Town citizens have been members of GVFC, and in 2016 the Fire Company celebrated their 100th anniversary. Each year the GVFC Auxiliary hosts their annual Gordonsville Street Festival. The GVFC fire hall is one of a few event spaces available within the community.

Health Care Facilities

Medical and dental care facilities are in no short supply for Gordonsville residents. While most of these facilities, including the two hospitals in the area, are located about 20 miles away in Charlottesville, satellite doctors' offices are located near Orange to the north of Town and at Zion Crossroads to the south of Town. In Town, one medical practice and one dental practice also provide convenient health care services for area residents.

An animal hospital and veterinary practice in Town provide pet health care for Gordonsville and the surrounding area.

Several decades ago, Gordonsville Community Hospital was located within the Town on Main Street. As medical technology advanced, the facility became obsolete and was turned into a nursing home known as The Gordon House. In 2007, renovations to The Gordon House transformed the facility into The Village at Gordon House, an assisted living facility that offers specialty care, including dementia care, for seniors in a home-like setting.

Figure 5. The Village at Gordon House (staff photo).

Schools

Figure 6. Gordon Barbour Elementary School (staff photo).

Gordon-Barbour Elementary School is the one county school system facility located within the Town and it has been a part of the Gordonsville community for more than 40 years. Seasonal festivals, the Bulldog 5K/1K race in the spring and singing at the Town's annual tree lighting event are just a few ways the school is involved in the community. Likewise, Brushwood's School of Dance, which has been a part of the Gordonsville community since 1975, teaches hundreds of dance students each year and participates in most events held by the Town.

Town Government

The government of the Town of Gordonsville is a mayor-council form of government that is supported by a Town Manager's office, a Police Department, a Department of Public Works, a Town Treasurer's Department, a Visitor Center and a Town Clerk. Each of these departments works closely with the Town Manager and Town Council to keep citizens safe, to keep the streets clean and to provide clean drinking water, to efficiently and responsibly manage the Town's funds, to greet visitors to Town and to liaison with local merchants for improved commerce, and to guide Town planning efforts and maintain the records of the Town.

Figure 7. Gordonsville Town Hall (photo courtesy of Jeff Poole).

Each of these facets of our community plays an important role in providing a quality of life that is highly valued by citizens and visitors alike, and they are woven together into a strong fabric by the people of the Town.

Our People

Figure 8. Local Church members sing at the 2013 Bicentennial Birthday Celebration (photo courtesy of Jeff Poole, Orange County Review, 2013).

One of the Town's greatest assets is its people. Some have lived in Town all their lives, descendants of families that have been a part of Gordonsville for generations. Others have moved here to enjoy and raise families in the slower pace of a rural small Town. Whatever the case, Gordonsville's townspeople are the fabric of a strong community.

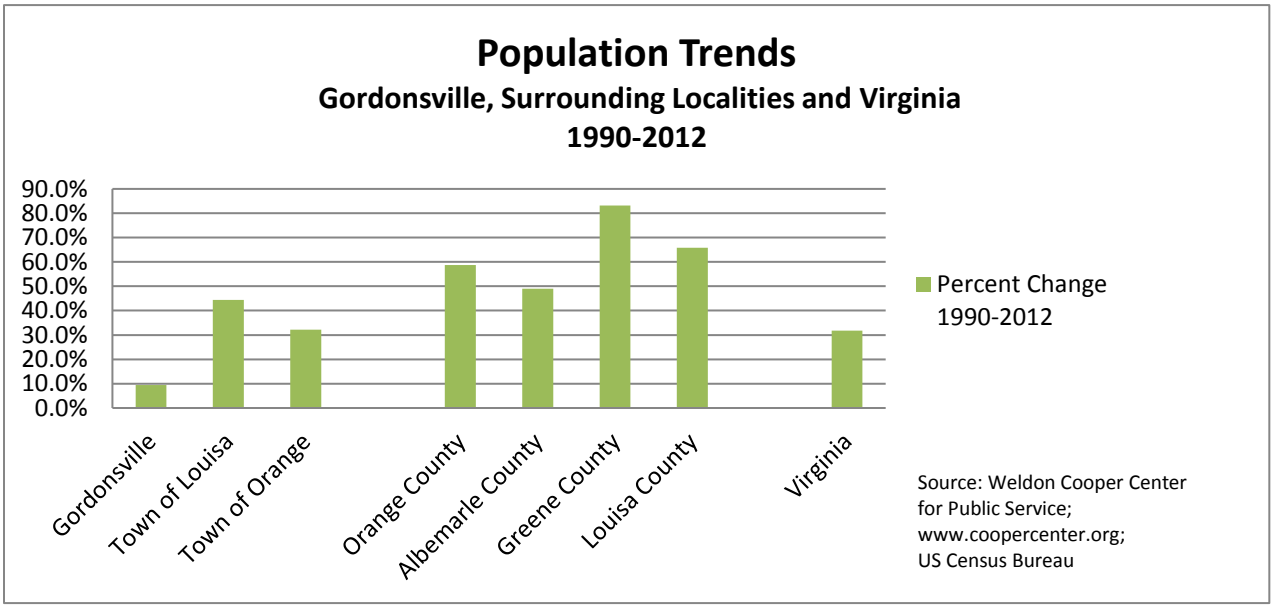
The information provided on the next several pages illustrates the various characteristics of our people, as they compare to each other and also to those within the region. The 2010 Decennial Census and the 2007-2011 American Community Survey (ACS), which provides five-year estimates of data for the Town, are the sources of the information shown here.

Figure 9. Mayor Coiner and former Vice-Mayor Watkins enjoy the crowd at the 2011 Veterans Parade (photo courtesy of Jeff Poole).

Figure 10. Saluting veterans in 2011 (photo courtesy of Jeff Poole).

Figure 11. Residents and visitors alike enjoy the annual GVFC Auxiliary Street Festival (photo courtesy of Jeff Poole).

POPULATION: Since 1990, the population of the Town has remained fairly stable, only experiencing an approximate increase of 9.4% from 1990 to 2012, which translates to less than one-half of a percent of growth per year during that time. Other localities in the region, however, experienced moderate levels of growth during this same time as shown in the chart and table below, with Greene County and Louisa County experiencing the highest rates of growth at 83.1% and 65.8%, respectively.

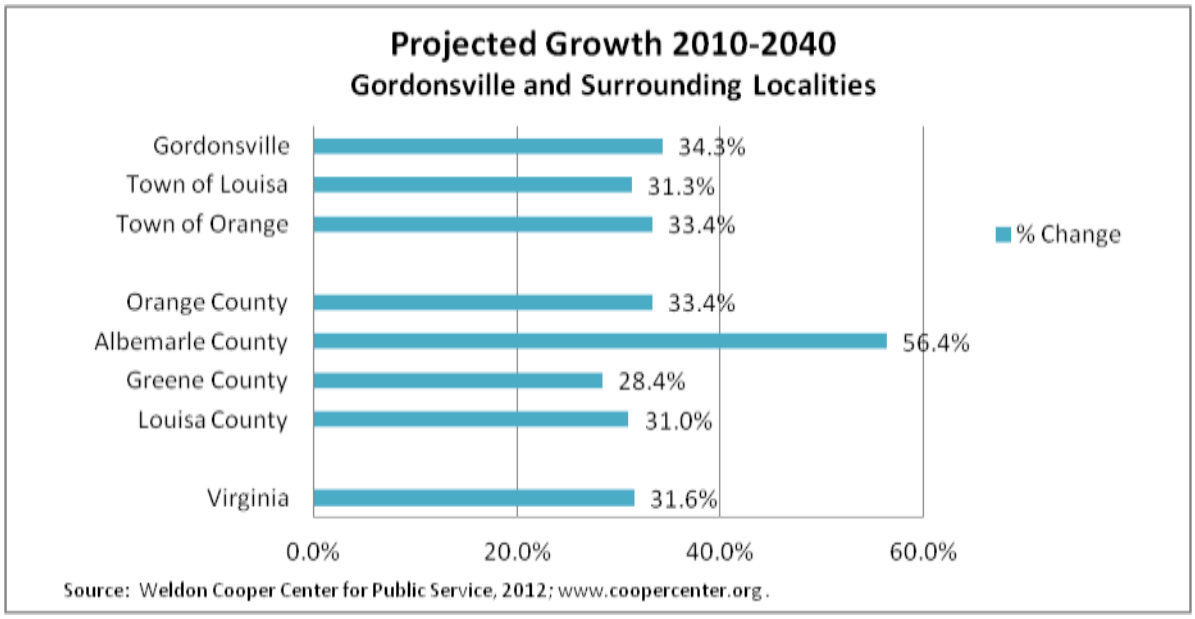


Population Trends for Gordonsville, Surrounding Localities and Virginia, 1990-2012

	1990	2000	2010	2012	Percent Change 1990-2012
Gordonsville	**1,398**	**1,498**	**1,496**	**1,529**	**9.4%**
Town of Louisa	1,086	1,401	1,555	1,568	44.4%
Town of Orange	3,642	4,123	4,721	4,813	32.2%
Orange County	21,421	25,881	33,481	33,999	58.7%
Albemarle County	68,172	84,186	98,970	101,575	49.0%
Greene County	10,297	15,244	18,403	18,856	83.1%
Louisa County	20,325	25,627	33,153	33,707	65.8%
Virginia	6,213,526	7,079,048	8,001,024	8,185,867	31.7%

Source: Weldon Cooper Center for Public Service, Demographics & Workforce Group; www.coopercenter.org/demographics; US Census Bureau, Census 1990, 2000 and 2010; and 2012 Population Estimates.

With regard to future population growth, the exceedingly low rate of growth for the Town is projected to result in an additional 500 residents by 2040, an increase of 34% by that time. Comparatively speaking, this rate of growth is projected to occur throughout the region and for the state as a whole, with Albemarle County the exception at a projected increase in population of 56% by 2040.



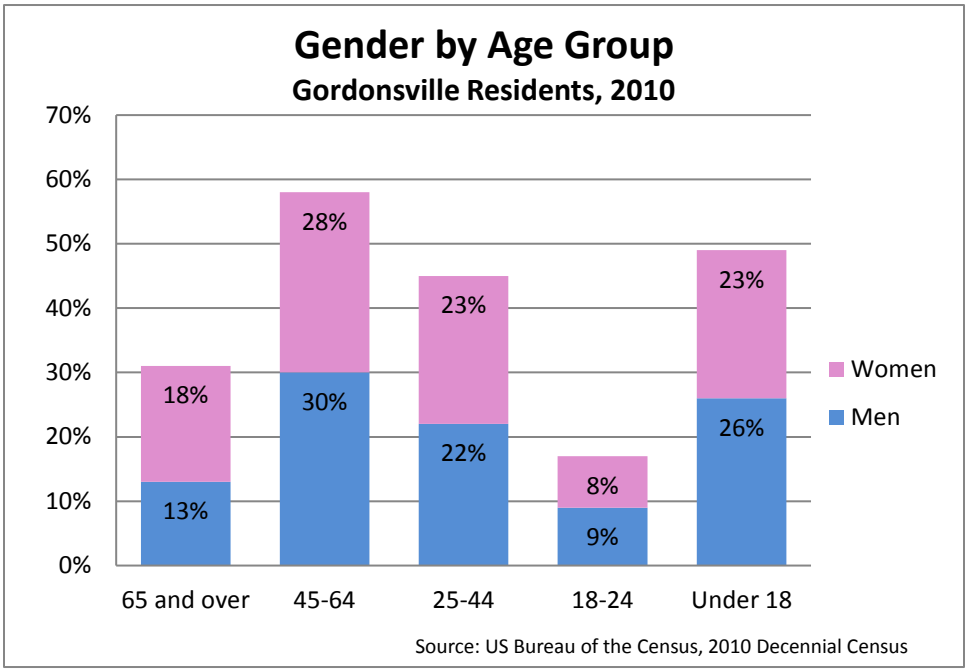
Population Projections for Gordonsville and Surrounding Localities, 2010-2040

	2010	2020	2030	2040	Percent Change 2010-2040
Gordonsville*	1,496	1,694	1,854	2,010	34.3%
Town of Louisa*	1,555	1,743	1,896	2,041	31.3%
Town of Orange*	4,721	5,308	5,810	6,297	33.4%
Orange County	33,481	37,648	41,207	44,662	33.4%
Albemarle County	98,970	115,642	134,196	154,814	56.4%
Greene County	18,403	20,397	22,082	23,638	28.4%
Louisa County	33,153	37,092	40,338	43,436	31.0%
Virginia	8,001,024	8,811,512	9,645,281	10,530,228	31.6%

*As population projections for towns less than 5,000 in population are not available, those shown were calculated using each town's percentage of the total projected population for their corresponding County.

Source: Weldon Cooper Center for Public Service, "Total Population Projections for Virginia and its Localities, 2020-2040"; www.coopercenter.org/demographics; November 13, 2012.

GENDER: With regard to gender, women outnumbered men in the Town in 2010, with 54% of the Town's population being female and 46% being male. This did not hold true for all age segments of the population, however, as shown in the chart and table below:



Gender by Age Group for Gordonsville Residents
2010

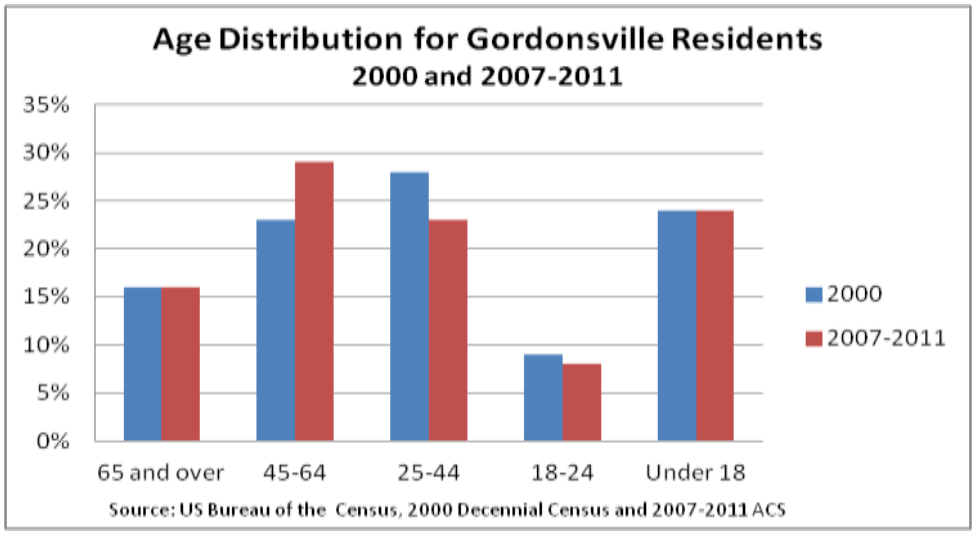
	Percent of all Men	Percent of all Women
65 and over	13%	18%
45-64	30%	28%
25-44	22%	23%
18-24	9%	8%
Under 18	26%	23%

Source: Us Bureau of the Census, 2010 Decennial Census

In the younger age categories (Under 18 and 18-24), the percentage of males exceeded the percentage of females by approximately 4%, while in the older age category (65 and older), the percentage of women exceeded that of men by approximately 5%.

AGE: The age distribution of Town residents reveals that the Town has a good mix of both younger and older residents (see the chart and table below). Overall, those aged 65 and older comprised 16% of the Town's population in 2000 and during the time frame of 2007-2011. One can see that this age group will likely expand over time as those in the 45-64 age group continue to get older. Interestingly, but not unexpected, the percentage of young adults (18-24) in the Town

remained fairly low during this same time frame, a trend typical for this age group in that they are likely pursuing higher education outside the area or are seeking employment in more urbanized locations where entry-level jobs tend to be more available.



Age Distribution of Gordonsville Residents
2000 and 2007-2011

	2000	2007-2011
65 and over	16%	16%
45-64	23%	29%
25-44	28%	23%
18-24	9%	8%
Under 18	24%	24%

Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey.

The median age of Town residents was 40.8 years in 2010, compared to 37.8 years in 2000.

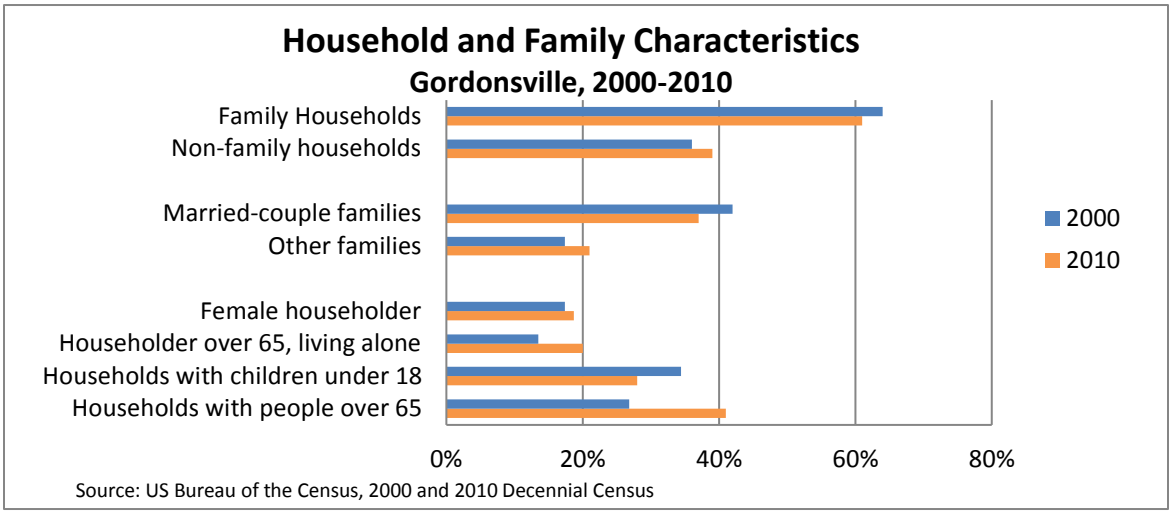
RACE: With regard to race, the Town's population remained predominantly white in 2010. For people reporting one race alone, 71 percent was White; 24 percent was Black or African American; less than 0.5 percent was Asian; and less than 2.5 percent was some other race. Two or more races were reported by 2.5% of the Town's population, while 4.3% percent of the people in Gordonsville indicated they were Hispanic. Seventy percent of the people in Gordonsville indicated they were White non-Hispanic in 2010 (people of Hispanic origin may be of any race). These numbers changed very little from those indicated in the 2000 Census revealing that the racial make-up of the Town remained virtually unchanged in 2010.

NATIVITY AND LANGUAGE: According to the 2007-2011 American Community Survey, 2.8% percent of the people living in Gordonsville during that time were foreign born, compared to 1.2% in 2000; 97% percent were native, including 73% who were born in Virginia.

Among people at least five years old living in Gordonsville during 2007-2011, 3.5% spoke a language other than English at home. Of those, 2.4% spoke Spanish and 1.1% spoke some other language. Of those, less than 1% reported that they did not speak English "very well."

HOUSEHOLDS AND FAMILIES: In 2010 there were 632 households in Gordonsville, compared to 628 households in 2000. The average household size was 2.4 people, unchanged from that of 2000.

Of the total number of households in the Town in 2010, 61% were family households, a decrease from 64% in 2000. Married-couple families made up approximately 37% of households in 2010, down from 42% in 2000. Other families made up 21% in 2010, an increase from 17.4% in 2000.



Household and Family Characteristics
Gordonsville, 2000 and 2010

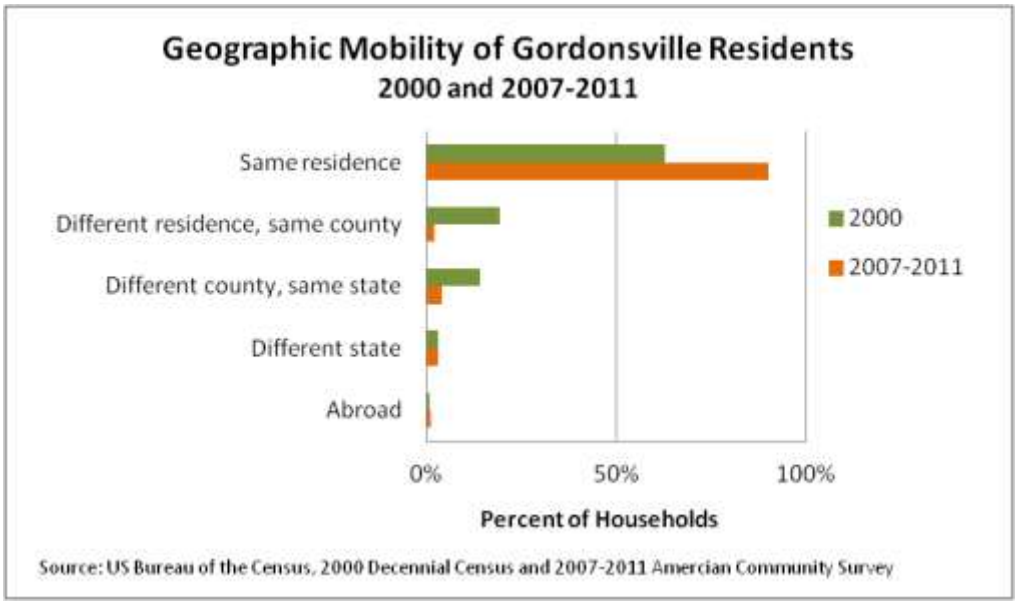
	2000	2010
Family Households	64.0%	61.0%
Non-family households	36.0%	39.0%
Married-couple families	42.0%	37.0%
Other families	17.4%	21.0%
Female householder	17.4%	18.7%
Householder over 65, living alone	13.5%	20.0%
Households with children under 18	34.4%	28.0%
Households with people over 65	26.8%	41.0%

Source: US Bureau of the Census, 2000 and 2010 Decennial Census

Thirty-nine percent of all households were non-family households in 2010, including people living alone and households where members were not related to the householder—an increase from 36% in 2000. More women lived alone (20.3%) than did men (14.6%) in 2010. From 2000 to 2010, the percentage of female householders with no husband present increased from 17.4% to 18.7%. In 2010, 20% of householders living alone were 65 years old and over, an increase from 13.5% in 2000. During 2010, approximately 28% of households had one or more people under 18 years old, down from 34.4% in 2000. Approximately 41% of households had one or more people aged 65 and over in 2010, an increase from 26.8% in 2000.

GEOGRAPHIC MOBILITY: In 2007-2011, 90% percent of the people at least one year old living in Gordonsville were living in the same residence one year earlier; 2% had moved during the past year from another residence in the same county, 4% from another county in the same state, 3% from another state, and less than 1% from abroad.

The following chart and table provide a comparison of geographic mobility characteristics for Town residents for 2000 and 2007-2011.



Geographic Mobility
Gordonsville Residents, 2000 and 2007-2011

	2000*	2007-2011**
Same residence	62.8%	90%
Different residence, same county	19.3%	2%
Different county, same state	14.2%	4%
Different state	3.1%	3%
Abroad	0.6%	1%

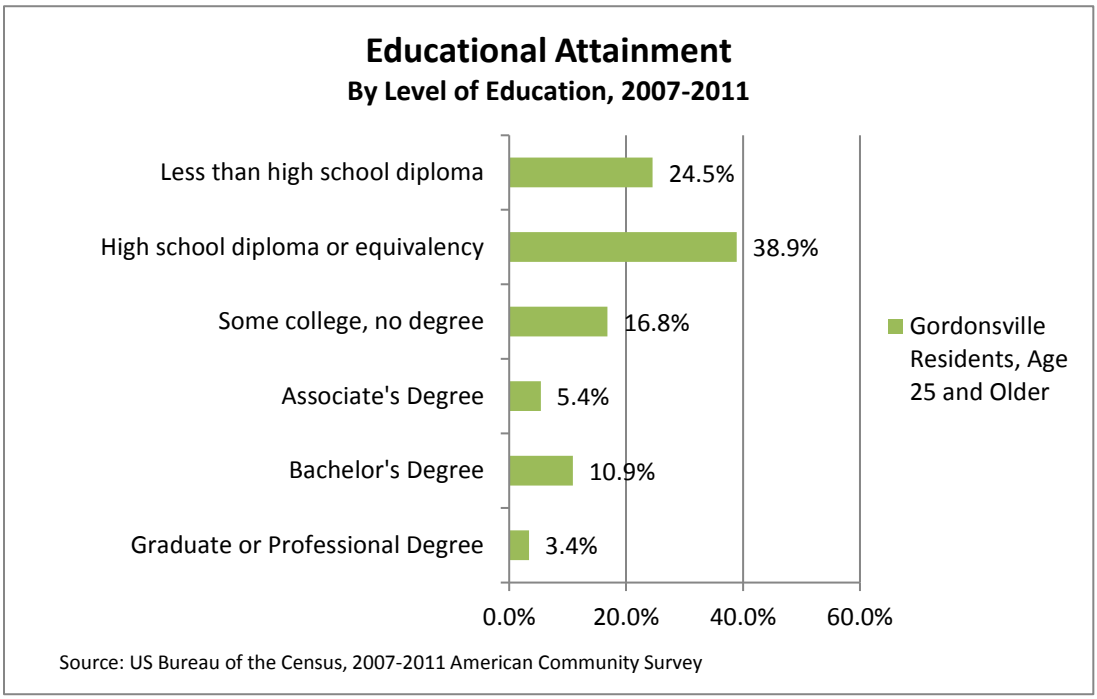
* Population 5 years old and older

**Population 1 year old and older

Source: US Bureau of the Census, 2000 Decennial Census and 2007-11 ACS.

Interestingly, the percentage of those living in the same residence from the year prior increased significantly from 2000 to 2007-2011, indicating that Town residents became less transient during this time frame.

EDUCATION: During 2007-2011, 38.9% percent of people 25 years and over had graduated from high school and 14.3% percent had a bachelor's degree or higher. Nearly 25% had not graduated from high school. The chart and table below illustrate the varying levels of educational attainment for Gordonsville citizens age 25 and older.

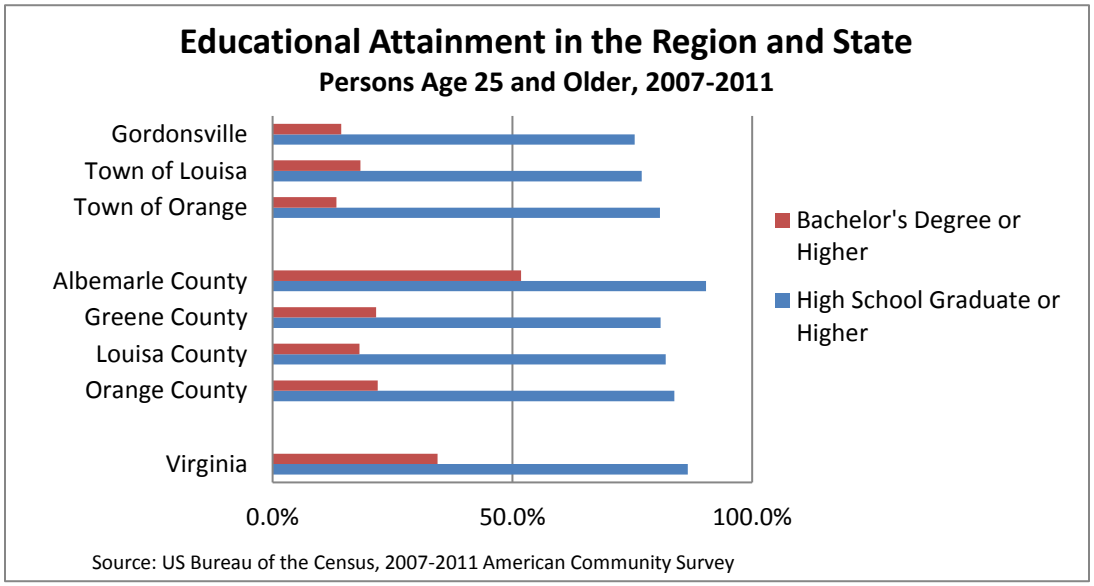


Educational Attainment by Level of Education
Gordonsville Residents Age 25 and Older, 2007-2011

	Percent
Less than high school diploma	24.5%
High school diploma or equivalency	38.9%
Some college, no degree	16.8%
Associate's Degree	5.4%
Bachelor's Degree	10.9%
Graduate or Professional Degree	3.4%

Source: US Bureau of the Census, 2007-2011 American Community Survey

Regionally, as shown in the chart and table below, the percentage of people 25 and older in Gordonsville who graduated from high school is lower than that for other surrounding localities and the state, as is the percentage who obtained a bachelor's degree or higher from a college or university.

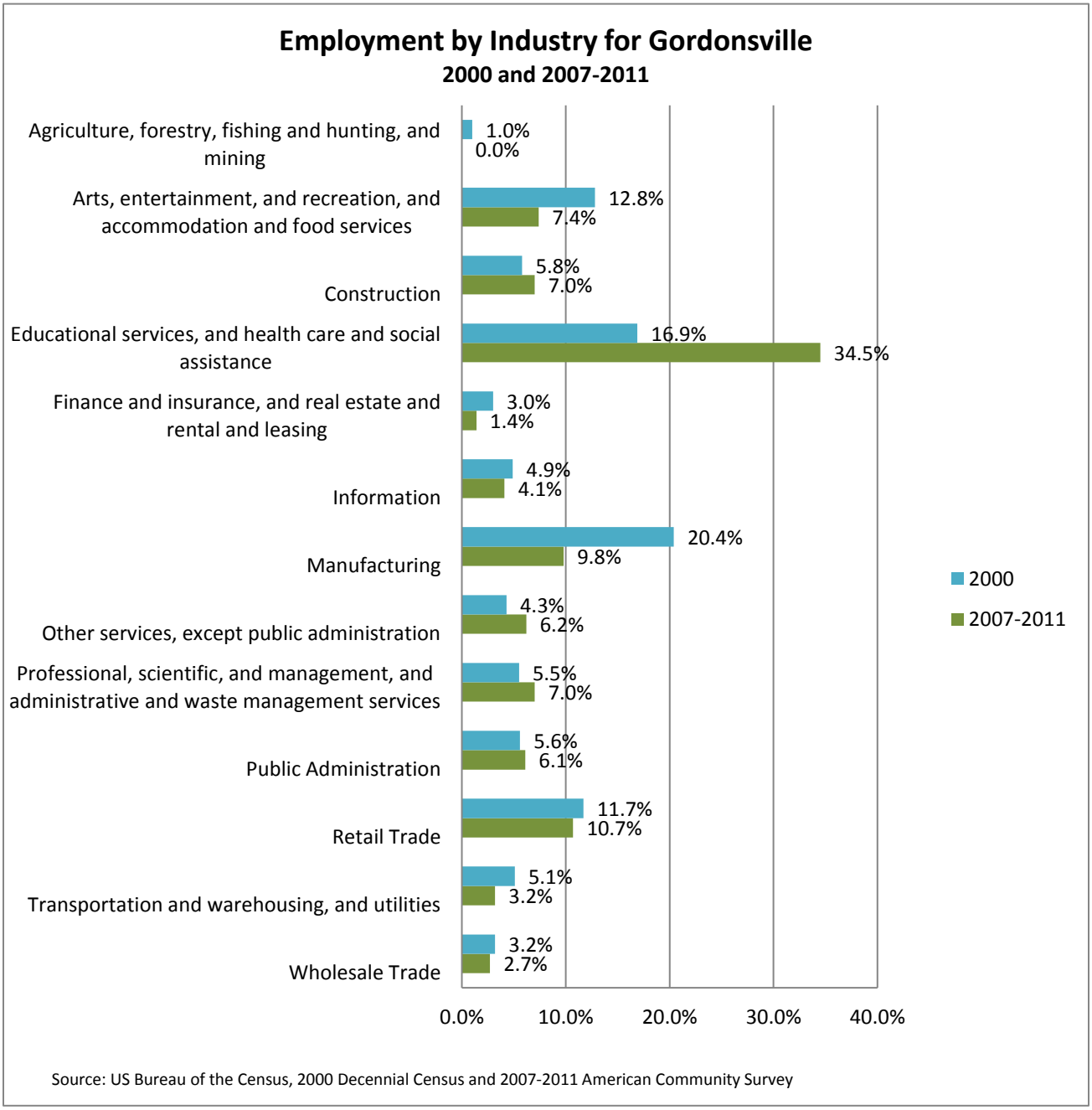


Educational Attainment in the Region and State
Percent of Persons Age 25 and Older, 2007-2011

	High School Graduate or Higher	Bachelor's Degree or Higher
Gordonsville	75.5%	14.3%
Town of Louisa	77.0%	18.3%
Town of Orange	80.8%	13.3%
Albemarle County	90.4%	51.8%
Greene County	80.9%	21.6%
Louisa County	82.0%	18.1%
Orange County	83.8%	21.9%
Virginia	86.6%	34.4%

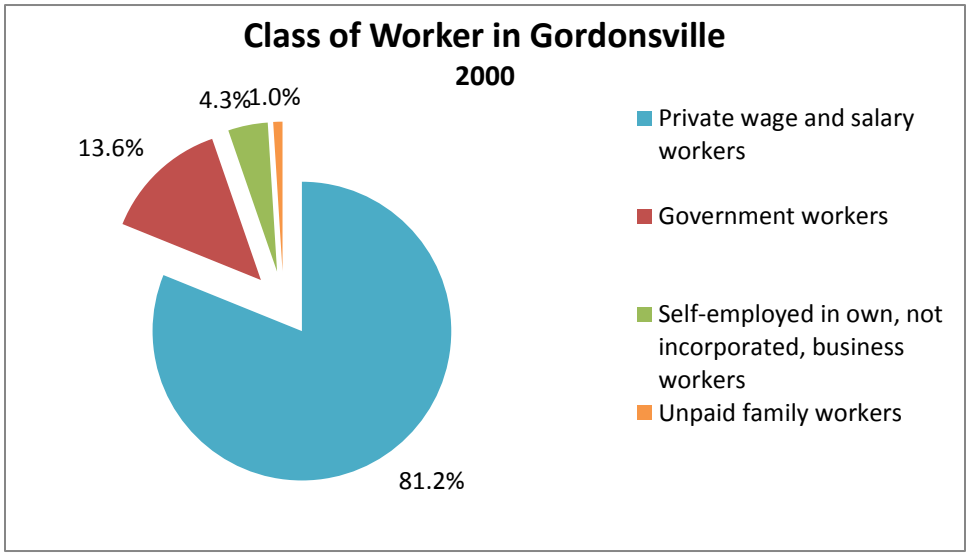
Source: US Bureau of the Census, 2007-2011 American Community Survey

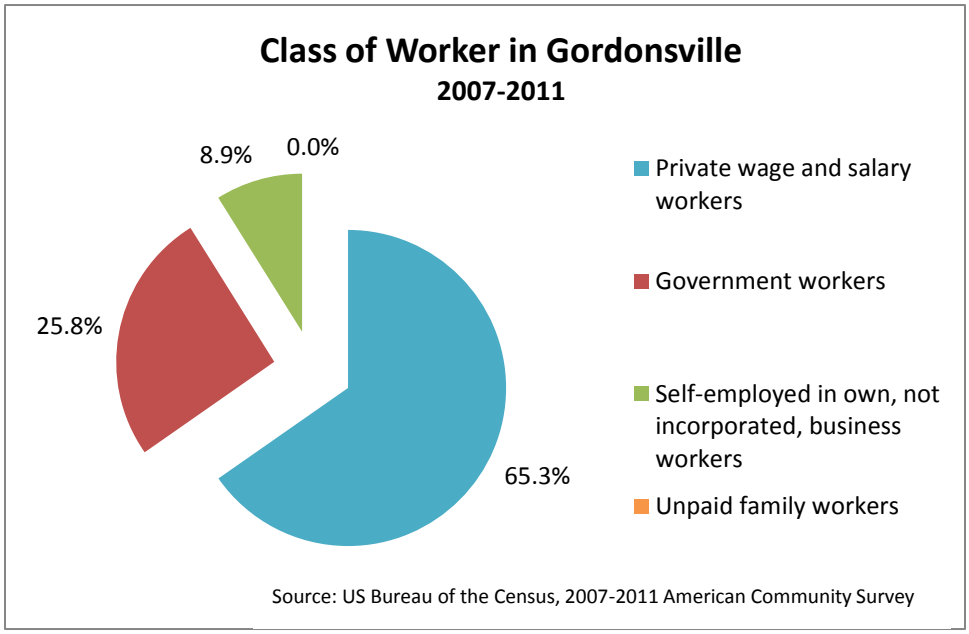
EMPLOYMENT: Gordonsville residents are employed in a variety of industries. In 2000 the top three industries employing Town residents over age 16 were Manufacturing (20.4%); Educational services, health care and social assistance (16.9%); and Arts, entertainment, recreation, and accommodation and food services (12.8%). During the years 2007-2011, employment by industry shifted slightly: Manufacturing decreased to 9.8%, while Education services more than doubled to 34.5%. Arts also decreased during this time to 7.4%; Retail Trade ranked second at 10.7% of employed people age 16 and older. The chart below illustrates these trends:



Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

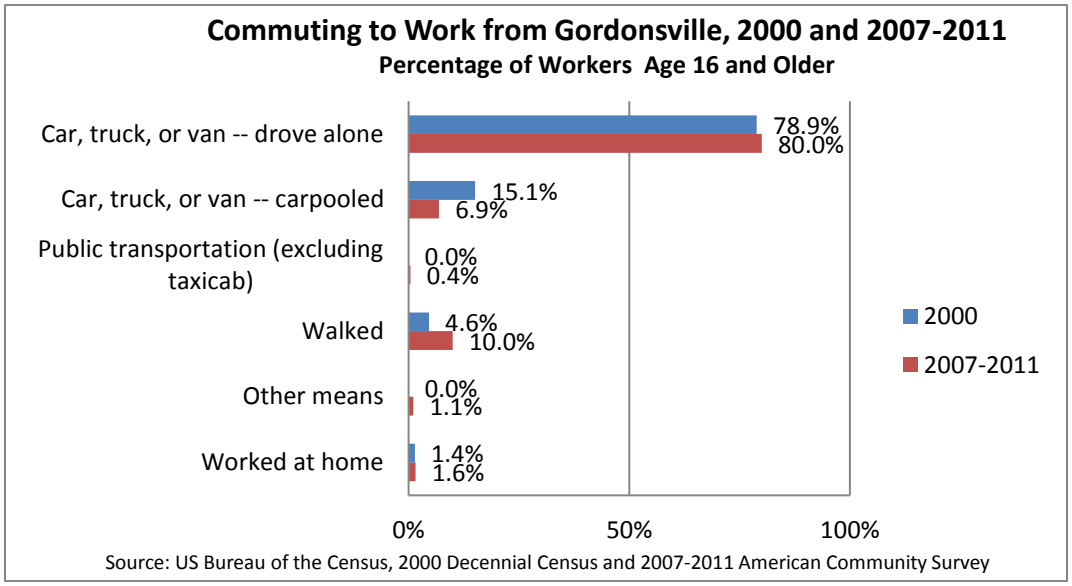
The charts below illustrate the class of worker for employed Gordonsville residents. A majority of workers are private and salary workers—this decreased from 81.2% in 2000 to 65.3% in 2007-2011. Government workers increased from 13.6% in 2000 to 25.8% in 2007-2011, likely due to the expansion of the National Ground Intelligence Center near Charlottesville during that time. More people were self-employed in 2007-2011, while unpaid family workers diminished completely from 2000 to 2007-2011.





The way Gordonsville residents travelled to work varied slightly from 2000 to 2007-2011. Generally speaking, most workers continued the nationwide trend of travelling by car—alone.

Carpooling decreased from 15.1% of workers in 2000 to 6.9% in 2007-2011—an interesting statistic given that the price of gas continued to increase during this time. Slightly more workers used public transportation to get to work in 2007-2011, while the percentage of workers who walked to work more than doubled from 4.6% in 2000 to 10% in 2007-2011. The percentage of workers who worked from home remained generally the same from 2000 to 2007-2011. The chart and table below illustrate these trends:



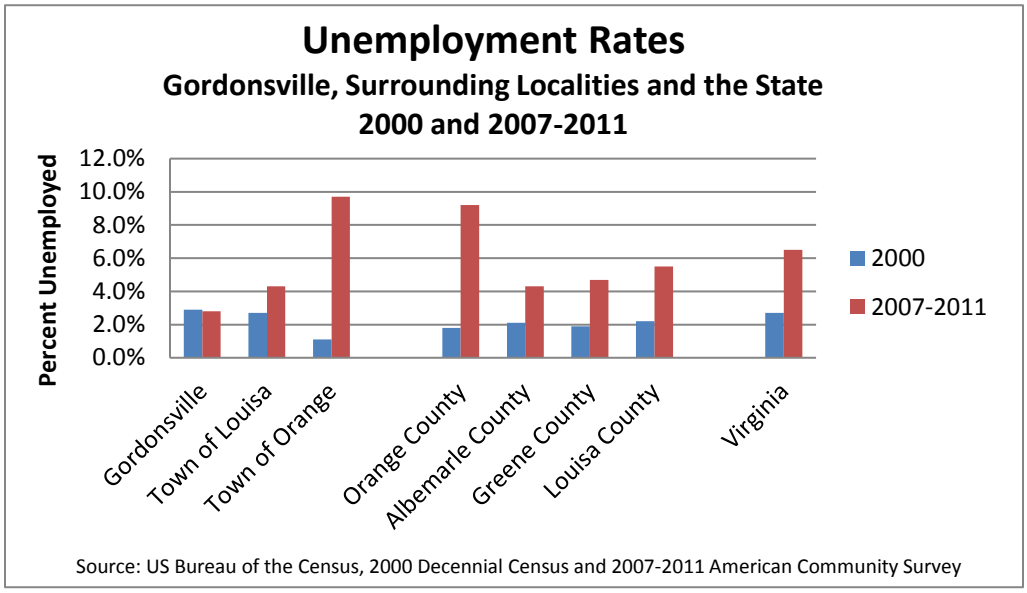
Commuting to Work from Gordonsville, 2000 and 2007-2011
(Percentage of workers 16 years and older)

	2000	2007-2011
Car, truck, or van -- drove alone	78.9%	80.0%
Car, truck, or van -- carpooled	15.1%	6.9%
Public transportation (excluding taxicab)	0.0%	0.4%
Walked	4.6%	10.0%
Other means	0.0%	1.1%
Worked at home	1.4%	1.6%

Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

Approximately 81% of the Town's workforce commuted out of Town for work in 2007-2011, a decrease from 88% in 2000. The average commute time for Gordonsville workers was 25.7 minutes in 2000 and 27.3 minutes in 2007-2011.

The downturn in the economy during the mid-to-late 2000's caused significant increases in unemployment for most localities in the region. While unemployment for Gordonsville workers remained fairly stable from 2000 to 2007-2011, the Town of Orange and Orange County saw significant increases, from less than 2% in 2000 to over 9% in 2007-2011. Unemployment in the region more than doubled for most localities, as it did for the state as a whole. The chart and table below illustrate these trends:



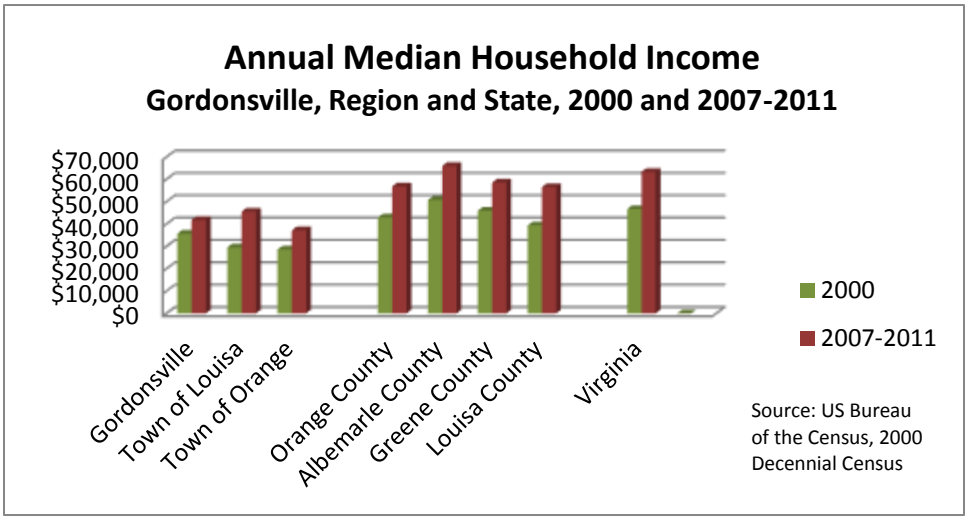
Unemployment Rates for Gordonsville, Surrounding Localities and the State
2000 and 2007-2011

	2000	2007-2011
Gordonsville	2.9%	2.8%
Town of Louisa	2.7%	4.3%
Town of Orange	1.1%	9.7%
Orange County	1.8%	9.2%
Albemarle County	2.1%	4.3%
Greene County	1.9%	4.7%
Louisa County	2.2%	5.5%
Virginia	2.7%	6.5%

Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

INCOME: According to the 2007-2011 American Community Survey, the median income of households in Gordonsville was $41,845, an increase of 17.4% from that in 2000. Approximately 68.5% of the households in the Town received earnings and 13.6% percent received retirement income other than Social Security. Approximately 43.4% of the households received Social Security; the average income from Social Security was approximately $14,777 from 2007-2011. These income sources are not mutually exclusive; many households received income from more than one source.

The chart and table below show annual median household income for the Town and surrounding communities for 2000 and 2007-2011. The household income for the Town has been consistently higher than that for the Town of Orange, yet lower than that for the Town of Louisa in 2007-2011.

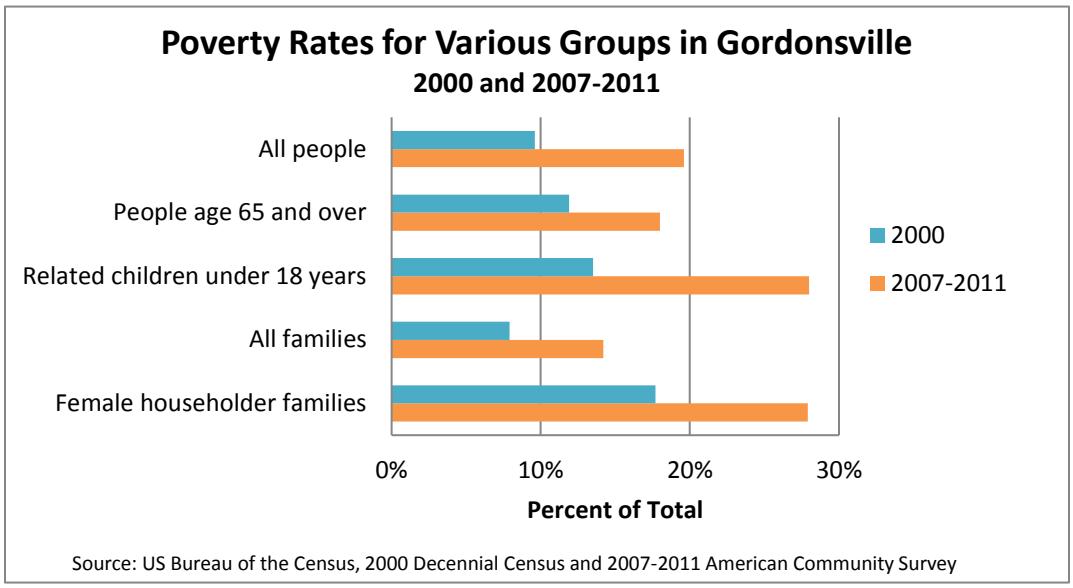


Annual Median Household Income
Gordonsville, Region and State, 2000 and 2007-2011

	2000	2007-2011	Percent Change
Gordonsville	$35,655	$41,845	17.4%
Town of Louisa	$29,519	$45,526	54.2%
Town of Orange	$28,576	$37,191	30.1%
Orange County	$42,889	$56,837	32.5%
Albemarle County	$50,749	$65,934	29.9%
Greene County	$45,931	$58,550	27.5%
Louisa County	$39,402	$56,502	43.4%
Virginia	$46,677	$63,302	35.6%

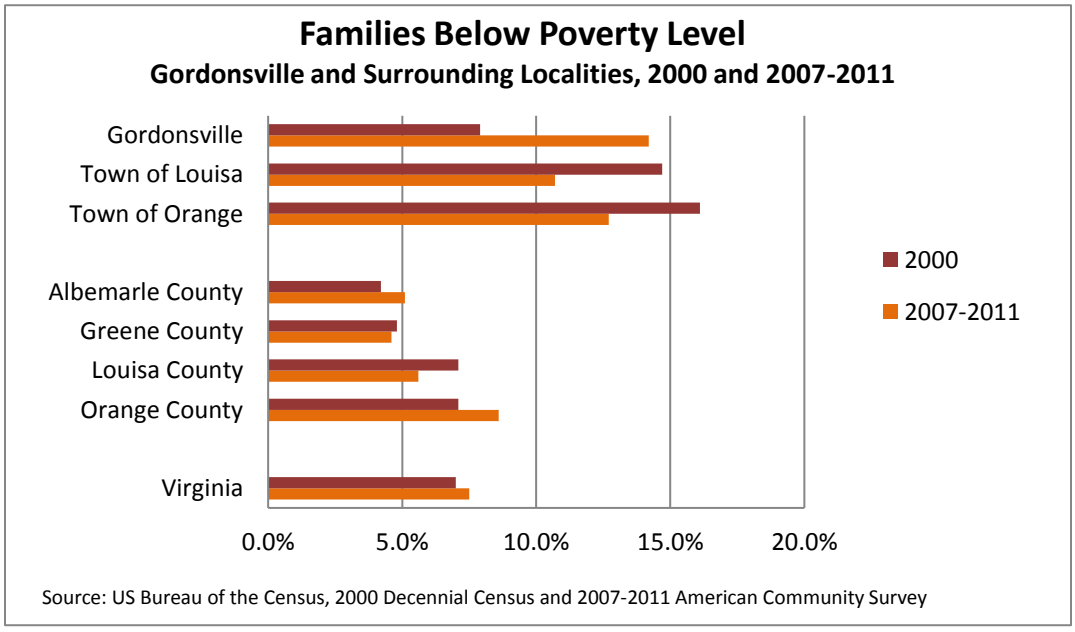
Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

POVERTY: In 2007-2011, approximately 19.6% of people were in poverty, compared to 9.6% in 2000. Twenty-eight percent of related children under 18 were below the poverty level during this time, a significant increase from 13.5% in 2000. For people 65 years old and over, 18% were in poverty, up from 11.9% in 2000. Approximately 14.2% of all families and 27.9% of families with a female householder and no husband present had incomes below the poverty level; in 2000, these numbers were 7.9% and 17.7% respectively. The chart below illustrates these trends:



Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

The chart and table below show the percentage of families living below the poverty level for the Town, surrounding localities and the state in 2000 and 2007-2011. Gordonsville had the highest percentage of families below the poverty level for localities in the region in 2007-2011, and nearly double the percentage of families below poverty statewide.



Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

Percent of Families Below Poverty Level
Gordonsville, Region and State, 2000 and 2007-2011

	2000	2007-2011
Gordonsville	7.9%	14.2%
Town of Louisa	14.7%	10.7%
Town of Orange	16.1%	12.7%
Albemarle County	4.2%	5.1%
Greene County	4.8%	4.6%
Louisa County	7.1%	5.6%
Orange County	7.1%	8.6%
Virginia	7.0%	7.5%

Source: US Bureau of the Census, 2000 Decennial Census and 2007-2011 American Community Survey

Data Trends and Actions for the Town's Future

The data, charts and graphs on the preceding pages provide a detailed overview of demographic characteristics of the Town that is useful for informing and guiding its future. The summary below outlines several trends revealed from the data presented, along with corresponding actions for the future of the Town. While many of the trends revealed have causes and solutions that are beyond control of the Town, many still may be positively impacted through Town action.

Population Growth and Housing

Trend: The population of the Town is projected to increase by approximately 500 people by the year 2040—a trend that is consistent with the fairly slow growth experienced by the Town over the last 30 years. Using the current average household size of 2.4 people per household, 250 housing units would be needed to accommodate this slight increase in population.

> *Action: Highlight the availability of existing vacant housing stock within the Town, encourage infill development within established Town neighborhoods and designate areas of the Town for future residential growth that is compatible with existing development patterns.*

Age Shifts in Population

Trend: The "Under 18" age group constitutes nearly one quarter of the Town's population—a trend that remained stable from 2000 to 2007 and 2011.

> *Action: Work with the community to develop youth programs and recreational facilities that meet the needs of this age group.*

Trend: At 8-9%, the "18-24" age group is the smallest of the Town's population. This can be explained by the fact that many in this age group leave town for higher education or to find entry-level jobs that only exist in more urbanized areas. As is the case for most small, rural towns like Gordonsville, there are few activities or opportunities available within the Town to encourage young adults to stay or locate here.

> *Action: Work with the business community to provide jobs, educational and entertainment opportunities for young adults.*

Trend: The "45-64" age group is the largest in Town and increased from 23% of the population in 2000 to 29% of the population in 2007-2011. In the next 20 years, these "baby-boomers" and "Gen-Xer's" will transition over to the "65 and over" age group. Some will retire, making them more readily available for volunteer opportunities in the community; others will continue to work. While this age group will likely be more health-aware and active than those in the past, the need for emergency medical services and easily-accessed medical care may increase. Housing that is smaller with one-level living may also be desirable for this growing segment of the Town's population.

> *Action: Encourage the expansion of medical facilities within the Town to provide easily accessible health care that does not require a commute to areas outside of Town.*
>
> *Action: Work with Orange County to again locate a satellite rescue facility within the Town.*
>
> *Action: Ensure that any proposals for new residential development in the Town include a one-floor living component to meet the housing needs of the Town's aging population.*

Education

Trend: Nearly one-quarter of Town citizens age 25 and older had not graduated from high school in 2007-2011. This not only affects their ability to effectively compete in an already compromised job market, it also increases their likelihood of living at or below poverty level and relying on public assistance to make ends meet.

> *Action: Work within the community to raise awareness of the importance of finishing high school and the programs available to obtain a high school diploma or equivalency degree.*

Employment

Trend: In 2007-2011, 81% of the Town's workforce commuted to areas outside the Town for work. According to the Community Survey conducted in the fall of 2011, Gordonsville residents value the ability to work where they live.

> *Action: Work with the Orange County Office of Economic Development to increase job opportunities available in proximity to the Town.*

Income and Poverty

Trend: Levels of annual median household income for the Town are not keeping pace with that of other localities within the region.

> *Action: Work with the Orange County Office of Economic Development to increase higher-paying job opportunities available in proximity to the Town.*

Trend: Gordonsville had the highest percentage of families below the poverty level for localities in the region in 2007-2011, and nearly double the percentage of families below poverty statewide; this translates to approximately 55 families who are living below the poverty level within the Town. Additionally, more than one-quarter of female-householder families were living below poverty during this time, as were more than one-quarter of related children under 18 years old.

> *Action: Work within the community to raise awareness of programs available to assist families living below the poverty level.*

> *Action: Work with the Orange County Office of Economic Development to increase job opportunities available in proximity to the Town.*

Comprehensive Plan Focus Areas

On the following pages are the goals, objectives and tasks for achieving the vision of the Town. This section includes an analysis of current trends, existing conditions and issues, and then provides a corresponding listing of goals, objectives and tasks related to the various needs, issues and desires identified during the plan update process. The goal sections that make up this section cover a broad spectrum of issues important to the town and include Beautification and Community Design, Boundary Adjustment, Economic Development, Environment, Healthy Living, History and Culture, Housing, Land Use and Development, Public Services and Infrastructure, Recreation and Open Space, and Transportation.

Beautification and Community Design

"Gordonsville is a pretty town"—this sentiment was expressed over and over again in responses to the community survey and during the community meetings held during the update of the plan. Window boxes, tree lined streets and homes evocative of Gordonsville's past are what people see when they look down the streets of Town. Residents of the Town take pride in their homes and it shows through their well-maintained properties; shop owners in downtown keep the planters in front of their shops filled with seasonal vegetation, adding vibrancy and color to Main Street.

Figure 1. Cooke Park in Downtown Gordonsville (photo courtesy of Jeff Poole).

The Town's Public Works Department makes it their top priority to ensure the streets are always clean and neat looking, and the grounds around Town Hall, Verling Park and the traffic circle are well-maintained at all times of the year. In the spring and fall of each year, the Town conducts a two-week clean up where residents can dispose of unwanted items, yard waste, leaves, etc., which helps to keep the town attractive.

Christmas is an especially pretty time of year for the town because of the beautifully lighted trees that highlight the landscape from the traffic circle to the downtown area, all courtesy of the Town's hard-working public works employees. People traveling through town during Christmas delight in the magical display of lighted trees and carefully decorated shops—for many the town is a destination at Christmas more so than at other times of the year because of the beautiful holiday display.

Main Street Streetscape Plan

As the principal thoroughfare for the Town, Main Street in Gordonsville is what most people see when they drive through Town. Businesses at the circle transition to homes and churches, and back to businesses in downtown, as one travels from north to south along the street.

To protect the integrity of the Town's downtown business area and to make it a safer environment for pedestrian traffic, the Town obtained funding through the federal Transportation Equity Act for the 21st Century (TEA-21) to develop and construct a streetscape plan for downtown Main Street.

Figure 2. Shops on Main Street (photo courtesy of Jeff Poole).

Project Area

The project area is Main Street between King Street and High Street in the Town of Gordonsville Historic District as shown on the map below.

Proposed Enhancements

The Town developed a project scope, which includes the extension of sidewalk creating a link between the historic downtown business district and the historic Exchange Hotel and Civil War Museum. Enhancements along the corridor included: replacement of deteriorating sidewalks, curb and guttering; rehabilitation of drainage structures; crosswalk safety and aesthetic improvements; installation of pedestrian-scaled street lighting and trees; development of a corridor directional signage plan; and aesthetic improvements to the railroad overpass and retaining walls.

Proposed Budget:		Funding Breakdown:	
Phase I	$ 985,236	$ 313,282	1st grant award
Phase II	$ 959,916	$ 457,000	2nd grant award
Phase III	$ 520,990	$ 91,000	funds transf. from Baker St.
TOTAL PROJECT	$2,466,142	$ 896,000	3rd grant award
		$ 595,000	4th grant award
		$2,352,282	Total Grant Funds secured
		$ 588,070	Town's 20% match
		$2,940,352	TOTAL PROJECT COST

Proposed Timeline

Project construction took place from March 2015 to March 2016 and was generally divided into 3 phases as shown on the rendering below. Phases one and two of the project were constructed together, and timing of construction was such that the impact on downtown businesses was minimized.

Figure 3. Downtown Streetscape project, during and after construction (staff photos).


Gordonsville Streetscape Enhancement: Master Plan
SECTIONS
W King St
E King St
Market St
Mayhugh Ave
Depot St
LPDA

Community Meeting and Survey Responses

Respondents to the community survey consistently indicated that one of the things they like most about the Town is its small town charm. Again and again, respondents stated that the Town is a pretty town and efforts should be made to keep it that way. Several respondents indicated that the gateways to the Town are important and planning for the enhancement of these entrance corridors should be pursued.

With regard to the Community meetings, several thoughts and ideas related to beautification and community design were noted and are listed below:

- Town is beautiful during the holidays and many people come to Town just to see the lights
- Work with owners of vacant property to keep lots nice looking
- Ensure that Power Company keeps electric lines clear
- Encourage underground utilities
- Pursue streetscape plan and lighting
- Develop a tree-replacement program (using street trees-not ornamentals) to maintain/establish the tree canopy in Town
- Put arm-posts on street lights for hanging flower baskets
- Encourage the placement of more window flower boxes
- More decoration of Main Street
- Maintain attractive rear-view of buildings on Main Street
- Institute a "Beautiful Gordonsville" contest
- Mural painting under the train bridge

Beautification Goal

Gordonsville will remain a "pretty town" that is attractive to the citizens living in Town, will draw patrons to the existing businesses and encourage the location of new business, and will provide visitors a pleasant experience when they come to Town.

Objective A. To promote the renovation of existing structures so as to maintain the local character and identity of the community.	
A1.	*Establish design standards and incorporate them into the town's Land Development Ordinance to guide structure renovation.*
Objective B. To promote and support the use of ornamental plantings to beautify areas within the town, including gateways into town, and to encourage streetscape development along major thoroughfares through town.	
B1.	*Work with local garden clubs to develop and maintain attractive landscaping on publicly owned property within the Town.*
B2.	*Develop an overall streetscape and landscaping plan for each of the gateways into town, including the traffic circle.*
B3.	*Seek grant funding, specifically federal enhancement funds, to improve the gateways to town.*

B4.	*Seek private funding for beautification projects.*
Objective C. Encourage new or infill development to be designed and constructed so as to be compatible with the design, mass and scale of structures found within the same neighborhood and zoning district.	
C1.	*Inventory the characteristics of each neighborhood within the town and develop design guidelines reflective of these characteristics for incorporation into the town's Land Development Ordinance.*
Objective D. Keep vacant properties in Town from becoming overgrown and unsightly.	
D1.	*Work with the owners of vacant properties in Town to ensure property maintenance and upkeep, specifically with regard to inoperative vehicles.*
D2.	*Implement an "adopt a street or area" project.*
Objective E. Maintain/establish the tree canopy in Town.	
E1.	*Develop a tree-replacement program for the Town (using street trees, not ornamental trees).*
Objective F. Encourage the continuing beautification of the downtown business area.	
F1.	*Work with downtown business owners to make the rear of their businesses as attractive as the front of their establishments.*
F2.	*Implement the Main Street Streetscape Plan.*
Objective G. Encourage the underground placement of electrical utilities in new development.	
G1.	*Modify the zoning ordinance to require that electrical and other utilities be placed underground for new construction.*

Boundary Adjustment

Annexation or boundary adjustment is a growth issue that faces many small towns throughout the State, Gordonsville included. Like most small incorporated towns, Gordonsville is faced with the ever growing expense of providing services; public utility services and police protection are becoming more expensive to fund.

One method of raising additional capital is through annexation or boundary adjustment. In addition, the Town of Gordonsville annexing by boundary adjustment into the corporate limits those areas contiguous to the Town that currently receive services and impact the community through their operations and land use will be beneficial to the community as a whole.

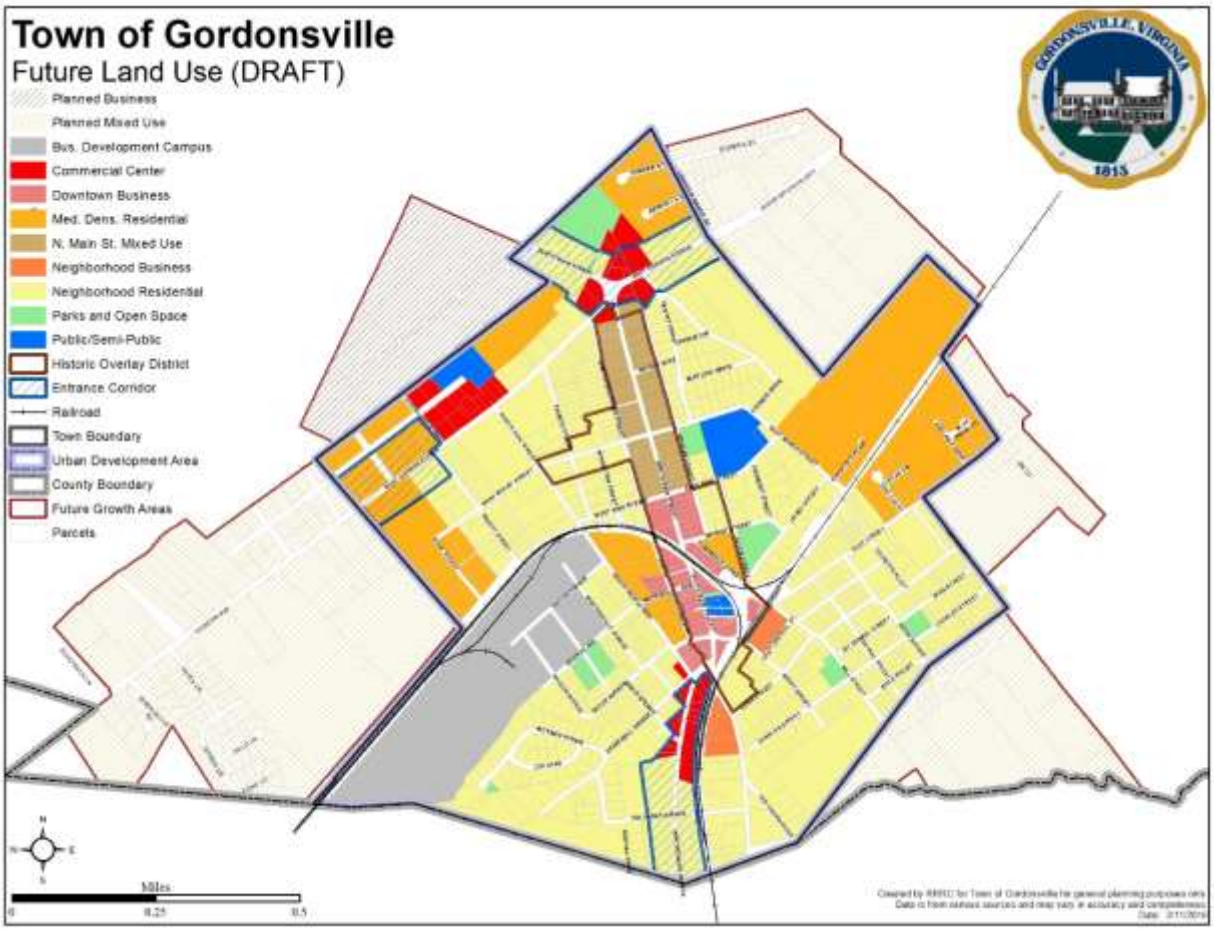
The Town's Boundary Adjustment Initiatives

From 2005 to 2009, the Town of Gordonsville and Orange County actively discussed the adjustment of the Town's boundary to include approximately 715 acres and 240 parcels of county land immediately adjacent to the Town's current boundary. This adjustment would more than double the size of the Town, bringing it from 0.9 square mile to 2.01 square miles in size. Some of the areas of the County that would be adjusted into the Town already identify themselves with the Town, such as Gordonsville Gates subdivision, Tabernacle subdivision, and the homes located along west and east Gordon Avenue, Cox Mill Road, and portions of southeast Gordonsville. Many of these areas already benefit from the provision of some Town services, such as public water. If they are adjusted into the Town, they would also benefit from police protection and trash collection provided by the Town. This would come at a price, however, in that Town residents pay both Town and County real estate and personal property taxes.

With the current housing market and recessed economy, it is unlikely that land within the area proposed for boundary adjustment will experience any significant level of development over the next 20 years, despite the fact it is considered a growth area of the County, according to the Orange County Comprehensive Plan.[1] However, it is important, from the standpoint of planning for the future, to at least consider what the impact on the Town may be if the property should develop. In addition, a cost-benefit analysis should be conducted for any proposed boundary adjustment to determine whether adding property to the Town is financially feasible. In ensuing years, discussions regarding boundary adjustment should be revisited with Orange County.

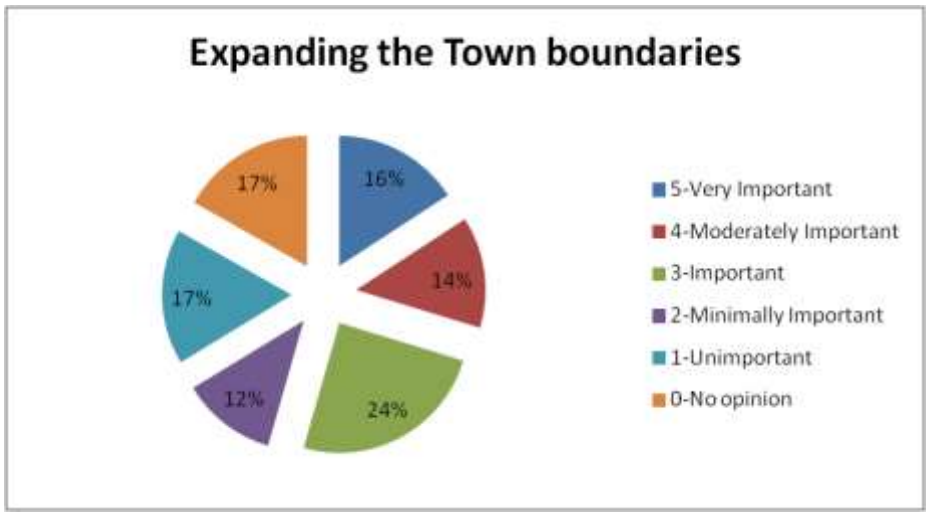
The map below shows areas outside the town that may be considered for expansion during future boundary adjustment discussions. Approximately 25% of the land area located in those areas is presently developed as single family housing; the remaining 75% is a mixture of undeveloped pasture and wooded property. Assuming that only three-quarters of this undeveloped property is suitable for development (subtracting out areas of steep slopes, wetlands and other areas not suitable for development) and assuming residential development of at least four units to the acre and two persons per dwelling unit, the Town's population could increase by nearly 200% at buildout if the boundary adjusted areas become fully developed over the next 20 years. Encouraging mixed use development for these areas, where residential, business and commercial uses are developed together, along with preservation of open space will work to minimize the impact of any increase in the Town's population that results from any boundary adjustment.

[1] Orange County Comprehensive Plan, 2006; pages 77 and 89.



Community Meeting and Survey Responses

Of all the issues rated in the community survey, expanding the boundaries of the Town got mixed ratings. Slightly more than half rated this issue as important, moderately important or very important, while nearly 30% rated this issue as minimally important or unimportant. Seventeen percent of survey respondents offered no opinion on this issue. The chart below shows the breakdown of respondents:



As shown in the chart above, Town residents are clearly more evenly divided in their opinion of this issue. Those who rated this issue as important noted that expanding the boundaries of the Town would help expand the tax base and spread the cost to provide water and sewer to a greater customer base. Those who rated this issue as minimally important or unimportant stated it is important to first develop those areas of Town that are undeveloped. Those who expressed no opinion indicated they did not know enough about the issue to rate it as important or unimportant.

During the community meetings, participants at all three meetings stated that the Town should continue to work to expand the Town's boundaries to provide for mixed use development and an additional commercial center for the Town.

Boundary Adjustment Goal

The Town should encourage boundary adjustment of those areas contiguous to existing boundaries where services are already being provided, and those areas that wish to be adjusted into the corporate limits of the Town. Boundary adjustment in those areas would allow the citizens of Gordonsville to have a direct and effective voice in land-use as well as other issues central to this community.

Objective A. To promote the residential, commercial, and industrial development of land contiguous to the existing boundaries of the Town.	
A1.	*Re-evaluate areas desired for boundary adjustment and develop a feasibility plan for the expansion of the boundaries of the Town.*
A2.	*Continue to work with Orange County to expand the Town's boundaries to provide for mixed use development and an additional commercial center for the Town.*
A3.	*Through planned and controlled development, extend municipal water services as needed into expanded areas of the Town to reduce the financial burden on the individual water customer.*
A4.	*Amend the comprehensive plan to reflect the desired land uses for any boundary adjustment initiatives as they are adopted.*

Economic Development

Throughout its history, Gordonsville's prosperity has relied on its natural beauty, quality of life, and strong transportation linkages. Visitors coming by carriage, train, and highway have always enlivened the town, and tourism is a vital element of the town's economic development plan. The town also is well-situated to support balanced growth for larger businesses and provide ample opportunities for town residents to work where they live.

This section presents economic data about Gordonsville, explains several strategies for economic development, and then connects these with Council's adopted goal:

The Town will be a vibrant economic destination for the area where vacant commercial and industrial structures have been filled and new businesses have located to the town to provide both jobs and services to citizens and those living in proximity to town.

Economic Characteristics of the Town

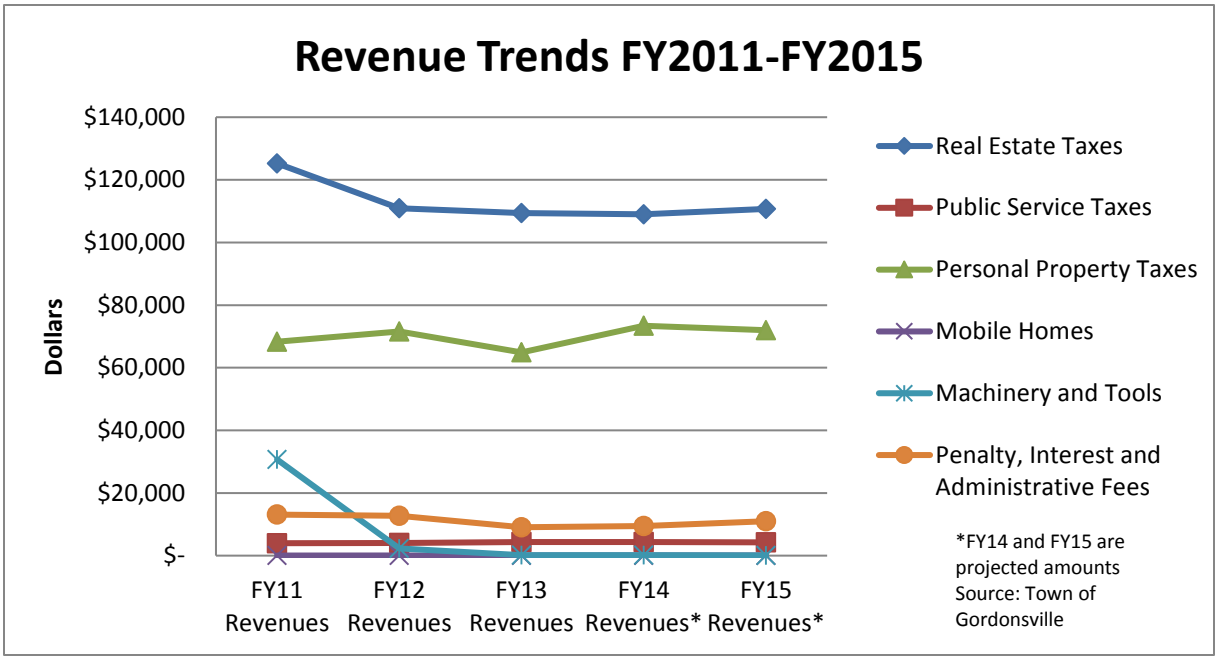
Tax Revenue/Finances

The table below shows the Town's revenue for the past five years from property taxes and other local taxes. The meals tax is the largest component of the second group. Overall, Town revenues continue to recover from the recession; meals tax revenue has risen faster than property tax revenue. Tourism and local economic activity has grown, and property values have risen more slowly. Tax revenue, particularly meals tax and sales tax, is very important to the Town's capacity to provide needed services. This Plan assumes that efforts to make Gordonsville more attractive to new businesses and visitors will bring economic growth to the region as a whole and to the Town in particular. Enlarging the tax base through economic development efforts could help to ease the tax burden on the individual property owner.

Gordonsville Tax Revenue FY11-FY15

Description	FY11 Revenues	FY12 Revenues	FY13 Revenues	FY14 Revenues*	FY15 Revenues*
Property Taxes					
Real Estate Taxes	$ 125,236	$ 110,888	$ 109,381	$ 109,000	$ 110,700
Public Service Taxes	$ 3,969	$ 4,046	$ 4,347	$ 4,300	$ 4,200
Personal Property Taxes	$ 68,308	$ 71,562	$ 64,899	$ 73,400	$ 72,000
Mobile Homes	$ 38	$ 34	$ 25	$ 30	$ 30
Machinery and Tools	$ 30,698	$ 2,279	$ 132	$ 130	$ 80
Penalty, Interest and Administrative Fees	$ 13,095	$ 12,732	$ 9,067	$ 9,500	$ 11,000
Property Taxes Total	**$ 241,344**	**$ 201,541**	**$ 187,851**	**$ 196,360**	**$ 198,010**
Other Local Taxes					
Local Sales and Use Tax	$ 116,140	$ 102,847	$ 135,617	$ 143,000	$ 150,000
Consumers Utility Tax	$ 30,443	$ 24,519	$ 29,446	$ 29,000	$ 29,500
Business License Tax	$ 95,379	$ 101,708	$ 97,048	$ 92,000	$ 98,000
Motor Vehicle Tax	$ 26,987	$ 28,238	$ 24,332	$ 28,300	$ 26,000
Bank Stock Tax	$ 35,721	$ 32,452	$ 17,483	$ 5,000	$ 5,000
Cigarette Tax	$ 21,000	$ 24,000	$ 25,500	$ 25,000	$ 25,000
Meals Tax	$ 241,786	$ 237,152	$ 266,631	$ 265,000	$ 300,000
Other Local Taxes Total	**$ 567,456**	**$ 550,916**	**$ 596,057**	**$ 587,300**	**$ 633,500**
TOTAL	**$ 808,800**	**$ 752,457**	**$ 783,908**	**$ 783,660**	**$ 831,510**
**projected revenues*					
Source: Town of Gordonsville Budget Documents					

The chart below illustrates the trends in tax revenue for the Town from FY2011 through FY2015:



Generally, revenue streams have remained constant over the last five years. The significant decrease in machinery and tools tax that occurred from FY2011 to FY2012 was the result of the closure of American Press, which manufactured printed material.

The regional economic summary completed in 2012 by the Thomas Jefferson Partnership for Economic Development (now the Central Virginia Partnership for Economic Development) does not focus on Gordonville in particular, but it highlights several industries and sectors where the region can grow competitively, such as:

- Arts, Entertainment, Recreation & Visitor Industries
- Agribusiness, Food Processing & Technology
- Business and Financial Services

Current Economic Conditions in Gordonsville

Gordonsville's local economy is healthy and growing. The town benefits from a favorable location and economic trends which create new opportunities for growth. The "fundamentals" of the town are strong.

The existing land use map for the Town, as shown below, provides a good illustration as to where business uses are concentrated within the Town. Commercial activity is clustered along the major transportation routes through Town at the traffic circle, along Main Street, along Martinsburg Avenue and along West Gordon Avenue. The businesses located in the downtown corridor are generally tourism-oriented, while industrial businesses are clustered along the railroad in the southwestern quadrant of the Town.

Gordonsville's economy is not self-contained. Many town residents commute to Charlottesville and other areas to work, and many rural residents commute into Gordonsville to work. Town businesses cater both to local residents and to visitors from near and far. One goal of this Plan is to increase opportunities for people to live, work, and play within the Town.

The March 2014 announcement of Green Applications' decision to locate in Gordonsville was a strong positive change for the Town's economic vitality. The manufacturing facility will distribute nationally and employ an estimated 323 people, making it the town's largest employer. The table below shows the other major employers in the town. The Town relies on a small number of key employers, creating the risk of disruption should one of those businesses leave. As a case in point, Perrigo Nutritionals, supplier of store brand infant formulas and nutritional products worldwide, was headquartered in the Town. In late 2014, the company moved its facilities to the Charlottesville area, leaving a vacancy in the Town's downtown business district. While this had an initial negative impact on the Town's economy, it also provided the opportunity for creating a more diverse and expanded downtown business district. Reliance on a small number of businesses helps the Town to focus on a specialized set of economic development goals that

feature the core of the Town's economic activity: tourism, manufacturing and routine services to residents.

Three Largest Employers in Gordonsville

Employer	Product/Service	Employees
Green Applications	Textile printing manufacturing	323*
Food Lion	Grocery	60
The Village at Gordon House	Nursing Care Facilities	60

*estimated employment at full operation.
Source: Orange County Economic Development Office, 2012.

Education and workforce development is important for the town. There is a strong resource for higher education very near Gordonsville. Piedmont Virginia Community College's campus in Charlottesville is a half-hour drive, as is the University of Virginia. These campuses are available for town residents to commute to and for businesses to take advantage of training programs.

Population and Labor Force

The table below shows the town's population by age group, according to the 2010 Census. These figures show 60% of the population aged 18-64, which indicates a large potential workforce.

Age Group	Number	Percentage
Under age 18	365	24.4%
Aged 18 to 64	897	60.0%
Aged 65 and over	234	15.6%

The town population is 54% female and 46% male. The population lives in 632 households, for an average household size of 2.4 people per household.

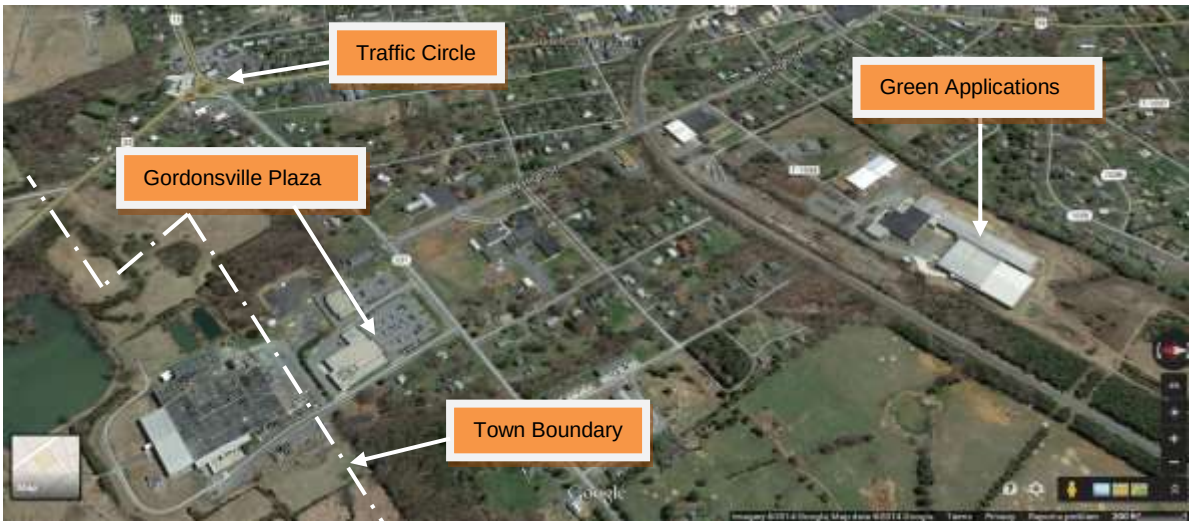
Our Business Community

Main Street

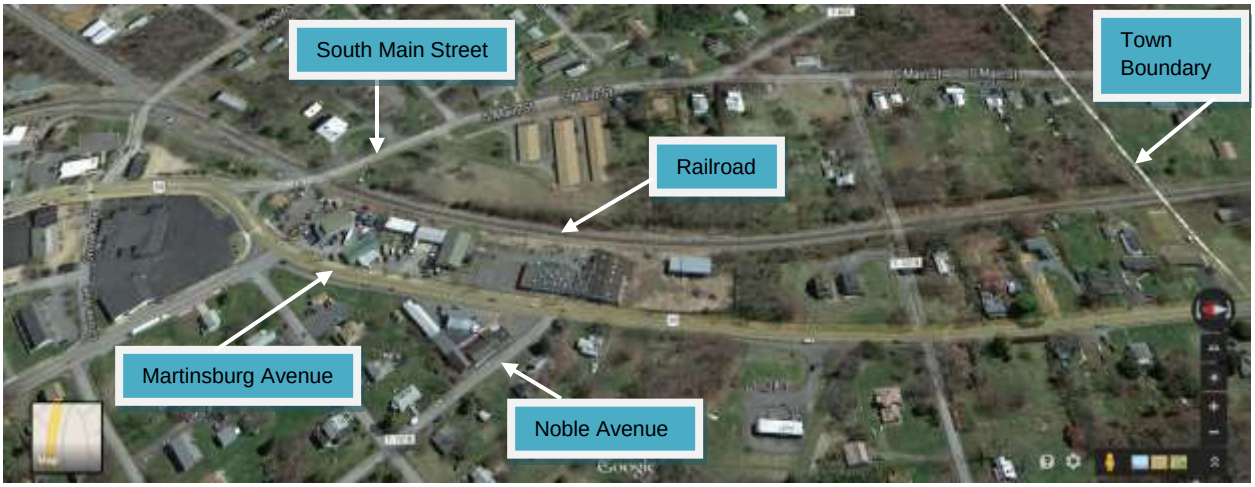
The view below shows Main Street, looking west. The downtown business district situated between Grove Avenue and the railroad bridge is located just left of center in the photograph. One can see that the density of buildings in this area creates a compact, walkable business core. Vacant storefronts here offer opportunities for downtown expansion, and the proximity of Faulconer Street, which parallels Main Street one block to the west, enhances rear business access and parking availability for downtown patrons.

Gordonsville Plaza

Gordonsville Plaza is a 49,000 square foot center anchored by Food Lion and Family Dollar. Construction was completed in December, 1996. The view below looks east and shows the plaza in the lower left. The traffic circle is visible in the upper left, and the Green Applications facility is prominent on the right. The plaza has potential for increased density and new commercial development using existing parking and access.



Martinsburg Avenue



The view above looks east at Martinsburg Avenue where it splits from South Main Street. The southern town boundary is shown at right. The area between Martinsburg Avenue, Noble Avenue and the railroad has potential for revitalized commercial development at the southern entrance corridor of the Town.

Traffic Circle

One of the signature features in Town is the Gordonsville traffic circle where U.S. Route 15, U.S. Route 33 and Virginia Route 231 converge. This modern-day crossroads is what most travelers know as "Gordonsville" and offers services geared toward motorists passing through the area. Fast food restaurants, convenience stores and gas stations are the hallmark of development here. A local veterinary hospital and a local pharmacy and butchery are also located at the circle and provide services to those living in the region. The Gordonsville traffic circle is the town's gateway for those travelling through the region from the north, west and east. Opportunities for commercial expansion in this area are limited due to the proximity of long-established residential neighborhoods.

A Destination for Tourism

Visitor Center

Gordonsville's Visitor Center is located downtown, next to the town hall and convenient to parking and walkable tourism destinations. The view below (looking west) shows the Visitor Center at the right. The Exchange Hotel is at the lower left.

Visitor center operations will be important to developing tourism in the town. The volunteers staffing the center do wonderful work to welcome and orient visitors. In the short- to medium-term (1-3 years), several actions will be needed to increase the value of the visitor center:

- Recruit additional volunteers and increase hours of operation. Currently the center is only staffed by volunteers Friday through Sunday from 10am to 5pm. Ideally, the center would be open daily, with evening hours on Fridays and Saturdays.
- Increase online presence and services. Currently, visitor center services are mainly paper-based and delivered in person or over the phone to visitors who call. Website information is available; information available via other social media outlets is limited and should be developed, including mobile device formatting.
- Obtain certification as a Tourist Information Center from the Virginia Tourism Corporation (VTC). This program encourages local and regional visitor centers to meet requirements and operate under guidelines as set by VTC. This program promotes standards that enhance and also simplify the travel experience for Virginia visitors. The Virginia Tourism Corporation will support Town staff and volunteers in meeting certification standards.

Cultural Events

Special cultural events have two important purposes. They enhance quality of life for town residents and make Gordonville a more enjoyable place to live. And they also attract visitors who enliven the events and contribute economically. Gordonsville currently has several annual events which can grow into more important economic assets.

Fried Chicken Festival: Gordonsville is known for fried chicken that was served to passengers of trains stopping in town during the late 19th and early 20th centuries. To celebrate this special heritage, the Town of Gordonsville holds a Fried Chicken Festival in mid-May. In future years, the festival can grow to include more vendors from the surrounding area, more music and artistic performances. Marketing of the festival can expand around the region using the visitor center and other resources.

Street Festival: The Gordonsville Street Festival is held on the first Saturday in October. It is sponsored by the Gordonsville Volunteer Fire Company Auxiliary and is one of their biggest fundraisers to support the Town's Volunteer Fire Company. The festival is a regional tourist draw for the Town.

Figure 1. Visitors enjoy the Gordonsville Street Festival (photo courtesy of Jeff Poole).

Figure 2. Veterans Parade, 2011 (photo courtesy of Jeff Poole).

Veterans Parade: On the second Saturday of November, Gordonsville honors veterans from throughout Central Virginia with a Veterans Parade that features patriotic music, veterans groups and floats themed in support of veterans. There is not another Veterans Day parade in a nearby town, so this event attracts marchers and spectators from Charlottesville and other surrounding areas. Like the other two festivals, there are opportunities to grow this event.

Tree Lighting: The lighting of the Memorial Christmas tree on the lawn of Town Hall officially begins the Christmas holiday season in the Town of Gordonsville and typically takes place on the first Sunday of December. The lights on the tree honor the memory of loved ones during the holiday season. The tree lighting is mainly a local activity and not a priority for tourism growth. However, the town's lights and decorations attract tourists and shoppers throughout the holidays.

Figure 3. The Memorial Christmas Tree Lighting event in Gordonsville is a treat for all (photo courtesy of Jeff Poole).

Figure 4. Gordonsville Civil War Museum at the Exchange Hotel (photo courtesy of Jeff Poole).

Exchange Hotel

The Exchange Hotel was built in 1860 to serve railroad travelers. During the Civil War it was used as receiving hospital. After the war, it was used as a Freedman's Bureau and again as a hotel before being acquired by Historic Gordonsville in 1971. It is now open as a Civil War museum, emphasizing its historic architecture and value as Virginia's only remaining Civil War receiving hospital. The Civil War sesquicentennial will likely benefit the museum through 2015, and the hotel may then refocus on its role in Reconstruction and rail transportation. Known as one of the most haunted structures in America, the Exchange Hotel brings in scores of visitors year-round for ghost walks and tours. Opportunities exist for improving the marketing of the museum in partnership with local businesses and the visitor center.

Journey Through Hallowed Ground

The Journey Through Hallowed Ground Partnership is a non-profit, four-state partnership dedicated to raising awareness of the unparalleled American heritage in the region running from Gettysburg, Pennsylvania, through Maryland and Harpers Ferry, West Virginia, to Thomas Jefferson's Monticello in Charlottesville, Virginia. With more history than any other region in the nation, the Journey Through Hallowed Ground corridor has been designated by Congress as a National Heritage Area. The Journey passes through Gordonville along Route 15. The Exchange Hotel is noted in Journey marketing as a key site within the corridor.

Figure 5. Journey Through Hallowed Ground (www.jthg.org).

As Civil War sesquicentennial programming ends in 2015, the Journey may offer an ongoing structure for heritage tourism efforts that serve to attract more visitors to the Town.

Marketing the Town

Gordonsville will market its economic development by building on its existing strengths. Some key words to emphasize are:

Crossroads, Experiences, History, Charm, Character, Walkable

This marketing strategy does not alienate or discourage the growth of appropriate industry or major retail as anchor employers. As an historic crossroads, Gordonsville is strategically placed within the region for business expansion in all sectors.

The Role of Town Government in Economic Development
Residents understand that the town government does not make jobs: the Town has fewer than 30 full-time employees. Rather, the town government works to improve the conditions for growth. The goals in this plan make it easier for businesses to start and grow, improve the business environment, and make living and doing business in Gordonsville more appealing. Economic development is related to every other aspect of this plan, because good business is just one part of small-town quality of life.

The Role of the Gordonsville Airport
There is considerable scholarly literature on economic development related to general aviation and the circumstances under which it benefits local economies. Gordonsville has an airport that may be utilized as a catalyst for economic growth for the Town and the region. Gordonsville Municipal Airport is located outside of the current town boundary, two miles north of downtown. The airport occupies land between US 15 and the railroad. Extension of the runway could improve the viability of the airport as an economic development tool for the Town.

External Resources
Orange County Economic Development. The office has a staff of two and is responsible for marketing the Towns of Gordonsville and Orange and Orange County at the state and national level. Staff is available to support the Town in attracting businesses, particularly in the areas of mapping, marketing, and business liaison. The office is affiliated with the state level Virginia Economic Development Partnership.

The Orange County Department of Tourism and Visitors Bureau has been and continues to be an active partner in marketing Gordonsville as a destination for visitors to the region. Additionally, the Town is a member of the **Orange County Chamber of Commerce** and works hand-in-hand with them to support local business development and marketing.

Community Meeting and Survey Responses

What Residents Want in Economic Development

Town staff and elected officials discuss the local economy with town residents and businesses regularly. The community survey and community meetings held as part of the comprehensive plan update revealed that Town residents and government share a general consensus about some key points for economic development as follows:

- Appropriate, healthy growth of the population and of the business community is desired.
- It is important that some residents have local jobs and enjoy the quality of life that comes from living and working in a small town. Walkable development is desired.
- The town must be an appealing home for residents who commute to employment centers elsewhere, and it must attract tourists from other places.

Community Meeting Results

Attendees at the community meetings expressed a variety of thoughts and issues related to economic development within the Town. There is strong support for the reuse of existing vacant buildings for new businesses. Residents noted specific new business needs, such as fast food and other restaurants, a farmer's market, middle retail and the location of a bed and breakfast. Additionally, residents indicated that industrial growth must be low impact or light in character in order to fit with other uses within the town. The ability to live where you work is also important to Town residents, as is the availability of basic goods and services. Citizens also believe that encouraging business growth will reduce their tax burden.

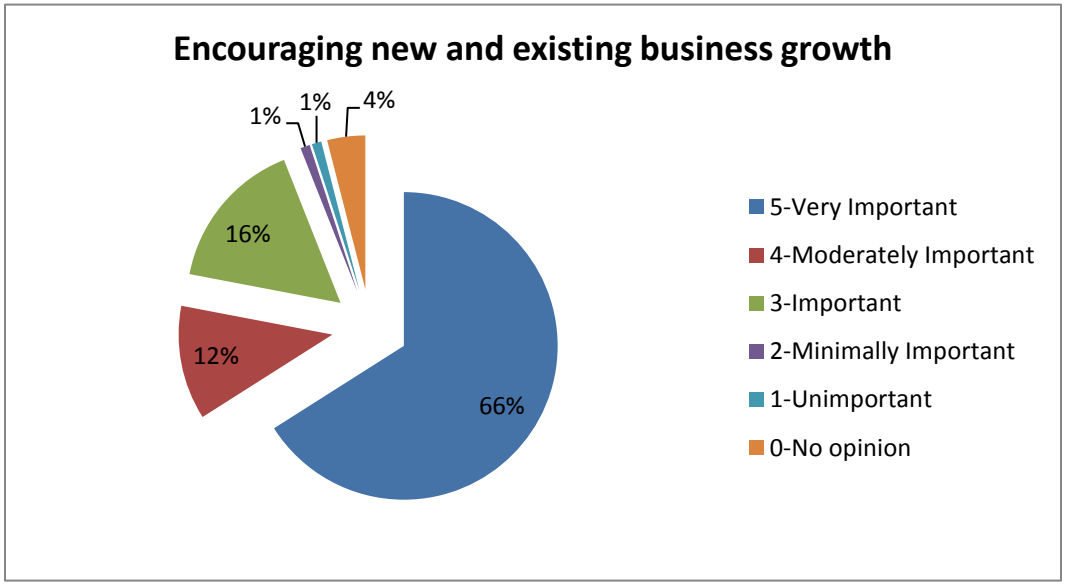
The specific comments made by attendees at the community meetings are as follows:

- Bring in more fast-food restaurants (McDonalds, Taco Bell, mobile hot dog vendors) and an ice cream store
- Fill the vacant commercial/industrial buildings with businesses that will in turn create other supportive business opportunities
- Provide for laundry/dry cleaning services
- Bring middle-retail back to downtown within walking distance or convenient to residents
- Provide for more restaurant opportunities
- Provide for festivals or movie events within Town (another street festival; bring carnival back to town)
- Bring in electronic industries (e-commerce)
- Create more cohesiveness between Town businesses and Town Council
- Create a farmer's market in Town and work to promote development of other cultural events and festivals - create a venue for same
- Develop a telecommuting center or business center
- Work with providers to expand bandwidth for internet in Town

- Increase visitor opportunities (promote the Town)
- Tourism, tourism, tourism
- Encourage development of a Bed & Breakfast within Town
- Develop a country club or golf course in Town
- Get Amtrak to stop in Town on weekends
- New economic development should be compatible with existing businesses - not in competition
- Develop a plan of incentives for business attraction
- Promote the history of the Town as an economic development tool
- Develop a good relationship with the Orange County Tourism department to promote the Town through advertisements, etc.
- Work with the Journey Through Hallowed Ground initiative to promote the Town as a gateway to the Journey
- Promote the Town tagline "a Town at the Crossroads of History" on internet search engines and work to get the Town's website better linked through various search engines

Community Survey Results

Improving employment opportunities in town was a topic of importance for Gordonsville residents as evidenced in their responses to the community survey conducted in the fall of 2011. The chart below illustrates responses to the question related to encouraging new and existing business growth for the Town.



Two-thirds of respondents indicated that it is very important to encourage new and existing growth for the Town. Overall, more than three-quarters of survey respondents indicated this issue is important for the Town.

Economic Development Goal

The Town will be a vibrant economic destination for the area where vacant commercial and industrial structures have been filled and new businesses have located to the town to provide both jobs and services to citizens and those living in proximity to town.

Objective A. Develop the town's local economy by growing the key export industries of tourism and light manufacturing.	
A1.	*Encourage the development of a cluster of related design and technical services to create a business campus around the Green Applications site.*
A2.	*Encourage tourism development through marketing and special events, growth of small businesses, and coordination with historic resources and regional agri-tourism events.*
A3.	*Develop Verling Park as a venue for cultural events.*
Objective B. Develop the town's local economy by expanding the business services desired by residents.	
B1.	*Work with Orange County Economic Development and the Central Virginia Partnership for Economic Development to expand business opportunities within and around the Town.*
B2.	*Facilitate the development of new and existing businesses within existing commercial areas of Town to serve the basic needs of current and future residents with activities such as grocery shopping and dining, banking and personal services, specialty shopping and recreational activities, as appropriate to land use and neighborhood character.*
B3.	*Work with Orange County Economic Development to develop an Enterprise Zone for the Town.*
Objective C. Develop the Gordonsville Airport as an economic development tool for the region.	
C1.	*Review and revise the Airport Layout Plan as needed and implement the plan to upgrade and develop the facility in a manner consistent with Virginia Department of Aviation requirements.*
Objective D. Create a workforce that is job-ready to promote business development in the community.	
D1.	*Work with Orange County Economic Development to create workforce development programs in the area.*
D2.	*Work with the Orange County School System to develop a career mentoring program for youth to demonstrate future job opportunities.*

Environment

The natural features of the town and its physiographic location not only make it an attractive place to live and work, they also impact how and where the town develops and can be informative with regard to emergency response or hazard mitigation planning. The activities of people within the town have an impact on the environment not only within the town, but also within the region and state-wide. Knowledge of the town's environment will enable decision-makers to take proper steps for its protection, preservation and enhancement, keeping the town healthy and pleasant for residents and visitors alike.

Figure 1. Winter at Coiner's Pond (photo courtesy of Jeff Poole, 2006).

Natural Town Features

Climate

Warm, humid summers and mild winters generally characterize the climate of Gordonsville, which is located in the Piedmont climate region of the state. The Atlantic Ocean and Chesapeake Bay to the east and the Blue Ridge Mountains to the west help to control the climate in the area. Weather patterns generally flow from west to east; occasionally storms form off the coast of Virginia, bringing precipitation to the area from the northeast. Summer storms are generally mild; however, the number of severe storms that produce strong winds, heavy rain, hail and occasional tornadic activity has increased in recent years.

The average rainfall for the Gordonsville area is 43 inches per year, with an average of 2 - 4 inches per month. The average winter snowfall is 19 inches per year, averaged over the previous five-year period.

The earliest freeze is usually before the end of October and the latest is the end of April. The average spring temperature is highs in the 60's with lows around 40°. The average high temperature of the summer is 88°-96°; in the fall, temperatures range from the 50's to the low 70's. Winter temperatures range from 30° to 46°. Temperatures lower than 15° or higher than 95° are unusual.

The growing season generally lasts approximately 210 days and occurs between the last spring freeze in late April and the first fall freeze in early November. However, because of the mild climate, gardening and other outdoor activities generally occur year-round.

Forests

There are few forested tracts within the Gordonsville corporate limits. Most streets in town are trellised and there are old-growth trees in private yards. In recent years, additional trees have been added to the streetscapes of Gordonsville through donation of private funds.

Hydrology

Gordonsville is situated within the York River watershed, the northern boundary of which runs from Cowherd Mountain east to the ridge north of Cameron Mountain, and on to Merry Mountain. Cameron Mountain is completely within the York River watershed; streams within the watershed flow generally from northwest to southeast toward the Chesapeake Bay.

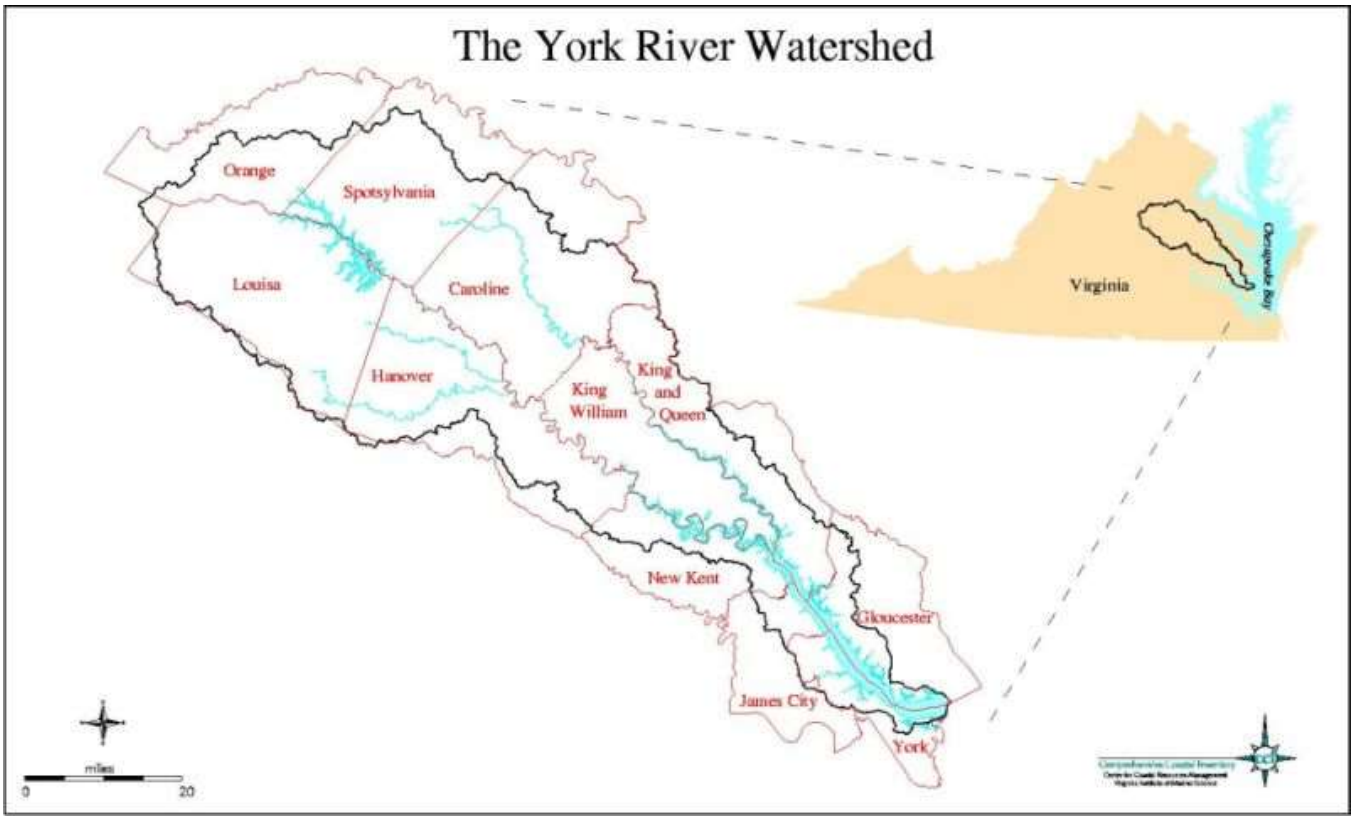


Figure 2. York River Watershed. Map Source: Center for Coastal Resources Management, York River Watershed Map Gallery, 2000. Comprehensive Coastal Inventory Program, Virginia Institute of Marine Science, College of William and Mary, Gloucester Point, Virginia, 23062.

Within Town, a fall line that generally follows Main Street and Routes 15 and 33 splits drainage of surface water within the watershed. This causes surface water within the town to flow either southwest to the South Anna River or southeast to the North Anna River, both of which flow into the Pamunkey River, then the York River, and eventually into the Chesapeake Bay.

Floodplain

The South Anna River and Mountain Run, as well as some low spots within the Town, occasionally flood. Secondary and tertiary streams rarely flood. The photos below show the approximate location of those areas within the Town that are within the 100-year floodplain as defined by the Federal Emergency Management Agency (FEMA).

East Baker Street and Linney Street

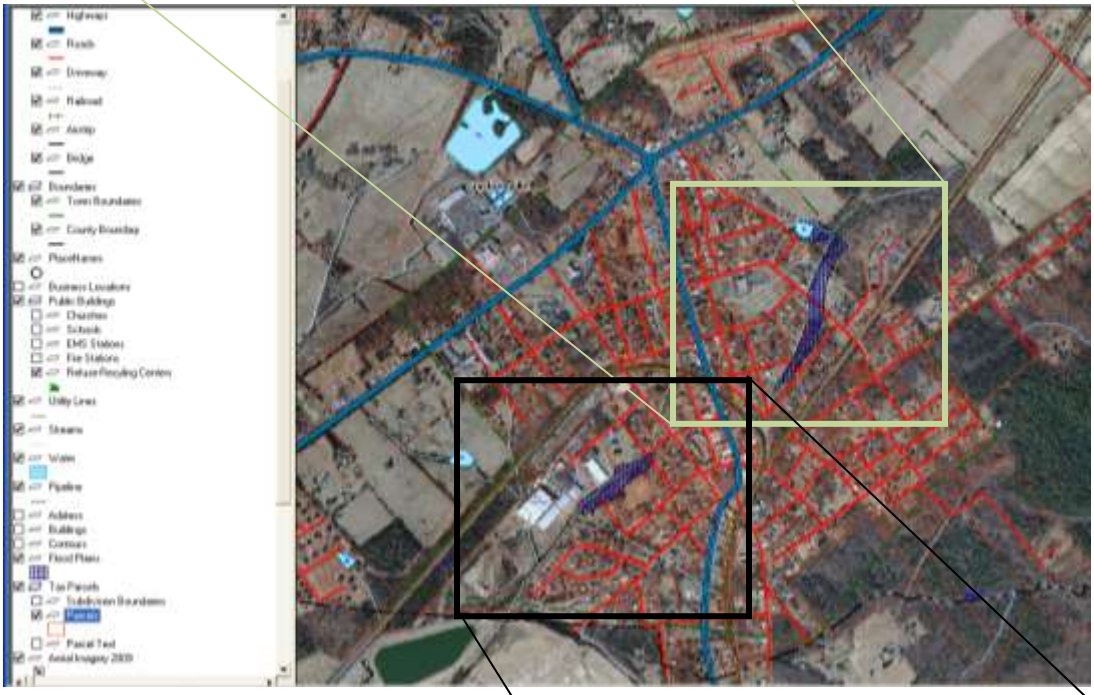
Town of Gordonsville
Floodplain Locations

Showing areas located within the 100-year Floodplain

Map Source: MSAG Data Consultants, Inc., 2012.

Floodplain boundaries are approximate according to the Federal Emergency Management Agency (FEMA).

Not to scale.



Orange Avenue in proximity to Green Applications

The areas of floodplain within the town as shown are located generally along intermittent streams or low-lying drainage swales that traverse the town; some structures and roadways are located within these areas.

Current town ordinances prohibit the building of new structures within the 100-year floodplain so as not to increase the level of

flooding in those areas. Often, flooding within the town is the result of storm water runoff that has no place to outlet quickly. Low-lying areas and areas of drainage within the town are more susceptible to flooding. These areas should be observed during significant rain events to determine what remedies are needed to reduce flooding through better storm water management and improved drainage.

Topography (slope)

Slope refers to the steepness of the land, which can be a constraint on land use suitability for development. It is measured as rise (or change in elevation per hundred feet) over run (horizontal distance) and is expressed as a percentage. The greater the percentage of slope, the steeper the land in question. The following is a breakdown of slopes and their corresponding land characteristics:

0% to 3%	Flat Land
3% to 10%	Rolling
10% to 25%	Hillside
25% and above	Steep, Critical Slope

The Gordonsville area lies in the Piedmont Plateau physiographical province at the foot of the Blue Ridge Province and is characterized by gently rolling terrain with elevations ranging from 400 to 600 feet, with some ridges surrounding town rising 800 to 1200 feet above sea level. The few critical slopes located within the Gordonsville area are along stream banks and to the north of Town along the ridge from Cameron Mountain. The town itself is generally flat with elevations ranging from 480 to 540 feet above sea level.

Soils

Surface and subsurface soil can greatly affect the form and structure of a development by imposing engineering limitations or restrictions on construction. Developers should consider soils and their specific characteristics as they design their projects. Soil associations as mentioned here are extremely general and useful as an overview; however, this level of information is not suitable for specific site planning and an engineer should be consulted for specific project design.

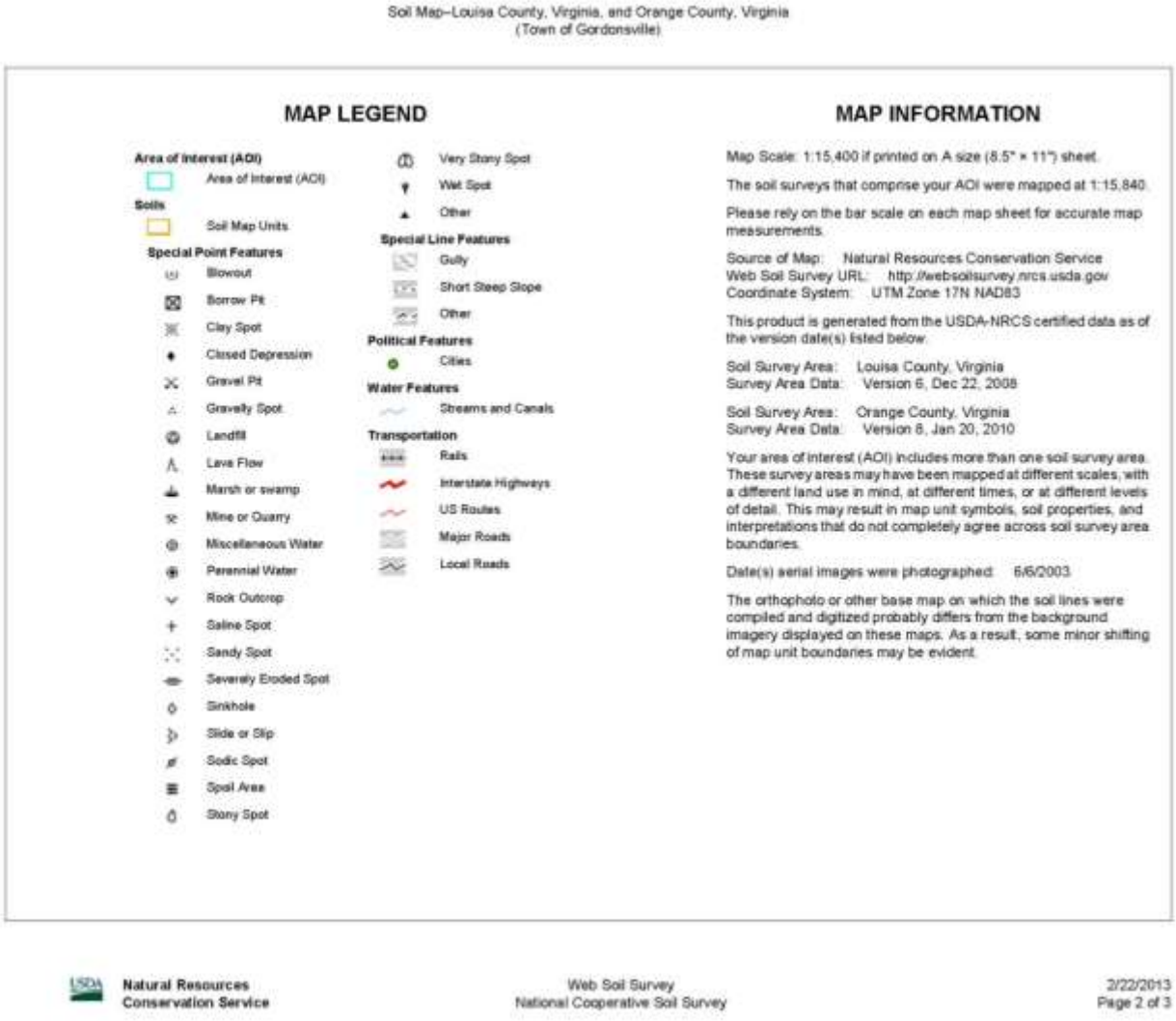
Within the Town of Gordonsville there are the Masada-Turbeville and the Nason-Tatum-Manteo soil associations. Within these associations are roughly fifteen soil types as identified by the U.S. Department of Agriculture. The following table outlines the restrictions and limitations that each type characteristically imposes on development.

Soil Types within the Town of Gordonsville			
	Degree of restriction for:		
Type	Septic	Building 3+ stories	Streets-Parks
NsB2 (Nason)	moderate	slight	moderate
NsC2 (Nason)	moderate	moderate	severe
LgB (Lignum)	severe	severe	moderate
OgA (Orange)	severe	moderate	moderate

YoB (York)	severe	moderate	moderate
WoB (Worshan)	severe	severe	severe
SeB (Seneca)	moderate	moderate	moderate
TuB2 (Turbeville)	moderate	slight	moderate
Eb (Elbert)	severe	severe	moderate
MsB2 (Masada)	moderate	slight	moderate
LIB2 (Lloyd)	moderate	slight	moderate
TsB2 (Tatum)	moderate	slight	moderate
DdE3 (Davidson)	slight	slight	moderate
DaB2 (Davidson)	slight	moderate	slight

The map below shows the general location of each soil type.


Soil Map—Louisa County, Virginia, and Orange County, Virginia
(Town of Gordonsville)
Map Scale: 1:15,400 if printed on A size (8.5" x 11") sheet.
Meters
0 100 200 400 600
Feet
0 500 1,000 2,000 3,000
N
USDA Natural Resources Conservation Service
Web Soil Survey
National Cooperative Soil Survey
2/22/2013
Page 1 of 3



Generally speaking, most areas in town have soils with a limited suitability for dwellings with basements. Specifically, areas along drainage swales or creeks within town have a very limited suitability for these dwelling types. Likewise, most areas in town have soils that are somewhat limited for the location of small commercial buildings; those areas that have soils that are very limited with regard to the location of small commercial buildings are concentrated in the northeastern area of town around Linney Street, Knighting Road and Cadmus Drive; as well as along low-lying drainage swales or creeks.

With regard to the development of local streets and roads, soils throughout most of the town are very limited in their suitability such that new road construction may require the import of soils that are highly compactable to create an adequate road base for construction.

Geology

How rock formations exist under the ground, or the geology of an area, affects how the land above

may be used. Gordonsville is situated on three geologic formations: The Metagraywacke, the Everona, and the Candler. Generally, all three formations run from the southwest to the northeast.

The Metagraywacke formation is situated along the northwestern and southeastern boundaries of the town *(Information about this particular formation is not available at the level of detail provided for the Candler and Everona formations as written below).*

The Candler formation is a very tight rock with few fractures, making ground water difficult to find. The Candler formation is usually covered with thin soil which is poor for both septic field and agricultural uses. Most of the area within the town is situated on this formation.

The Everona formation extends approximately one hundred and twenty miles northeastward from southern Albemarle County and Louisa County's northwest corner, and continues through Orange, Culpeper, Fauquier and Loudoun Counties to the Potomac River. In the Gordonsville area, it is characterized by pink and gray marble limestone. At the Gordonsville Quarry, located approximately one-mile southwest of Gordonsville and one-half mile east of State Route 231. the rock is 1,100 feet thick. Five miles northeast of Gordonsville, that thickness decreases to two hundred feet. The metamorphosed marble is an excellent supply of ground water, yielding up to 150 gallons per minute. However, when the water is a part of the roof support and the water level is lowered, land subsidence and sinkholes can occur, creating the potential for rapid contamination of groundwater resources. Fortunately, exposure in this regard is limited because the formation in this area is steeply inclined, making it the most unique geologic formation east of the Blue Ridge Mountains.

Figure 3. Geologic Formations at Gordonsville. Source data: USGS, Geologic Map of Virginia; April 24, 2012.

The illustration above shows the approximate location of the geologic formations that underlay the Town of Gordonsville.

Seismology

The Town of Gordonsville is located just north of the Central Virginia Seismic Zone (see map below), an area within central Virginia where underground bedrock forms multiple faults and fissures that periodically move, causing minor tremors and an occasional earthquake to occur within the region.

Generally speaking, one does not associate the Gordonsville area or the central Piedmont region with earthquakes. Yet, on August 23, 2011, a 5.8 magnitude quake shook the area, the largest earthquake to be recorded with seismometers in Virginia. With an epicenter located five miles southwest of Mineral, Virginia, the quake was felt as far away as Georgia in the southern United States and regions of Canada to the north, prompting the USGS to report the earthquake as the most widespread in U.S. history[1]. While homes and structures within the Town of Gordonsville experienced only minor shaking or damage, other places within the region were not as fortunate. Structures in downtown Culpeper collapsed, and Louisa County High School was damaged beyond repair, closing the school indefinitely.

Information from the United States Geological Survey website provides the following explanation for earthquakes in central Virginia:

"…Earthquakes everywhere occur on faults within bedrock, usually several miles deep. Most bedrock beneath central Virginia was assembled as continents collided to form a supercontinent about 500-300 million years ago, raising the Appalachian Mountains. Most of the rest of the bedrock formed when the supercontinent drifted apart about 200 million years ago to form what are now the northeastern U.S., the Atlantic Ocean, and Europe.

…The Central Virginia seismic zone is far from the nearest plate boundaries, which are in the center of the Atlantic Ocean and in the Caribbean Sea. The seismic zone is laced with known faults but numerous smaller or deeply buried faults remain undetected. Even the known faults are poorly located at earthquake depths. Accordingly, few, if any, earthquakes in the seismic zone can be linked to named faults. It is difficult to determine if a known fault is still active and could slip and cause an earthquake. As in most other areas east of the Rockies, the best guide to earthquake hazards in the seismic zone is the earthquakes themselves." [2]

[1] Virginia Department of Mines, Minerals and Energy, Division of Geology and Mineral Resources, "August 23, 2011 1:51pm; 5.8 Magnitude Earthquake"; http://www.dmme.virginia.gov/DMR3/va_5.8_earthquake.shtml, April 24, 2012.

[2] United States Geological Survey; Magnitude 3.9 Virginia Preliminary Earthquake Report; May 5, 2003; http://neic.usgs.gov/neis/eq_depot/2003/eq_030505/; April 24, 2012.

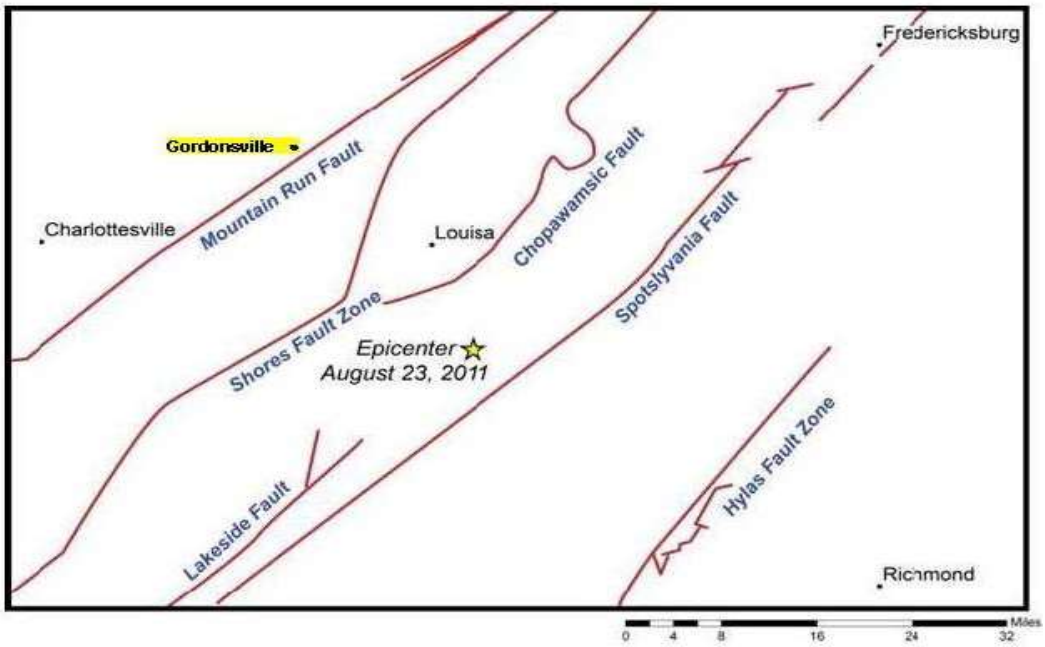


Figure 4. Generalized Geologic Fault Map of Central Virginia. Virginia Department of Mines, Minerals and Energy, Division of Geology and Mineral Resources, "August 23, 2011 1:51pm; 5.8 Magnitude Earthquake"; http://www.dmme.virginia.gov/DMR3/va_5.8_earthquake.shtml, April 24, 2012.

The map above shows the approximate location of Gordonsville in relation to known faults in the area. Mountain Run Fault is generally located along the southeastern boundary of the town.

In the months following the August 23, 2011 earthquake, multiple aftershocks occurred, with the strongest aftershock taking place two days after the initial earthquake and registering 4.5 on the Richter scale. While seismic activity goes mostly unnoticed in this area, being mindful that it is occurring is important in the context of planning for future growth and development, as well as emergency response and hazard mitigation.

Environmental Stewardship

Erosion and Sediment Control and Storm Water Management

Currently, monitoring of land disturbance activity and storm water management in the town is handled through the Orange County Department of Community Development. Specifically, permits for land disturbance are issued and inspections of active construction sites are conducted by the County. Erosion and sediment control plans are reviewed by the Culpeper Soil and Water Conservation District. As part of this plan review, anticipated increases in storm water are evaluated to ensure that adequate measures are put in place during construction to minimize the amount of storm water that may run off the project site during significant rain events, thus reducing the potential of polluting or physically damaging downstream water features.

Urban storm water runoff (runoff that occurs from streets and other features of the built environment) is known to be a significant source of surface water pollution and is one of the major contributors to the polluting of the Chesapeake Bay. Historically, storm water management for most of the state has been locally addressed through the development, review and

implementation of erosion and sediment control plans. In 2012, the state mandated that all localities develop and manage their own separate storm water management programs by July 2014. This mandate is being monitored by the town and it is hoped that the county will expand its current role of monitoring erosion and sediment control to take on the additional storm water management duties for the town.

Chesapeake Bay TMDL and Watershed Implementation Plan

The Chesapeake Bay Total Maximum Daily Load (TMDL) was prepared by the Environmental Protection Agency to ensure that all pollution control measures needed to fully restore the Bay and its tidal rivers are in place by 2025. This plan was prompted by insufficient progress of restoration efforts and continued poor water quality in the wake of the Chesapeake Bay 2000 effort and focuses on reducing nitrogen, phosphorus and sediment throughout the Bay watershed.

As part of the Bay TMDL, each of the six states within the Chesapeake Bay watershed are required to develop an implementation plan for reaching the pollution reduction goals set forth in that initiative. Virginia's response was the development of a Watershed Implementation Plan, phase I of which was provided to the EPA in November 2010 and approved by EPA with modification in December 2010. This plan set forth how the state would meet the pollution reduction goals called for in the Bay TMDL.

As a follow-up to the Phase I plan, the state prepared a Phase II plan that extended the reduction goals established for large watersheds to the local government level. The draft of the Phase II plan was sent to localities in June 2011 for review with a request that comment be provided to the state by October 1, 2011. Specifically, localities were asked to:

- Review and revise the state's current inventory of Best Management Practices for our locality (the information for Gordonsville and Orange are included in the information for Orange County);
- Review and revise Best Management Practice implementation scenarios that the Virginia Department of Conservation and Recreation developed to fit local conditions for Phase I of the plan;
- Evaluate the Bay watershed model local land use data (on which the reduction strategies are based);
- Develop strategies for implementation of the recommended Best Management Practices; and
- Identify resources, authority and assistance needed for Best Management Practice implementation. For clarification, Best Management Practices are activities (such as rain gardens, green roofs, fingerprint clearing, stream fencing, reduction of impervious surfaces through additional landscaping or tree planting, etc.) that reduce impact on the environment from polluting activities such as storm water runoff, land disturbance during construction, etc.

Due to the compressed time frame and the complexity of the information to be reviewed from the state, however, the state offered localities the option to provide comment until February 1, 2012.

In December 2011, Town Council took action to forward the following comments to the state with respect to the Town's current and projected growth and strategies for implementing Best Management Practices in an effort to help the state meet the pollution reduction requirements of the Chesapeake Bay TMDL:

Current and future growth trends and land use
The population of the Town of Gordonsville decreased from 1,498 in 2000 to 1,496 in 2010. Because approximately 76% of the Town's land area is currently developed and the remaining 24% vacant land includes land unsuitable for residential development either due to property zoning or condition, it is not expected that the Town will experience population growth greater than 1-2% per year by 2025 unless its boundaries are expanded and the demand for housing within the Town increases significantly.

Land use within the Town is predominantly residential; approximately 20% of the Town's land area is comprised of streets and railroad right-of-way, 9% is commercial/industrial; 5% is institutional/public, and 24% is vacant. Based on historical development trends within the Town, it is not expected that there will be a significant shift in land use during the next 15 years. The Town is currently updating its comprehensive plan, which will include the creation of a future land use map to provide greater guidance for future growth within the Town.

Best Management Practice Implementation Strategies
The following activities will enable the Town to assist with Bay TMDL implementation:

Main Street Streetscape Plan. The Town is pursuing the development of a streetscape improvement plan for downtown that will reduce the amount of impervious surface through additional landscaping and tree planting along Main Street.

Comprehensive Plan Update. The Town is updating its comprehensive plan to include the encouragement of development practices that minimize land clearing and incorporate Low Impact Design features (rain gardens, grass swales, etc.) to more effectively manage storm water runoff. Strategies for impervious surface reduction and urban stream restoration may also be incorporated into the plan.

Low Impact Design retrofitting. Other best management practices that may be implemented by the Town include the incorporation of rain gardens and other storm water management features in those areas of Town where flooding occurs during significant rain events.

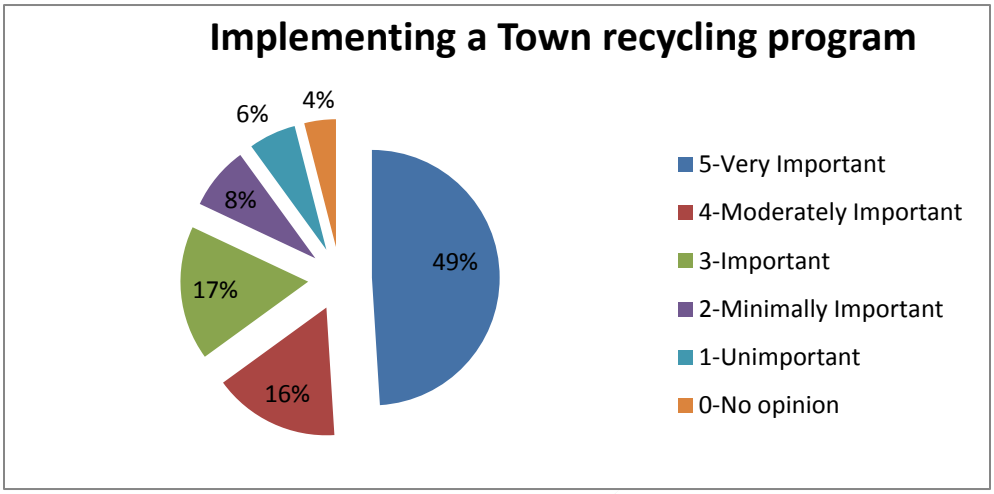
Journey Through Hallowed Ground Living Legacy Project. The Town intends to participate in the Journey Through Hallowed Ground Living Legacy project where trees memorializing soldiers killed during the Civil War will be planted at strategic locations throughout Town, thus increasing the Town's tree canopy for improved storm water management.

Culpeper Soil and Water Conservation District Watershed Implementation Grant. The Town has endorsed the project proposed by the Soil and Water Conservation District, which may include the Town's assistance in developing a pet waste reduction program.

The town has already undertaken activities that will help the state meet its pollution reduction requirements as mandated by the Federal government. In September 2011, the town provided a letter of support for the Culpeper Soil and Water Conservation District grant proposal to obtain funding for a watershed implementation grant project that would likely involve the town in a public information campaign regarding pet waste management. In March 2012, Town Council adopted a pet waste ordinance requiring pet owners to pick up after their pets during walks through town. Information about the new ordinance was posted on the town's website and also sent out to website subscribers to the Town Council agenda. In the spring of 2012, the town worked with the Department of Conservation and Recreation and the Culpeper Soil and Water Conservation District to develop brochures that help inform pet owners of their responsibility to pick up after their pets and the resulting impact that will have on the community.

Community Meeting and Survey Reponses

Town citizens clearly value the environment of the town. In the community survey, implementing a town recycling program was overwhelmingly supported by respondents--nearly 82% indicated doing so was important, moderately important or very important. These respondents noted that having a recycling program in town would reduce the waste going to the landfill, thus reducing landfill costs and saving the environment. The chart below illustrates the breakdown of responses regarding implementing recycling in the town:



During the Community Meetings, participants discussed the environment of the town and noted the following ideas to be pursued for its enhancement and protection:

- Clean out storm drains and control storm water runoff in Town; work with VDOT to improve street drainage
- Promote clean industry
- Work to establish a recycling program in Town
- Develop floodplain protections in Town ordinances
- Examine areas in Town prone to flooding to determine potential drainage solutions or improvements

Echoing the sentiments expressed in the community survey, working to establish a recycling program in town was noted at each of the three community meetings as an activity the town should pursue.

Environment Goal

The environment of the town will be protected, preserved and enhanced through efforts that improve water quality, reduce storm water runoff, increase landscaping and green space and minimize waste disposal in order to keep the town and surrounding areas healthy and pleasant for residents, visitors and future generations to enjoy.

Objective A. Preserve and protect water quality.	
A1.	*Educate citizens on the use of lawn fertilizers and alternative methods of lawn care and maintenance.*
A2.	*Review town ordinances to minimize the impact of development within known floodplain areas of the town.*
Objective B. Minimize the impact of land clearing and grading for new development.	
B1.	*Review the town's Land Development Ordinance and make revisions as needed to require lot development that minimizes environmental impact through minimal land clearing and preservation of existing site topography.*
Objective C. Preserve and enhance the tree canopy within town.	
C1.	*Participate in the Journey Through Hallowed Ground Living Legacy project where trees memorializing soldiers killed during the Civil War will be planted at strategic locations throughout Town, thus increasing the Town's tree canopy.*
C2.	*Develop a tree planting/tree replacement program to maintain and enhance the tree canopy in town.*
Objective D. Encourage clean businesses to locate in the town.	
D1.	*Work with the Orange County Department of Economic Development to bring industries and businesses to the Town that have minimal impact on the environment.*
Objective E. Reduce town waste that is disposed of in the Orange County landfill.	
E1.	*Implement a town-wide recycling program to reduce the amount of waste disposed of in the landfill.*
E2.	*Encourage citizens to engage in other waste-reduction activities, such as back-yard composting and participating in county-wide hazardous waste and electronic recycling collection events.*
Objective F. Educate citizens about the proximity of the town to the Central Virginia Seismic zone and the Mountain Run fault.	
F1.	*Provide town citizens with information regarding earthquake preparedness through the town's website and other information outlets.*
Objective G. As much as is practicable, assist the State of Virginia with meeting its Chesapeake Bay pollution reduction goals.	
G1.	*Work with VDOT to develop complementary storm water management programs to support cost-effective achievement of local and State TMDL goals.*

G2.	*Work with the Culpeper Soil and Water Conservation District and the Virginia Department of Conservation and Recreation to secure funding as needed for impervious surface reduction, LID technique implementation, etc.*
Objective H. Effectively manage stormwater runoff.	
H1.	*Inventory those areas of town where flooding occurs during significant rain events and develop a plan for improving street drainage, incorporating rain gardens and other storm water management features or drainage improvements in those areas.*
H2.	*Reduce the amount of impervious surface in town through landscaping and tree planting along Main Street and other areas.*
H3.	*Establish impervious cover limits or open space requirements for new development to better manage storm water runoff.*
H4.	*Incorporate Low Impact Development (LID) techniques in the town's development standards manual.*
H5.	*Review and amend, as needed, the Land Development Ordinance to address landscaping, tree canopy requirements and parking requirements to ensure they require best management practices that better manage storm water runoff.*

Several of the tasks listed above are modeled after implementation strategies listed in Phase II of the Chesapeake Bay Watershed Implementation Plan.

Healthy Living

A healthy and safe community is the goal of every locality, and the fast-paced, technologically-rapt world we live in makes healthy living all-at-once easier, yet more challenging. While programs and products exist to help us get healthy and be safe (there's an app for that!), balancing busy schedules at work, school and home make it even more difficult to find the time to take time, whether it is for ourselves, our families, or our communities.

Figure 1. Little League Baseball at Blue Omohundro Park (photo courtesy of Jeff Poole).

Our Health Today

Our lifestyles today are characterized by eating unhealthy food and physical inactivity.[1] Food choices at home or at school may not be what they should, and in many localities having a safe place to play or engage in physical activity is limited.

Every day, news reports tell us about the obesity epidemic that exists in our country and the impact it is having on our long-term health. Nationally, obesity rates have doubled in the last 35 years; the average American today is more than 24 pounds heavier than in 1960.[2] Of even greater concern is the fact that childhood obesity rates in the United States have increased four-fold since the 1970's; today nearly one in three children age 2-19 are overweight or obese.[3]

For Virginia, the Centers for Disease Control reports that the percent of adults that are obese (body-mass index greater than or equal to 30) increased from less than 10% in 1990 to between 25%-29% in 2010.[4] Approximately 14.3% of children age 10-17 were reported to be obese in 2011, up from 13.8% in 2004.[5]

The long-term health implications from obesity are daunting. For adults in Virginia, diabetes related to obesity increased from 5% in 1990 to 9.7% in 2014; hypertension related to obesity increased from 19.6% in 1990 to 32.5% in 2013.[6] Unless the obesity epidemic in children is effectively reversed, "children today are likely to become the first generation of Americans who live sicker and die younger than their parents' generation."[7]

What Can We Do?

Raising awareness of the problem and providing alternatives for solutions is a comprehensive way to begin addressing the problems of childhood and adult obesity. Initiatives are in place, nationally and at the state level, to inform and guide citizens toward a healthier lifestyle.

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[1] http://www.cdc.gov/obesity/childhood/causes.html, 2015.
[2] http://stateofobesity.org/obesity-rates-trends-overview, 2015.
[3] www.healthycommunitieshealthyfuture.org, 2015.
[4] www.healthycommunitieshealthyfuture.org, 2015.
[5] http://stateofobesity.org/states/va, 2015.
[6] http://stateofobesity.org/states/va, 2015.
[7] http://www.healthycommunitieshealthyfuture.org/learn-the-facts/obesity-by-the-numbers, 2015.

National Initiatives

Former First Lady Michelle Obama's initiative, *Let's Move!*, is a national program designed to raise awareness about childhood obesity and ways for children and their families to get healthy. *Let's Move* has also partnered with the National League of Cities to create the *Let's Move* Cities, Towns and Counties (LMCTC) program that sets forth goals for eliminating childhood obesity in localities all across the nation. To date, more than 500 cities, towns and counties have become members of LMCTC by pledging to meet five goals that will help localities promote healthy eating and active living for healthier communities. The five goals in the program are:

Goal I: Start Early, Start Smart
To provide children with a healthier start, local elected officials commit to helping early care and education program providers incorporate best practices for nutrition, physical activity and screen time into their programs.

Goal II: My Plate, Your Place
To empower parents and caregivers, local elected officials commit to prominently displaying MyPlate in all municipally- or county-owned or operated venues that offer or sell food/beverages.

Goal III: Smart Servings for Students
To provide healthy food to children and youth, local elected officials commit to expanding access to meal programs before, during and after the school day, and/or over the summer months.

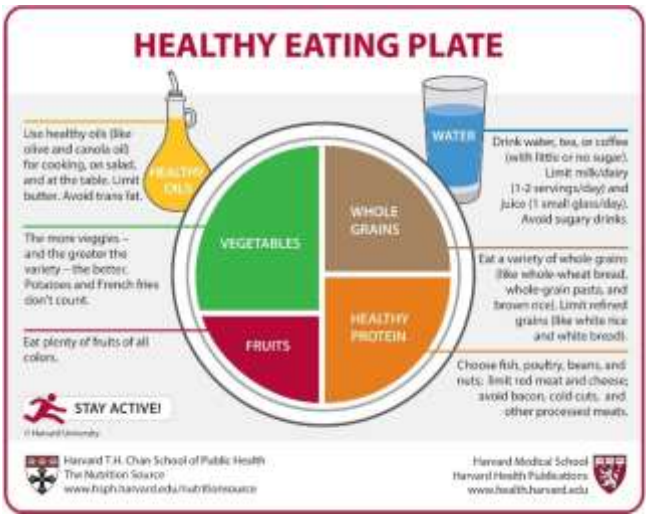
Goal IV: Model Food Service
To improve access to healthy, affordable foods, local elected officials commit to implementing healthy and sustainable food service guidelines that are aligned with the *Dietary Guidelines for Americans* in all municipally or county owned or operated venues that offer or sell food/beverages.

Goal V: Active Kids at Play
To increase physical activity, local elected officials commit to mapping local play spaces, completing a needs assessment, developing an action plan and launching a minimum of three proven policies, programs or initiatives aimed at increasing access to play.

Localities participating in the LMCTC program may earn bronze, silver or gold medals for achieving milestones in each goal. Additionally, localities participating in the program benefit by:

- Receiving national recognition when they achieve LMCTC goals.
- Gaining access to technical assistance from experts.
- Having a variety of opportunities to learn what works at the local level.
- Sharing success stories and discussing challenges with peers in other communities.
- Participating in a national movement to build healthy communities for a healthy future.[8]

[8] http://www.healthycommunitieshealthyfuture.org/get-started, 2015



Nutrition experts at the Harvard School of Public Health and editors at Harvard Health Publications have designed the Healthy Eating Plate, an alternate to the USDA MyPlate diagram which they found to be deficient in conveying enough information to people about making healthy eating choices.[9]

Virginia Initiatives

The Virginia Department of Health offers information on strategies and programs for achieving healthy living through its Office of Family Health Services. The office's division of Prevention and Health Promotion offers a wide variety of information pertaining to healthy living. Specifically, the Healthy Eating and Active Living (HEAL) program is designed to prevent obesity and other chronic illnesses by providing Virginia residents with the information, tools and resources that promote healthy eating and proper nutrition, as well as active lifestyles and behaviors. The office's 9-5-2-1-0® program was designed to make it easier to remember five basic habits that embody healthy living: Each day – get 9 hours of sleep; eat 5 servings of fruits and vegetables; limit television to 2 hours; get 1 hour of exercise; drink 0 sodas.[10] Gordonsville is a HEAL community.

Local Initiatives

Figure 2. Swimming at Dix Memorial Pool (Staff photo, 2012)

While there are no specific organized initiatives in town related to healthy living, there is evidence of people wanting to get healthy. Most mornings and evenings town residents, as well as people who drive in from outside of town just to exercise, can be seen walking or running through town--the most popular route seems to be Main Street, West Gordon Avenue and High Street, also known as "the loop", where wider streets and sidewalks afford a safer walk.

Children play at the playground at Verling Park or at Gordon Barbour Elementary School. During the summer, children walk or bike to Dix Memorial

[9] http://www.hsph.harvard.edu/nutritionsource/healthy-eating-plate; 2016.
[10] http://www.vdh.virginia.gov/OFHS/prevention/heal; 2015.

Pool to spend the day, or play baseball and softball at Blue Omohundro Park.

The Orange County Parks & Recreation Department offers youth athletic programs in soccer, football, wrestling, basketball and baseball, all of which practice in Gordonsville. Both the VFW just outside of Gordonsville and Gordon Barbour Elementary School provide fields and facilities for these teams to practice and play games.

Gordonsville is well-positioned to undertake local initiatives that inform and encourage residents to lead healthier lives through better eating habits and more physical activity. Our strong church community, active civic groups, and the presence of a local elementary school will make it easier to develop and implement programs and activities in this regard.

A Safe Community is a Healthy Community

In addition to informing and encouraging residents to be healthy through better eating habits and physical activity, raising public awareness about making our community safe is equally important for creating a healthy community. While Gordonsville is a small town, threats to public safety still exist. Vigilance on the streets, as well as in the home, is important. Opportunities exist in town for public safety officials to reach out to the community about ways to make our town safer.

Cops for Kids Day

Each year, as time and funding permit, the Gordonsville Police Department sponsors Cops for Kids Day, a community outreach festival that emphasizes the importance of personal and community safety for kids and gives them a chance to meet the law enforcement officers in their community. In addition, participants get to play games and engage in activities where they learn about fire safety, bicycle safety, gun safety, bullying and stranger danger. McGruff the Crime Dog, Smokey the Bear, and Eddie Eagle (gun safety) make appearances at the event when they are available.

Figure 3. Children participating in Cops for Kids Day (photo courtesy of Jeff Poole).

Gordonsville Street Festival

The Gordonsville Volunteer Fire Company Auxiliary holds their annual street festival on the first Saturday in October. The event provides a great opportunity for the local fire company to educate residents and visitors about the importance of fire safety. Kids can take a tour of a fire truck and get valuable information about what they can do to make their homes fire-safe.

Safe Streets

Gordonsville is only a square mile in size, making it relatively easy for people to walk most places in town. There are many areas, however, where sidewalks and adequate lighting do not exist, discouraging pedestrians from walking instead of driving where they need to go in town. An inventory of street lighting is in place, and the police department routinely monitors areas that are poorly lighted and responds to reports about lights that are out. Efforts should be made to install lighting in those areas of town where street lights are minimal or non-existent.

Community Meetings and Survey Responses

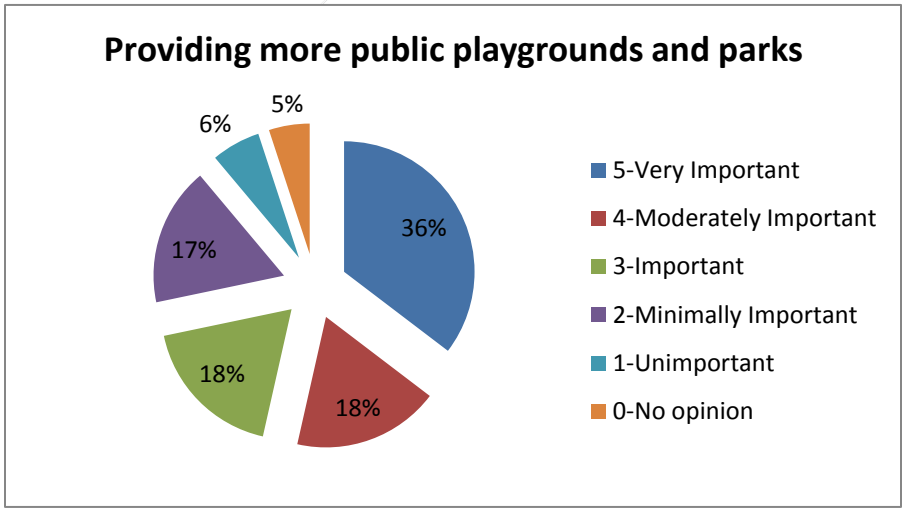
During the community meetings held in the fall of 2011, the following issues related to healthy living were identified by meeting participants:

- Need a playground and recreation for older children such as a basketball court
- Need to update the play equipment at Verling Park
- Need to work with owners of vacant properties to find available park land
- Develop a link to regional trail network (equestrian)
- Set aside park land in new development
- Offer Mommy & Me swim lessons
- Create a park at Meadow Run
- Develop a walking/hiking (multi-use) trail in town and link neighborhoods
- Promote the development of a community center that provides programs for all age groups
- Develop a community garden where residents may grow and harvest their own fruits, vegetables and flowers
- Partner with churches in town for community event space (Boys & Girls club, etc.)

Developing a multi-use trail in the town to link neighborhoods is an idea that was mentioned at each of the community meetings.

In the community survey that was mailed out in the fall of 2011, residents were asked to rate both the current provision of recreational facilities within the town and the importance of providing more public playgrounds and parks.

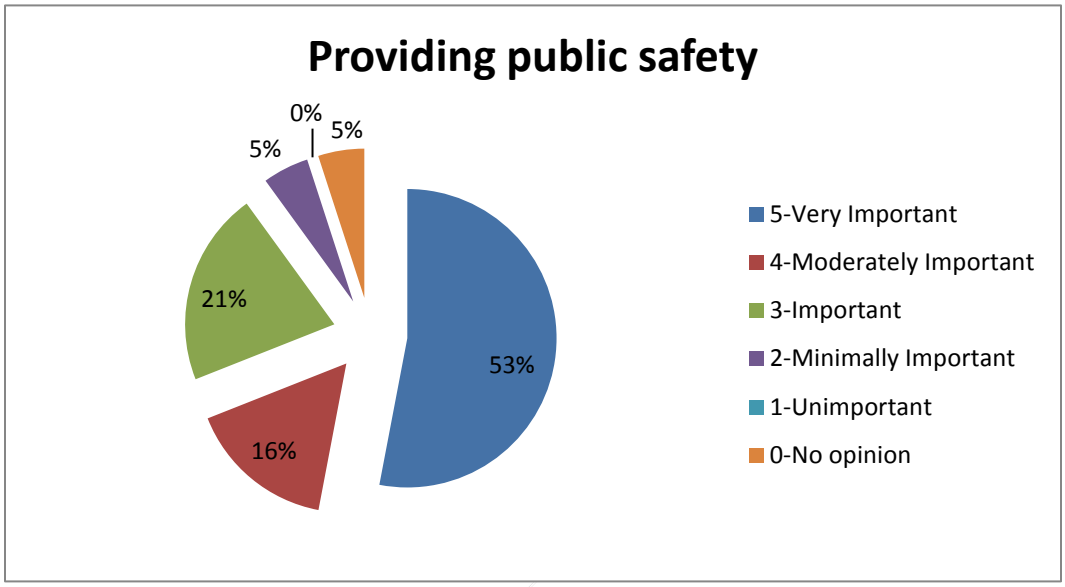
The chart below shows that nearly three-quarters of survey respondents stated that providing more public playgrounds and parks is important, moderately important or very important. Only 6% of survey respondents indicated that the provision of public playgrounds and parks is unimportant.



Community meeting participants also discussed what should be done in order to make Gordonsville a safer community. Specifically, they noted the following:

- Update the 911 system to ensure correct addresses for timely, accurate response
- Bring back Police Department bike patrol/community policing
- Create higher wages for police officers
- Put brighter lights on emergency vehicles
- Make public safety a priority

In the community survey that was distributed in the fall of 2011, residents were asked to rate the provision of public safety. The following chart illustrates the responses to this issue (0% of respondents felt the issue was unimportant):



Healthy Living Goal

To create a healthy and safe community that fosters good living for generations to come.

Objective A. To provide opportunities for residents to learn about and engage in activities and lifestyles that promote healthy living.	
A1.	*Participate in the* Let's Move! Cities, Towns and Counties *initiative to learn ways to promote healthy living in town.*
A2.	*Create a "Healthy Living Gordonsville" committee comprised of local business, medical, school, civic and church group representatives to develop and implement healthy living programs for the community.*
A3.	*Work with the Orange County Department of Parks and Recreation and the Virginia Cooperative Extension Service to develop and host a series of classes geared toward healthy living, including meal planning, food shopping, exercising, etc.*
A3.	*Encourage the development of a community garden where residents may grow and harvest their own fruits, vegetables and flowers.*
A4.	*Develop varying aquatics programs for all ages at Dix Memorial Pool.*
A5.	*Coordinate the development of a mini-triathlon to be held in the town.*

A6.	*Develop a challenge course at Verling Park.*
A7.	*Encourage bike-riding in town by providing locations for bike racks and using "sharrow" markings on streets to indicate road-sharing with bicycles.*
A8.	*Coordinate the development of 1K and 5K races in town.*
Objective B. To encourage the development of family-oriented recreational/fitness facilities.	
B1.	*Identify properties in town or in proximity to town that may be utilized for recreational space, specifically in the southeastern and southwestern quadrants of town where such areas do not currently exist.*
B2.	*Require new developments to set aside and develop a minimum of 25% of usable land area for passive and active recreational uses.*
B3.	*Seek funding for trail development through the Virginia Department of Conservation and Recreation Recreational Trails Program.*
B4.	*Partner with the Rappahannock Rapidan Regional Commission to seek grant funding for the development of recreational facilities within the town.*
B5.	*Replace Dix Memorial Pool with a competition ready facility that may be enclosed to provide year-round aquatics programs for residents of the town and surrounding communities.*
B6.	*Encourage the development of a multi-use trail in town to link neighborhoods.*
B7.	*Work with Orange County to develop a multi-use trail to link the town to Montpelier.*
Objective C. To develop activities and programs that promote public safety within the town.	
C1.	*Work with residents to establish neighborhood watch programs in their neighborhoods.*
C2.	*Encourage the police department to conduct personal safety and awareness, firearms training and self-defense classes for all ages.*
C3.	*Work with the Gordonsville Volunteer Fire Company to develop and implement a semi-annual fire safety program (tied to the change from/to Daylight Saving Time) to be presented at schools and at local festivals such as the Fried Chicken Festival and the Gordonsville Street Festival.*
C4.	*Implement a smoke detector/carbon-monoxide detector program to educate the community and to seek grant funds for the placement of detectors in all homes.*
C5.	*Using input from Town Council and neighborhood residents, develop a plan for the installation of street lights where needed in all neighborhoods.*
C6.	*Using input from Town Council and neighborhood residents, develop a plan for sidewalk construction to ensure safe pedestrian access in all areas of town.*

History and Culture

The history of the Town of Gordonsville is reflective of the history of our nation. From the expansion of the railroad to the Civil War and years beyond, the events in the life of the Town give it a character today that residents and visitors alike cherish and strive to protect. The following narrative gives a sense of the Town's unique history and culture, initiatives being undertaken to preserve them, and future goals and objectives for their enhancement.

Gordonsville's Place in History

Nathaniel Gordon, having purchased a plantation at the foot of the southwest mountains in Orange County in 1787, operated a tavern there at a crossroads past which stages ran on the "Fredericksburg Great Road" leading north, and the Richmond Road leading east.

Figure 1. The Gordon Inn, early 20th Century (Virginia State Library).

Familiar until as recently as the 1940's, the Gordon Inn Tavern stood near the commemorative monument at the traffic circle in present day Gordonsville. During the early national era, prominent people, both neighbors and travelers, stopped at Gordon's Tavern. In 1802, Thomas Jefferson recommended it as a "good house", and in 1824, Major General the Marquis de Lafayette was given a reception there. By 1813 the tavern and its dependencies had become known as Gordonsville, when Nathaniel Gordon was appointed the first postmaster at that place. After Gordon's death in 1820, the tavern was sold but Dr. Charles Beale, Gordon's son-in-law, retained some of the property. When the Louisa Railroad (later the Virginia Central, then the Chesapeake & Ohio, and currently known as CSX), reached Gordonsville in 1840, it was Dr. Beale who foresaw and planned a town, essentially the Gordonsville of today. A map showing this proposed plan of development by the "Gordon Land Company" is on display in the Council chambers of Town Hall. In the spring of 1853 Beale made his will and directed that Dr. George S. Newman "come down immediately after he plants his corn" to layout lots on both sides of Main Street, to number them and to plan for streets and alleys.

In the early 1850's, the junction of the Orange & Alexandria Railroad with the Virginia Central, and the intersection of the two turnpikes from the Valley of Virginia served to bring produce and passengers to early Gordonsville. This caused the Town and surrounding areas to grow and develop.

During the Civil War, Gordonsville was of vital importance to General Robert E. Lee and his Confederate Army of Northern Virginia in the transportation of troops and supplies. In 1862, Major

General Thomas J. "Stonewall" Jackson had his headquarters at the old Gordon Tavern for several days. Wounded soldiers were brought to Gordonsville to be cared for at the Gordonsville Receiving Hospital (centered around the Exchange Hotel) and in churches and private homes. Some 700 of those who died at the Receiving Hospital were later re-interred in Gordonsville's Maplewood Cemetery.

"By Act of the General Assembly of Virginia, passed on July 9, 1870, Gordonsville became an incorporated town", one of only two in Orange County. The General Assembly also established the town's boundaries and provided for the town's administration.[1]

Also during this time, there was flourishing activity in Gordonsville, largely encouraged by the railroad companies and particularly by the Chesapeake & Ohio. Throngs of black women swarmed about the station platform when the many trains came in, balancing on their heads large platters of succulent edibles. Gordonsville's fried chicken was nationally famous until after World War 1. Dr. George Bagby, Virginia author, humorist, and in 1869 a newspaper editor in Gordonsville, proclaimed the Town "the chicken-leg centre of the universe."[2]

Figure 2. Serving fried chicken to train passengers in Gordonsville (photo archives).

In the 1880's, the economic prosperity of the Town was curtailed when the Orange and Alexandria railroad (then known as the Virginia Midland railroad) constructed a rail line to the west of Town that provided a shorter route to Charlottesville for rail traffic from the north, pulling trade away from Gordonsville. Despite this decrease in rail traffic through the Town, however, Gordonsville continued to serve as an important stop for both passenger and freight rail until the mid-20th Century.[3]

Historical Sites

Located within the Town are numerous structures of historical and architectural significance that exemplify the Town's rich and important history. These structures provide a link with other periods of the Town's growth and development and create a diversity of architectural styles, materials and details. These structures contribute to Gordonsville's allure as an attractive and interesting place in which to live and visit.

The primary concentration of notable structures is located along Main Street between the traffic circle and Grove Avenue. These buildings attest to the Town's basic evolution as buildings in the vicinity of the Old Gordon Tavern extended along Main Street to meet with the development that occurred in the vicinity of the railroad. Many of the buildings provide an interesting example of mid- to late-nineteenth century architecture that occurred as the Town's growth accelerated with the prosperity of the railroad. While most of the structures in the area are individually notable, the real importance results from their number and continuity, with each structure serving to complement the other, thereby creating a unified relationship.

[1] "Gordonsville, Virginia: Historic Crossroads Town", William H. B. Thomas, 1971.
[2] "Gordonsville, Virginia: Historic Crossroads Town", William H. B. Thomas, 1971.
[3] www.piedmontsub.com/Gville.shtml; May 23, 2014.

The following describes numerous structures throughout the Town that are noteworthy for their role in its development. The letters correspond to those shown on the map at the end of this section.

Figure 3. The Kibler House today (staff photo, 2014).

A. The Kibler House. This home on East Gordon Avenue at the end of Gentry Drive is believed to be the oldest remaining structure in Town. Built between 1800 and 1810, the structure was originally located across from the Gordon Tavern and was moved to its present location in the early 1930's. Today, the structure is the location of the Gordonsville Veterinary Hospital.

B. The Sampson House. Also located on East Gordon Avenue, the small original wing of this house dates to the early 1800's, but is believed to be slightly newer than the Kibler House. The larger addition to the house was made around 1860.

Figure 4. The Sampson House today (staff photo, 2014).

Figure 5. The Old Stables today is a private residence (staff photo, 2014).

C. The Old Stables. The present house at the corner of Gentry Drive and East Gordon Avenue once served as a stable and was constructed around 1805. It is believed to have served the Gordon Tavern, the Town's first structure, which was built around 1794 and demolished in 1947.

D. Memorial Hall. This structure, located at the southeast corner of King and Main Streets, was built around 1910 by the Maplewood Memorial Association and once served as a meeting place for various community activities and as a town hall.

Figure 6. Memorial Hall today (staff photo, 2014).

E. Magnolia House. Located between the CSX railroad and Commerce Street, this home was originally a hotel that opened in 1873 and served railroad passengers.

Figure 7. The Magnolia House, present day. (photo by Jeff Poole).

F. Exchange Hotel. The Gordonsville Exchange Hotel, located along the railroad at South Main Street, is one of the more prominent historic structures in the Town. Originally built as a tavern near the depot in 1840 to serve the newly extended Louisa Railroad, the building burned in 1859 and was rebuilt in 1860 as what is now the Exchange Hotel. During the Civil War, the Exchange Hotel was occupied by the Confederate States of America and used as a receiving hospital. In post-war years, the hotel was the site of a Freedman's Bureau where newly freed slaves could attend school and receive medical and court services. In the late 1880's, the structure

Figure 8. The Gordonsville Exchange Hotel, present day. (photo by Jeff Poole).

was returned to its original use as a hotel, and remained as such until it became a private residence in the early 1900's. In the late 1930's it was sold and used as a boarding house and later, apartments. In 1971, Historic Gordonsville Incorporated purchased the structure, which was placed on the National Register of Historic Places in 1973. The Civil War Museum at the Gordonsville Exchange Hotel opened in 1989; in June of 2002, the Hotel was acknowledged as an African-American Memorial Site.[4] In 2013, the structure underwent extensive renovations such that each room features information and exhibits related to the various uses of the hotel over its life span. Today, the Exchange Hotel is the site of many cultural events within the Town, and is also considered to be one of the most haunted structures in the country.

Figure 9. The Freight Depot (staff photo, 2013).

G. Freight Depot. The freight depot located at the railroad and Depot Street was built around 1850 and, with the demolition of the Chesapeake and Ohio passenger station in 1979, is the only surviving depot in Town. The Town's original passenger depot is believed to have been attached to the freight depot in the direction of the Exchange Hotel. It was moved away from the railroad tracks to its current location in 2004.

H. Busbee's Store. This structure is a survivor of the Town's 1916 fire and is an excellent example of a commercial structure of the post-Civil War period. It was constructed between 1870 and 1880 and is a prominent feature of the Town's historic downtown.

Figure 10. The former Busbee's Store, present day (staff photo).

Figure 11. The E. J. Faulconer House on Main Street (staff photo, 2013).

I. The E. J. Faulconer House. This home, located on Main Street near King Street, was built in 1856.

[4] www.hgiexchange.org/history.htm; April 25, 2014

J-O. Historic Churches. There are several churches within the Town that are interesting examples of church architecture and which have played important roles in the Town's history. Christ Episcopal Church was built in 1875 (J). The Presbyterian Church (K) on Main Street was constructed between 1843 and 1851. The Methodist Church (L) on Main Street was built in 1873 and Gordonsville Christian Church (M) was constructed in 1853.[5] Union Baptist Church (N), located on Cobb Street, was constructed in 1953; and Bible Way Church (O), located at the corner of Central and Mt. Carmel Streets, was constructed in 1930.

Figure 12. Historic churches. Clockwise from the top left: Christ Episcopal Church, Gordonsville Presbyterian Church, Gordonsville United Methodist Church, Gordonsville Christian Church, Union Baptist Church, and Bible Way Church (photos by Jeff Poole, Town staff, and other contributors).

The map below illustrates the location of these structures (each letter on the map corresponds

[5] Town of Gordonsville Comprehensive Plan 1979; Rappahannock-Rapidan Regional Commission.

to the letter of each structure noted previously):

Preservation Initiatives

Over the years, the Town has initiated and participated in local and national efforts to preserve and enhance the rich and distinct historic character of the Town. These initiatives are described below:

Historic Overlay District

In October 2009, the Gordonsville Town Council adopted the Town's first Historic Overlay District (HOD) ordinance for the Gordonsville Historic District, an area of town that was designated as an historic district on the National Register of Historic Places in 1983. To provide oversight and review in this regard, Town Council appointed a 5-member Board of Architectural Review (BAR) in November of 2009. The BAR assisted the Town in developing enhanced guidelines for the historic district as a tool for assisting property owners in the renovation and care of their properties. These guidelines were adopted by Town Council in July 2010.

Through these actions, the town seeks to protect individually significant properties, to protect community health and safety, and to promote the education, prosperity and general welfare of the public. The identification, preservation and enhancement of buildings, structures, settings, neighborhoods, places and features with special historical, cultural and architectural significance accomplishes this. To achieve these general purposes, the Town of Gordonsville seeks to pursue the following specific purposes:

(a) To preserve and protect buildings, structures and properties which serve as important visible reminders of the historic, cultural, and architectural or archaeological heritage of the town, the Commonwealth of Virginia, or the nation;

(b) To assure that, within the town's historic district, new structures, additions and related elements will be in harmony with their setting and environs;

(c) To promote local historic preservation efforts through the identification and protection of historic resources throughout the town;

(d) To maintain and improve property values by encouraging the upkeep, rehabilitation and restoration of older structures in a safe and healthful manner, and by encouraging desirable forms of development that will lead to the continuance, conservation and improvement of the town's historic, cultural and architectural resources and institutions within their settings;

(e) To promote tourism and enhance business and industry, while also promoting an enhanced quality of life within the town through the protection of historic, cultural and archaeological resources.

Appendix C is a listing and brief description of the historic structures located within the Historic Overlay District.

The map below shows the boundary of the District:

Freight Depot Renovation

The freight depot still stands today (shown at right), but was moved away from the tracks in 2004. Federal enhancement funds have been awarded for the renovation of the freight depot, which began in 2016.

Figure 13. The freight depot today (staff photo, 2013).

Historic Gordonsville Incorporated

Figure 14. The Gordonsville Exchange Hotel and Civil War Museum (photo courtesy of Sandy James).

In 1971, a group of concerned citizens formed Historic Gordonsville Incorporated for the purpose of repairing, rebuilding and restoring the Gordonsville Exchange Hotel. In 1996, the Virginia General Assembly added HGI to the list of historical societies that may receive state funds to aid them in maintaining the hotel and providing educational programs for Virginia's students. In 2013, HGI fully renovated the Exchange Hotel such that each room of the structure provides information on its varied uses over time.

The Journey Through Hallowed Ground

The Journey Through Hallowed Ground is a 180-mile long historically rich and scenic corridor that stretches generally along U.S. Route 15 from Gettysburg, PA to Thomas Jefferson's Monticello in Albemarle County. Touted as an area of the Country "with more history than any other region of the nation"[6], the JTHG corridor was created to educate visitors about its significance to the history of America and to enhance the heritage tourism efforts of towns and communities along the way. The Town of Gordonsville is located at the southern end of the JTHG corridor and embraced its creation by adopting resolutions in support of both the National Heritage Area and the National Scenic Byway in 2006.

In 2008, President Bush signed into law the legislation that designated the area encompassed by the Journey as a National Heritage Area. In October 2009, the corridor was designated as a National Scenic Byway by the U.S. Secretary of Transportation. These designations signify the national importance of this corridor in the history of the United States and enable communities within the corridor to undertake efforts to enhance and protect their place in history.

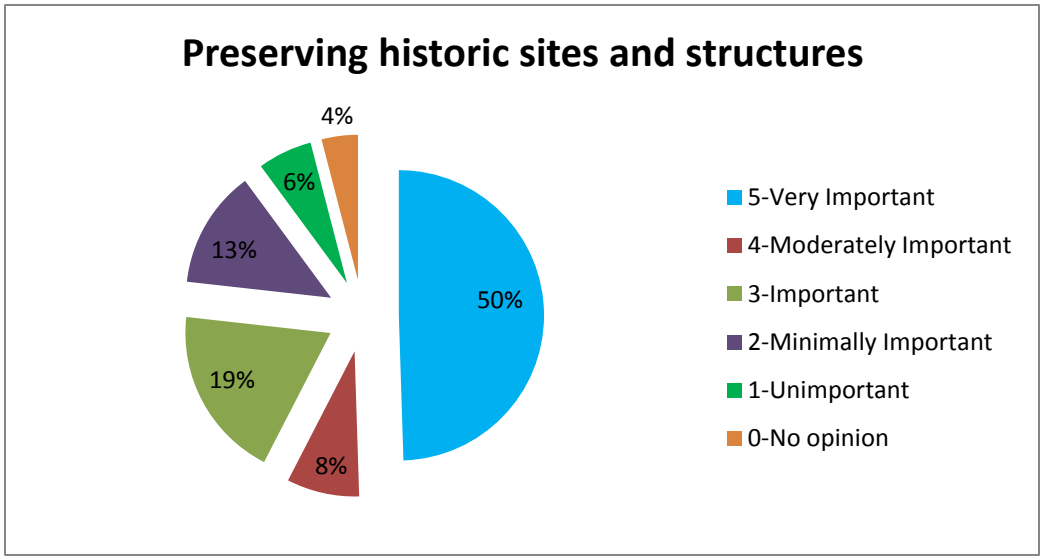
There are several projects being undertaken as part of the JTHG initiative that may benefit the heritage tourism efforts of the town. The Journey's Corridor Management Plan will serve to guide the efforts of communities along the corridor as they seek ways to protect and promote their local features and characteristics that contribute to the historic and cultural significance of the Journey. In addition, the development of wayfinding and signage plans will give communities guidance for signage styles and other interpretive mechanisms that may be used to enhance the experience of visitors travelling along the corridor. The JTHG Living Legacy Project will involve localities along the corridor in the planting of trees to commemorate the sacrifices made by 620,000 soldiers killed

[6] Journey Through Hallowed Ground; www.hallowedground.org; May 21, 2012; internet.

during the Civil War. Gordonsville played a role in the planning of this particular initiative; in the summer of 2011, the town hosted JTHG consultants and planners as they travelled the corridor to research the implementation of the Living Legacy Project. Supporting these initiatives will serve to further the mission of the Journey and will enable the town to showcase its role in the history that serves as the foundation for the creation of the corridor.

Community Meeting and Survey Responses

Responses to the Community Survey and comments made during the Community Meetings in the fall of 2011 indicate a strong citizen preference for the preservation and enhancement of historic sites and structures within the town. Fifty percent of survey respondents indicated that preserving historic sites and structures in the town is very important. The graph below illustrates the breakdown of all responses related to this issue:



During the community meetings, many ideas regarding the preservation of the town's history were discussed and are listed below:

- Maintain historic properties
- Promote the Town's history
- Compile historical information about the Town to provide a record for future generations
- Continue to seek grants/funding for historic preservation
- Work to expand the boundaries of the Historic Overlay District
- Explore re-construction of significant historic structures (Gordon Inn, Passenger depot, etc.)
- Promote the African-American history in Town
- Provide/develop an architectural record of the structures in Town
- Put historic markers or plaques on historic buildings in the Historic District
- Consider the adaptive reuse of the switching station along the railroad

History and Culture Goal

The Town of Gordonsville should encourage the preservation, development, renovation and maintenance of historic and cultural resources throughout the Town which will enhance the visitor experience as well as that of the community for those who live and work here.

Objective A. Develop/provide educational materials about historic, architectural and cultural significance of properties and structures for property owners and prospective owners.	
Objective B. Protect and maintain the historic character of the Town, and consider enhancement of the present Historic Overlay District.	
B1.	*Seek funding through grants to compile an inventory of potential sites/ structures.*
Objective C. Promote the history of the Town and its cultural and historic diversity of all ethnic groups through time.	
C1.	*Continue to work with Historic Gordonsville to organize events and festivals that highlight and promote the cultural and historic diversity of the Town.*
C2.	*Identify sites within the Town for the location of Historical Highway Markers.*
C3.	*Work with local residents to compile documents, photos and oral histories of the Town.*
Objective D. Promote the restoration of the 1841 Freight Depot.	
D1.	*Support continued enhancement grant funding for the freight depot renovation.*
D2.	*Work with Historic Gordonsville to renovate the Freight Depot as an historic landmark and explore its potential as a passenger rail station within the Town.*
Objective E. Promote historic tourism within the Town.	
E1.	*Develop a walking tour of structures within the Town's Historic Overlay District.*
Objective F. Work with business and preservation groups in the Town to promote, encourage and assist in various efforts to capitalize on the Town's place in the Journey Through Hallowed Ground.	
F1.	*Modify the Town's Land Development Ordinance to incorporate by reference the design guidelines established as part of the Journey Through Hallowed Ground initiative, as well as the Virginia Department of Transportation's "Transportation Efficient Land Use and Design" guidelines.*
F2.	*Develop a wayfinding signage program that acts as a "brand" for the Town and serves to inform the traveling public of the shopping, dining and tourism opportunities in the historic downtown.*

Housing

Safe, affordable housing is a hallmark of every community. Residential areas and the houses within them give definition to neighborhoods and give the town as a whole its character and identity. The homes in Gordonsville tell a story of how the town developed over time, from the 19th century homes that line Main Street to the homes built in neighborhoods surrounding Main Street during the 1950's and 1960's as the town expanded to its present-day boundaries. These homes also tell the story of how citizens in the town live and give indication to their future housing needs from the standpoint of shelter and a safe living environment.

Figure 1. Homes along Main Street (staff photo).

General Characteristics

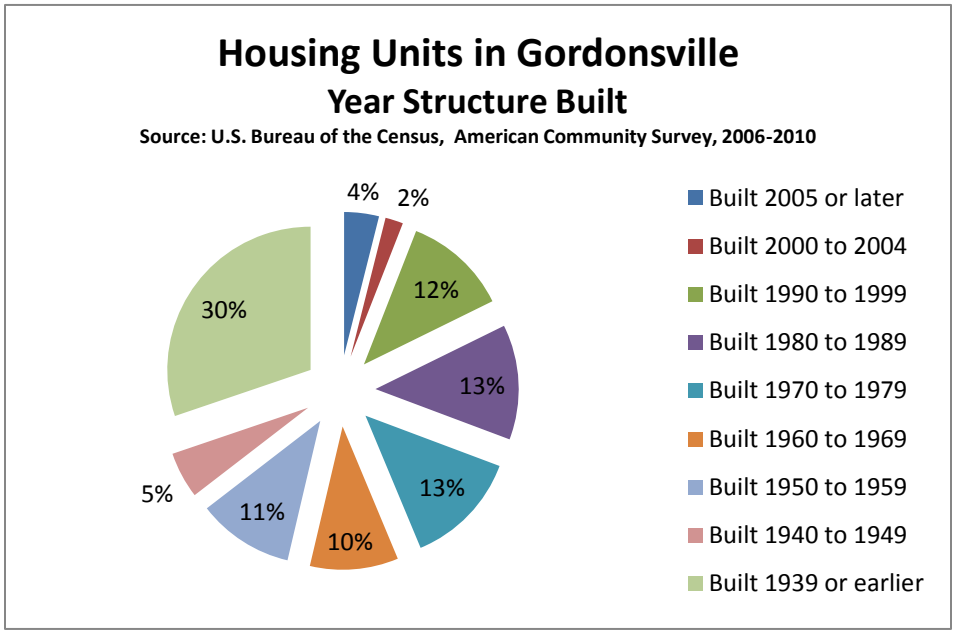
According to information provided by the US Census Bureau, the number of housing units in the town has increased over time since the 1980's. The table below shows the number of units and corresponding percentage increase since 1980.

Year	Number of Housing Units	Percent Change Over Previous Year	Occupied Housing Units	Percent Change Over Previous Year	Vacant Housing Units	Percent Change Over Previous Year
1980	547					
1990	552	0.91%				
2000	688	24.64%	628		60	
2010	710	3.20%	632	0.64%	78	30.00%
Total Housing Unit Increase 1980-2010	29.80%					

From 1980 to 2010, housing units in Gordonsville increased nearly 30%; the biggest jump during that time period occurred from 1990 to 2000 when the total number of units increased by nearly 25%. This is likely due to the 1991 boundary adjustment of 80 acres to the town, which brought Confederate Manor subdivision and Eastgate apartments into the corporate limits.

From 2000 to 2010, the number of vacant housing units in the town increased by 18 units, or 30%. In 2010, 89% of housing units in the town were occupied, 11% were vacant. The downturn in the housing market that began in late 2006 and the subsequent increase in foreclosures are likely to blame for this increase.

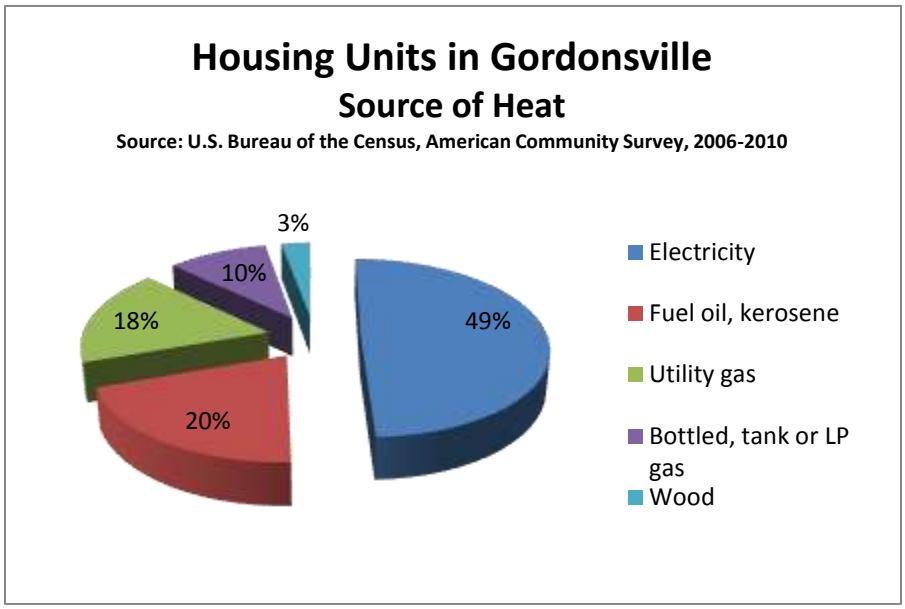
Of the total number of housing units in town, approximately 72% were single-unit structures and nearly 27% were multi-unit structures in 2010. Approximately 1% of these units were mobile homes. With regard to the age of housing units, 30% of the housing units in town were constructed in 1939 or earlier. The chart below illustrates the breakdown of the age of housing within the town:



On average, homes in Gordonsville are moderately sized; the median number of rooms is 5.2 according to the US Census Bureau. Twenty-nine percent of housing units have five rooms, while over 42% of the housing units in town have six rooms or more, a feature that is characteristic of the older homes in town. Nearly 46% of homes in town have three bedrooms; by contrast, approximately 1% of homes in town have no bedrooms and nearly 2% have five or more bedrooms. Homes in town are not crowded; according to the Census Bureau, 100% of homes had one occupant per room in 2010.

Characteristics of Occupied Housing Units

Occupied housing units in Gordonsville are generally well-furnished with the basics needed to make a home livable. All occupied units in the town have complete plumbing and kitchen facilities according to the Census Bureau. Additionally, nearly 50% of homes are heated with electricity. The chart below is an illustration of how other homes in town are heated:



Interestingly, 6.4% of occupied housing units did not have telephone service in 2010—this is an increase from 2000 when 1.6% of occupied households did not have telephone service and is likely due to the fact that more and more people are giving up their land lines and using cellular phones for communication from home.

Of the 628 occupied housing units in Gordonsville in 2000, 375 or 60% percent were occupied by the owner and 253 or 40% were occupied by renters. Surprisingly, this ratio remained relatively unchanged in 2010: 61% of occupied units were owner-occupied and 39% were renter-occupied.

Of the units that were owner-occupied in 2010, 38% owned their home with a mortgage or loan while nearly 23% owned their home free and clear. The average household size of owner-occupied units was 2.55 people in 2010.

From 1990 to 2010, the number of rental units within town increased nearly 47%. From 2000 to 2010, however, the number of rental units remained fairly stable, decreasing only slightly from 253 units in 2000 to 248 units in 2010. The number of people per rental unit in 2010 was 2.14, virtually unchanged from the 2000 figure of 2.13 people per unit.

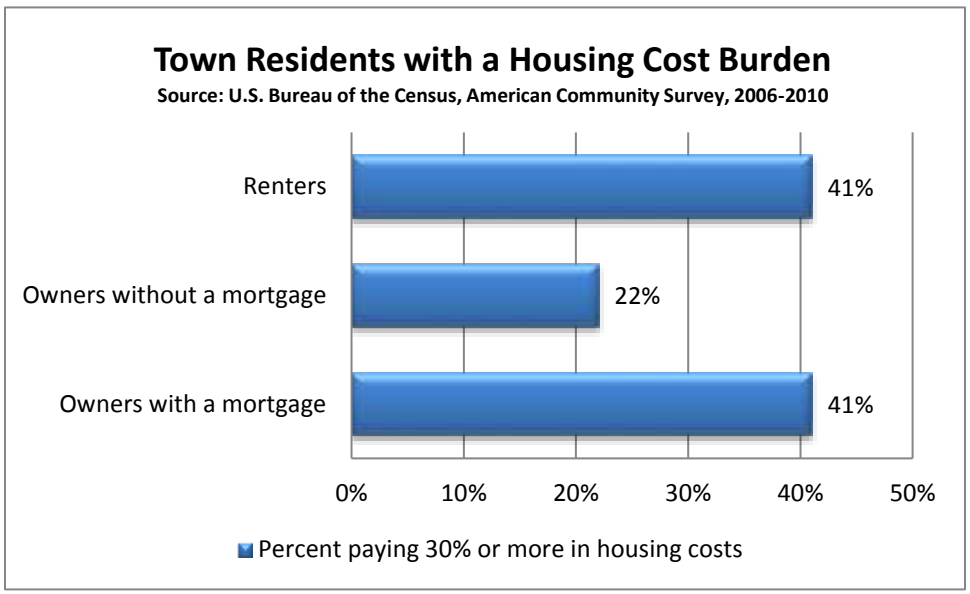
Figure 2. Le Rochambeau apartments on High Street (staff photo).

Housing Value and Cost

Housing value and cost can be used to indicate the level of financial burden town citizens are facing as homeowners or renters in town. From 2000 to 2010, the median cost of a single-family owner-occupied home in Gordonsville went from $90,300 to $203,300, an increase of over 125%.

Clearly, the housing boom that occurred nationwide from 2002 to 2006 is responsible for this dramatic increase. The recession that began in 2008, however, has brought housing values back to more realistic numbers. A recent reassessment of properties within the town revealed that values decreased approximately 11% from 2005 to 2011.

Generally speaking, US Department of Housing and Urban Development guidelines suggest that homeowners pay less than 30% of their household income for housing expenses. The chart below illustrates the housing cost burden for town residents in 2010:



In 2010, approximately 41% of homeowners with a mortgage in Gordonsville paid 30% or more of their household income for housing expenses. In 2000, this figure was only 16%. By comparison, nearly 22% of homeowners without a mortgage paid more than 30% of their household income on housing expenses in 2010. The median housing costs for homeowners with a mortgage was $1,188 in 2010, an increase of 35% from 2000; for homeowners without a mortgage, the median cost of housing was approximately $300, an increase of approximately 32% from 2000.

With regard to rent paid, the median rent paid in 2010 was $687; by comparison, the median rent paid by Gordonsville residents in 2000 was $506. Nearly 41% of town renters paid more than 30% of their household income on housing expenses in 2010, compared to approximately 32% of renters in 2000.

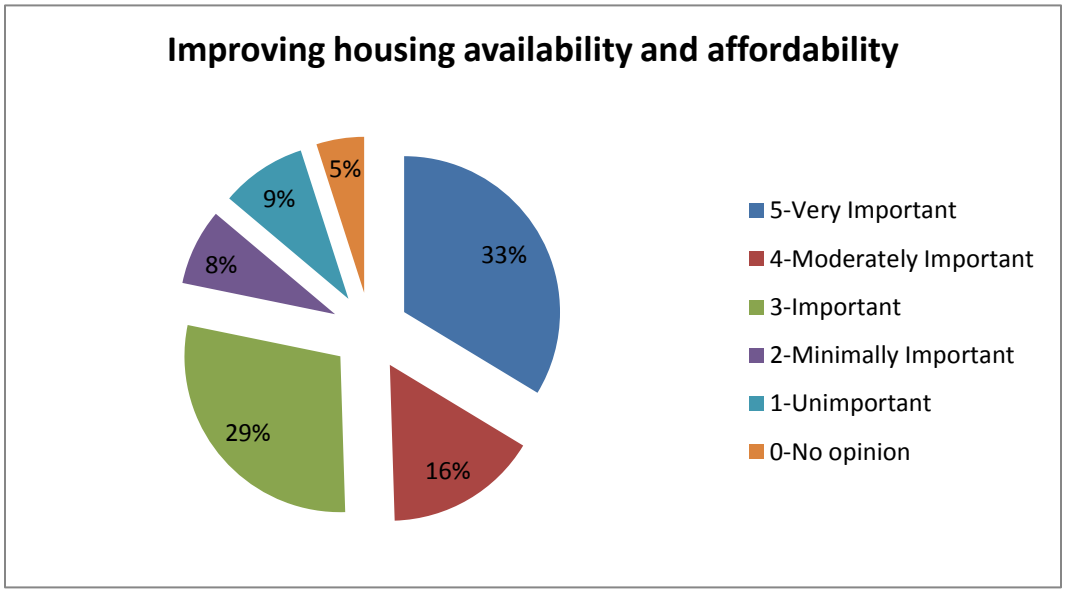
Overall, despite the fact that housing values and costs have increased for residents in the town since 2000, owning a home or renting an apartment is still relatively affordable for most residents, and the fact that nearly two-thirds of homes within the town are owner-occupied promotes community stability and investment. As the national, state and local economy continues to change over the next many years, monitoring housing availability and affordability will be important to ensure that town citizens are able to continue to call Gordonsville home.

Community Meetings and Survey Responses

During the community meetings held in the fall of 2011, housing was discussed and the following are issues that were identified:

- Need more affordable housing; starter homes for young families
- Need senior citizen's complex or retirement village, which will provide jobs for youth/young adults
- Need more townhomes
- Need to control/limit development to make use of existing housing stock
- Require/encourage % of new development to be affordable housing
- Encourage above-retail housing downtown - which is attractive for young singles/couples
- Encourage mixed-use development/walkable communities
- Data should drive decisions regarding development of new housing
- Work with property owners to clean up abandoned properties and to keep properties nice in general
- Promote the creation of affordable housing and explore the use of tax credits as incentives for development of affordable housing
- Promote the town as a great place to live for those who work at the new Martha Jefferson Hospital, etc.
- Promote housing development/infill within Town

Housing that is affordable and available was rated as an important issue by more than three-quarters of the town residents who responded to the Community Survey in the fall of 2011. A third of respondents indicated the issue of housing is very important. The chart below illustrates the breakdown of responses received:



Housing Goal

To provide safe and affordable housing for all residents of the Town of Gordonsville.

Objective A. Promote a wide variety of housing types that provide for the needs of all residents while recognizing that the single family dwelling defines the character of housing within the town.	
A1.	*Review the Land Development Ordinance to determine whether changes are needed to encourage new housing that is reflective of the character of each neighborhood.*
Objective B. Encourage the rehabilitation and repair of deteriorated housing within the Town.	
B1.	*Identify areas of town in need of housing rehabilitation and explore the use of Community Development Block Grant funding to implement redevelopment as needed.*
Objective C. Encourage the development of mixed-use projects that provide for varying levels of housing types and affordability.	
C1.	*Review the Land Development Ordinance and make revisions as needed to incorporate provisions for varying levels of housing types and affordability in new development and mixed use projects where appropriate.*
Objective D. Encourage infill development.	
D1.	*Review the Land Development Ordinance to determine whether setback and yard requirements encourage and permit infill development compatible with the existing character of each neighborhood in the town.*
Objective E. Improve the viability of the downtown area by encouraging the establishment of above-retail housing.	
E1.	*Review and revise the Land Development Ordinance as needed to better allow the development of above-retail housing in the downtown area.*
Objective F. Encourage the creation of affordable housing for seniors, young families and young adults.	
F1.	*Consider modification of the Land Development Ordinance to require that a certain percentage of any new housing development is affordable housing.*
F2.	*Support the use of tax credits as an incentive for the development of affordable housing.*
F3.	*Explore the development of an affordable senior living complex within the town.*

Land Use and Development

Analysis of current land use patterns within the town is useful for developing a plan for its future development, not only in terms of how land may be used but what infrastructure will be needed to provide services to that future development. This section of the comprehensive plan describes current land use patterns within the town as well as desired future land uses that will serve to achieve land development that is consistent with the future the town sees for itself. In addition, this plan section provides guidance as to how the town's Land Development Ordinance should be written so as to implement the desired development patterns.

Figure 1. Town of Gordonsville, 2008. (Source: Google Earth, 2012)

Current Land Use Patterns

Land use patterns in the town of Gordonsville are reflective of how other small towns have developed over time and, like so many of those small towns, they have been influenced by the convergence of both major roadways and rail lines within the town. The following provides an overview of land use patterns in the town today.

Generally speaking, the town enjoys three distinct, yet different commercial hubs located along major road thoroughfares passing through town:

> *Gordonsville Traffic Circle--For the traveling public, one of the best known features of Gordonsville is the traffic circle, where US Routes 15 and 33 and State Route 231 converge and where a hub of commercial development has been located since the early days of the town. Today, convenience stores, gas stations and fast food restaurants cater to the needs of the thousands of motorists who travel though the circle each day.*
>
> *Downtown--From the circle, US Routes 15 and 33 continue to the south along Main Street and lead to the town's downtown commercial core. In the early days of the town, the location of the railroad enhanced the development of downtown because of the proximity of the passenger and freight depots once located near the downtown area. Over time, the downtown area has transitioned from a base level of retail services (grocery, pharmacy, etc.) to higher end restaurants and shops offering higher level retail, art, jewelry, antiques and other specialty shops that are popular with tourists visiting the area.*
>
> *Commercial Entrance Corridors--Two other commercial areas in the town, Gordonsville Plaza along West Gordon Avenue at the western entrance to town (State Route 231 South toward Charlottesville) and businesses along Martinsburg Avenue (US Routes 15 and 33) at the southern entrance to town, provide primary and secondary level retail services, such as groceries, household goods, clothing, auto repair, etc.*

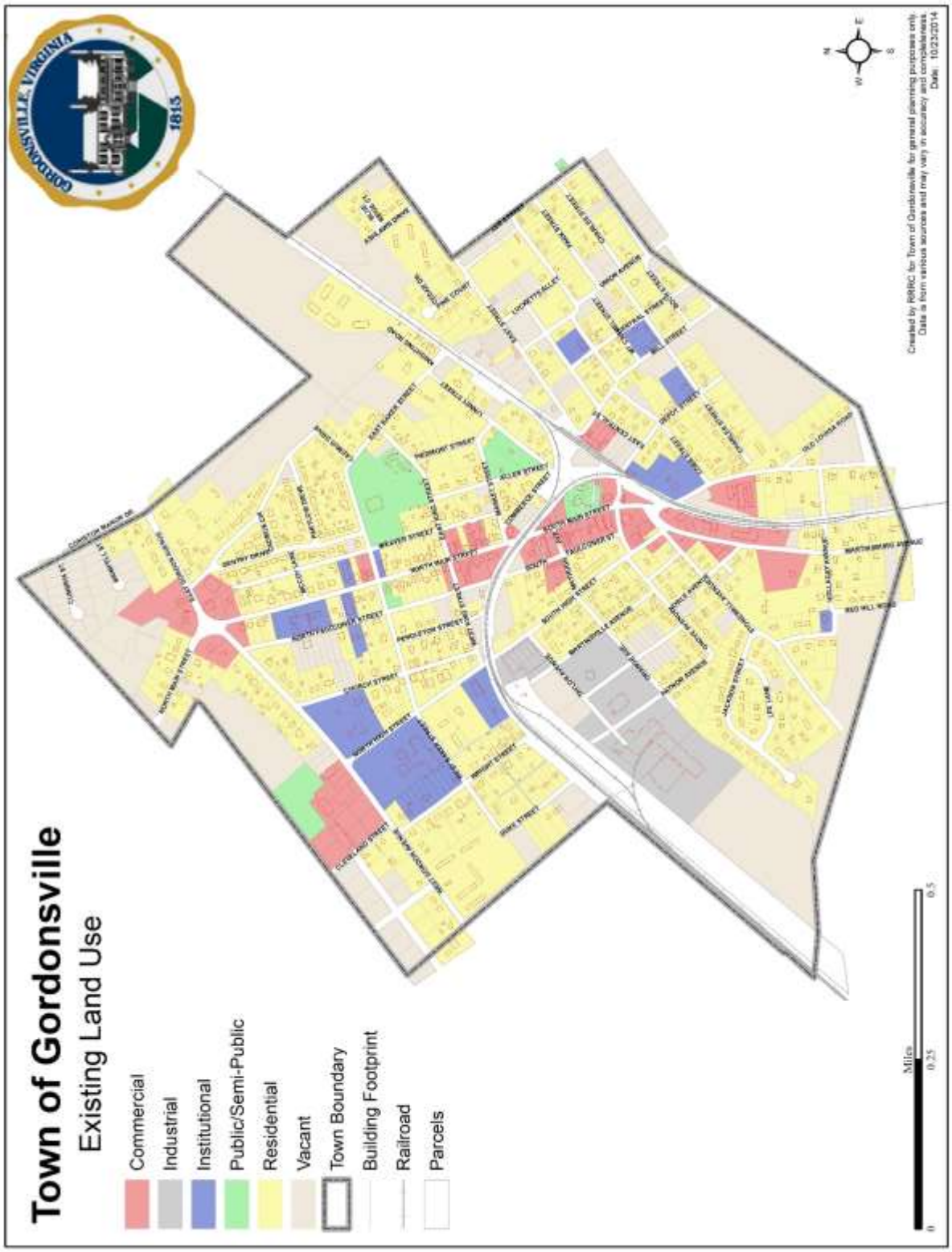
Adjacent to these commercial areas is compact residential development on relatively small parcels of land. The homes along Main Street and one or two blocks behind the street developed in the late 19th and early 20th century and are styled in the vernacular architecture of that time. As one moves away from the town center, distinct neighborhoods of residential development are clustered in each quadrant of the town. A majority of the homes in these neighborhoods were constructed during the 1960's and are the brick rambler/cottage construction popular at that time. Other homes were constructed as early as the late 19th century and as recently as the first decade of the 21st century and their style is reflective of that which was popular at the time of construction. These varying housing types give the town its character and should be emulated as new or infill construction is contemplated.

With regard to multi-family development, several different apartment complexes, constructed during the 1990's and located on the periphery of town, provide affordable living for town residents.

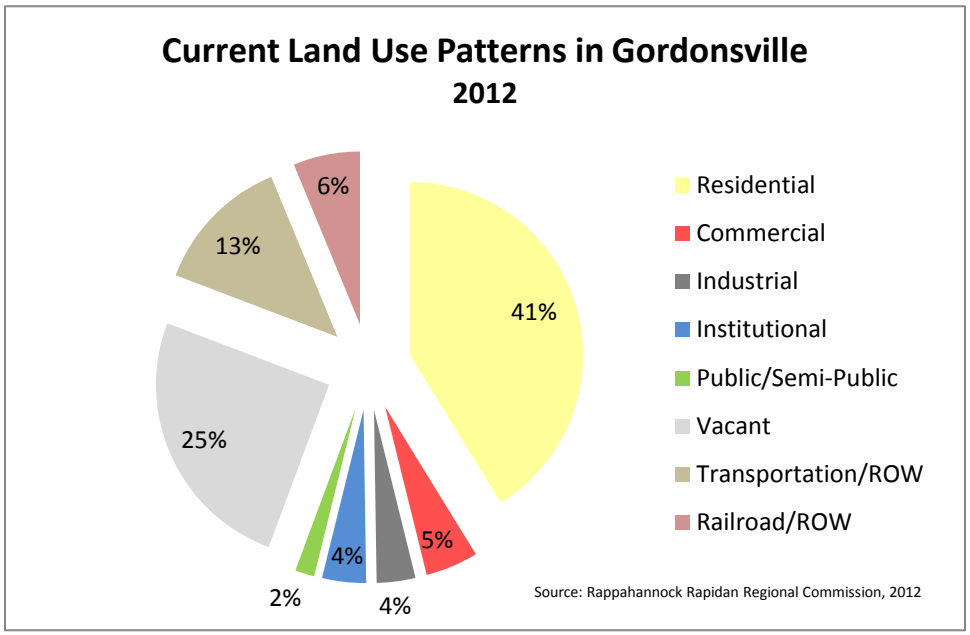
An area of industrial development is located on the western periphery of the town adjacent to the railroad. This area was developed in the late 1960's and early 1970's and served as the campus for American Press, which closed in 2011. Today, Green Applications occupies the property.

Public and institutional uses are interspersed throughout town, serving as anchors for the community and completing the fabric that makes up the town. Vacant properties can be found throughout town, providing opportunities for neighborhood parks or infill development.

The map below illustrates the location of the various land uses within the town.


Town of Gordonsville
Existing Land Use
Commercial
Industrial
Institutional
Public/Semi-Public
Residential
Vacant
Town Boundary
Building Footprint
Railroad
Parcels
Miles
0
0.25
0.5
N
E
S
W

Approximately 75% of the total acreage in the incorporated area of the Town of Gordonsville is developed in the sense of actually being covered by a structure and its related uses (yards, driveways, etc.) or pavement. This figure includes residential, commercial, industrial, institutional and public/semi-public uses as well as all transportation and railroad right-of-ways. The following chart shows the breakdown of current land use patterns within the town:



Residential land use is the predominant land use in the Town of Gordonsville, accounting for 41% of the total Town acreage. Interestingly, approximately 25% of the town's land area is vacant. Nearly 20% of the town's land area is in transportation and railroad right-of-way.

Future Land Use

A critical component of the town's comprehensive plan is the future land use plan which serves to achieve the vision town residents have for the physical land form of the community. As such, this plan serves as a guide for future development, taking into consideration current land use patterns, future infrastructure needs, future land use plans of surrounding localities, and the expressed desire of town residents to protect the historic and small town characteristics of the town, all while promoting areas of growth that are compatible with surrounding uses and will foster economic development within the community.

Gordonsville and areas immediately surrounding the town are identified as a growth area for Orange County in the County's comprehensive plan[1]. By its very nature, the town is an Urban Development Area within the county and meets the requirements for designation as such as set forth in §15.2-2223.1 of the Virginia Code. Current town land area is sufficient to accommodate projected population growth for the town for the next 10-15 years. Additionally, the current development patterns within the town are that of traditional neighborhood design that provides for pedestrian-friendly road design, interconnection of new and existing streets, preservation of

[1] Orange County Comprehensive Plan, 2006; pages 77 and 89.

natural areas, mixed use neighborhoods with mixed housing types, and reduced street widths and building setback requirements.

The following is a description of the land use patterns envisioned for the future of the town:

Downtown Business

Figure 2. Businesses line Main Street in Downtown (staff photo, 2016).

This category is the traditional historic downtown business core of the town, with attached buildings on small lots placed close to the street and parking provided both on-street and in lots located beside and behind uses. Land uses include a mix of service and retail establishments, with residential spaces above the ground floor. Future development in this area of town should continue these features, allowing buildings close to the sidewalk, ease of pedestrian access resulting from wider sidewalks and crosswalks at key locations along the street. To further protect the character and historical integrity of downtown, future development in this area, whether it is new, infill or rehabilitation of existing property, should emulate the design features of the downtown area and as set forth in the plans for the town's Main Street streetscape project, which adds street trees and landscaping to add beauty and stormwater management, and parking on-street or in landscaped lots at the rear of buildings.

North Main Street Mixed Use Corridor

This category is the area of Main Street that connects downtown to the traffic circle, with 19th century homes and churches and old growth trees that line the street. Land uses in this area are characterized by a mixture of residential, office, institutional and public uses; residential uses are located on both sides of the street generally between major road intersections, while office, institutional and public uses tend to be located at the major street intersections (Baker Street, King Street and Market Street), at the southern end of Main Street near downtown and at the northern end near the traffic circle. Form-based codes focusing on the co-location of compatible uses and building forms reflective of the character of Main Street should be written into the town's Land Development Ordinance to guide future development in this area of town.

Figure 3. Main Street Gordonsville, looking north (staff photo, 2012).

Specifically, future residential and non-residential uses along this section of Main Street should reflect the characteristics of existing land uses: one or two-story clapboard siding homes with front porches, setback a short distance from the street so as to maintain a connection with the street and passersby. Non-residential uses should be compatible with the surrounding residential uses and should be concentrated at the major road intersections along the street, leaving areas in between to remain residential to keep this section of Main Street from fully transitioning to uses other than residential. Building setbacks, scale, design, lighting and signage for non-residential uses should be compatible with that of surrounding residential uses. Parking should be located in landscaped lots beside or behind buildings fronting the street. The tree canopy along this section of Main Street is a defining characteristic of the corridor and should be maintained.

Business Development Campus

Figure 4. Green Applications (photo courtesy of Google Earth, 2012).

This category applies to areas that are developed for business and light industry with potential for the development of expanded business use or accessory support uses in a campus-like setting. New development should include uses that complement and support existing businesses, including but not limited to food establishments, copy centers, etc., and should include landscaping and buffers to minimize land use conflicts with adjoining residential uses. Amenities such as walking or biking trails and park areas should be incorporated into new development to provide an aesthetically pleasing working environment.

Entrance Corridor

The entrances to a town give visitors their first impression of the community, making them an important component of successful economic development and heritage tourism efforts. In Gordonsville, the entrances to the town include a mixture of residential and commercial uses in varying levels of condition. Homes along these corridors are setback a greater distance from the street than are homes in the center of town. Businesses in these areas are located at the edge of the street with ill-defined access and insufficient off-street parking opportunities.

Figure 5. Martinsburg Avenue (Google Earth, 2015).

The Entrance Corridor land use classification presents opportunities for the creation of an overlay district that outlines standards for redevelopment of property that provides for safe ingress/egress through coordinated road entrances for the traveling public as well as pedestrian

access to and from the downtown area and adjoining neighborhoods through sidewalks and crosswalks where needed. These standards would call for development in these corridors to be reflective of the town's rural and historic character through trees and landscaping at the street, parking areas with landscaping to provide shade and stormwater management, as well as minimal signage and lighting with building construction for both residential and non-residential uses designed to reflect the historic character of the town.

Commercial Center

Figure 6. Gordonsville Plaza (staff photo, 2012).

This land use category generally surrounds or is located along major highway corridors within the town and accommodates large-lot commercial development that is oriented to automobile access. Development in these areas should include trees and landscaping at the street, parking areas with landscaping to provide shade and stormwater management, coordinated road entrances, and minimized signage and lighting. Building design and construction should be consistent with surrounding uses and be compatible and reflective of the historic character of the town. Minimum lot sizes should be approximately 5,000 square feet.

Neighborhood Business

This category applies to small commercial uses adjacent to or located within established neighborhoods. Businesses are small in scale and provide services to neighborhood residents and others. Large-scale retail and service enterprises are not located in these areas. Development in these areas complements adjacent residential neighborhoods, with buildings generally located close to the street with the same setbacks as adjacent residential uses, sidewalks, landscaping, directed lighting, minimal signage, parking in the rear or on the street (with minimal parking preferred). Design of future development, including infill development, should be reflective of and protect the architectural features and historic integrity of surrounding neighborhoods. Minimum lot sizes will generally be between 2,500 and 5,000 square feet.

Figure 7. The Emporium thrift shop is located adjacent to residential neighborhoods in southeast Gordonsville (staff photo, 2015).

Neighborhood Residential

This land use category is a lower density area generally applied to older, established residential neighborhoods within the town. Residential uses in this category are generally characterized by single family residential uses and duplexes. Lot sizes average approximately 9,000 square feet in size. Traditional neighborhood development features, such as narrow streets, sidewalks and small lots exist and should be emphasized for new, infill or redevelopment in this area. In addition,


Figure 8. Homes on Gentry Drive (staff photo, 2012).

the pattern, scale and design of new or infill development in these neighborhoods should be reflective of existing neighborhood characteristics; lot sizes should be a minimum of 7,000 square feet (6 units to the acre). Property owners are encouraged to reduce the number of nonconforming lots (those smaller than the current minimum lot size as prescribed by the zoning ordinance) within these neighborhoods by combining them with adjoining properties as available. Vacant properties within these areas should be considered for uses such as community gardens, playgrounds, or parks for both active and passive recreational use. Non-residential uses in this land use include churches, schools and other similar institutional uses.

Medium Density Residential

This land use category applies to residential areas within the town on lots that range in size from .25 to .5 acre in size or 3-8 units per acre. Typical land uses include single family residential, duplexes, and small-scale townhouse or multi-family developments. New development should reflect the characteristics of adjacent existing development; multi-family developments should feature 8-12 units per acre in structures designed to reflect the historic character of the town and clustered around common areas that provide community gardens, playgrounds, or parks for both active and passive recreational use. A pedestrian network should be established in these areas through the use of walking trails or sidewalks to provide adequate access within each development and as a linkage to the rest of town.


Figure 9. Grove Street apartments (staff photo, 2012).

Recreation and Open Space


Figure 10. Verling Park (staff photo, 2012).

This land use category applies to existing and future recreational and open spaces. With the exception of northwest Gordonsville, certain vacant properties within each neighborhood are shown on the future land use map as potential sites for meeting the town's goal of locating a park or recreational space in those areas. Except for Cooke Park and the small lot located within Confederate Manor subdivision, these properties are privately owned. Because of the presence of the playground at Gordon Barbour Elementary School in northwest Gordonsville, no separate recreation and open space area is shown for that part of town. As new open spaces are

developed as parks or for recreational purposes, efforts should be made to ensure each area is linked through a network of sidewalks or bike/walk trails.

Public/Semi-Public

This land use category applies to those properties in town that are owned by the town or a department of the town and includes Town Hall, the Gordonsville Volunteer Fire Company fire hall and fairgrounds, and the public works yard located behind Gordonsville Plaza shopping center, which is planned for the future location of the town's public works facility. Other new public spaces or structures not currently identified in the plan may be amended into the plan as set forth in §15.2-2232 of the Virginia Code.

Future Town Growth Areas

Despite the fact there is no immediate pressure for the town to grow outside its current boundaries, it is wise for the town to consider possible growth areas, specifically those areas that identify themselves with the town and where town services such as public water are currently provided or are available. The future growth areas shown on the Future Land Use Map are somewhat similar to those areas previously discussed with Orange County as potential boundary adjustment areas but have been pared down to more accurately reflect a likely growth expansion for the town.

The following land uses are in place to guide development in the future growth areas as proposed.

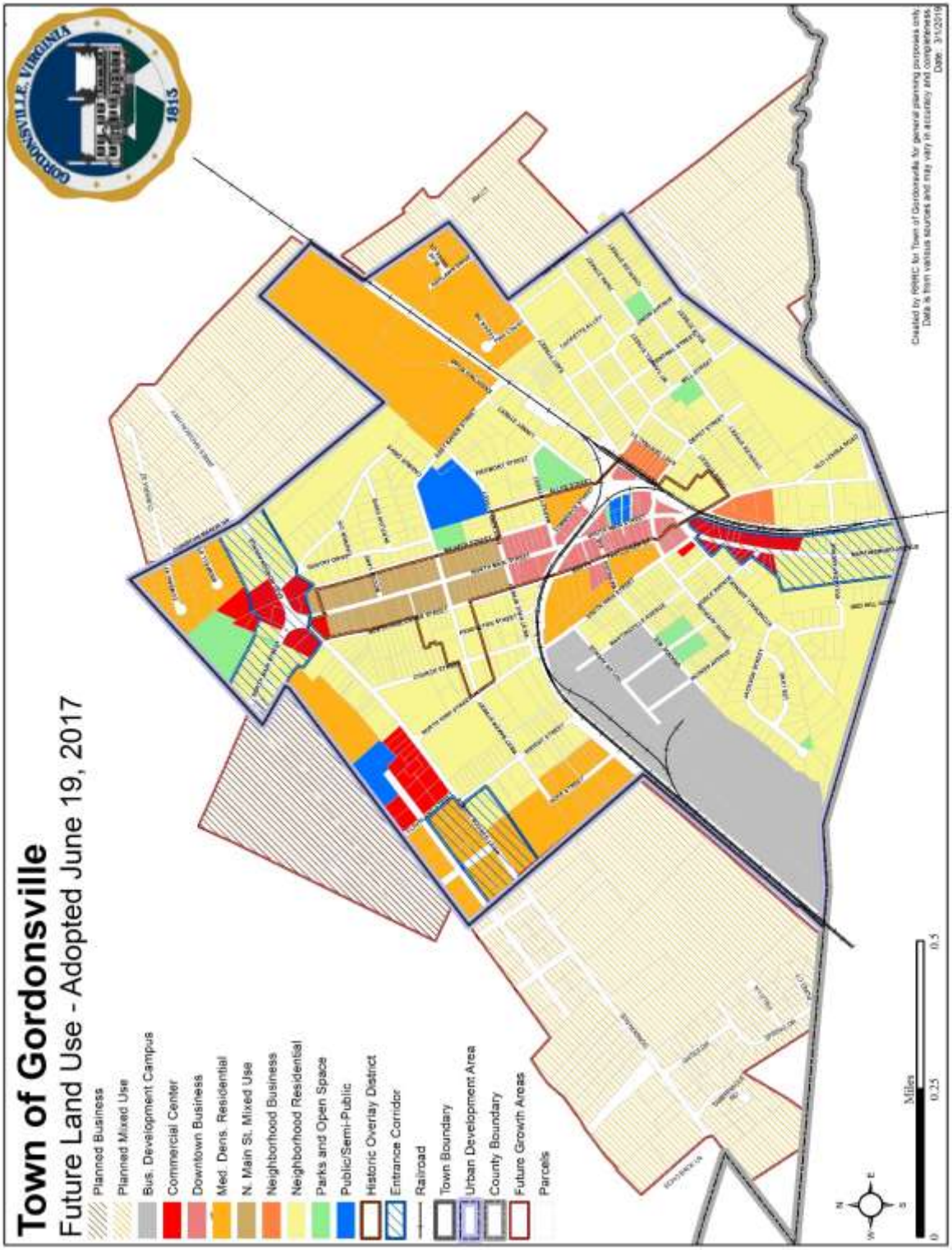
Planned Business

This land use category contains large business and light industrial uses in a master-planned campus-like setting that includes complementary service and institutional uses. A planned business area should be a minimum of 10 acres in size; individual smaller lots may be permitted as part of an approved master plan. Development is coordinated with surrounding land uses to provide for pedestrian and vehicular access. Open space preservation and design standards for architecture, site design and signage reflective of the historic character of the town should be incorporated as part of the master plan for development.

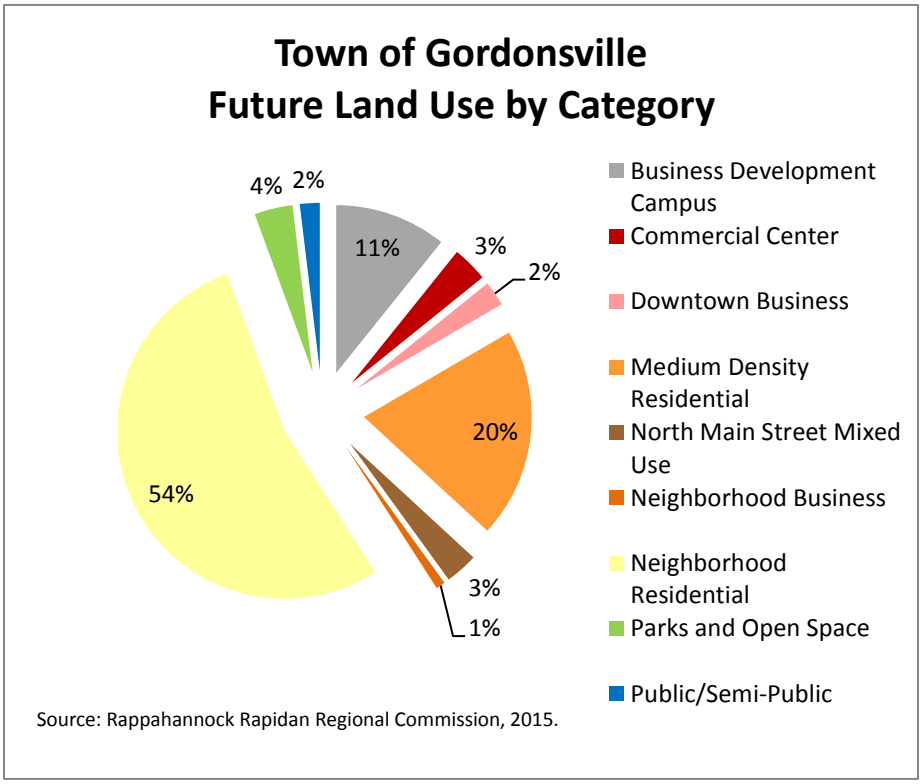
Planned Mixed Use

This land use category provides for the development of a master planned residential and business community that is generally five acres or more in size and is comprised of smaller lots of varying sizes and housing types that include single family, multi-family and townhome development. These areas will be primarily residential in nature, but should include support commercial or service development (approximately 25 percent of the land area). Form-based codes should be used to achieve development that allows for mixed uses in a traditional neighborhood setting in this area, coordinating architecture, landscaping and site design that is reflective of the historic character of the town to allow for its natural extension, preservation of environmentally sensitive and open space areas, and pedestrian and vehicular connectivity to adjoining properties.

The proposed future land use map for the town is shown below.


Town of Gordonsville
Future Land Use - Adopted June 19, 2017
Planned Business
Planned Mixed Use
Bus. Development Campus
Commercial Center
Downtown Business
Med. Dens. Residential
N. Main St. Mixed Use
Neighborhood Business
Neighborhood Residential
Parks and Open Space
Public/Semi-Public
Historic Overlay District
Entrance Corridor
Railroad
Town Boundary
Urban Development Area
County Boundary
Future Growth Areas
Parcels
Miles
0
0.25
0.5

The following chart illustrates the breakdown of projected future land use within the town:



Residential uses will continue to dominate the landscape of the town, while commercial and business uses will total approximately 19%, providing a solid housing base for the town with ample opportunities for business growth to bolster the economy of the town. Planned Business and Planned Mixed Use land uses (not shown in the graph) will add nearly 380 acres to the town if those growth areas as shown on the Future Land Use map are successfully added to the town through boundary adjustment at some time in the future.

Development Design Guidelines

Development pressure and the desire to quickly and easily accommodate economic development can lead to compromises in development standards and processes that result in lost community character. Gordonsville wants and needs to allow for development that will provide jobs for town citizens and improve the town's overall economy. Just as important, the town wants to preserve its unique sense of place. With carefully constructed design guidelines and efficient review processes, development may be achieved while enhancing and protecting the character of the community. The following provides development guidelines that should be applied to new or infill development or rehabilitation of property.

Downtown Development

As the traditional center of commerce and business for Gordonsville, the downtown area is particularly important to the character and identity of the town. More and more, downtown is becoming a destination for tourists. As all of the downtown area is located in a historic district,

new development must be carefully designed so that it complements existing development, enhances the downtown, reinforces and protects its architectural character and contributes to its revitalization. Form-based codes focusing on the co-location of uses compatible to the area and building forms reflective of the character of historic downtown should be written into the town's Land Development Ordinance to guide new development in this area. Specifically, the following should be considered as new development is contemplated:

- Rehabilitation and reuse of existing historic buildings should be encouraged over demolition, and inappropriate elements that cover or detract from architectural details should be removed from building façades.

- New buildings in downtown should be built close to or on the front property line and should be designed to reflect the historic character of the downtown area. Specifically, the scale, mass, dimensions and general style of adjacent historic buildings should be considered in the design of new construction.

- Parking in downtown should be provided along the street or in existing common areas behind or to the side of buildings. Canopy trees and landscaped areas should be used to shade and beautify areas provided for parking.

- Where feasible, above-ground utilities should be placed underground or at the rear of properties.

- Signage should be strictly controlled in downtown to maintain historic character. Signage placed on a building should relate to the architectural features of the building and not obstruct key architectural features.

Entrance Corridor Development

As mentioned previously, the entrance corridors leading into Gordonsville give an important first impression of the community to visitors. Specifically, Route 15 north and south of town, Route 33 west and east of town, and Route 231 north and south of the town set an expectation of what the town has to offer newcomers. Development along all of these corridors extends beyond the jurisdiction of the town such that communication and coordination with Orange and Louisa Counties is important.

Traditionally, corridor development equates to sprawl development that consists of large retail establishments with site development and design features that are inconsistent with local characteristics. As development within the entrance corridors to the town is contemplated, the following guidelines should be considered so that development is reflective of Gordonsville's unique sense of place:

- Parking areas should be limited to the minimum amount needed for adjacent businesses and should be placed primarily at the side and rear of buildings where possible. Shared parking and connectivity between adjacent properties is encouraged.

- Parking areas should be shaded from the sun by mature canopy trees to reduce heat build-up over paved areas. Where feasible, permeable surfaces should be used to

facilitate water infiltration into the ground and bio-swales and rain gardens should be used for the collection and filtering of stormwater runoff.

- New construction should be located to minimize the impact on existing tree canopies surrounding the site.

- Landscaping should be used along street fronts and in parking areas to minimize the visual impact of paving and to reduce the impact of stormwater runoff.

- Historic or architecturally significant buildings should be reused as much as possible. New buildings should be located as close to the street as possible, with parking areas located to the side or rear of the structure.

- Views along the street front should be visually appealing and uncluttered. Where feasible, above-ground utilities should be placed below ground or at the rear of properties. Signage should be limited to the minimum necessary for businesses, and should be designed to be in scale with the corresponding business and in keeping with the historic character of the town.

Residential Development

Most residential neighborhoods in Gordonsville are old and well-established, with attractive homes and well-maintained yards fronting on quiet residential streets. To protect the investment homeowners have made in these neighborhoods and to protect the distinct character of each, future renovation and construction in these areas should adhere to the following guidelines:

- Historic homes should be preserved and rehabilitated rather than razed for new construction. Additions to historic homes should complement the architecture of the existing structure.

- The mass, proportion, scale, building materials and setback of new homes should reflect that of surrounding properties. Street-front views should feature attractive landscaping and minimal signage, below-ground utilities, and pavement.

- New homes should consider deep front porches as an extension of living space into the outdoors.

- New residential developments should feature streets that are arranged to extend and connect to existing patterns of street networks. Street trees should be planted to provide shade and landscaping throughout residential areas.

- New residential developments should feature active and passive recreational facilities for the neighborhood, including but not limited to walking paths and bike trails that allow pedestrian access to adjoining properties and the rest of town.

Land Use Goal

To provide for the efficient use of land within the town that protects the environment and is reflective of the historic and rural, small-town character of the community.

Objective A. Ensure that the town's Land Development Ordinance is amended to reflect the land use principles set forth in the comprehensive plan.	
A1.	*Review and revise the Land Development Ordinance to reflect the land use design standards and principles set forth in the comprehensive plan, including form-based code standards and the development of a town design matrix, where appropriate.*
A2.	*Develop entrance corridor plans to guide the development of the entrance corridors to the town.*
Objective B. Locate a park or playground, and corresponding sidewalk or bike/walk trail connection to other town parks, within each neighborhood in the town.	
B1.	*Work with residents of each town neighborhood to determine the best location for a neighborhood park.*
Objective C. Encourage the continued revitalization of downtown.	
C1.	*Promote downtown as a destination for cultural events for the enjoyment of residents and visitors.*
C2.	*Amend the town's Land Development Ordinance to incorporate form-based codes that set forth development standards that achieve development consistent on all levels with the character of downtown.*
Objective D. Maintain existing town development patterns in areas that are annexed or boundary-adjusted to become part of the incorporated town.	
D1.	*Amend the comprehensive plan as needed to designate appropriate land uses for those areas to be annexed or boundary-adjusted into the town.*
Objective E. Ensure that adequate water and sewer facilities exist to serve new town development.	
E1.	*Inventory existing water and sewer capacities and develop a plan for the expansion of facilities as needed to accommodate changes in land use within the town.*
Objective F. Encourage mixed use development through the use of form-based land development codes that provide for the mixture of compatible uses and building forms to create traditional neighborhood development, reducing the need for the automobile and emphasizing pedestrian access.	

F1.	*Review and revise the town's Land Development Ordinance to incorporate form-based code language to create traditional neighborhood features where appropriate.*
Objective G. Encourage neighborhood infill development that is consistent with the architecture, mass, scale and design features existing within each neighborhood.	
G1.	*Develop special area plans for each neighborhood to inventory the characteristics of each and provide standards for future development to preserve the character of each community.*
Objective H. Minimize the conflicts between incompatible land uses through the use of buffering and screening requirements for new development.	
H1.	*Review and revise the town's Land Development Ordinance to incorporate buffering and screening requirements between residential and commercial, business and industrial land uses.*
Objective I. Ensure consistency between the land use categories of the comprehensive plan and the zoning districts in the Land Development Ordinance.	
I1.	*Review and revise the zoning districts set forth in the Land Development Ordinance to be consistent with the land uses outlined in the comprehensive plan, including development standards and illustrations of principles used to define each land use.*

Public Services and Infrastructure

One way to evaluate a community is through the quality and impact of public services offered. The level of public services offered, such as water and sewer, police protection, fire and rescue, solid waste collection, etc., is also an indicator of future growth potential for areas in and around that community. Growth follows the services provided, with water and sewer services having the greatest influence in this regard. This is true for Gordonsville, as growth has occurred in areas immediately outside of the town where these services are available.

Water Service

Water service is a primary component of the services provided by the Town. Water is purchased from the Rapidan Service Authority (RSA), which in turn buys the processed water from the Town of Orange. This water is transported from Orange to Gordonsville by a ten-inch transmission line that feeds into the Town's water distribution system. This line can adequately transport approximately 800,000 gallons per day. The Town has a contract with RSA for 25 million gallons of water per month. This contract was renewed in August 2010 and remains in effect through September 30, 2023. Daily water usage varies depending on the time of year and the integrity of the water system and its individual components (someone with a leaky faucet will use more water, for example). Currently, water customers in the Town of Gordonsville use an average of 140,000 gallons per day. With approximately 800 water customers, the average daily usage per customer is 175 gallons.

Figure 1. A member of Town crew works to repair a water leak on South Main Street (photo by Town staff).

While most of the town's water customers are located within the corporate limits of the town, the town also provides public water to homes in Orange County along Route 231 southwest of town as well as those within the Gordonsville Gates subdivision. Northeast of town, water is available to the Coniston Manor subdivision, as well as to homes located along US Routes 15/33 and in Klöckner Village south of town in Louisa County.

The town's water distribution system was first installed in the 1930's and 1940's. In the late 1980's the Town undertook an aggressive construction program to update the system. In 1994, a new 500,000-gallon storage tank was built and numerous new distribution lines were installed to replace old lines that frequently caused service interruptions because of leaks. Also in 1994, the water lines along Main Street were relocated to Faulconer Street and Weaver Street due to constant water leaks that caused frequent repair and disruption along the street. Since 1993, there have been five significant water system upgrades, the most recent being the upgrade of lines in the Tabernacle subdivision located off Route 231 south of town. The Public Works Department conducts routine water quality testing and reporting to the Virginia Division of Drinking Water to ensure that the water provided to town water customers continues to be safe and free of contaminants.

In 2003, a new radio-read meter system was installed, which significantly improved meter reading

of water usage for all water customers. In 2012, there were approximately 800 meters, residential and commercial, tied to the town's water system. These water meters should be replaced every 7-10 years for residential water customers and every 3-5 years for commercial water customers. Each year, the town conducts routine maintenance and meters are replaced as needed. While most of the town's water distribution system is up-to-date, there are improvements that are needed in the next 5-10 years, including:

- Abandon 3 inch line from Faulconer Street to Church Street
- Replace 1 ¼ inch line from Orange Avenue to Lumber Yard
- Replace 3 inch line on Noble Avenue
- Replace 4 inch line at Orange Avenue and Martinsville Avenue
- Replace/abandon portions of 2 inch line on West Gordon Avenue
- Replace 6 inch line on Mayhugh Avenue
- Abandon 2 inch line at Mayhugh Avenue and Faulconer Street
- Replace/abandon portions of 3 inch line on West Gordon

Future Water Needs

Future water needs are dictated by anticipated population and commercial growth. The population of the town is not expected to increase significantly over the next 20 years, given its historically level rate of growth. However, the potential growth areas for the Town as shown in the future land use section of the plan could add approximately 250-350 additional residential customers to the Town's water system over the next 20 years. At the current rate of usage, this translates to an additional 53,000 to 74,000 gallons of water used per day. Additional commercial customers will add to future water needs.

While the population of the town is not expected to increase significantly over the next 20 years, it is hoped that economic development efforts and the town's evolution as a tourism destination will spur business growth. Ensuring an adequate future water supply for both residential and business growth and minimizing reliance on a single source of water is important to the Town. Two studies regarding future water needs and potential alternate sources of water for the town have been prepared within the last 10 years to give guidance to these issues.

Gordonsville Water Study

In 2004, the town engaged the consulting services of R. Stuart Royer and Associates, Inc., to develop a preliminary engineering report regarding the town's water needs and potential alternative water sources. Several alternatives were identified in the study, including the construction of parallel water lines to obtain additional water from the Rapidan Service Authority, construction of new water lines to the water system in the town of Louisa, constructing a water treatment plant at Lake Gordonsville, and finally, the construction of a water treatment facility at the quarry owned by the Town and located in Louisa County.

The alternative identified by the study as being the most cost effective is the development of a water treatment facility at the quarry with possible supplementation with water from Lake Gordonsville. This option would provide the town with approximately 143,000 gallons of finished water per day, an adequate supply of water to serve current residential and commercial customers and/or to supplement the current water source provided by RSA. The study prepared by R. Stuart Royer is incorporated herein by reference for additional information.

Orange County Water Supply Plan

From 1998 through 2002, Virginia experienced a severe drought that prompted the state to adopt regulations requiring local governments to develop a water supply plan. The Town of Gordonsville, in conjunction with the Town of Orange, Orange County and the Rapidan Service Authority, engaged in the development of such a plan in the mid-2000's. Water availability coupled with projected growth at that time (which has since been moderated in response to the downturn in the national economy that began during this time) revealed that some of the water systems within Orange County could begin to experience water shortages as soon as 2010. As a result, several recommendations for the location of alternative water sources were identified in the plan. These include the investigation and location of alternative groundwater sources, development of a new raw water reservoir, increasing the RSA Wilderness intake permit, developing drought contingency plans, implementing water conservation and demand management activities, accounting for water system losses, interconnections with neighboring utilities and the reuse of water. This plan, which is incorporated by reference herein, was adopted by Gordonsville Town Council on December 20, 2010.

Wastewater System

The wastewater system is owned and operated by the Rapidan Service Authority.

The lines are of concrete, tile, and plastic. The treatment plant is located southwest of the town in Louisa County, adjacent to Gordonsville Power Station. The plant can treat up to 660,000 gallons of wastewater per day; currently, an average of 130,000 gallons of wastewater is being treated on a daily basis. Liquids are currently sprayed onto a 40-acre area after treatment. There are plans for a future upgrade to the plant. While this will not increase the capacity of the plant, it will increase the efficiency of the facility.

Public Utilities

Public utilities such as electricity and gas are provided to town residents by private corporations. Dominion Virginia Power is the primary provider of electrical service to the Town. Properties in the extreme southeastern quadrant of the town are served by Central Virginia Electrical Co-operative.

Natural gas service is provided by Columbia Gas of Virginia via a system of high-pressure lines ranging in size from eight inches to two inches. Columbia Gas Transmission also operates a twenty-inch high-pressure line that serves the Gordonsville Power Station. Gas service is limited to the western area of the Town and the Downtown Business District. Main Street is the demarcation line for service.

Broadband and Wireless Internet

Broadband and wireless internet have become "critical infrastructure"[1] for a community's economic development efforts and quality of life as today's technology depends greatly on readily available and quick connection to the internet. In the Gordonsville area, several providers make

[1] www.wired.virginia.gov/broadband_basics.shtml, April 25, 2013.

this connection to the World Wide Web possible.

AT&T has an antenna on the Town's water tank on Lee Street in the southeastern area of town that provides mobile phone service for the town and surrounding areas. For access to the internet and email through AT&T's network, wireless aircards or mobile wireless hotspots may be individually purchased.

Comcast, the area's cable provider, and Verizon, the local telephone service provider, both make connection to high speed internet available to Gordonsville residents through their systems. .

Public access to the internet is available at the Gordonsville Library. However, there are presently no other public wireless hot-spots that make wireless internet available to the traveling public or others within the town who do not have access to the internet. In the summer of 2015, the town began working with Orange County for the development of a public safety radio needs assessment that will determine not only weaknesses in public safety communications but also needs for wireless and broadband communication within the region.

Broadband service made available as the result of this initiative may enable those in the Gordonsville area currently without high-speed internet to gain access to this technology.

More information about the provision of broadband service and the Commonwealth's initiative to make broadband available to all citizens and businesses is available through the Office of Telework Promotion and Broadband Assistance. As technology continues to change, the town should strive to provide whatever services are needed to connect its citizens to the World Wide Web.

Solid Waste

Solid waste disposal is provided to all residents and businesses in the Town of Gordonsville through the town's contract with a private provider. Pickup is made on a weekly basis at curbside, with residences and businesses located to the west of Main Street receiving pickup on Tuesdays and those to the east receiving pickup on Fridays. The Town also pays one dumpster pick-up per week for business and apartment owners in the Town. In addition to weekly pickup, Town residents may also use the county "green boxes" located on Route 33 in Barboursville.

The Town sponsors a Fall Clean-up and Spring Clean-up campaign each year. During these events, large items are collected and disposed of by Town crew members without any charge to residents. These items are normally large, bulky items that are not subject to removal during regular weekly trash collection. Hazardous waste items such as tires, used paint, motor oil, solvents and batteries are not collected during these clean-up events but may be brought to the Orange County Landfill during their annual household hazardous waste collection day held each fall. In addition, the county annually conducts electronics recycling at the landfill in the spring.

Collection and disposal of wood and brush are handled by the Town crew on an as needed basis or as requested by town citizens.

With regard to recycling, the town does not have its own formal program; however, the Baptist Church collects paper and cardboard in green boxes located on their property on High Street. Generally speaking, residents collect materials independently and bring them to recycling collection centers in Barboursville, the Town of Orange or at the County Landfill. As noted in the

plan section on Environment, town residents have indicated both in the community survey and at the community meetings that developing a recycling program in town is important.

Public Safety

Law Enforcement

Figure 2. The town's police department is located in Town Hall (staff photo, 2017).

Law enforcement duties in town are handled currently by a 17-member department composed of eight full-time officers, four part-time officers, and five auxiliary officers, including a chaplain. All full time officers are certified by the Department of Criminal Justice and undergo periodic in-service training. The Chief encourages all officers to specialize in an area of interest to them, and offers additional training in those areas. The department enforces all local ordinances and state laws. Assistance, if needed, is provided upon request by the Orange County Sheriff's Department and the Virginia State Police.

Auxiliary officers are sworn volunteers. The maximum strength of this force is set at ten by the Town Council. These officers assist the Department with various duties, and mainly work during times of high manpower needs. Principal duties are traffic control and patrol. These officers also are required to be certified by DCJS.

Through its community policing efforts, the police department engages in all aspects of law enforcement and community protection, from periodic business checks to traffic stops. The town's police department also serves as a certified child safety seat checkpoint, providing education and courtesy checks to ensure the proper installation of child safety seats.

Emergency Services

Emergency services are divided into several categories, Fire/Rescue, Emergency Management and Emergency Medical Services. The County of Orange Department of Fire & EMS is the primary provider of Emergency Medical Services in Orange County and the incorporated towns of Gordonsville and Orange. The Department also provides the primary Emergency Management resource for the county. The Department consists of approximately 35 career Firefighter/Medics who are employed by the county and provide 24-hour services, including advanced life support care utilizing four advanced life support ambulances. All county Department of Fire and EMS personnel are certified by the Commonwealth of Virginia Department of Health. Emergency Medical coverage is also supplied by the Orange County Volunteer Rescue Squad and The Lake of The Woods Volunteer Fire & Rescue department. Several of the Volunteer Fire Departments provide first response emergency medical services.

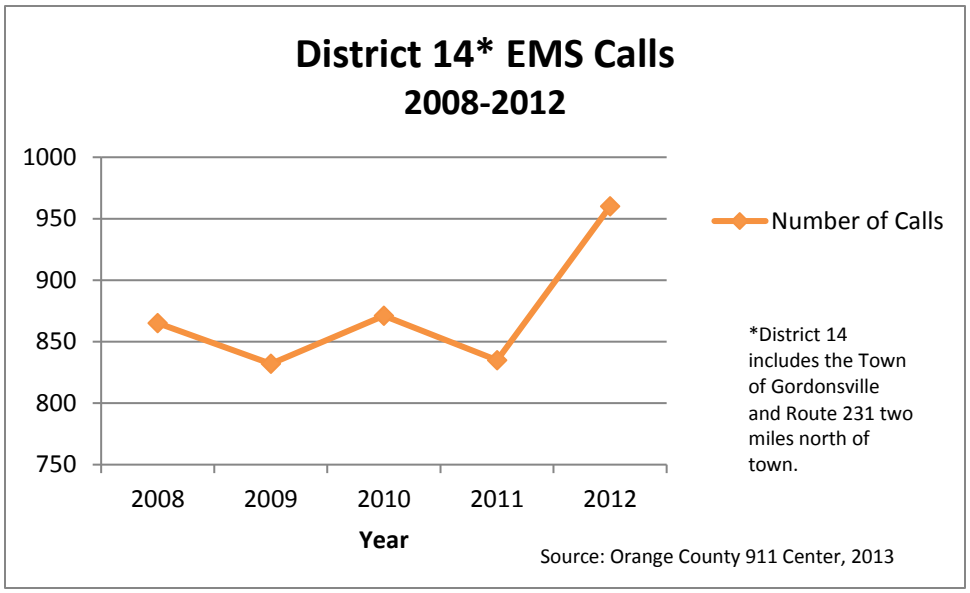
Fire suppression services are provided by five volunteer companies located throughout Orange County. The county's Department of Fire & EMS supports these volunteer fire companies with suppression services. Fire services and heavy rescue services for Gordonsville and surrounding areas are handled by the Gordonsville Volunteer Fire Company, Company 24, located on East Baker Street in the town. Companies from Orange and Barboursville support them as needed. Created in 1916 after a major fire destroyed most of the downtown area, the GVFC will celebrate its 100 year anniversary in 2016.

Figure 3. Gordonsville Volunteer Fire Company, 2013 (staff photo).

Fire companies have access to numerous hydrants throughout the Town, the majority of which are connected to high volume lines. An aerial ladder truck is based at the fire station in Orange. All firefighters are certified under Commonwealth of Virginia training standards; in addition, the Commonwealth of Virginia also certifies numerous Gordonsville firefighters as First Responders or Emergency Medical Technicians.

Until 2009, the Orange County Volunteer Rescue Squad actively operated a satellite rescue facility on High Street in the Town of Gordonsville. In March 2011, the Volunteer Rescue Squad reported to Council that Orange County was no longer providing staffing or funding for the Town's station, and that due to a decrease in volunteers and the outdated condition of the facility, it was being closed.

Rescue response for the Town comes from Barboursville, approximately 6 miles to the west of Town. The chart below illustrates the number of EMS calls from the Gordonsville area (EMS District 14) from 2008 to 2012.



Since 2008, the number of calls has increased 11%. This increase in the number of calls is expected to continue, particularly as the Town's population continues to age. Information available though the Centers for Disease Control and Prevention shows a direct correlation between an aging population and an increase in the number of fire and rescue calls within communities.[2]

Cemeteries

Maplewood Cemetery

The Town of Gordonsville owns Maplewood Cemetery just west of the Town on U.S. Route 33. This cemetery was established in the mid-1800's. After the Civil War it was the final interment site for the dead from the Gordonsville Receiving Hospital at the Exchange Hotel. The Town has formed a Board of Trustees to oversee the administration and financial concerns of the cemetery. The Board consists of seven members who are nominated by the Town Council and are appointed by the Orange County Circuit Court judge. The trustees serve an indefinite term. The trustees contract out all maintenance.

Woodberry Cemetery

Woodberry Cemetery is an African American landmark where people of color have been buried for over 120 years. The 5-acre cemetery is located at 753 Woodberry Cemetery Drive, outside the corporate limits and east of the Town of Gordonsville. According to Orange County court records, it was formed from land donated in 1900 and designated as a cemetery in September of that year.

The Woodberry Cemetery is governed by a Board of Directors/Trustees. All trustees and support persons are volunteers who serve without compensation and donate their skills and resources throughout the year on projects to promote, maintain and beautify this final resting place.

Educational Services

The Town of Gordonsville does not provide its own educational services but is served by the Orange County Public School system. Gordon-Barbour Elementary School is located within the town limits and contains grades kindergarten through fifth grade. Prospect Heights Middle School, located in Orange, serves grades six through eight, and the Orange County High School, also in Orange, serves grades nine through twelve.

Gordon-Barbour Elementary School

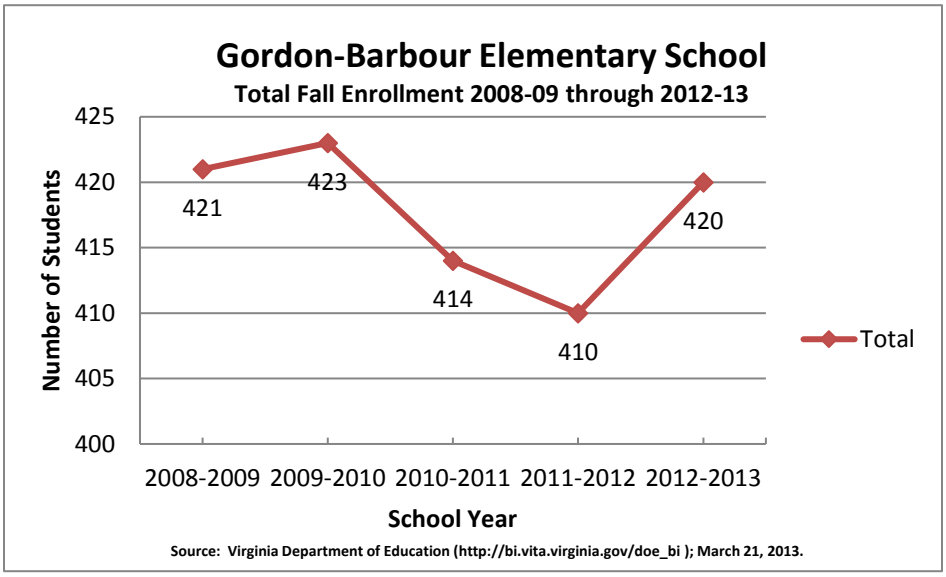
Figure 4. Gordon-Barbour Elementary School, 2013 (staff photo).

The property on which Gordon-Barbour Elementary School is located today has always been a school site within the town. *The Gordonsville Female Institute was actually the first school built on the same site [as present-day Gordon-Barbour Elementary School]; it was constructed in 1878 and was a*

[2] "National Hospital Ambulatory Medical Care Survey: 2010 Emergency Department Summary Tables," Centers for Disease Control and Prevention, 2010, http://www.cdc.gov/nchs/data/ahcd/nhamcs_emergency/2010_ed_web_tables.pdf.

girls' school. Orange County bought the building in 1910 and converted it into a public school in 1914. Originally known as Gordonsville High School, it housed both secondary and elementary school students. In 1952, the high school students were moved to Orange County High School and Gordonsville Elementary School served students in grades one through seven. In 1965, that structure was razed and the present building was constructed; the elementary schools at Gordonsville and Barboursville were combined to form Gordon-Barbour Elementary School.[3]

Gordon-Barbour Elementary School has a current enrollment of 420 students. The school is staffed with 32 teachers for a teacher/student ratio of 1:13. In addition, 10 instructional assistants are employed at the school and provide assistance to teachers at the Head Start, primary and elementary levels of instruction. The chart below illustrates enrollment at Gordon-Barbour from 2008-09 through 2012-13.



In general, school enrollment at Gordon-Barbour has remained fairly stable over the last five years. The capacity of the school is currently 444 students. While enrollment for 2012-13 shows the school is still just under capacity, enrollment trends are again on the increase after a slight decline from 2009-10 through 2011-12. A continued increase in the student population will have an impact on the community, whether through the addition of modular classrooms or other capital improvements to the campus to accommodate additional students and programs, or the resulting increase in school traffic on streets and intersections surrounding the school.

Gordon-Barbour is unique in that it is community-based, with many members of the local community volunteering in the school. The school, in conjunction with the county Department of Parks and Recreation, also operates the largest after-school care program in the Town.

Hornet Technology Center

With the increased use of technology in the workplace, the Orange County School System has developed a technology-training center located at the high school. This has been accomplished using support from the school system, state government, and the local business community. The

[3] http://www.ocss-va.info/gbes/default.aspx, March 21, 2013.

goal of the Hornet Technology Center is to train students in technology who are not planning to attend college.

Post-Secondary Instruction

Gordonsville does not lack accessibility to institutions of higher learning; numerous colleges and universities are located in proximity to the Town. There are eight within a one-hour commute of Gordonsville: the University of Virginia and Piedmont Community College in Charlottesville; James Madison University in Harrisonburg; Germanna Community College, which has campuses in both eastern Orange County (on Route 3 near the Orange County/Culpeper County border) and Fredericksburg; University of Mary Washington in Fredericksburg; Mary Baldwin University in Staunton; and the University of Richmond and Virginia Commonwealth University in Richmond. With the exception of the two community colleges, all of these colleges and universities offer Bachelor's, Master's, and Doctoral degrees in broad areas of study.

Library Services

The Gordonsville branch of the Orange County library was located for many years in the old town hall building on Main Street. In 2002, the county purchased the former St. Mark's Catholic Church building at the corner of Main and West Baker Streets with the intention of transforming it into a new branch location with expanded services to better serve the Gordonsville community. In May 2010, the transformation was completed and the new Gordonsville library branch was opened to the public. With over 2,500 square feet of space, the new library branch provides a wide variety of reading material and programs for all ages. The former church sanctuary adjacent to Main Street provides community meeting space within the library.

Figure 5. Gordonsville Library, 2013 (staff photo).

Community Meetings and Survey Responses

During the community meetings held in the fall of 2011, public facilities and public safety were discussed and the following issues were identified by meeting participants:

Public Facilities

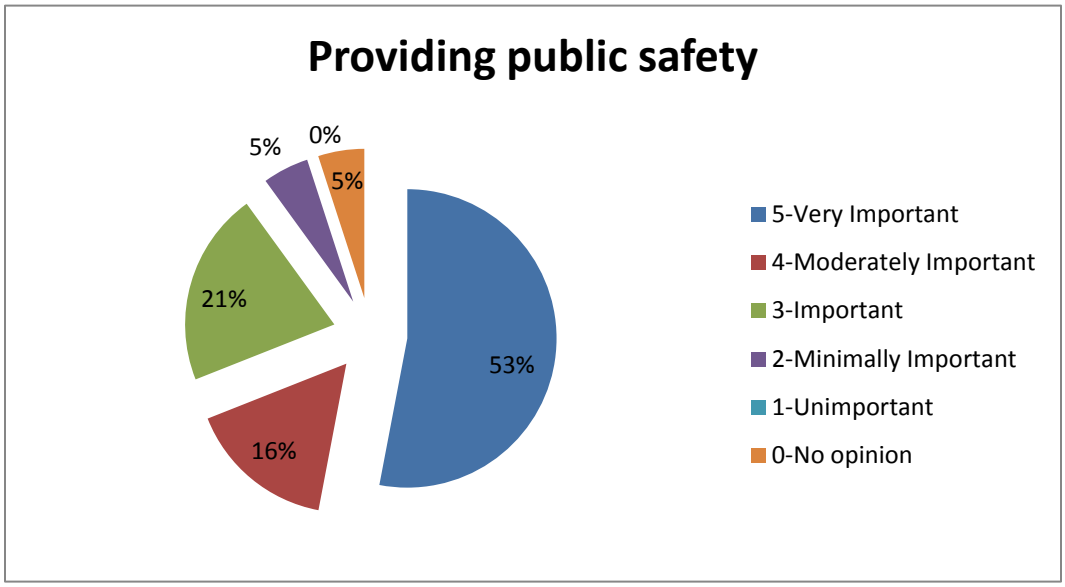
- Need more sidewalks and wider streets in certain areas of Town
- Renovate the pool
- Develop an independent Town water source
- Provide for stormwater management/improved drainage
- Develop additional public restrooms (comfort stations) in Town, including Verling Park
- Develop a sidewalk maintenance/construction plan

(sidewalks and the pool are addressed in other sections of the plan)

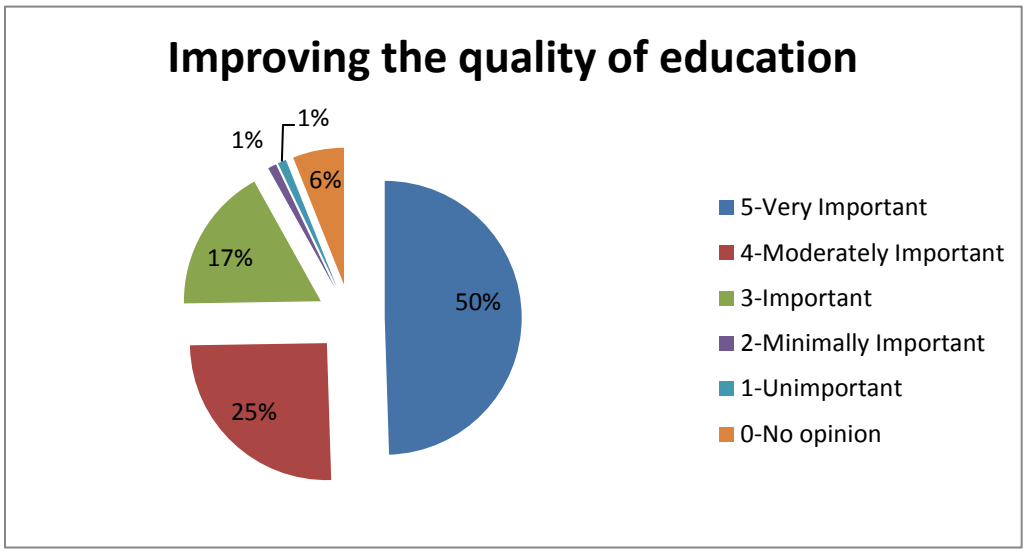
Public Safety

- Bring a rescue squad station back to Town
- Have paid fire/rescue staff in Town (encourage cross-training with the Police Department)
- Update the 911 system to ensure correct addresses for timely, accurate response
- Bring back Police Department bike patrol/community policing
- Create higher wages for police officers
- Put brighter lights on emergency vehicles
- Make public safety a priority

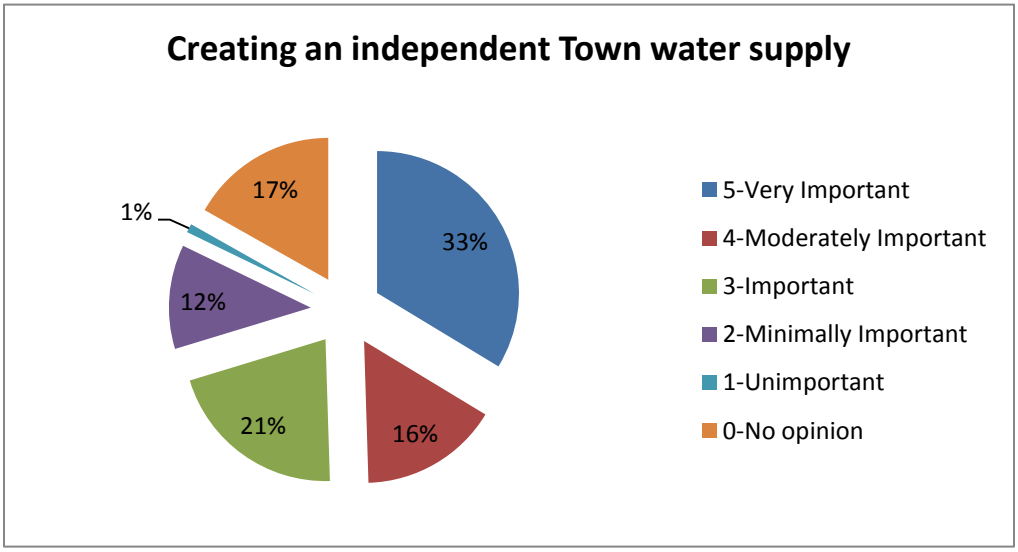
Of the issues identified, developing an independent water source and bringing a rescue squad facility back to the town were mentioned at each of the three community meetings held. In the community survey that was distributed in the fall of 2011, residents were asked to rate the provision of public safety, improving the quality of education in the community, creating an independent town water supply, and providing wireless/broadband service within the town. The following charts illustrate the responses to these different issues:



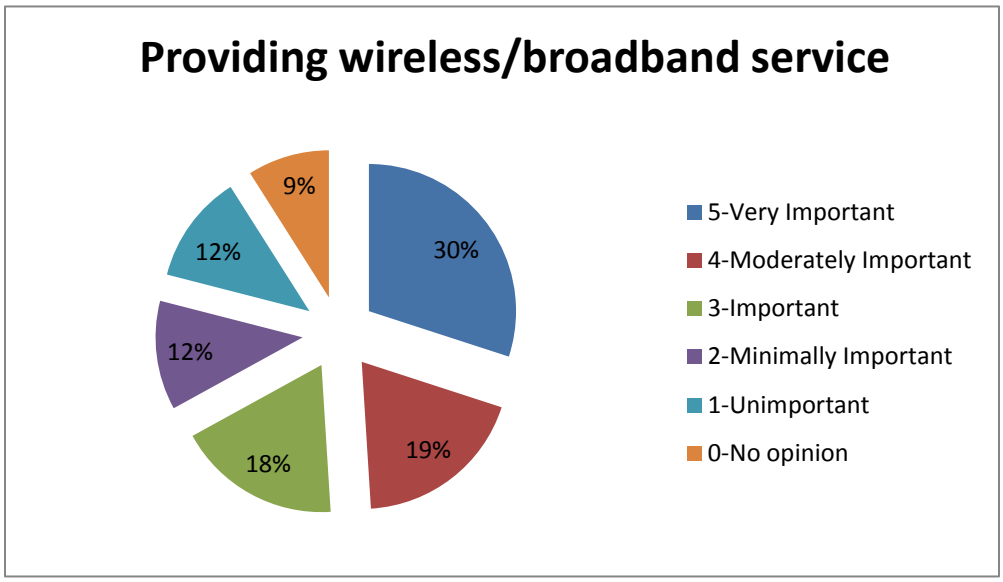
As shown in the chart above, 90% of survey respondents indicated that the issue of providing public safety is important, moderately important or very important. More than 50% of the respondents indicated the issue is very important. Five percent of respondents indicated the issue of providing public safety is minimally important, while 5% of respondents offered no opinion on the issue.



Improving the quality of education is an issue that survey respondents indicated is just as important as providing public safety. Over 90% of respondents indicated that the education of town citizens is very important, moderately important or important. Fifty percent of survey respondents indicated that improving education quality is very important. Two percent of respondents indicated the issue of improving education is minimally important or unimportant.



A majority of respondents to the fall 2011 survey indicated that creating an independent water supply for the town is very important, moderately important or important. One-third of respondents indicated an independent town water supply is very important. Twelve percent of respondents indicated that an independent water source was minimally important—some indicated that the cost of an independent source was an issue. Surprisingly, 17% of survey respondents offered no opinion on the issue of an independent water source for the town.



The technology of today requires efficient access to high-speed internet, and two-thirds of the respondents to the community survey indicated that providing wireless or broadband service to the town is very important, moderately important or important. Interestingly, nearly a quarter of respondents indicated they felt access to wireless or broadband service is minimally important or unimportant for the town. Nearly 10% of respondents offered no opinion on this issue.

Public Services Goal

Through systematic improvement of Town infrastructure, the Town should endeavor to provide an ever expanding and increasing level of services and facilities to the residents of Gordonsville.

Objective A. Explore the development of an alternate municipal water source for the town.	
A1.	*As a follow-up to the 2004 water needs study prepared for the town, engage the services of an engineering firm to develop a preliminary engineering study for the use of the quarry as an alternate water source for the town.*
Objective B. Provide an efficient and safe water supply system for all water customers.	
B1.	*Continue to replace water meters as needed.*
B2.	*Develop a plan for needed water system improvements.*
Objective C. Explore the expansion of wireless or broadband service within the town.	
C1.	*Work with Orange County and local internet providers to expand wireless or broadband service in town.*
C2.	*Encourage local businesses to establish public wireless hot-spots for internet access.*
Objective D. Enhance public safety for all town residents.	
D1.	*Work with Orange County to locate a rescue squad station within or in proximity to the corporate limits of the town.*
D2.	*Work with regional healthcare providers to locate an urgent-care facility in Town.*
D3.	*Enhance community policing efforts through the use of bicycle patrols.*
D4.	*Work with Orange County to ensure all town streets have clear signage and all homes have visible 911 addresses for improved emergency response.*
D5.	*Work with the Public Works department to develop a lighting plan for the installation of street lights where needed in all neighborhoods.*
Objective E. Continue to provide efficient waste management to the town.	
E1.	*Establish a recycling program that is affordable for town citizens.*
E2.	*Pursue the recycling of wood and brush material for use as mulch in landscaping of public areas throughout the town.*

Recreation and Open Space

Providing recreational opportunities and preserving open space areas within a community makes it attractive for residents and enhances heritage tourism efforts that bolster the community's economic vitality. In Gordonsville, public park spaces mix with privately-owned park areas, and the designation of a Virginia Byway along West Gordon Avenue, to provide both active and passive recreational opportunities for town citizens and visitors.

Figure 1. Little League Baseball at Blue Omohundro Park (photo courtesy of Jeff Poole).

Recreation and Open Space in Gordonsville Today

Within the town there are approximately seven acres of recreational and open space, both publicly and privately owned, available for the enjoyment of town citizens and visitors.

Below is a table that lists each of the spaces available and their approximate acreages:

Map #	Name	Acreage	Location	Ownership
4	Verling Park	~0.5 Ac	Allen Street and Linney Street	Private
4	Dix Memorial Pool	~0.35 Ac	Market Street and Allen Street	Public
5	Cooke Park	~0.15 Ac	Main Street	Public
2	Blue Omohundro Field	~1 Ac	E. Baker Street and Weaver Street	Private
1	Gordon Barbour Elementary School	~2.5 Ac	W. Baker Street	Public
6	Confederate Manor subdivision lot	~0.2 Ac	Jackson Street	Public
3	Firemen's Fairgrounds	~2.5 Ac	E. Baker Street	Private

Of these, only 0.7 acre is owned by the Town. The map below illustrates the location of these facilities:

With this map one can clearly see those areas of town that are underserved with regard to recreational facilities. Specifically, the southeastern and southwestern areas of town are lacking in established public recreational facilities. However, most of the existing facilities in town are within a 5-15 minute walk to all areas of town. In addition to these facilities, a number of the churches in town have picnic pavilions that may be reserved for family gatherings or parties. Specifically, both the Gordonsville Methodist Church and the Gordonsville Baptist Church have picnic shelters that may be reserved for such use.

Verling Park and Dix Memorial Pool

Verling Park is a park complex within the town that includes a tennis court, picnic shelter, playground equipment, and the only public pool in Orange County – Dix Memorial Pool. The park is maintained by the Town and is available for day-to-day use; it may also be reserved for special events.


Figure 2. Verling Park (Staff photo, 2012)

Dix Memorial Pool was built in the early 1960's, and until the mid-1980's was one of two pools located in Town. The facility is maintained by the Town and is open each year from Memorial Day weekend through Labor Day. The Town offers

Figure 3. Swimming at Dix Memorial Pool (Staff photo, 2012)

swim lessons through its Learn to Swim program—in 2014, 75 children and adults learned to swim through this program. In 2012, the town proudly re-established a Gordonsville-based swim team—the Gordonsville Orcas—which is affiliated with the Jefferson Swim League.

The town intends to construct a new pool facility in the next several years, funding allowing. Plans for the new facility are being developed so that fundraising may begin in earnest. Currently the town has approximately $49,000 held in reserves for pool construction, nearly $19,000 of which was donated to the town by the New Millennium Sports Committee in 2011. When Orange County had control of the pool in the early 2000's, approximately $27,000 was raised in the Gordonsville community for the construction of a new pool. In 2011, the county turned this money over to the town.

Cooke Park

Cooke Park, located downtown on Main Street next to Town Hall, provides a respite for anyone who comes downtown to visit or conduct business. Funded through private donations, the ornamental trees and shrubs, the benches for sitting and the wall fountains in the park create a pleasant atmosphere for social gatherings, lunch breaks or just taking time out to enjoy the sights and sounds of downtown.

Figure 4. Cooke Park in Downtown Gordonsville (photo courtesy of Jeff Poole).

Figure 5. Blue Omohundro Field (Google Earth, 2015).

Blue Omohundro Field

Gordonsville also boasts a sanctioned Little League field known as Blue Omohundro Field. Located adjacent to the Gordonsville Volunteer Fire Company on East Baker Street, this park has a lighted field with a concession area, bleachers and restrooms and is an asset to the community.

Gordon Barbour Elementary School

Figure 6. Play equipment at Gordon Barbour (Staff photo, 2012)

The playgrounds and play equipment at GBES provide recreational space for the community outside of school hours. While the playing field may be used with permission for organized sport activities, the playground is generally open and is often utilized as a play area for private or church daycare groups.

Confederate Manor Subdivision

In the mid 2000's, one of the smaller lots within the Confederate Manor subdivision was donated to the town for use as a tot lot or playground for the community. To date, this property remains undeveloped and, because of its remote location within the development, is more likely to be used as a park for the subdivision than a park that serves the greater community.

Firemen's Fairground

Figure 7. GVFC Fairground (Staff photo, 2012)

The fairgrounds located behind the Gordonsville Volunteer Fire Company are used as the location for the annual Firemen's fair. The fairgrounds are also used for events such as the town Police Department's annual Cops for Kids Day. The concession stand and other frame structures on the property make it an ideal site for town festivals and other events.

Recreational Programs

The Orange County Parks & Recreation Department offers youth athletic programs in soccer, football, wrestling, basketball and baseball, all of which practice in Gordonsville. Both the VFW just outside of Gordonsville and Gordon Barbour Elementary School provide fields and facilities for these teams to practice and play games.

Walkers and Runners

Whether it's taking an evening stroll or that morning walk or run, Gordonsville is a great place for people who like to walk or run for exercise. Most mornings and evenings town residents, as well as people who drive in from outside of town just to exercise, can be seen walking or running through town--the most popular route seems to be Main Street, West Gordon Avenue and High Street, also known as "the loop", where wider streets and sidewalks afford a safer walk. Continued sidewalk construction throughout town will better link neighborhoods and increase the areas in town where citizens can safely walk.

Trails

Currently there is no formal trail system within the Town or in surrounding localities. Desire has been expressed, however, to create such a trail system to link historic sites within Town to those

outside of Town. Of specific interest is the development of a multi-use trail system that links the Town to Montpelier, which may ultimately connect to the Town of Orange and the Virginia Central Rail-Trail, a multi-use trail proposed to connect Civil War sites, historic properties, schools, playgrounds and commercial sites within Fredericksburg and the counties of Spotsylvania, Culpeper and Orange[1].

West Gordon Avenue - Virginia Byway

Route 231 South, which is West Gordon Avenue in the town, is designated as a Virginia Byway by the state. "The Virginia Byways recognition program began in 1966, when the Virginia General Assembly passed the Scenic Highways and Virginia Byways Act (*Code of Virginia* §33.1-62)…Virginia Byways are existing roads with significant aesthetic and cultural values that connect areas of historical, natural or recreational significance".[2] West Gordon Avenue was likely designated as a Virginia Byway because of its passage through historic Gordonsville, and because it links Route 231 North and properties in the Madison Barbour Rural Historic District with Route 231 South and properties in the Southwest Mountains Rural Historic District. Development along this corridor should be sensitive to the Virginia Byway designation and reflective of the character of the town.

Community Meetings and Survey Responses

During the community meetings held in the fall of 2011, recreation and open space were discussed and the following issues were identified by meeting participants:

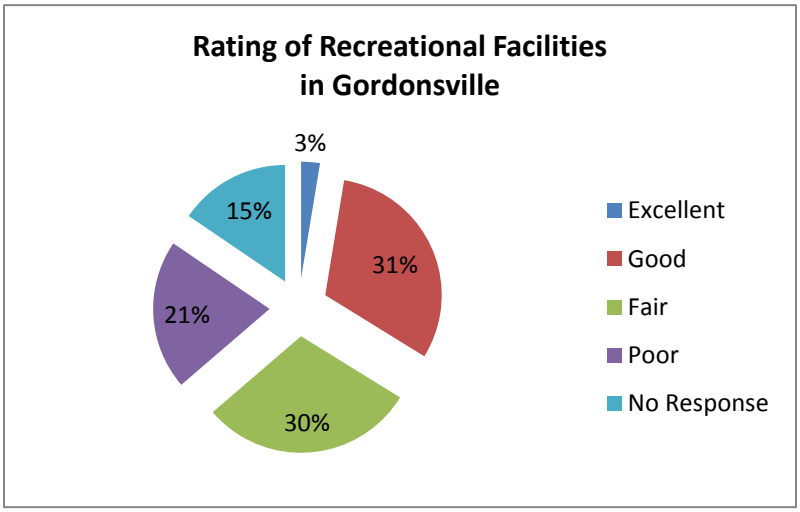
- Need a playground and recreation for older children such as a basketball court
- Need to update the play equipment at Verling Park
- Need to work with owners of vacant properties to find available park land
- Need to bring the carnival back to Town
- Develop a link to regional trail network (equestrian)
- Set aside park land in new development
- Establish movie nights at Verling Park or other suitable areas in Town; develop Verling Park as a venue for cultural events
- Renovate Dix Memorial Pool (offer Mommy & Me swim lessons)
- Create a park at Meadow Run
- Develop a walking/hiking (multi-use) trail in town and link neighborhoods
- Promote the development of a community center that provides programs for all age groups
- Develop a community garden where residents may grow and harvest their own fruits, vegetables and flowers
- Partner with churches in town for community event space (Boys & Girls club, etc.)
- Partner with the Police Department or the volunteer fire company to develop a mentoring/recreational activities program for community youth
- Develop a career mentoring program for youth to demonstrate future job opportunities

Developing a multi-use trail in the town to link neighborhoods is an idea that was mentioned at each of the community meetings. Bringing the Firemen's Fair back to town was mentioned at two

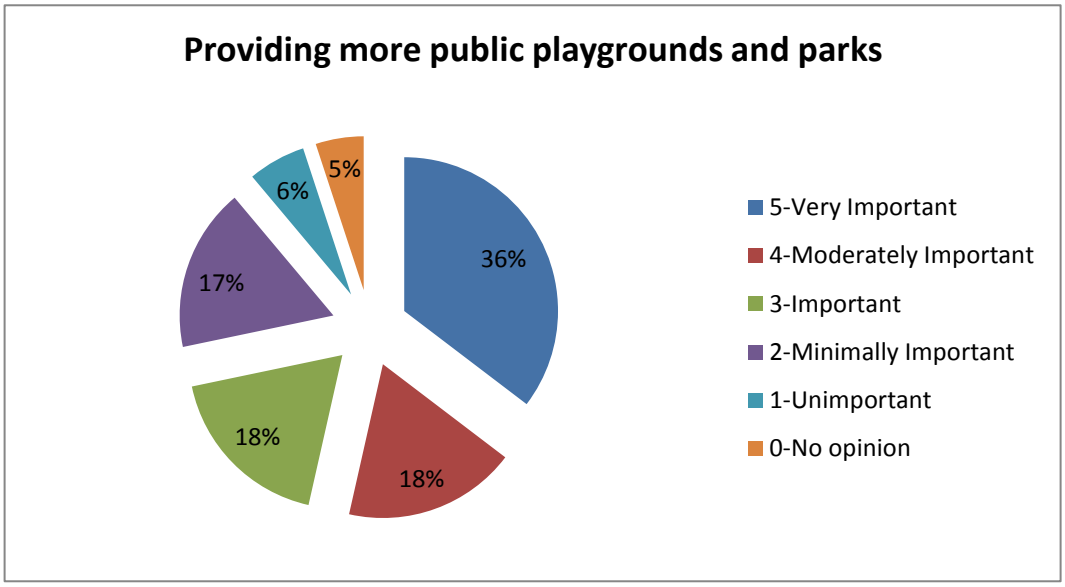
[1] 2007 Virginia Outdoors Plan, Virginia Department of Conservation and Recreation.
[2] 2007 Virginia Outdoors Plan, Virginia Department of Conservation and Recreation.

of the three meetings, as was utilizing Verling Park as a venue for cultural events and establishing a community center that offers activities and programs for all age groups within the town.

In the community survey that was mailed out in the fall of 2011, residents were asked to rate both the current provision of recreational facilities within the town and the importance of providing more public playgrounds and parks.



As shown in the chart above, 31% of survey respondents indicated that the provision of recreational facilities in the town is good, while more than 50% indicated it is fair or poor. Correspondingly, the chart below shows that nearly three-quarters of survey respondents stated that providing more public playgrounds and parks is important, moderately important or very important. Only 6% of survey respondents indicated that the provision of public playgrounds and parks is unimportant.



Recreation and Open Space Goal

To provide both active and passive recreational facilities for all Town residents and to preserve all open spaces that contain recreational potential or enhance and protect the natural environment.

Objective A. To protect and enhance existing Town park and play areas.	
A1.	*Obtain funding for park enhancement, playground equipment, restroom facilities, etc.*
A2.	*Work with CSX to obtain the Verling Park property.*
Objective B. To encourage the development of family oriented recreational/fitness facilities, both privately and publicly owned.	
B1.	*Identify properties in town or in proximity to town that may be utilized for recreational or event space.*
B2.	*Develop recreational areas in town that are accessible for pedestrians and service vehicles, if necessary, and that are in locations that are compatible with adjoining uses, convenient to users, and suitable for supervision.*
B3.	*Locate areas in the southeastern and southwestern quadrants of town where playgrounds or neighborhood parks may be developed.*
B4.	*Require new developments to set aside and develop a minimum of 25% of usable land area for passive and active recreational uses and open space.*
B5.	*Develop specifications for recreational facilities to be located in new developments.*
B6.	*Seek funding for trail development through the Virginia Department of Conservation and Recreation Recreational Trails Program.*
B7.	*Partner with the Rappahannock Rapidan Regional Commission to seek grant funding for the development of recreational facilities within the town.*
B8.	*Replace Dix Memorial Pool with a competition ready facility that may be enclosed to provide year-round aquatics programs for residents of the town and surrounding communities.*
B9.	*Encourage the development of a multi-use trail in town to link neighborhoods.*
B10.	*Work with Orange County to develop a multi-use trail to link the town to Montpelier.*
B11.	*Promote the development of a community center that provides programs for all age groups.*
B12.	*Encourage the development of a community garden where residents may grow and harvest their own fruits, vegetables and flowers.*
B13.	*Partner with churches in town for community event space (Boys & Girls club, etc.).*

B14.	*Review the location of sidewalks in town to ensure that all neighborhoods are safely connected for pedestrian access to recreational facilities.*
B15.	*Work with residents of each town neighborhood to determine the best location for a neighborhood park.*
Objective C. To encourage the development of organized recreational activities for all age groups.	
C1.	*Coordinate the development of a mini-triathlon to be held in the town.*
C2.	*Encourage the Gordonsville Volunteer Fire Company to keep the Firemen's Fair in town.*
C3.	*Partner with the Police Department or the volunteer fire company to develop a mentoring/recreational activities program for community youth.*
C4.	*Develop varying levels of aquatics programs for all ages at Dix Memorial Pool.*

Transportation

Figure 1. South Main Street, Gordonsville, early 1900's (photo archives).

Since the days of James Madison and Thomas Jefferson, Gordonsville has been a crossroads town. Roads that provided vital transportation routes between Charlottesville, Richmond and Washington, DC, during that time have evolved into present-day US Routes 15 and 33 and Virginia Route 231, all of which converge at the Gordonsville traffic circle and continue to provide crucial transportation linkages for the region. Likewise, the railroad served as a backbone for the development of Gordonsville—while trains no longer stop in Town, the rail lines traversing the Town serve both passenger and freight trains travelling through the region. The one-square-mile size of the Town is conducive to walking—while many streets have sidewalks to facilitate this mode of transportation, still others are in need of sidewalks to better link the various commercial and residential uses within the Town. This plan section provides information about transportation in the Town today, as well as issues and solutions for the future.

Airport

A municipal airport serves not only to provide an alternate means of transportation, but can also act as a catalyst for economic development in the region.

Figure 2. Gordonsville Airport (photo courtesy of Jeff Poole, Orange County Review).

The Gordonsville Municipal Airport (GVE/KGVE) is the second-oldest continuously operating airport in the United States and is located approximately 2 miles north of Town on Route 15. The elevation of the airport is approximately 454' above sea level. It has a 2,300' long x 40' wide runway. A rotating beacon is located at the airport for air traffic directional purposes, and plane tie downs, storage and restrooms are available for the flying public.

In May 2008, Town Council took action to accept an Airport Layout Plan (ALP) for the Gordonsville airport. This plan was approved by the Virginia Department of Aviation in 2009 and provides for several improvements at the airport, including the construction of a tie-down area, t-hangars, taxi lanes for aircraft, vehicle parking, flight school, fuel tank, runway improvements and obstruction removal (see Appendices for a plan copy). In 2013, an Automated Weather Observation Station (AWOS) was installed at the airport, which reports altimeter and visibility; wind speed, gust and direction; cloud height, and sky condition to pilots in the area. In 2014, a full standard license was issued for the airport. Funding for airport upgrades is available through the Virginia Department of Aviation.

Pedestrian Travel Network

Sidewalks have been and continue to be a vital means for pedestrian transportation within the Town. The first sidewalks in Gordonsville were constructed in the 19th century when boards were placed length-wise on walkways along the streets. Subsequently, bricks from a local brick yard were used to create sidewalks along Main Street; on side streets, cinders were used. In 1903, the

Town hired a firm from Richmond to build the first concrete sidewalks. These extended the entire length of Main Street on the east side, and on the west side of the street they extended as far as the Catholic Church (presently the Gordonsville Library).[1]

Today, sidewalks in Town are of concrete construction. New walks are added yearly, mainly in the residential areas of the Town, continuously improving the walkability of the Town. In 2013, a sidewalk extension was completed along East Street from Baker Street to Ashlawn Court, providing improved pedestrian access from southeast Gordonsville to other areas of Town. Plans call for sidewalks to be built along West Gordon Avenue from its intersection with High Street to the corporate limits; along Martinsburg Avenue from High Street to the southern corporate limits along Route 15; and along Stonewall Avenue. The Town maintains sidewalks, and curbs and gutters are maintained by VDOT.

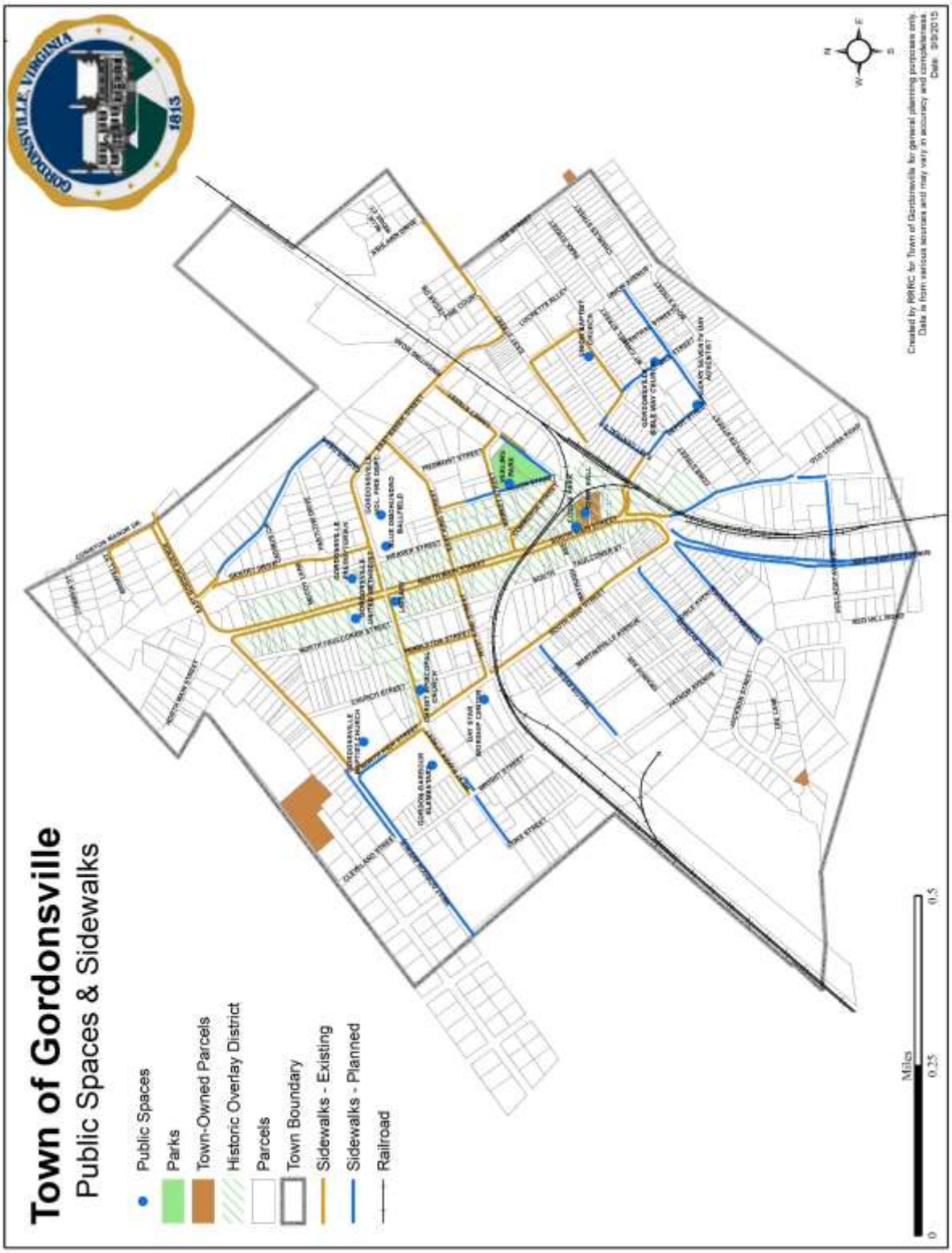
Figure 3. Town Crew works to construct the East Street sidewalk (staff photo, 2013).

The following sidewalk extensions should also be considered:

Depot Street – from East Central Street to Charles Street
Allen Street – from Linney Street to King Street
Linney Street – from Commerce Street to Market Street
South Main Street – from Martinsburg Avenue to Holladay Avenue
East Central Street – from Depot Street to Mill Street
Taylor Avenue – from High Street to end
Grove Avenue – from Paynor Street to High Street
West Baker Street – from Duke Street to Wright Street
Holladay Avenue – from Martinsburg Avenue to South Main Street
Charles Street – from Depot Street to Union Avenue
Mill Street – from Charles Street to Cobb Street
Cadmus Drive – from Gentry Drive to East Baker Street
North Faulconer Street – from West Baker Street to West Gordon Avenue
Church Street – from West Baker Street to West Gordon Avenue
Martinsburg Avenue - From South Main to South Corporate Limit
Stonewall Avenue - From High Street to Jackson Street
West Gordon Avenue - From High Street to West Corporate Limit (South side of road)
West Gordon Avenue - From High Street to Cleveland Street (North side of road)
High Street - From Elementary School to Gordon Avenue

Whether these may be constructed depends on the availability of funding, proper street width and right of way. The map on the next page shows the location of suggested sidewalk extensions:

[1] From the records of former Town resident Vivian Davenport.


Town of Gordonsville
Public Spaces & Sidewalks
Public Spaces
Parks
Town-Owned Parcels
Historic Overlay District
Parcels
Town Boundary
Sidewalks - Existing
Sidewalks - Planned
Railroad
Miles
0
0.25
0.5
Created by RRRC for Town of Gordonsville for general planning purposes only.
Data is from various sources and may vary in accuracy and completeness.
Date: 9/8/2015

Public Transportation

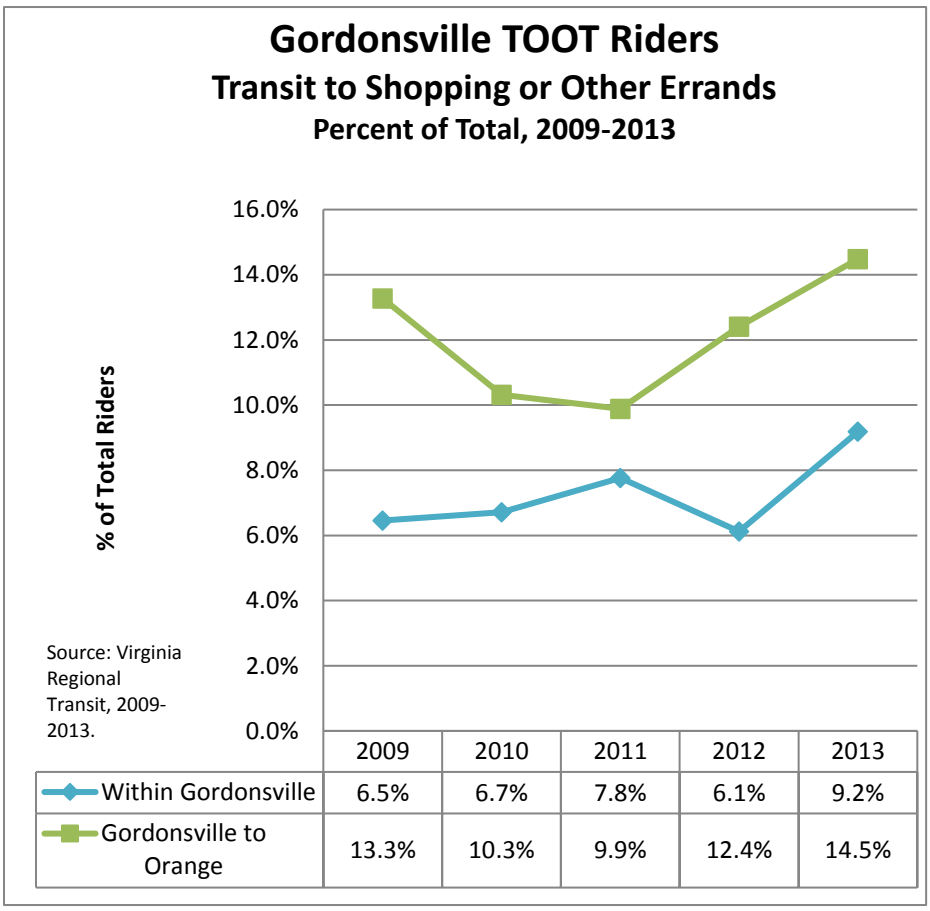
Gordonsville residents who are unable to drive or who choose to use alternate modes of transportation for getting around have both fixed-route and demand-response public transportation options available to them.

Fixed-Route

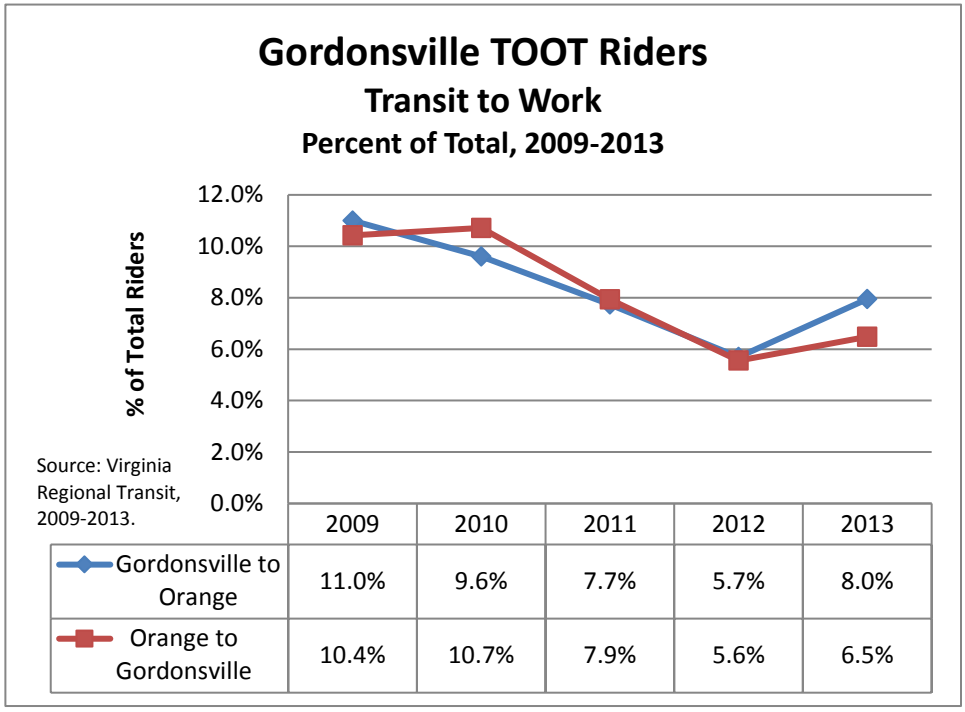
Town of Orange Transit (TOOT), operated by Virginia Regional Transit, provides fixed-route public transportation between the Towns of Gordonsville and Orange during the week and on a limited basis on Saturdays. Stops in Gordonsville include Food Lion, Town Hall, Gordonsville Pharmacy, Meadow Run Apartments, East Gate Apartments, and Union Baptist Church.

The charts below illustrate usage of TOOT from 2009-2013:

Figure 4. The TOOT bus makes a stop in front of Town Hall (staff photo, 2013).

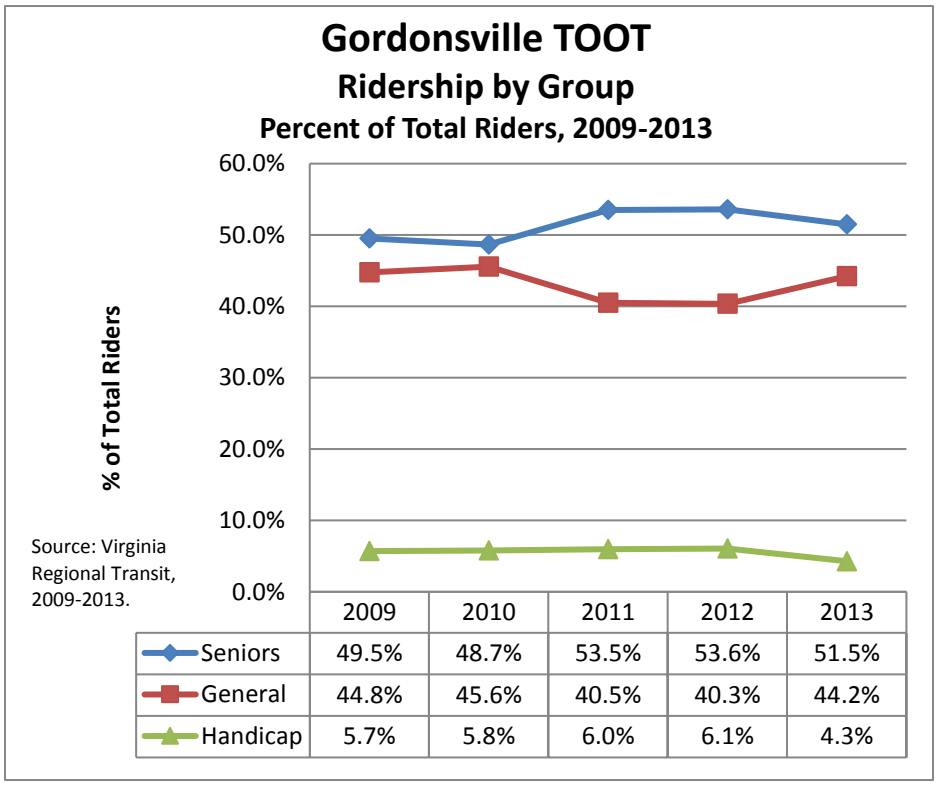


	2009	2010	2011	2012	2013
Within Gordonsville	6.5%	6.7%	7.8%	6.1%	9.2%
Gordonsville to Orange	13.3%	10.3%	9.9%	12.4%	14.5%



	2009	2010	2011	2012	2013
Gordonsville to Orange	11.0%	9.6%	7.7%	5.7%	8.0%
Orange to Gordonsville	10.4%	10.7%	7.9%	5.6%	6.5%

The percent of TOOT riders using the service to travel to work between Gordonsville and Orange decreased from 2009 to 2013, while the percent of TOOT riders using the service for shopping or other errands saw an overall increase during that time. The following chart illustrates the demographic of TOOT users during the 2009-2013 timeframe:



	2009	2010	2011	2012	2013
Seniors	49.5%	48.7%	53.5%	53.6%	51.5%
General	44.8%	45.6%	40.5%	40.3%	44.2%
Handicap	5.7%	5.8%	6.0%	6.1%	4.3%

Seniors consistently made up nearly half of TOOT ridership in Gordonsville from 2009-2013, while handicap riders steadily represented approximately 6% during this same time frame, with a dip to 4.3% in 2013. General ridership remained fairly constant between 40-45% from 2009 to 2013.

At one time, passenger bus service was available to Town residents through Greyhound Lines. While this and other bus service providers pass through Town, there is no longer a bus stop within the Town.

Demand Response

By nature of living in the Rappahannock-Rapidan region, Gordonsville residents have several options for demand-response transportation (curb-to-curb transportation reserved in advance) through the Foothills Area Mobility System (FAMS). A project of the Rappahannock-Rapidan Regional Commission, FAMS is a regional partnership between the Commission and the Rappahannock Rapidan Community Services Board and Area on Aging that was created to provide and coordinate alternative transportation options for residents in the Rappahannock Rapidan Region. Through this initiative, "One-Call Transportation Center" and the Volunteer Transportation Network were created as resources for providing alternative means of transportation to citizens in the region.

Taxi service is available locally through an individual provider whose office is located within the Town; many other taxi service providers are located in Charlottesville.

Rail

Gordonsville's presence as a crossroads in the region was also true for rail transportation; the downtown area that exists today was built around the function of the railroad. At one time the Town was the western terminus for rail traffic in Virginia. At the height of the presence of the railroad, a passenger depot would provide a respite for travelers on their way through the region, and a freight depot allowed for the delivery and shipment of goods and materials for the local mills and other businesses within the region. In the 1880's, the economic prosperity of the Town was curtailed when the Orange and Alexandria railroad (then known as the Virginia Midland railroad) constructed a rail line to the west of Town that provided a shorter route to Charlottesville for rail traffic from the north, pulling trade away from Gordonsville. Despite this decrease in rail through the Town, it continued to serve as an important stop for both passenger and freight rail until the mid-20th Century.[2]

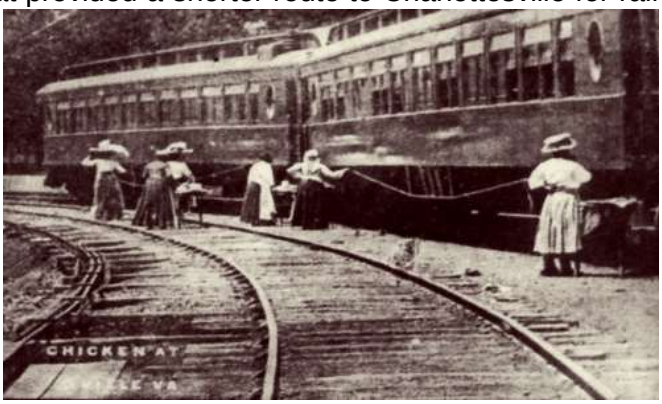


Figure 5. Gordonsville ladies prepare to serve food to rail passengers (photo archives).

In the late 19th century, women from the Town would bring platters of food, including the Town's now-famous fried chicken, to the passengers on trains stopped in Town, an activity that occurred regularly until passenger trains increasingly included dining cars in the early 20th century.

[2] www.piedmontsub.com/Gville.shtml; May 23, 2014.

Figure 6. The freight depot today (staff photo, 2013).

Passenger trains stopped in Gordonsville until the late 1960's, and in the late 1970's, the passenger depot was torn down.[3] The freight depot still stands today (shown at left), but was moved away from the railroad tracks to its current location in 2004. Federal enhancement funds have been awarded for the renovation of the freight depot, which is expected to begin in 2015.

Today, the Town has four highway-grade railroad crossings across two tracks within a one-mile distance. A fifth crossing, at Holladay Avenue, was closed in 2000 at the request of CSX and upon review by VDOT. According to VDOT, closure of this crossing would prevent motorists from traveling through on Holladay Avenue and utilizing an intersection with limited sight distance on Route 15.

Figure 7. Railroad crossing at Depot Street (staff photo, 2013).

The Town's average daily train traffic consists of two daytime Buckingham Branch Railroad (BBRR) freight trains, five or more CSX-branded empty coal trains transiting around-the-clock to West Virginia, which pass along the Town's Main Street commercial district, and the Amtrak *Cardinal* line, which crosses the Baker Street crossing three times a week. Although there is no longer a rail stop in Gordonsville, the tight horseshoe-shaped rail bed requires trains to slow down as they travel through town. As of September 1, 2012, the Town's railroad crossings all have the Federal Railroad Administration (FRA)-required safety equipment.[4] In 2012, the Gordonsville Town Council took action to implement a railroad quiet zone such that trains passing through town may not blow their whistles between 10 p.m. and 7 a.m. unless there is something on or near the tracks that poses a threat to rail traffic.

Streets

The maintenance of streets in Town is shared between the Town's Public Works Department and the Virginia Department of Transportation (VDOT). Currently, the Town maintains less than one mile of streets. These streets are in residential neighborhoods and for the most part are not heavily traveled. The following streets are maintained by the Town:

Union Avenue
Weaver Street (From E King Street to dead end)
McCoy Lane
Lucketts Alley
E. Central Street
Park Street
Stonewall Avenue (From Holladay to end)
Faulconer Street (From West Baker to end)

[3] www.piedmontsub.com/Gville.shtml; March 17, 2014.
[4] "A Railroad Quiet Zone Feasibility Study – Town of Gordonsville, Virginia". Christopher F. Colby, June 18, 2012.

Lee Street (southeast)
Knighting Road
Cobb Street (From Union Avenue to Lee Street)
Bock Street

The remaining streets in Town are maintained by the VDOT and include both primary and secondary routes.

One of the signature transportation features in Town is the Gordonsville traffic circle where U.S. Route 15, U.S. Route 33 and Virginia Route 231 converge. This modern-day crossroads is what most travelers know as "Gordonsville". Until the recent promotion and construction of round-abouts throughout the Commonwealth, the Gordonsville traffic circle was one of a few that existed in Virginia. Generally, the traffic circle efficiently manages traffic that passes through Town; however, the design of the circle is not that of a true round-about in that motorists traveling east along West Gordon Avenue must stop before proceeding through the circle. During peak levels of traffic, this has caused traffic to back up along West Gordon Avenue from the circle to the intersection of Church Street and beyond. VDOT has indicated its desire to redesign the circle so that it functions as a true round-about and minimizes the traffic back-up along West Gordon Avenue.

Figure 8. The Gordonsville Traffic Circle (image from Google Earth, 2013).

Trends in Traffic

In August 2012, VDOT prepared a traffic data summary for the Town; data from recent traffic counts for certain streets are shown in the table below.

Traffic and Road Characteristics for the Town of Gordonsville

Road	Road Type	Road Classification	Number of Accesses*	Speed Limit	2012 ADT	2012 LOS	2040 ADT	2040 LOS	ADT Percent Change 2012-2040
Route 15 – Main Street	R2L	MA	10-14/mi	35	8,858	C	12,157	E	37.2%
Route 231 – West Gordon Avenue	R2L	RMC	10-14/mi	35	986	A	1,308	B	32.7%
Route 33 - Spotswood Trail	R2L	RMA	10-14/mi	45	6,670	E	9,317	E	39.7%
Route 643 - East Street	R2L	RMC	9-9/mi	45	367	A	420	A	14.4%

*The number of access points is a "typical" number and may not be the actual number for a given segment of roadway.

ADT = average daily traffic

LOS = level of service (indicator of roadway efficiency)

MA = minor arterial

R2L = rural 2-lane

RMA = rural minor arterial

RMC = rural minor collector

Source: Virginia Department of Transportation, 2012

Figure 9. Signage at the Gordonsville Traffic Circle (staff photo, 2014).

US Routes 15 and 33, and Virginia Route 231, are the principle roadways that carry traffic through the Town. Secondary Route 643, which begins as East Street in the Town, often serves as an alternate route for local traffic to access Route 15 or other roadways within Orange County. While these roads are considered to be rural 2-lane roadways, they each have different classifications that are based on the amount of traffic each is designed to carry. US Route 15 is considered to be a minor arterial (MA) that carries higher levels of traffic within the region. US Route 33 is considered a rural minor arterial (RMA) that links population centers within the region. Virginia Route 231 and Secondary Route 643 are rural minor collector (RMC) streets that serve to "collect" local traffic for conveyance onto other larger roads (arterials).

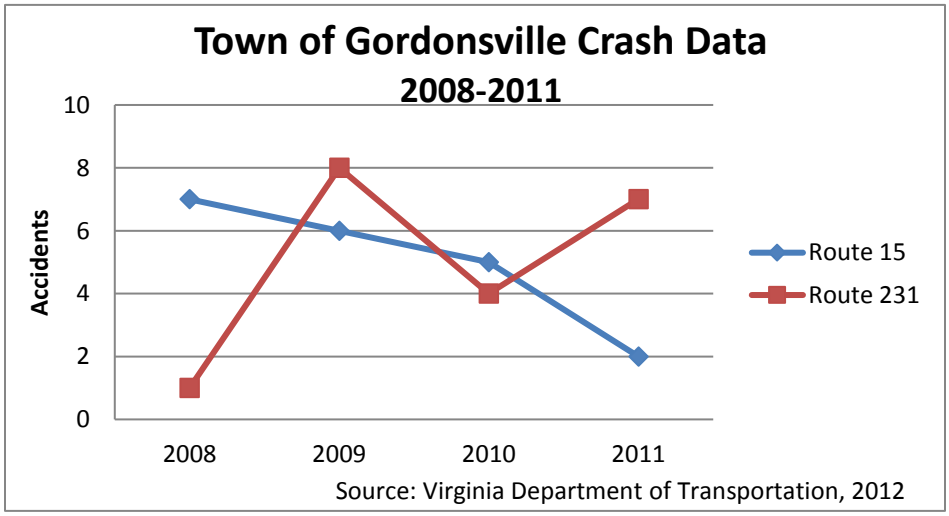
Streets are "graded" according to their ability to carry designated levels of traffic with the A-F scale much like students are graded on their ability to master learning. A street that is graded as "A" is adequately carrying a level of traffic for which it is designed, while a street that has a grade of "F" is failing in that traffic volumes are exceeding road design and traffic is moving inefficiently. According to the information gathered by VDOT for the streets shown in the table above, Route 231 and East Street are graded at "A" in 2012, while US Route 15 is graded at "C" and US Route 33 is graded at "E".

Traffic projections for 2040 show a degradation of street efficiency for Route 15 and Route 231, while Route 33 and Route 643 remain the same despite projected increases in traffic levels. Failing streets may result in the need for lane improvements or designating alternate routes of traffic to improve the efficiency of traffic moving through the Town.

Several planning initiatives have been undertaken in recent years to identify necessary street improvements within the Town. These are reviewed in the "Transportation Planning" sub-heading of this plan section.

Traffic Accidents

With regard to traffic accidents within the Town, a total of 55 crashes were reported from 2008-2011. Routes 231 and 15 were the only two streets with significant numbers of crashes (20 each) during that time frame. The chart below illustrates how the number of crashes on these two streets changed from 2008 to 2011.



While accidents along Route 15 decreased from 2008-2011, crashes along Route 231 increased significantly. The table below provides a breakdown of the types of accidents that occurred on these two streets.

Town of Gordonsville Crash Data for Routes 231 and 15, 2008-2011

		Accident Type							
Route Name	**Year**	**Rear End**	**Angle**	**Sideswipe**	**Fixed Object**	**Non-collision**	**Head-on**	**other**	**Total Accidents**
Route 231	2008	0	0	0	1	0	0	0	1
	2009	3	4	0	1	0	0	0	8
	2010	2	1	0	1	0	0	0	4
	2011	3	3	1	0	0	0	0	7
	Total	**8**	**8**	**1**	**3**	**0**	**0**	**0**	20
Route 15	2008	3	1	3	0	0	0	0	7
	2009	0	0	2	3	0	1	0	6
	2010	1	0	0	3	0	1	0	5
	2011	1	1	0	0	0	0	0	2
	Total	**5**	**2**	**5**	**6**	**0**	**2**	**0**	20

Source: Virginia Department of Transportation, 2012

On Route 231, "rear-end" and "angle" crash types were the most prevalent, with each having 8 incidents. On Route 15, "rear-end", "sideswipe" and "fixed object" crashes were the most common. For both streets, accident locations are random and do not necessarily suggest the need for road improvements.

Truck Traffic

Truck traffic has an imposing presence on the main thoroughfares through town. With Lee Industrial Park, MPS and Klöckner Intertrans located less than 9 miles north of the Town on Route 15, and with Interstate 64 and the Walmart Distribution Center at Zion Crossroads located just 11 miles south of the Town on Route 15, approximately 15% of the traffic passing though town each day is truck traffic.

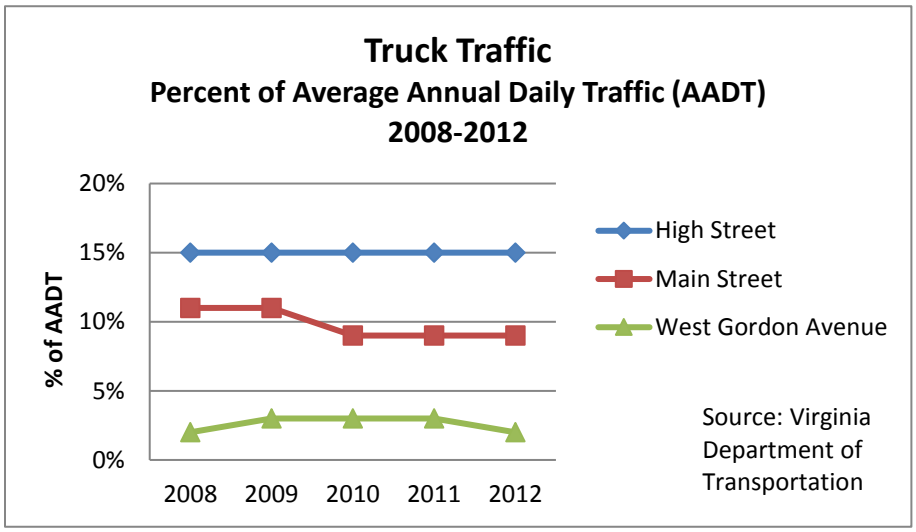
Figure 10. One of many trucks still traveling on Main Street, despite current restrictions (staff photo, 2014).

Trucks travelling though downtown on Main Street made pedestrian access to businesses unsafe and hampered revitalization efforts. In 2001, the *Gordonsville Main Street Truck Traffic Study* prepared by the Rappahannock Rapidan Regional Commission documented the issues related to truck traffic on Main Street and suggested short- and long-term solutions to reduce their impact, one of which was to consider restricting truck traffic from Main Street.[5] In December 2001, Town Council requested that VDOT designate High Street as a Truck Route, and in January 2002, VDOT

[5] "Gordonsville Main Street Truck Traffic Study", Rappahannock-Rapidan Regional Commission, April 2001.

complied, placing a through-truck and tractor truck semi-trailer restriction on Main Street and designating High Street as the Truck Route through Town.

High Street, Main Street and West Gordon Avenue are the three streets on which most trucks travel as they go through Town. The chart below illustrates truck traffic as a percentage of Average Annual Daily Traffic (AADT) on these streets from 2008-2012.



As expected, truck traffic on High Street has remained consistent at 15%, while truck traffic on Main Street decreased slightly from 11% to 9% during 2008-2012. Increased enforcement of the restriction of truck traffic on Main Street is likely the result of this slight decrease, and the number of trucks on Main Street is expected to continue to decrease over time as enforcement of the restriction continues. Levels of truck traffic on West Gordon Avenue, the link between High Street and the Gordonsville Traffic Circle, also remained fairly consistent at 2-3% from 2008-2012.

As the regional and local economy continue to improve, the transport of freight through the Town will continue and likely increase. Planning initiatives undertaken by the Town to identify short- and long-term solutions to the issue of truck traffic are reviewed in the “Transportation Planning” sub-heading of this plan section.

Transportation Planning

While the number of people in the Town has changed little in the past 40 years, the volume of traffic through Town has increased as surrounding areas continue to develop and as economic development and tourism efforts successfully bring people to and through the Town. The increase in traffic levels and their impact on the Town has prompted the development of numerous transportation studies and plans over the years; additionally, acknowledgement of the keen relationship between transportation and land use has transformed transportation planning at all levels.

Summarized below are national, state, regional and local transportation initiatives that have provided and continue to provide guidance on transportation planning in the Town as well as short- and long-term improvements needed to ensure the efficiency and the safety of the transportation network in and around the Town.

National Initiatives

Journey Through Hallowed Ground National Scenic Byway

The Journey Through Hallowed Ground is a 180-mile long historically rich and scenic corridor that stretches generally along U.S. Route 15 from Gettysburg, PA to Thomas Jefferson's Monticello in Albemarle County. Touted as an area of the Country "with more history than any other region of the nation"[6], the JTHG corridor was created to educate visitors about its significance to the history of America and to enhance the heritage tourism efforts of towns and communities along the way. The Town of Gordonsville is located at the southern end of the JTHG corridor and embraced its creation by adopting resolutions in support of both the National Heritage Area and the National Scenic Byway in 2006.

In 2008, President Bush signed into law the legislation that designated the area encompassed by the Journey as a National Heritage Area. In October 2009, the corridor was designated as a National Scenic Byway by the U.S. Secretary of Transportation. These designations signify the national importance of this corridor in the history of the United States and enable communities within the corridor to undertake efforts to enhance and protect their place in history.

By nature of designation as a National Scenic Byway, the JTHG corridor and the communities through which it passes can enjoy the benefits of enhanced marketing efforts and increased opportunities for funding for heritage tourism and other local preservation efforts. As noted in the press release announcing the National Scenic Byway designation, the mission of the National Scenic Byways Program is: "to provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways."[7]

The management plan developed for the 180-mile corridor sets forth a transportation planning goal to *"Promote the creation and maintenance of transportation systems that employ context sensitive design and protect efficient, safe, and enjoyable travel through the corridor for all modes and types of users while maintaining the character defining features of the corridor."*[8] Towards this end, the JTHG corridor management plan provides recommendations for local and regional transportation planning efforts as follows:

- Context Sensitive Design Solutions
- Understanding the Byway as part of a Comprehensive Travel Network
- Best Practices Along the Journey Through Hallowed Ground National Scenic Byway
- Transportation Design and Access Management Solutions
- Streetscaping, Screening and Buffering Recommendations
- Bicycle, Pedestrian, and Trail Enhancements[9]

[6] Journey Through Hallowed Ground; www.hallowedground.org; May 21, 2012; internet.
[7] Press release; Journey Through Hallowed Ground National Scenic Byway Designation, October 16, 2009.
[8] http://www.hallowedground.org/Partner-Resources/National-Scenic-Byway/Transportation-Planning; March 20, 2014.
[9] http://www.hallowedground.org/Partner-Resources/National-Scenic-Byway/Transportation-Planning; March 20, 2014.

Virginia Initiatives

In Virginia, the arrival of the 21st century ushered in a sea-change in philosophy and regulation regarding the relationship between transportation and land use. Limited public funds and increasing demand for services prompted the state to create *VTrans2035*, a statewide multimodal transportation policy plan that sets forth policies and goals for the future of all modes of transportation in Virginia (the update of this plan in February 2014 introduces a framework for performance-based planning of transportation improvements). Subsequently, the state developed the Virginia Surface Transportation Plan, which outlines strategies for implementing the policies of *VTrans2035*.

Actions taken by the Virginia General Assembly from 2006 through 2011 further solidified the state's commitment to coordinating land use and transportation. Chapter 527 of the 2006 Acts of Assembly directed the Commonwealth Transportation Board (CTB) to develop requirements for improved coordination between land use and transportation. As a result, traffic impact analysis, secondary street acceptance and access management requirements were developed for use in state and local review of site development plans. To illustrate how these requirements may be implemented through development design, VDOT developed "Transportation Efficient Land Use and Design" guidelines that feature compact and walkable development patterns, mixed land uses, neighborhood centers and accessible open space.

Regional Initiatives

2035 Regional Long Range Transportation Plan

In 2011, the Virginia Department of Transportation, in conjunction with the Rappahannock Rapidan Regional Commission (RRRC – PD-9) and Parsons Group, prepared a Regional Long Range Transportation Plan for the PD-9 region. One of 20 prepared across the state at that time, the development of this plan was part of the state's initiative to implement *VTrans 2035*, and to implement the state's initiative to develop regional transportation plans for rural areas similar to those in place for the metropolitan and small urban areas of Virginia.

This plan, which identifies multi-modal transportation needs in each locality within the PD-9 region, will be used by localities and VDOT when initiating or evaluating specific transportation project requests. The project requests listed in the plan will help to inform the statewide transportation planning process with regard to transportation needs in the PD-9 region.

For the Town of Gordonsville, the following road segments or intersections were identified in the Regional Long Range plan as having either a safety or operational deficiency (or both). The suggested corresponding mitigating improvement, whether short-, medium- or long-term, is also listed for each:

Safety deficiencies:

- *US 15/US 33/High St. (southern intersection of High Street)*
  Mid-term: add crosswalks and improve turning radii on all approaches; Long-term: straighten/realign curves and modify traffic patterns.
- *VA 231/High St. (northern intersection of High Street)*
  Short-term: install warning signage;
  Mid-term: improve turning radius for northbound approach;

Long-term: monitor need for signalization.

- *VA 231 (Blue Ridge Tnpk. /Gordon Ave.)/US 15 Bus. (Main St.) (Traffic Circle)*
  No recommendation based on analysis--continue to monitor for potential deficiencies.

Operational deficiencies:

- *US 15 (Gordonsville Bypass/Truck Route) from US 15 N. of Town of Gordonsville to US 15/33 S. of Town of Gordonsville*
  Long-term: construct new four-lane roadway.
- *US 33 from Greene Co. Line to US 15 in Gordonsville*
  Long-term: reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- *US 15 from US 33/VA 231 to Louisa Co. Line*
  Long-term: widen to four lanes with median.
- *VA 231 from Louisa Co. Line to US 33*
  Long-term: widen to four lanes with median.
- *US 15 from US 33/231 to Northern Boundary of the Town of Gordonsville*
  Long-term: widen to four lanes with median.

At the October 2011 Council meeting, Council reviewed the projects listed for the Town of Gordonsville in the 2035 Regional Long Range Transportation Plan and in November 2011 designated the following as the top three Gordonsville projects to be presented to VDOT for listing in the FY13-18 Six Year Improvement Plan:

Short-term
1. High Street (north) intersection with Gordon Avenue
2. High Street (south) intersection with Martinsburg Avenue

Long-term
Gordonsville Truck Route (Bypass)

In May 2014, Town Council reaffirmed their project preferences in this regard, with the understanding that the short-term intersection improvements for High Street would be consistent with the recommended construction of a roundabout at each end as set forth in the Gordonsville Intersection Improvement Study approved by Council in July 2013 (this study is further discussed under Local Initiatives below).

Local Initiatives

Gordonsville Main Street Truck Traffic Study

Despite the designation of High Street as an Alternate Truck Route through Town in 1985, tractor-trailers still used Main Street as a through-street. With the ever increasing level of commercial activity in the region, truck traffic was also increasing, hampering revitalization efforts of the Town's downtown commercial center and posing safety risks to downtown patrons and motorists. Specifically, the Town was denied Community Development Block Grant funding for downtown revitalization because the issue of truck traffic, the cause of deterioration on Main Street, had not been addressed.

At the request of the Town, the Rappahannock-Rapidan Regional Commission studied the issue of truck traffic on Main Street and developed the Main Street Truck Traffic Study, which

recommended the following list of both short- and long-term strategies for mitigating the impact of truck traffic on Main Street:

- Request VDOT to prepare a "Truck Restriction Analysis" to update traffic data for the Town and to examine the potential for intersection improvements at both the northern and southern intersections of High Street;
- Examine the feasibility of converting existing crosswalks along Main and High Streets to raised crosswalks;
- Engage the community through public meetings to get citizen input on needed improvements along Main Street and High Street;
- Consider requesting that VDOT restrict Main Street from tractor-trailer traffic;
- Continue to focus on streetscape enhancement to include "landscaping, lighting, bicycle and pedestrian access, parking, signage and aesthetics throughout the Town."[10]
- Rekindle bypass planning process with Orange County and other surrounding localities;
- Make changes to land use, zoning and other ordinances as needed to protect a designated bypass route while taking steps to protect the Town's viability as a destination for commercial and tourism activity.

Gordonsville Bypass Plan

Figure 11. One of many trucks travelling through Town on a daily basis prepares to turn North on to High Street (staff photo, 2013).

The development of a plan for a bypass route for the Town was a direct result of the impact of truck traffic on both Main and High Streets in Gordonsville. In April 1997, the Town requested VDOT to engage in alternate route planning for the Town. In the fall of 1998, Orange County created a Gordonsville Bypass Committee to develop a bypass plan through the Rappahannock-Rapidan Regional Commission's Rural Transportation Planning Program. The plan development that ensued was a multi-year, coordinated effort among the Town and Orange, Albemarle and Louisa counties. The conceptual route that resulted from this collaboration proposed to connect U.S. Routes 15/33 south of Gordonsville eastward to U.S. Route 15 north of Town. At the request of Orange County, the proposed bypass project was added to the VDOT Six Year Improvement Plan in the mid-2000's and funding was made available by the state for preliminary engineering of the proposed route.

Due to funding constraints, however, the project was not pursued, and in September 2013, Town Council requested that the Gordonsville Bypass be replaced in the FY14-19 Six Year Improvement Plan with intersection improvements designed for High Street (described in "Gordonsville Intersection Improvements Study" below).

Gordonsville Intersections Improvement Study (High Street Intersection Plan)

At the request of the Town of Gordonsville, the Virginia Department of Transportation (VDOT), in conjunction with its on-call transportation consultant, developed a planning study of the northern and southern intersections of High Street in 2013. This study examined issues and concerns for each intersection and then outlined alternative improvements for addressing those issues and

[10] "Main Street Truck Traffic Study", Rappahannock-Rapidan Regional Commission, April 2001.

concerns. The project was funded through VDOT's On-call Consulting Program at no direct cost to the town. HNTB from Arlington, Virginia, was the consultant that worked with VDOT on this project.

To assist with the development of the planning study, Town Council appointed a Steering Committee comprised of local citizens and stakeholders, most of whom owned property or represented a group that owned property at either end of High Street. Through a series of meetings, the committee provided thoughtful insight as to the issues and concerns surrounding the northern and southern intersections of High Street. The consultant used this information, along with technical data for both intersections (traffic counts, accident reports, etc.) to formulate intersection designs that could be used to improve their safety and efficiency.

Figure 12. Mayor Coiner, Councilmember Colby, Planning Commissioner Bradley and Steering Committee members listen to consultant Rob Brander of HNTB during the field visit (staff photo, 2013).

In March 2013, the consultant conducted a field visit where members of the Steering Committee, members of Council, Town staff and other interested parties met at both ends of High Street to view first-hand the traffic and safety issues identified for each intersection and to review the draft conceptual designs for intersection improvements.

The final report for the High Street Intersection study was presented to Council on June 17, 2013, and on July 15, 2013, Council adopted the study, specifically recommending Alternative 1 (125' diameter roundabout) for both the northern and southern intersections of High Street. The photos on the next pages show northern and southern High Street today and the conceptual improvements as recommended by Council:[11]

[11] "Gordonsville Intersections Improvement Study", Virginia Department of Transportation and HNTB Corporation, July 2013.

North High Street in 2013:

Proposed intersection improvements:

South High Street in 2013:

Proposed intersection improvements:

In September 2013, Town Council requested that Orange County include the High Street intersection improvements in the update of their FY2014-2019 Six Year Improvement Plan to be developed in the spring of 2014 so that funding may be sought for preliminary engineering and design and, ultimately, construction of the improvements. As with the planning phase of the project, a stakeholders group will be appointed to oversee the design of the improvements when that stage of the project is reached.

Main Street Streetscape Plan

In 1998, Gordonsville developed a Downtown Revitalization Master Plan that was funded with a grant from the Virginia Department of Housing and Community Development. As noted above, one of the recommendations of the Gordonsville Main Street Truck Traffic Study was to continue to focus on streetscape enhancements of Main Street. In 2005, the Town applied for funding from the VDOT Transportation Enhancement Program to implement many of the improvements and revitalization efforts recommended in the 1998 master plan. Virtually all merchants in the downtown area submitted letters expressing wholehearted support for the project. In 2006, 2010, 2011 and 2012, the Town was awarded enhancement funds that would fully fund the project.

Figure 13. Downtown Main Street (staff photo, 2017).

The purpose of the Main Street Streetscape project is to achieve improved pedestrian transportation through enhanced design. Through the use of sidewalk improvements, traffic calming measures, landscaping and signage, the project will improve the pedestrian scale of the downtown business district, making it safer and more enjoyable for everyone who comes downtown.

The project area encompasses Main Street between West King Street and High Street, and is located within the Town of Gordonsville Historic District, which is on the National Register of Historic Places. Enhancements along the corridor include replacement of deteriorating sidewalks, curb and guttering; rehabilitation of drainage structures; reduction of the street crown; crosswalk safety and aesthetic improvements; installation of pedestrian-scaled street lighting and trees; development of a corridor directional signage plan; and aesthetic improvements to the railroad overpass bridge and retaining walls. Also included is the extension of sidewalk to create a link between the historic downtown business district and the historic Exchange Hotel and Civil War Museum.

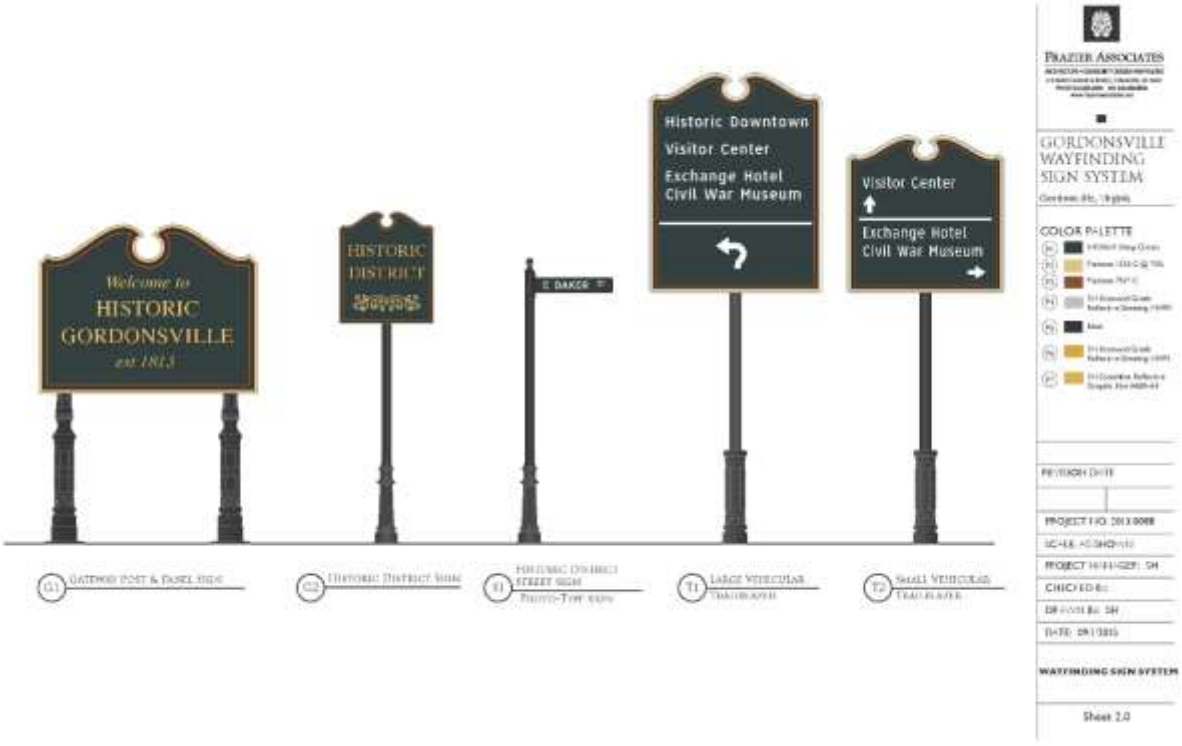
Project construction began in March 2015 and was completed in 2016. Below is a conceptual plan showing the proposed improvements for the streetscape project:


Gordonsville Streetscape Enhancement: Master Plan

Wayfinding Signage Project

Figure 14. This sign welcomes motorists traveling into Town on Route 15 from Orange (staff photo, 2011).

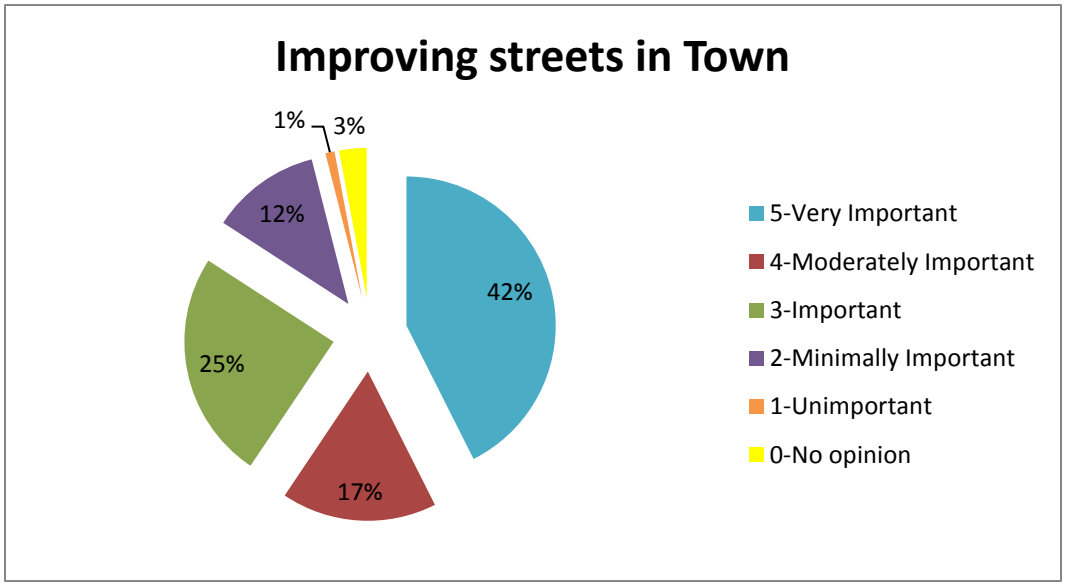
As noted previously, most people traveling through Gordonsville have a perception that the traffic circle located at the northern end of Main Street is all there is to the town. Signage is needed to bring them down Main Street further into the town so that they may enjoy the historic downtown and all it has to offer. Toward this end, the Town hired a consultant for the development of a wayfinding signage program in 2014. The sign program developed by the consultant and approved by VDOT (see sign examples below) will complement signage developed as part of the streetscape project and will include both directional and information signs that are recognizable as a "brand" for the town.



Community Meeting and Survey Responses

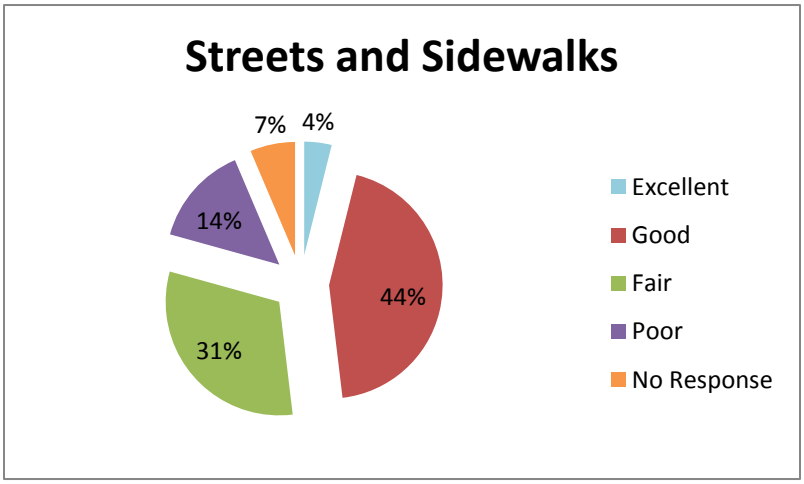
Transportation was a topic of importance for Gordonsville residents at the community meetings and in the community survey conducted in the fall of 2011.

In the community survey, residents were asked to rate the issue of improving streets in the Town. Eighty-four percent of the respondents indicated that this issue was important, moderately important or very important. More than 40% of the respondents indicated the improvement of streets in the Town is very important. The chart below illustrates the breakdown of responses:



Generally, survey respondents to the issue of improving Town streets noted there are places in Town where streets and sidewalks need improvement as there are many people who walk in Town for exercise, and the streets and sidewalks need to be safe. In addition, they noted that improving the streets (and sidewalks) in Town will encourage more people to walk, which is good for the community. Many of the respondents who indicated that this issue is minimally important or unimportant noted that they feel the streets in Town are in good shape.

Survey respondents were also asked to rate services provided by the Town. The chart below illustrates how respondents rated the Town's provision of streets and sidewalks:



Twenty-four percent of the respondents who rated this service said they would be willing to pay increased taxes to improve or expand streets and sidewalks. The tax increase some respondents indicated they would be willing to pay ranged from 1% to 10%.

During the community meetings, participants stated that one weakness of the town is that some areas of town are not pedestrian-friendly: sidewalks are lacking and more crosswalks are needed across major streets. Others stated that having passenger trains stop in town is an opportunity to be pursued. Still others stated that the truck traffic in town and the lack of a truck route around the town are threats to the community.

The following are tasks related to transportation that community meeting participants indicated the town should pursue:

- Bring TOOT (Town of Orange Transit) to Gordonsville on weekends; promote/expand usage of TOOT
- Better traffic signage in Town
- Develop truck route around Town to take trucks out of Town and away from sensitive areas such as the elementary school and the at-grade railroad crossing
- Improve the northern and southern intersections of High Street - maybe consider the development of a round-about at southern end of High Street
- Encourage TOOT link with Town of Charlottesville
- Airport runway is insufficient - extend to better accommodate general aviation
- Rebuild runway at the airport
- Work to develop multi-modal trails through Town and to connect to the region
- Work to improve sight-distance at key intersections in Town
- Need more sidewalks and wider streets in certain areas of Town
- Develop a sidewalk maintenance/construction plan

The tasks related to TOOT, developing a truck route, improving the intersections of High Street, and developing trails in Town were mentioned at two of the three community meetings held.

Transportation Goal

Create a safe and efficient multi-modal transportation network for the Town that reflects the character of the Town and meets the mobility needs for residents and visitors alike.

Objective A. Improve the Gordonsville Airport to become a full-service General Aviation Airport.	
A1.	*Establish a timeline for implementation of the Airport Layout Plan (ALP).*
A2.	*Continue to pursue funding from the Virginia Department of Aviation for ALP implementation.*
Objective B. Expand the Town's existing sidewalk network to ensure all neighborhoods are served.	
B1.	*Develop a sidewalk extension/construction plan for the Town.*
B2.	*Work with property owners to acquire right-of-way needed to construct sidewalks in accordance with the Town's plan.*
Objective C. Expand the provision of public transportation in the Town.	
C1.	*Work with Virginia Regional Transit (VRT) and the Foothills Area Mobility Service (FAMS) to explore the provision of fixed-route transportation to Charlottesville and Zion Crossroads.*
C2.	*Work with VRT to expand the TOOT route in Town to include stops along High Street.*
Objective D. Improve the efficiency of the transportation network in the Town.	
D1.	*Encourage VDOT to modify the existing traffic circle so that it operates as a true roundabout.*
D2.	*Work with CSX/Buckingham Branch Railroad and VDOT to reinstall an at-grade railroad crossing on Holladay Avenue to make the street a viable connection between South Main Street and Martinsburg Avenue.*
D3.	*Work with VDOT to extend Charles Street to South Main Street.*
Objective E. Improve the transportation network within the Town to efficiently and safely accommodate truck traffic traveling through the region.	
E1.	*Pursue the construction of roundabouts at the northern and southern intersections of High Street as recommended in the Gordonsville Intersections Improvements Study to better accommodate truck traffic at those intersections.*
E2.	*Continue enforcement efforts to reduce truck traffic on Main Street.*

E3.	*Work with VDOT to improve truck route signage within the town.*
E4.	*Work with Orange County, Louisa County and VDOT to resurrect prior planning efforts to develop a truck route around the town.*
Objective F. Ensure that transportation networks associated with new development within the Town are efficiently designed and provide multiple modes of transportation.	
F1.	*Modify the Town's Land Development Ordinance to incorporate in total or by reference the design guidelines established as part of the Journey Through Hallowed Ground initiative, as well as the Virginia Department of Transportation's "Transportation Efficient Land Use and Design" guidelines.*
F2.	*Develop a wayfinding signage program that acts as a "brand" for the Town and serves to inform the traveling public of the shopping, dining and tourism opportunities in the historic downtown.*
Objective G. Make rail transportation a viable component of the Town's transportation network.	
G1.	*Work with the providers of rail transport within the region to re-establish a passenger rail stop in the Town.*
G2.	*Work with Historic Gordonsville to renovate the Freight Depot as an historic landmark and potential passenger rail station within the Town.*

Goal Achievement Task List

A comprehensive plan is a guide for the future of a community and is only useful if implementation time frames are assigned to each of the objectives and tasks identified during the plan development process. The following pages list the objectives and tasks identified for each goal section in the Town's comprehensive plan and their associated implementation time frame to be established by Town Council. In order for the comprehensive plan to be most effective, all plan tasks should be regularly reviewed as part of the development of an annual work plan for the Town.

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Beautification and Community Design					
Objective A. To promote the renovation of existing structures so as to maintain the local character and identity of the community.					
A1.	Establish design standards and incorporate them into the town's Land Development Ordinance to guide structure renovation.				
Objective B. To promote and support the use of ornamental plantings to beautify areas within the town, including gateways into town, and to encourage streetscape development along major thoroughfares through town.					
B1.	Work with local garden clubs to develop and maintain attractive landscaping on publicly owned property within the Town.				
B2.	Develop an overall streetscape and landscaping plan for each of the gateways into town, including the traffic circle.				
B3.	Seek grant funding, specifically federal enhancement funds, to improve the gateways to town.				
B4.	Seek private funding for beautification projects.				
Objective C. Encourage new or infill development to be designed and constructed so as to be compatible with the design, mass and scale of structures found within the same neighborhood and zoning district.					
C1.	Inventory the characteristics of each neighborhood within the town and develop design guidelines reflective of these characteristics for incorporation into the town's Land Development Ordinance.				
Objective D. Keep vacant properties in Town from becoming overgrown and unsightly.					
D1.	Work with the owners of vacant properties in Town to ensure property maintenance and upkeep, specifically with regard to inoperative vehicles.				
D2.	Implement an "adopt a street or area" project.				
Objective E. Maintain/establish the tree canopy in Town.					
E1.	Develop a tree-replacement program for the Town (using street trees, not ornamental trees).				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Objective F. Encourage the continuing beautification of the downtown business area.					
F1.	Work with downtown business owners to make the rear of their businesses as attractive as the front of their establishments.				
F2.	Implement the Main Street Streetscape Plan.				
Objective G. Encourage the underground placement of electrical utilities in new development.					
G1.	Modify the zoning ordinance to require that electrical and other utilities be placed underground for new construction.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Boundary Adjustment					
Objective A. To promote the residential, commercial, and industrial development of land contiguous to the existing boundaries of the Town.					
A1.	Re-evaluate areas desired for boundary adjustment and develop a feasibility plan for the expansion of the boundaries of the Town.				
A2.	Continue to work with Orange County to expand the Town's boundaries to provide for mixed use development and an additional commercial center for the Town.				
A3.	Through planned and controlled development, extend municipal water services as needed into expanded areas of the Town to reduce the financial burden on the individual water customer.				
A4.	Amend the comprehensive plan to reflect the desired land uses for any boundary adjustment initiatives as they are adopted.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Economic Development					
Objective A. Develop the town's local economy by growing the key export industries of tourism and light manufacturing.					
A1.	Encourage the development of a cluster of related design and technical services to create a business campus around the Green Applications site.				
A2.	Encourage tourism development through marketing and special events, growth of small businesses, and coordination with historic resources and regional agri-tourism events.				
A3.	Develop Verling Park as a venue for cultural events.				
Objective B. Develop the town's local economy by expanding the business services desired by residents.					
B1.	Work with Orange County Economic Development and the Central Virginia Partnership for Economic Development to expand business opportunities within and around the Town.				
B2.	Facilitate the development of new and existing businesses within existing commercial areas of Town to serve the basic needs of current and future residents with activities such as grocery shopping and dining, banking and personal services, specialty shopping and recreational activities, as appropriate to land use and neighborhood character.				
B3.	Work with Orange County Economic Development to develop an Enterprise Zone for the Town.				
Objective C. Develop the Gordonsville Airport as an economic development tool for the region.					
C1.	Review and revise the Airport Layout Plan as needed and implement the plan to upgrade and develop the facility in a manner consistent with Virginia Department of Aviation requirements.				
Objective D. Create a workforce that is job-ready to promote business development in the community.					
D1.	Work with Orange County Economic Development to create workforce development programs in the area.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
D2.	Work with the Orange County School System to develop a career mentoring program for youth to demonstrate future job opportunities.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Environment					
Objective A. Preserve and protect water quality.					
A1.	Educate citizens on the use of lawn fertilizers and alternative methods of lawn care and maintenance.				
A2.	Review town ordinances to minimize the impact of development within known floodplain areas of the town.				
Objective B. Minimize the impact of land clearing and grading for new development.					
B1.	Review the town's Land Development Ordinance and make revisions as needed to require lot development that minimizes environmental impact through minimal land clearing and preservation of existing site topography.				
Objective C. Preserve and enhance the tree canopy within town.					
C1.	Participate in the Journey Through Hallowed Ground Living Legacy project where trees memorializing soldiers killed during the Civil War will be planted at strategic locations throughout Town, thus increasing the Town's tree canopy.				
C2.	Develop a tree planting/tree replacement program to maintain and enhance the tree canopy in town.				
Objective D. Encourage clean businesses to locate in the town.					
D1.	Work with the Orange County Department of Economic Development to bring industries and businesses to the Town that have minimal impact on the environment.				
Objective E. Reduce town waste that is disposed of in the Orange County landfill.					
E1.	Implement a town-wide recycling program to reduce the amount of waste disposed of in the landfill.				
E2.	Encourage citizens to engage in other waste-reduction activities, such as back-yard composting and participating in county-wide hazardous waste and electronic recycling collection events.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Objective F. Educate citizens about the proximity of the town to the Central Virginia Seismic zone and the Mountain Run fault.					
F1.	Provide town citizens with information regarding earthquake preparedness through the town's website and other information outlets.				
Objective G. As much as is practicable, assist the State of Virginia with meeting its Chesapeake Bay pollution reduction goals.					
G1.	Work with VDOT to develop complementary storm water management programs to support cost-effective achievement of local and State TMDL goals.				
G2.	Work with the Culpeper Soil and Water Conservation District and the Virginia Department of Conservation and Recreation to secure funding as needed for impervious surface reduction, LID technique implementation, etc.				
Objective H. Effectively manage stormwater runoff.					
H1.	Inventory those areas of town where flooding occurs during significant rain events and develop a plan for improving street drainage, incorporating rain gardens and other storm water management features or drainage improvements in those areas.				
H2.	Reduce the amount of impervious surface in town through landscaping and tree planting along Main Street and other areas.				
H3.	Establish impervious cover limits or open space requirements for new development to better manage storm water runoff.				
H4.	Incorporate Low Impact Development (LID) techniques in the town's development standards manual.				
H5.	Review and amend, as needed, the Land Development Ordinance to address landscaping, tree canopy requirements and parking requirements to ensure they require best management practices that better manage storm water runoff.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Healthy Living					
Objective A. To provide opportunities for residents to learn about and engage in activities and lifestyles that promote healthy living.					
A1.	Participate in the Let's Move! Cities, Towns and Counties initiative to learn ways to promote healthy living in town.				
A2.	Create a "Healthy Living Gordonsville" committee comprised of local school, civic and church group representatives to develop and implement healthy living programs for the community.				
A3.	Work with the Orange County Department of Parks and Recreation and the Virginia Cooperative Extension Service to develop and host a series of classes geared toward healthy living, including meal planning, food shopping, exercising, etc.				
A3.	Encourage the development of a community garden where residents may grow and harvest their own fruits, vegetables and flowers.				
A4.	Develop varying aquatics programs for all ages at Dix Memorial Pool.				
A5.	Coordinate the development of a mini-triathlon to be held in the town.				
A6.	Develop a challenge course at Verling Park.				
A7.	Encourage bike-riding in town by providing locations for bike racks and using "sharrow" markings on streets to indicate road-sharing with bicycles.				
A8.	Coordinate the development of 1K and 5K races in town.				
Objective B. To encourage the development of family-oriented recreational/fitness facilities.					
B1.	Identify properties in town or in proximity to town that may be utilized for recreational space, specifically in the southeastern and southwestern quadrants of town where such areas do not currently exist.				
B2.	Require new developments to set aside and develop a minimum of 25% of usable land area for passive and active recreational uses.				
B3.	Seek funding for trail development through the Virginia Department of Conservation and Recreation Recreational Trails Program.				
B4.	Partner with the Rappahannock Rapidan Regional Commission to seek grant funding for the development of recreational facilities within the town.				
B5.	Replace Dix Memorial Pool with a competition ready facility that may be enclosed to provide year-round aquatics programs for residents of the town and surrounding communities.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
B6.	Encourage the development of a multi-use trail in town to link neighborhoods.				
B7.	Work with Orange County to develop a multi-use trail to link the town to Montpelier.				
Objective C. To develop activities and programs that promote public safety within the town.					
C1.	Work with residents to establish neighborhood watch programs in their neighborhoods.				
C2.	Encourage the police department to conduct personal safety and awareness, firearms training and self-defense classes for all ages.				
C3.	Work with the Gordonsville Volunteer Fire Company to develop and implement a semi-annual fire safety program (tied to the change from/to Daylight Saving Time) to be presented at schools and at local festivals such as the Fried Chicken Festival and the Gordonsville Street Festival.				
C4.	Implement a smoke detector/carbon-monoxide detector program to educate the community and to seek grant funds for the placement of detectors in all homes.				
C5.	Using input from Town Council and neighborhood residents, develop a lighting plan for the installation of street lights where needed in all neighborhoods.				
C6.	Using input from Town Council and neighborhood residents, develop a plan for sidewalk construction to ensure safe pedestrian access in all areas of town.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
History and Culture					
Objective A. Develop/provide educational materials about historic, architectural and cultural significance of properties and structures for property owners and prospective owners.					
Objective B. Protect and maintain the historic character of the Town, and consider enhancement of the present Historic Overlay District.					
B1.	Seek funding through grants to compile an inventory of potential sites/structures.				
Objective C. Promote the history of the Town and its cultural and historic diversity of all ethnic groups through time.					
C1.	Continue to work with Historic Gordonsville to organize events and festivals that highlight and promote the cultural and historic diversity of the Town.				
C2.	Identify sites within the Town for the location of Historical Highway Markers.				
C3.	Work with local residents to compile documents, photos and oral histories of the Town.				
Objective D. Promote the restoration of the 1841 Freight Depot.					
D1.	Support continued enhancement grant funding for the freight depot renovation.				
D2.	Work with Historic Gordonsville to renovate the Freight Depot as an historic landmark and explore its potential as a passenger rail station within the Town.				
Objective E. Promote historic tourism within the Town.					
E1.	Develop a walking tour of structures within the Town's Historic Overlay District.				
Objective F. Work with business and preservation groups in the Town to promote, encourage and assist in various efforts to capitalize on the Town's place in the Journey Through Hallowed Ground.					
F1.	Modify the Town's Land Development Ordinance to incorporate by reference the design guidelines established as part of the Journey Through Hallowed Ground initiative, as well as the Virginia Department of Transportation's "Transportation Efficient Land Use and Design" guidelines.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
F2.	Develop a wayfinding signage program that acts as a “brand” for the Town and serves to inform the traveling public of the shopping, dining and tourism opportunities in the historic downtown.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Housing					
Objective A. Promote a wide variety of housing types that provide for the needs of all residents while recognizing that the single family dwelling defines the character of housing within the town.					
A1.	Review the Land Development Ordinance to determine whether changes are needed to encourage new housing that is reflective of the character of each neighborhood.				
Objective B. Encourage the rehabilitation and repair of deteriorated housing within the Town.					
B1.	Identify areas of town in need of housing rehabilitation and explore the use of Community Development Block Grant funding to implement redevelopment as needed.				
Objective C. Encourage the development of mixed-use projects that provide for varying levels of housing types and affordability.					
C1.	Review the Land Development Ordinance and make revisions as needed to incorporate provisions for varying levels of housing types and affordability in new development and mixed use projects where appropriate.				
Objective D. Encourage infill development.					
D1.	Review the Land Development Ordinance to determine whether setback and yard requirements encourage and permit infill development compatible with the existing character of each neighborhood in the town.				
Objective E. Improve the viability of the downtown area by encouraging the establishment of above-retail housing.					
E1.	Review and revise the Land Development Ordinance as needed to better allow the development of above-retail housing in the downtown area.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Objective F. Encourage the creation of affordable housing for seniors, young families and young adults.					
F1.	Consider modification of the Land Development Ordinance to require that a certain percentage of any new housing development is affordable housing.				
F2.	Support the use of tax credits as an incentive for the development of affordable housing.				
F3.	Explore the development of an affordable senior living complex within the town.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Land Use and Development					
Objective A. Ensure that the town's Land Development Ordinance is amended to reflect the land use principles set forth in the comprehensive plan.					
A1.	Review and revise the Land Development Ordinance to reflect the land use design standards and principles set forth in the comprehensive plan, including form-based code standards and the development of a town design matrix, where appropriate.				
A2.	Develop entrance corridor plans to guide the development of the entrance corridors to the town.				
Objective B. Locate a park or playground, and corresponding sidewalk or bike/walk trail connection to other town parks, within each neighborhood in the town.					
B1.	Work with residents of each town neighborhood to determine the best location for a neighborhood park.				
Objective C. Encourage the continued revitalization of downtown.					
C1.	Promote downtown as a destination for cultural events for the enjoyment of residents and visitors.				
C2.	Amend the town's Land Development Ordinance to incorporate form-based codes that set forth development standards that achieve development consistent on all levels with the character of downtown.				
Objective D. Maintain existing town development patterns in areas that are annexed or boundary-adjusted to become part of the incorporated town.					
D1.	Amend the comprehensive plan as needed to designate appropriate land uses for those areas to be annexed or boundary-adjusted into the town.				
Objective E. Ensure that adequate water and sewer facilities exist to serve new town development.					
E1.	Inventory existing water and sewer capacities and develop a plan for the expansion of facilities as needed to accommodate changes in land use within the town.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Objective F. Encourage mixed use development through the use of form-based land development codes that provide for the mixture of compatible uses and building forms to create traditional neighborhood development, reducing the need for the automobile and emphasizing pedestrian access.					
F1.	Review and revise the town's Land Development Ordinance to incorporate form-based code language to create traditional neighborhood features where appropriate.				
Objective G. Encourage neighborhood infill development that is consistent with the architecture, mass, scale and design features existing within each neighborhood.					
G1.	Develop special area plans for each neighborhood to inventory the characteristics of each and provide standards for future development to preserve the character of each community.				
Objective H. Minimize the conflicts between incompatible land uses through the use of buffering and screening requirements for new development.					
H1.	Review and revise the town's Land Development Ordinance to incorporate buffering and screening requirements between residential and commercial, business and industrial land uses.				
Objective I. Ensure consistency between the land use categories of the comprehensive plan and the zoning districts in the Land Development Ordinance.					
I1.	Review and revise the zoning districts set forth in the Land Development Ordinance to be consistent with the land uses outlined in the comprehensive plan, including development standards and illustrations of principles used to define each land use.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Public Services and Infrastructure					
Objective A. Explore the development of an alternate municipal water source for the town.					
A1.	As a follow-up to the 2004 water needs study prepared for the town, engage the services of an engineering firm to develop a preliminary engineering study for the use of the quarry as an alternate water source for the town.				
Objective B. Provide an efficient and safe water supply system for all water customers.					
B1.	Continue to replace water meters as needed.				
B2.	Develop a plan for needed water system improvements.				
Objective C. Explore the expansion of wireless or broadband service within the town.					
C1.	Work with Orange County and local internet providers to expand wireless or broadband service in town.				
C2.	Encourage local businesses to establish public wireless hot-spots for internet access.				
Objective D. Enhance public safety for all town residents.					
D1.	Work with Orange County to locate a rescue squad station within or in proximity to the corporate limits of the town.				
D2.	Work with regional healthcare providers to locate an urgent-care facility in Town.				
D3.	Enhance community policing efforts through the use of bicycle patrols.				
D4.	Work with Orange County to ensure all town streets have clear signage and all homes have visible 911 addresses for improved emergency response.				
D5.	Work with the Public Works department to develop a lighting plan for the installation of street lights where needed in all neighborhoods.				
Objective E. Continue to provide efficient waste management to the town.					
E1.	Establish a recycling program that is affordable for town citizens.				
E2.	Pursue the recycling of wood and brush material for use as mulch in landscaping of public areas throughout the town.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Recreation and Open Space					
Objective A. To protect and enhance existing Town park and play areas.					
A1.	Obtain funding for park enhancement, playground equipment, restroom facilities, etc.				
A2.	Work with CSX to obtain the Verling Park property.				
Objective B. To encourage the development of family oriented recreational/fitness facilities, both privately and publicly owned.					
B1.	Identify properties in town or in proximity to town that may be utilized for recreational or event space.				
B2.	Develop recreational areas in town that are accessible for pedestrians and service vehicles, if necessary, and that are in locations that are compatible with adjoining uses, convenient to users, and suitable for supervision.				
B3.	Locate areas in the southeastern and southwestern quadrants of town where playgrounds or neighborhood parks may be developed.				
B4.	Require new developments to set aside and develop a minimum of 25% of usable land area for passive and active recreational uses and open space.				
B5.	Develop specifications for recreational facilities to be located in new developments.				
B6.	Seek funding for trail development through the Virginia Department of Conservation and Recreation Recreational Trails Program.				
B7.	Partner with the Rappahannock Rapidan Regional Commission to seek grant funding for the development of recreational facilities within the town.				
B8.	Replace Dix Memorial Pool with a competition ready facility that may be enclosed to provide year-round aquatics programs for residents of the town and surrounding communities.				
B9.	Encourage the development of a multi-use trail in town to link neighborhoods.				
B10.	Work with Orange County to develop a multi-use trail to link the town to Montpelier.				
B11.	Promote the development of a community center that provides programs for all age groups.				
B12.	Encourage the development of a community garden where residents may grow and harvest their own fruits, vegetables and flowers.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
B13.	Partner with churches in town for community event space (Boys & Girls club, etc.)				
B14.	Review the location of sidewalks in town to ensure that all neighborhoods are safely connected for pedestrian access to recreational facilities.				
B15.	Work with residents of each town neighborhood to determine the best location for a neighborhood park.				
Objective C. To encourage the development of organized recreational activities for all age groups.					
C1.	Coordinate the development of a mini-triathlon to be held in the town.				
C2.	Encourage the Gordonsville Volunteer Fire Company to keep the Firemen's Fair in town.				
C3.	Partner with the Police Department or the volunteer fire company to develop a mentoring/recreational activities program for community youth.				
C4.	Develop varying levels of aquatics programs for all ages at Dix Memorial Pool.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
Transportation					
Objective A. Improve the Gordonsville Airport to become a full-service General Aviation Airport.					
A1.	Establish a timeline for implementation of the Airport Layout Plan (ALP).				
A2.	Continue to pursue funding from the Virginia Department of Aviation for ALP implementation.				
Objective B. Expand the Town's existing sidewalk network to ensure all neighborhoods are served.					
B1.	Develop a sidewalk extension/construction plan for the Town.				
B2.	Work with property owners to acquire right-of-way needed to construct sidewalks in accordance with the Town's plan.				
Objective C. Expand the provision of public transportation in the Town.					
C1.	Work with Virginia Regional Transit (VRT) and the Foothills Area Mobility Service (FAMS) to explore the provision of fixed-route transportation to Charlottesville and Zion Crossroads.				
C2.	Work with VRT to expand the TOOT route in Town to include stops along High Street.				
Objective D. Improve the efficiency of the transportation network in the Town.					
D1.	Encourage VDOT to modify the existing traffic circle so that it operates as a true roundabout.				
D2.	Work with CSX/Buckingham Branch Railroad and VDOT to reinstall an at-grade railroad crossing on Holladay Avenue to make the street a viable connection between South Main Street and Martinsburg Avenue.				
D3.	Work with VDOT to extend Charles Street to South Main Street.				
Objective E. Improve the transportation network within the Town to efficiently and safely accommodate truck traffic traveling through the region.					
E1.	Pursue the construction of roundabouts at the northern and southern intersections of High Street as recommended in the Gordonsville Intersections Improvements Study to better accommodate truck traffic at those intersections.				

Goal Achievement Task List

(Time Frames to be assigned by Town Council)

Objectives and Tasks		Time Frame			
		0-5 Years	5-10 Years	10-15 Years	15-20 Years
E2.	Continue enforcement efforts to reduce truck traffic on Main Street.				
E3.	Work with VDOT to improve truck route signage within the Town.				
E4.	Work with Orange County, Louisa County and VDOT to resurrect prior planning efforts to develop a truck route around the town.				
Objective F. Ensure that transportation networks associated with new development within the Town are efficiently designed and provide multiple modes of transportation.					
F1.	Modify the Town's Land Development Ordinance to incorporate in total or by reference the design guidelines established as part of the Journey Through Hallowed Ground initiative, as well as the Virginia Department of Transportation's "Transportation Efficient Land Use and Design" guidelines.				
F2.	Develop a wayfinding signage program that acts as a "brand" for the Town and serves to inform the traveling public of the shopping, dining and tourism opportunities in the historic downtown.				
Objective G. Make rail transportation a viable component of the Town's transportation network.					
G1.	Work with the providers of rail transport within the region to re-establish a passenger rail stop in the Town.				
G2.	Work with Historic Gordonsville to renovate the Freight Depot as an historic landmark and potential passenger rail station within the Town.				

Appendices

Appendix A

Community Meetings Input Compilation

Town of Gordonsville
Community Meeting Input Compilation

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Strengths, Weaknesses, Opportunities and Threats			
Strengths			
Neighborhood			
Pretty	X		
Quiet	X		
Peaceful	X		
Low crime area	X		
Town			
The people - everyone knows each other; friendly community; sense of community	X	X	X
Good-looking town; lovely little town; Town looks pretty	X		X
More shops than other small towns	X		
The residents love their town	X		
Responsive police/fire & rescue (P.D. now 24 hrs.)	X		X
Rich history, neat (freight) depot		X	X
Great place to raise children; attractive to small families		X	X
Racially diverse yet cohesive community		X	
Safe place to walk		X	
Location in the region; convenient to Washington, DC; Richmond, Charlottesville		X	X
Nice park area (Verling Park) - easily accessible		X	
Government openness		X	
Awesome Public Works Department and Police Department		X	
Businesses (Exchange Hotel, BBQ Exchange, Pomme, other shops on Main Street)		X	
Dedicated and progressive Town Council		X	
The Town is unique			X

	Union Baptist Church	GVFC Meeting Hall	Town Hall
The train coming through Town is valuable			X
Many of the businesses in town are world-class (restaurants, shops, etc.)		X	X
Much is offered to the urbane traveler, such as natural beauty, shopping, etc.			X
Good traffic that brings a lot of visitors to Town			X
Significant private investment in Town			X
Small population keeps Town Charming			X
Affordable housing and properties			X
Don't really need to travel out of Town to get groceries, go to library			X
Have a very unique pharmacy/butcher shop			X
Town is on the Wine Trail			X
Town offers a true Virginia experience			X
Town has something that is lacking in other localities			X
Weaknesses			
Neighborhood			
Not enough sidewalks	X		
Trucks in areas of town where they shouldn't be	X		
Town			
Nothing for residents to buy here; loss of mid-retail businesses downtown	X	X	X
Young people don't stay and they also don't come back	X		
Nothing for young people (young adults) to do, no jobs	X	X	X
No competition for groceries	X		
No jobs/losing jobs	X		
Truck signage not clear	X		

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Need to work on being a more blended community		X	
25% high school dropout rate - need technical education center		X	
Not enough sidewalks in Town (or crosswalks across major streets); some areas of Town are not pedestrian-friendly		X	X
Lack of involvement from Town citizens		X	
Not enough parking downtown			X
No place for bus tours to stop or park			X
Cost of public water may be cost-prohibitive			X
No Town recycling program			X
Opportunities			
Neighborhood			
Vacant parcels that could be used for parks or other community functions (staff added this)	X		
Town			
Senior center or youth center (like the Betty Queen Center in Louisa)	X		X
Boys & Girls Club	X		
Vacant industrial and commercial buildings that are available for new business	X		X
Another or expanded commercial area in Town - focusing retail on long-term sustainable businesses		X	
Next generation of e-commerce		X	
Grants for developing high-speed internet and developing hot-spots at various convenient locations in Town		X	
Creating a telecommuting community		X	
Segment of population that could benefit from a technical education center (like one proposed for Orange County Schools)		X	

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Town is centrally located in the region for technical education center and other similar facilities, such as a central business center for telecommuting (use vacant American Press building?)		X	
Train stop in Town for passenger rail		X	X
Rebuilding significant historic structures		X	
Bring in more diverse dining opportunities			X
Bring in a Laundromat/cleaners			X
Have a Town festival 4 times a year			X
Have more cultural events (artists, etc., "fruitcake toss" in January)			X
Develop a farmer's market			X
Create/enhance the Town's identity through events			X
Town is located in an equestrian area-need to take advantage of it			X
More parades/festivals			X
Create a business alliance to enhance business opportunities and create a business development master plan			X
Town has communities in Albemarle, Louisa and Orange			X
Community garden/art center			X
Fitness center and classes			X
Develop school credit program for volunteers			X
Threats			
None were identified	X		
Truck traffic in Town		X	X
Losing our history/identity/significant historic structures		X	
Traffic on Main Street (volume and speed)		X	
Lack of a truck route		X	
No rescue squad station in Town		X	X
Lack of young people moving to Town - no opportunities for young people in Town		X	

Town of Gordonsville
Community Meeting Input Compilation

	Union Baptist Church	GVFC Meeting Hall	Town Hall
High pregnancy rate in secondary schools		X	
Lack of our own water source		X	
Losing the post office			X
Losing Perrigo or other businesses			X
The safety of the train overpass			X
Development that does not support Town initiatives/goals			X
Route 29 bypass			X
Potential loss of old tree growth			X

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Goals and Objectives			
Housing			
Need more affordable housing; starter homes for young families	X	X	
Need senior citizen's complex or retirement village, which will provide jobs for youth/young adults	X		
Need more townhomes	X		
Need to control/limit development to make use of existing housing stock		X	
Require/encourage % of new development to be affordable housing		X	
Encourage above-retail housing downtown - which is attractive for young singles/couples		X	X
Encourage mixed-use development/walkable communities		X	
Data should drive decisions regarding development of new housing		X	
Work with property owners to clean up abandoned properties and to keep properties nice in general	X		X
Promote the creation of affordable housing and explore the use of tax credits as incentives for development of affordable housing	X		X
Promote the town as a great place to live for those who work at the new Martha Jefferson Hospital, etc.			X
Promote housing development/infill within Town			X
Recreation and Open Space			
Need a playground and recreation for older children such as a basketball court	X		
Need to update the play equipment at Verling Park	X		
Need to work with owners of vacant properties to find available park land	X		
Need to bring the carnival back to Town	X	X	
Develop link to regional trail network (equestrian)		X	
Set aside park land in new development		X	
Establish movie nights at Verling Park or other suitable areas in Town; develop Verling Park as a venue for cultural events		X	X
Renovate Dix Memorial Pool (offer Mommy & Me swim lessons)	X	X	

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Create a park at Cedar Run		X	
Develop a walking/hiking (multi-use) trail in town and link neighborhoods	X	X	X
Promote the development of a community center that provides programs for all age groups		X	X
Develop a community garden where residents may grow and harvest their own fruits, vegetables and flowers			X
Partner with churches in town for community event space (Boys & Girls club, etc.)			X
Partner with the Police Department or the volunteer fire company to develop a mentoring/recreational activities program for community youth			X
Develop a career mentoring program for youth to demonstrate what future job opportunities could be			X
Beautification			
Town is beautiful during the holidays and many people come to Town just to see the lights	X		
Work with owners of vacant property to keep lots nice looking	X		X
Ensure that Power Company keeps electric lines clear	X		
Encourage underground utilities	X		
Pursue streetscape plan and lighting		X	
Develop a tree-replacement program (using street trees-not ornamentals) to maintain/establish the tree canopy in Town			X
Put arm-posts on street lights for hanging flower baskets			X
Encourage the placement of more window flower boxes			X
More decoration of Main Street			X
Maintain attractive rear-view of buildings on Main Street			X
Institute a "Beautiful Gordonsville" contest			X
Mural painting under the train bridge			X

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Public Facilities - Capital Improvement Projects			
Need more sidewalks and wider streets in certain areas of Town	X		
Renovate the pool	X		
Develop an independent Town water source	X	X	X
Provide for stormwater management/improved drainage		X	
Develop additional public restrooms (comfort stations) in Town, including Verling Park		X	X
Develop a sidewalk maintenance/construction plan			X
Historical			
Maintain historic properties	X		
Promote Town's history	X		
Compile historical information about the Town to provide a record for future generations.	X		
Continue to seek grants/funding for historic preservation		X	
Work to expand the boundaries of the Historic Overlay District		X	
Explore re-construction of significant historic structures (Gordon Inn, Passenger depot, etc.)		X	X
Promote the African-American history in Town			X
Provide/develop an architectural record of the structures in Town			X
Put historic markers or plaques on historic buildings in the Historic Overlay District			X
Consider the adaptive reuse of the switching station along the railroad			X

Town of Gordonsville
Community Meeting Input Compilation

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Boundary Adjustment (land use)			
Provide for responsible land use		X	
Continue to work to expand the Town's boundaries to provide for mixed use development and an additional commercial center	X	X	X
Public Safety			
Bring a rescue squad station back to Town	X	X	X
Have paid fire/rescue staff in Town (encourage cross-training with the Police Department)	X		
Update the 911 system to ensure correct addresses for timely, accurate response	X		
Bring back Police Department bike patrol/community policing	X		
Create higher wages for police officers		X	
Put brighter lights on emergency vehicles		X	
Make public safety a priority			X
Economic Development			
Bring in more fast-food restaurants (McDonalds, Taco Bell, mobile hot dog vendors) and an ice cream store	X		
Fill the vacant commercial/industrial buildings with businesses that will in turn create other supportive business opportunities	X	X	X
Provide for laundry/dry cleaning services	X		
Bring middle-retail back to downtown within walking distance or convenient to residents	X		
Provide for more restaurant opportunities	X		
Provide for festivals or movie events within Town (another street festival; bring carnival back to town)	X	X	
Bring in electronic industries (e-commerce)		X	
Create more cohesiveness between Town businesses and Town Council		X	

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Create a farmer's market in Town and work to promote development of other cultural events and festivals - create a venue for same		X	
Develop center for telecommuting or center business center		X	
Work with providers to expand bandwidth for internet in Town		X	
Increase visitor opportunities (promote the Town)			X
Tourism, tourism, tourism			X
Encourage development of a Bed & Breakfast within Town			X
Develop a country club or golf course in Town			X
Get Amtrak to stop in Town on weekends			X
New economic development should be compatible with existing businesses - not in competition			X
Develop a plan of incentives for business attraction			X
Promote the history of the Town as an economic development tool			X
Develop a good relationship with the Orange County Tourism department to promote the Town through advertisements, etc.			X
Work with the Journey Through Hallowed Ground initiative to promote the Town as a gateway to the Journey			X
Promote the Town tagline "a Town at the Crossroads of History" on internet search engines and work to get the Town's website better linked through various search engines			X
Transportation			
Bring TOOT (Town of Orange Transit) to Gordonsville on weekends; promote/expand usage of TOOT	X		X
Better traffic signage in Town	X		
Develop truck route around Town to take trucks out of Town and away from sensitive areas such as the elementary school and the at-grade railroad crossing	X	X	
Improve the northern and southern intersections of High Street - maybe consider the development of a round-about at southern end of High Street	X	X	
Encourage TOOT link with Town of Charlottesville		X	

	Union Baptist Church	GVFC Meeting Hall	Town Hall
Airport runway is insufficient - extend to better accommodate general aviation		X	
Rebuild runway at the airport		X	
Work to develop multi-modal trails through Town and to connect to the region	X	X	
Work to improve sight-distance at key intersections in Town (determine where those are)		X	
Environment			
Clean out storm drains and control storm water runoff in Town; work with VDOT to improve street drainage	X	X	
Promote clean industry	X		
Work to establish a recycling program in Town	X	X	X
Develop floodplain protections in Town ordinances			
Examine areas in Town prone to flooding to determine potential drainage solutions or improvements			

Appendix B

Community Survey Report

Town of Gordonsville
Community Survey Results

Deborah S. Kendall, AICP, Town Planner
January 2012

Background

In the fall of 2011, the Town of Gordonsville sent out a community survey to all of its water customers, 780 customers in all, to gain public input on the update of the Town's comprehensive plan and the future that Town residents saw for themselves and the Town. In addition to being mailed out to each water customer, the survey was made available through the Town's website. The Town also notified all website subscribers to the Town Council Agenda that the survey was available online. Collection boxes were placed at six different locations throughout Town to make returning the survey as easy as possible without anyone having to incur the cost of mailing it back to the Town.

In all, 77 responses, about 10% of the surveys sent out, were received. Although it seems low, this 10% return rate is typical and is considered a good response rate for a mail-out survey.

The responses provided by Town citizens were thoughtful and reflective of the deep sense of community pride, as well as concern for the Town's future, felt by the people who live here. Generally, there were several sentiments that were repeated over and over again. These were:

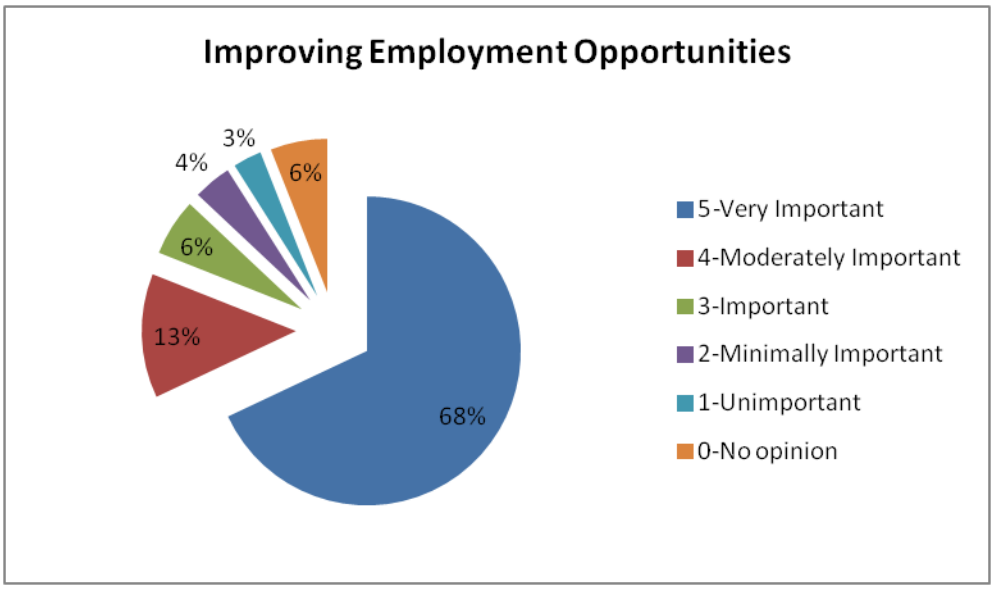
- Gordonsville is a lovely, small rural Town that is a wonderful place to live and raise a family.
- More jobs are needed, as are more shopping opportunities for the average wage earner within the Town.
- Young people in the community have nothing to do—more activities need to be made available to them in order to keep them healthy and safe.

The balance of this report provides a graphic and narrative summarization of the responses to the Town of Gordonsville Community Survey. The full results of the survey may be found in the raw survey data compilation available in the Town Planner's office in Town Hall.

Survey Responses

Question #1 of the survey asked citizens to rate the importance of a list of issues and then provide a reason as to why they gave a certain response. The following is a summary of responses by issue. The reasons given for the rating of each issue are also summarized below—a listing of the specific reasons given may be found in the raw survey data compilation.

Improving Employment Opportunities

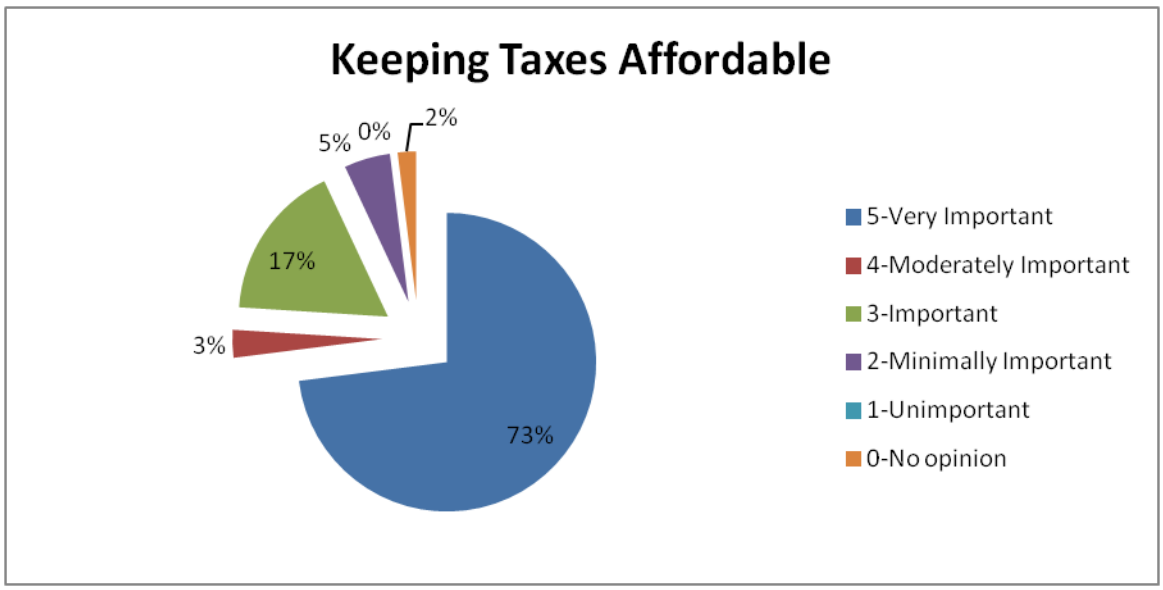


The current state of the local, national and world economy, no doubt, played a significant role in compelling Town citizens to rate this particular issue as highly important. More than 85% of the survey respondents gave this issue a rating of important, moderately important or very important. The graph above shows a breakdown of the responses to this question. Those who rated this issue as very important stated that providing jobs for people in the Town will help those people who recently lost their jobs due to plant closures, will help keep people in the community, will give people reasons to move to the community, and will ultimately keep Gordonsville an economically viable town.

Those respondents who rated this issue as moderately important stated three general reasons for their response: improve tax base, people who work here will spend money here, and the recent job losses in Gordonsville that resulted from the closing of American Press, one of the Town's larger employers. Those respondents who rated this issue as minimally important or unimportant stated that they were either retired or worked outside the area. One respondent in particular noted a concern that job opportunities are sufficient in and around Town and to provide more jobs may compromise the charm of the Town, its primary draw.

Keeping Taxes Affordable

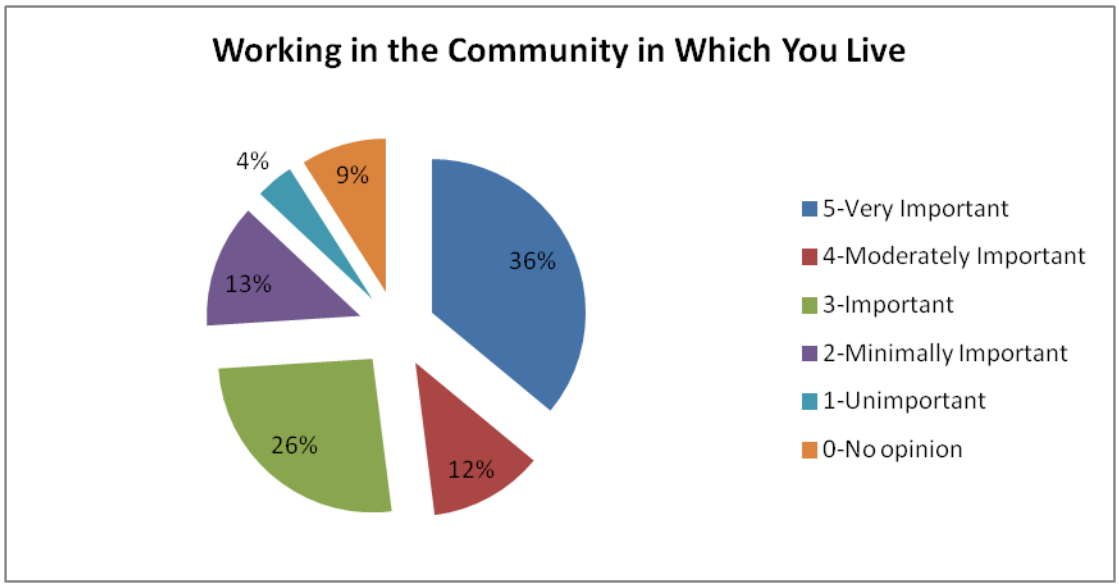
Overwhelmingly, 92% of the survey respondents rated this issue as important, moderately important or very important. The graph at the top of the next page illustrates the breakdown of all responses:



Repeatedly, the reasons cited for this strong, yet expected, response included the fact that many people in the Town are retired and are living on a limited or fixed income, and the fact that many people are out of work and cannot afford an increase in taxes. One respondent who rated this issue as minimally important noted that the Town's taxes are lower than that of an adjoining locality, and another stated that government services cost money, and the services provided by the Town are a good value.

Working in the Community in Which You Live

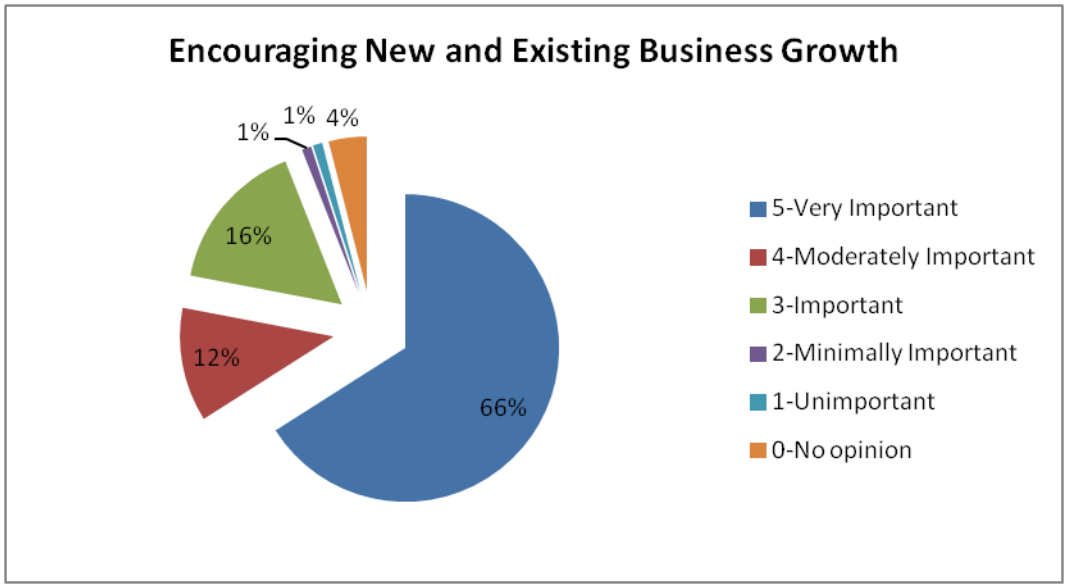
Nearly three-quarters of the survey respondents rated this particular issue as important, moderately important or very important. The following graph displays the breakdown of all the responses:



Creating a sense of community, saving gas, and keeping revenue in the Town were listed several times as reasons for the importance of this particular issue. Those who gave this issue a rating of minimally important or unimportant noted that there are job opportunities in surrounding localities or that they are retired and this issue does not apply to them.

Encouraging New and Existing Business Growth

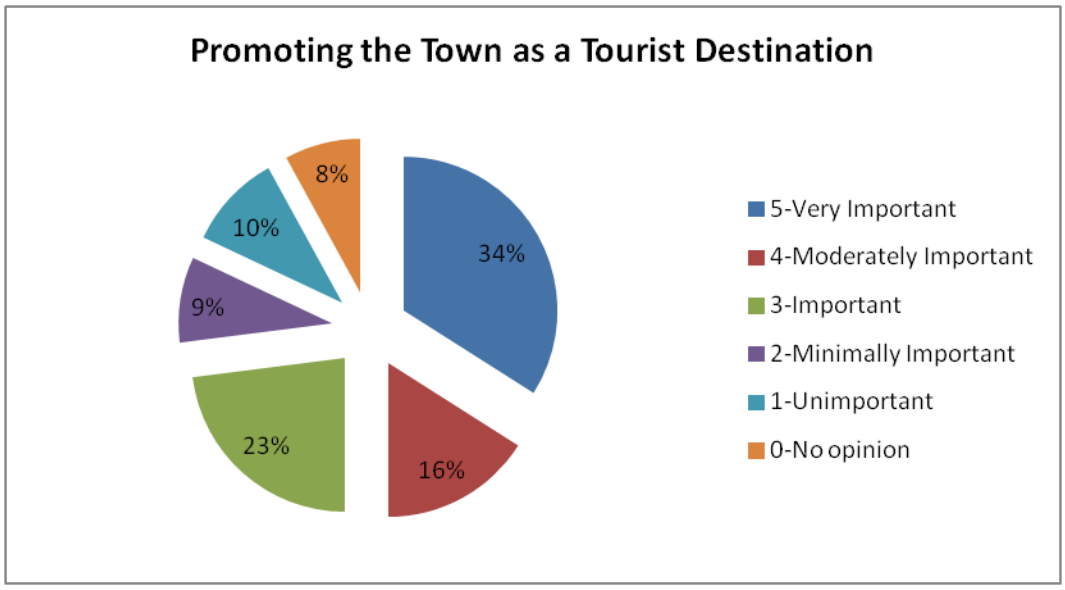
Consistent with the rating of some of the other work-related issues in this survey, encouraging new and existing business growth was rated as very important by more than 65% of the survey respondents. In fact, 94% of the respondents rated this issue as important, moderately important or very important. Below is a graph that shows the breakdown of all the responses:



The survey respondents who rated this issue as very important repeatedly stated that the Town needs more business to bring more revenue to the town and to provide more jobs for residents. They also stated that the tax base of the Town needs to be broadened and the Town needs to grow economically in order to survive. The few respondents who rated this issue as minimally important or unimportant noted concerns that too much business growth could change the character of the Town and that the retention of current businesses and the promotion of tourism are important.

Promoting the Town as a Tourist Destination

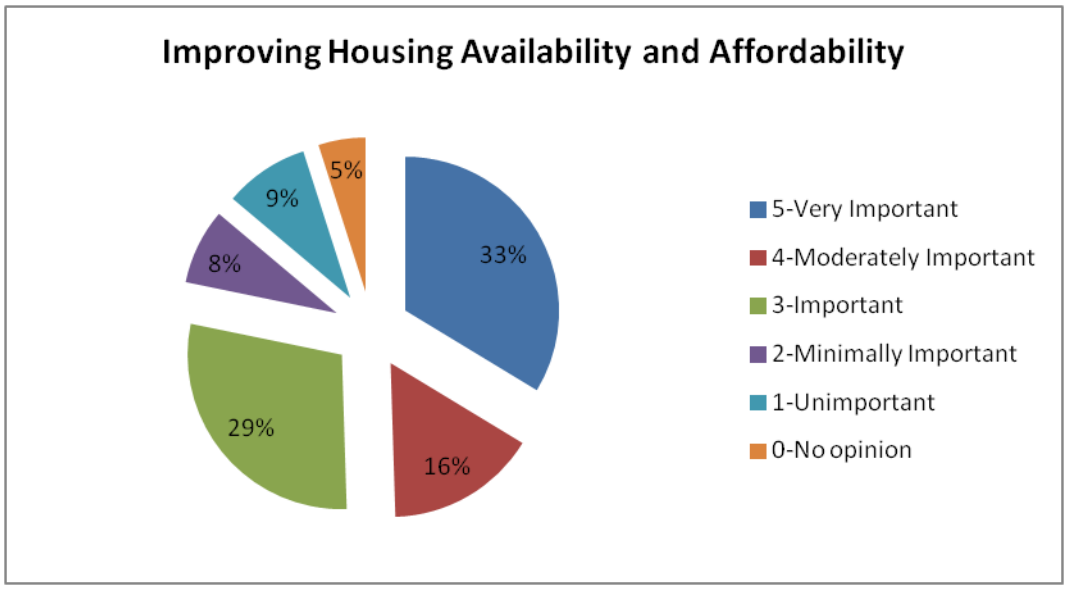
Nearly three-quarters of respondents to the community survey rated this issue as important, moderately important or very important. The breakdown of responses is shown on the following graph:



Respondents who rated this issue as very important stated that promoting the town as a tourist destination does not cost the Town citizens, and in fact will increase the Town's tax base and help to relieve the tax burden on residential property owners. They also noted that increased tourism in the Town will benefit local shop owners. Those respondents who rated this issue as minimally important or unimportant stated that the Town only tries to attract one type of person and that there are other areas that are more promising for historical sites. They also noted that increasing tourism in the Town only removes practical stores, like Dollar General, from the Town and replaces them with boutique stores, which is not helpful for residents of the Town.

Improving Housing Availability and Affordability

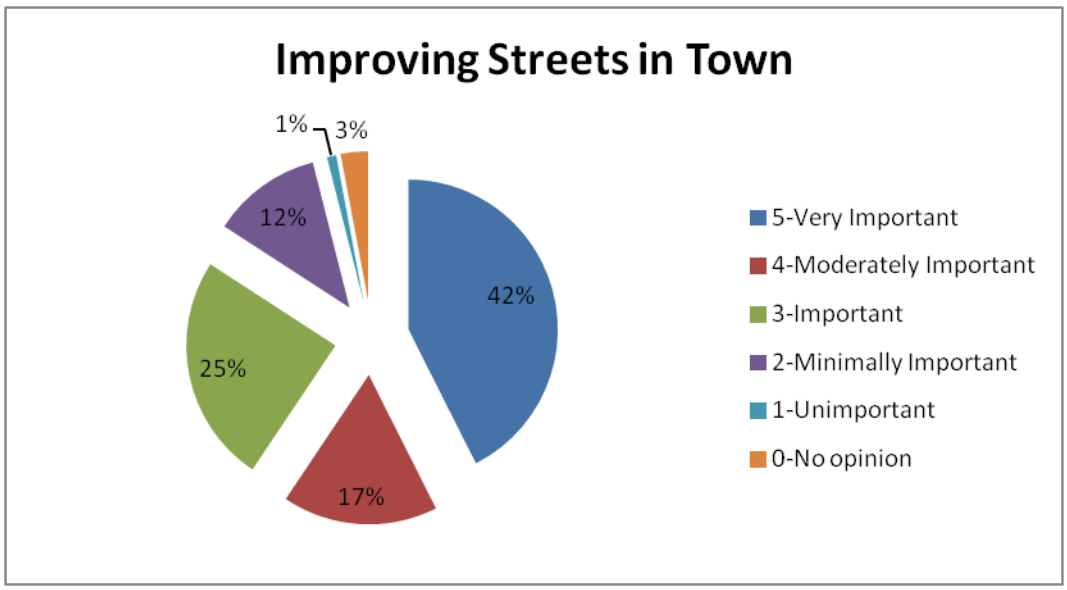
For this particular issue, more than three-quarters of survey respondents indicated that improving housing availability and affordability is important, moderately important or very important. The graph below shows the breakdown of all survey responses:



Thirty-three percent (33%) of respondents to the survey rated this issue as very important and supported their rating by stating everyone needs a house they can afford, and that home ownership helps to build families and keep people in the community. Promoting housing variety and diversity in a way that is compatible with the character of the Town was also cited as a reason for rating this issue as important. Those survey respondents who rated this issue as minimally important or unimportant stated that the Town has limited areas for additional growth and that there is no need for additional housing within the Town. They also noted that the Town already has adequate affordable housing and that funds should be made available to residents wishing to renovate and upkeep the historic homes in Town.

Improving Streets in Town

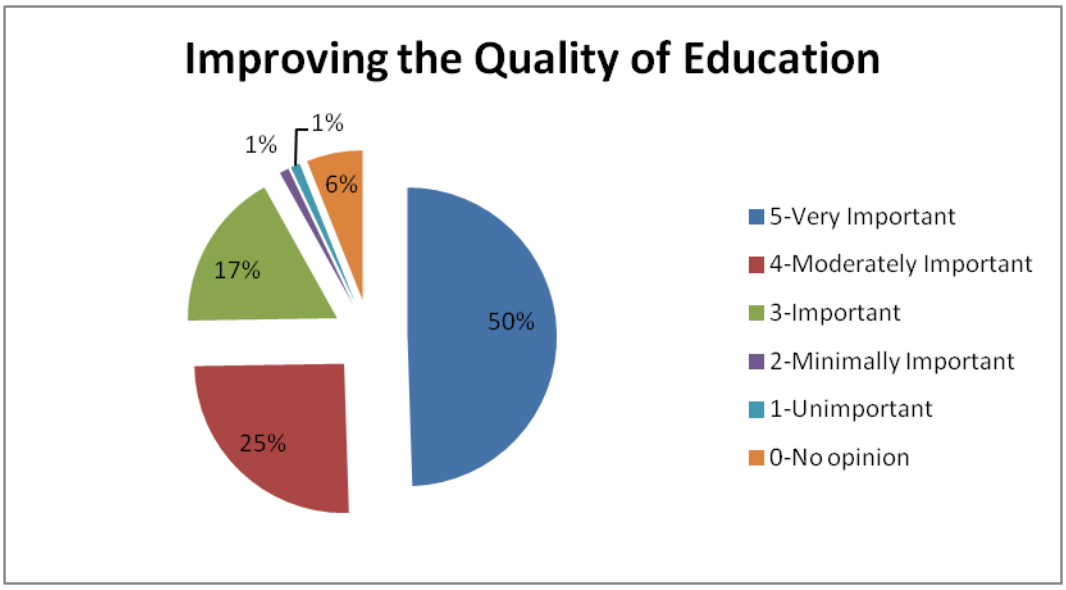
With regard to improving streets in Town, 85% of the survey respondents indicated that this issue is important, moderately important or very important. Nearly half of those indicated that improving Town streets is very important. The graph below shows the breakdown of all the respondents:



Generally, survey respondents to the issue of improving Town streets noted there are places in Town where streets and sidewalks need improvement as there are many people who walk in Town for exercise and the streets and sidewalks need to be safe. In addition, improving the streets (and sidewalks) in Town will encourage more people to walk, which is good for the community. Many of the respondents who indicated that this issue is minimally important or unimportant noted that they feel the streets in Town are in good shape.

Improving the Quality of Education

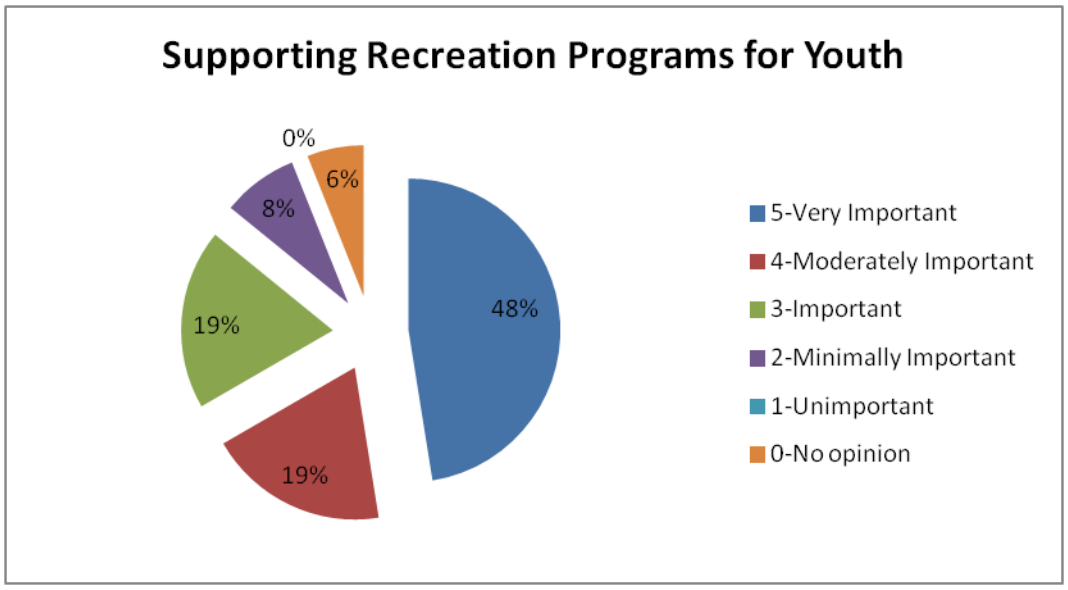
This issue is clearly important to survey respondents; over 91% indicated it is important, moderately important or very important. Below is a graph that shows the breakdown of all the respondents:



Fifty percent of those responding to the survey indicated that the issue of improving education is very important, while 25% indicated it is moderately important to them. Those who stated reasons as to their rating of this issue noted that good schools are vital to the future success of children and of the community, and that having good schools is an attraction for business development. Some also expressed the need for programs for continuing education and seniors.

Supporting Recreation Programs for Youth

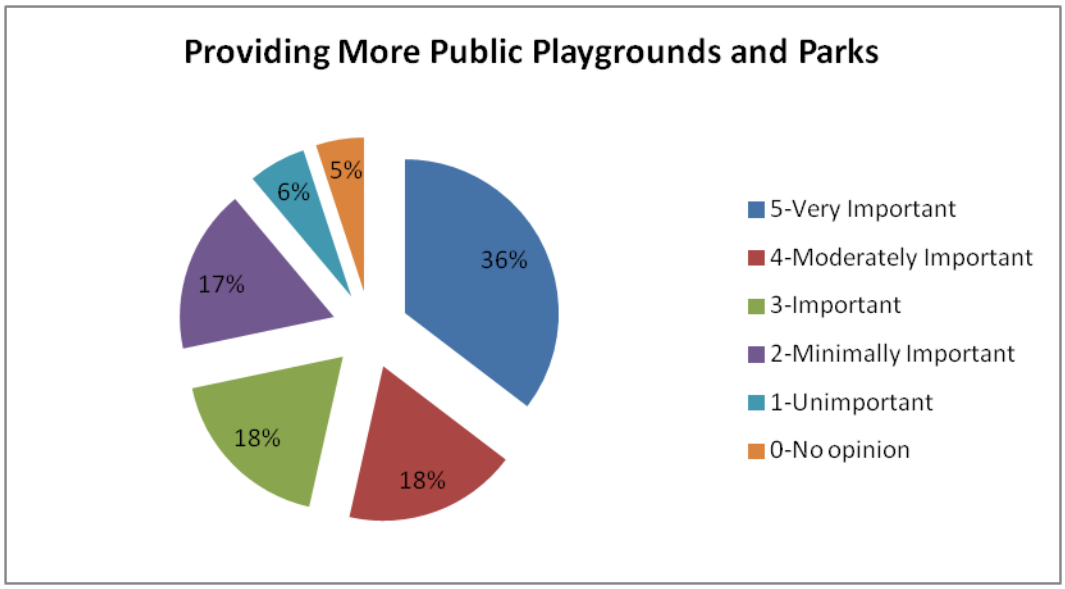
As with education, survey respondents overwhelmingly indicated that supporting recreation programs for the young people in our community is important. Specifically, over 85% rated this issue as important, moderately important or very important. The following graph shows the breakdown of all respondents:



Nearly 50% of survey respondents rated this issue as very important, while 19% rated it as moderately important. Over and over again, respondents stated that providing activities for the young people of our community would keep them off the streets, out of trouble and in a healthy, safe, and structured environment. The respondents who rated this particular issue as minimally important stated that the Town has limited resources to provide recreation programs and kids today don't play organized sports.

Providing More Public Playgrounds and Parks

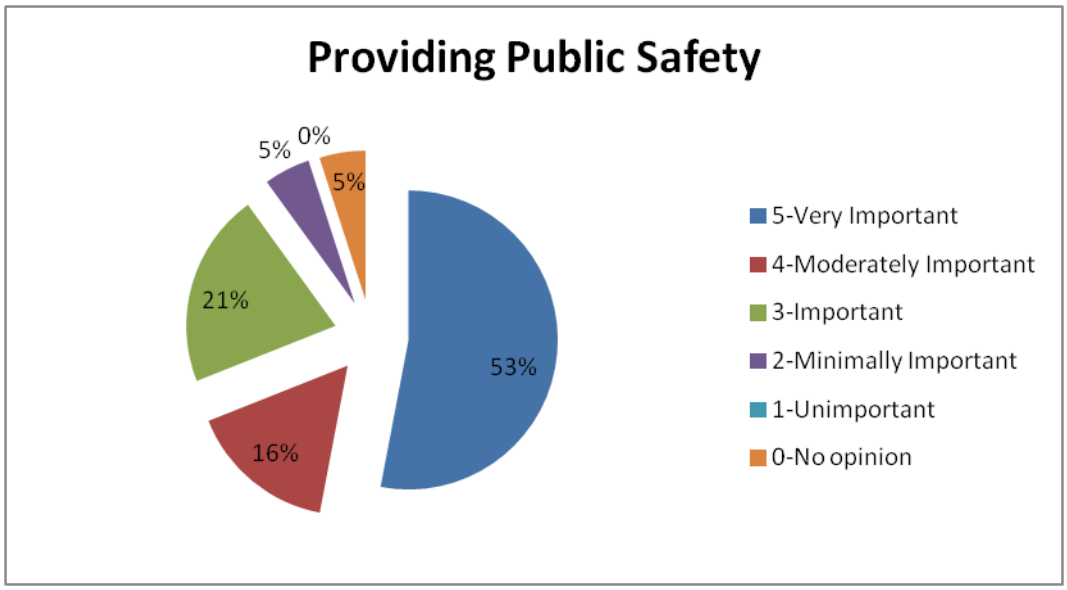
As with supporting recreation programs for children in the community, survey respondents were just as supportive of providing more playgrounds and parks within the Town. More than 70% of the respondents to the survey rated this issue as important, moderately important or very important. The graph below shows the breakdown of all responses received:



More than one-third of survey respondents rated the issue of playgrounds and parks as very important. As with recreation programs, respondents indicated that having more public playgrounds and parks would give the children of the Town something to do. Those who rated this issue as important indicated that having more parks and playgrounds would make the Town more appealing for families and would enhance tourism efforts. Repeatedly, respondents cited the need to also take care of existing park facilities within the Town, recognizing that the facilities we have are nice but need to be maintained.

Providing Public Safety

As one might expect, providing public safety was rated as important, moderately important or very important by 90% of the survey respondents. The graph below shows the breakdown of all responses:

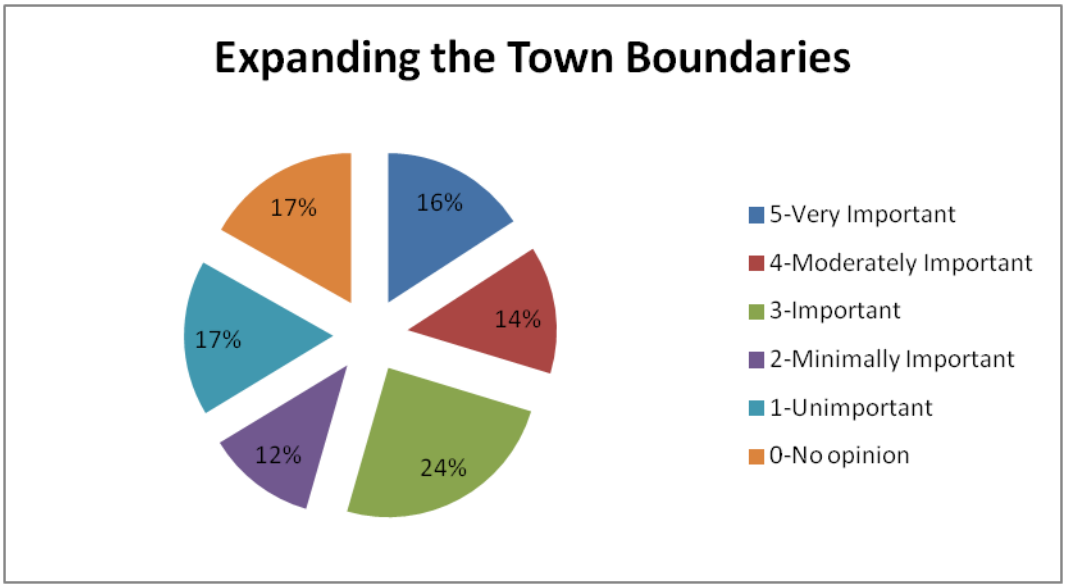


More than half of the respondents rated this issue as very important, noting that security is important to the elderly population of the Town and that a safe town gives people the freedom to shop and walk in Town. Those who rated this issue as important noted that the Town is already doing a great job with regard to public safety, and that successful public safety is a home, neighborhood and community partnership. Some respondents did express concern about a lack of police presence in their community, and that speeding through Town needs to be better enforced.

Expanding the Town Boundaries

Of all the issues rated in the community survey, expanding the boundaries of the Town got mixed ratings. Slightly more than half rated this issue as important, moderately important or very important, while nearly 30% rated this issue as minimally important or

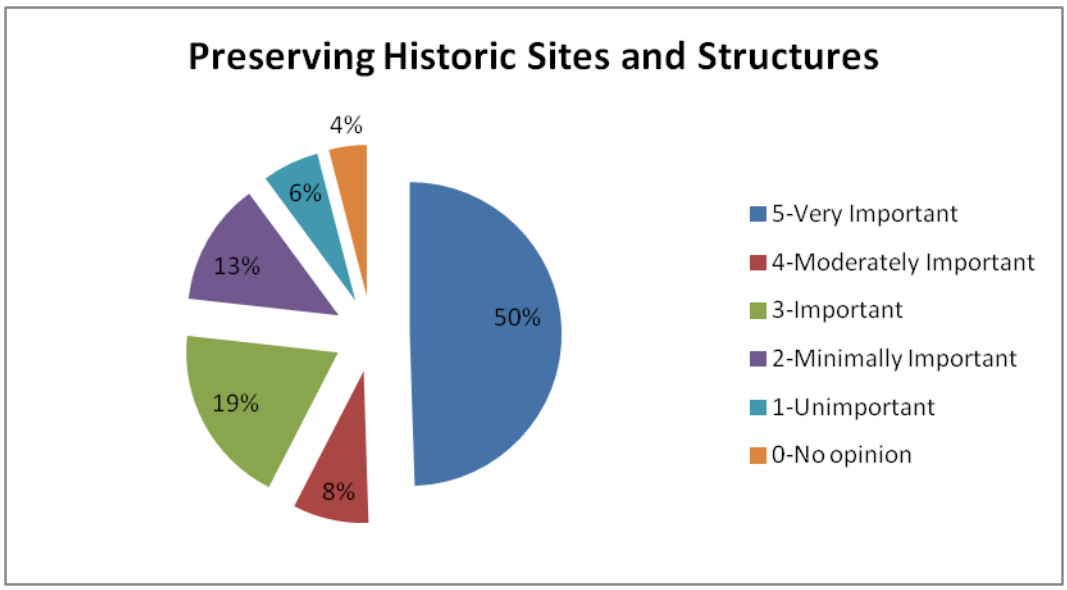
unimportant. Seventeen percent of survey respondents offered no opinion on this issue. The graph below shows the breakdown of respondents:



As shown in the graph above, Town residents are clearly more evenly divided in their opinion of this issue. Those who rated this issue as important noted that expanding the boundaries of the Town would help expand the tax base and spread the cost to provide water and sewer to a greater customer base. Those who rated this issue as minimally important or unimportant stated it is important to first develop those areas of Town that are undeveloped rather than expand the Town boundaries to create new areas for development. Those who expressed no opinion indicated they did not know enough about the issue to rate it as important or unimportant.

Preserving Historic Sites and Structures

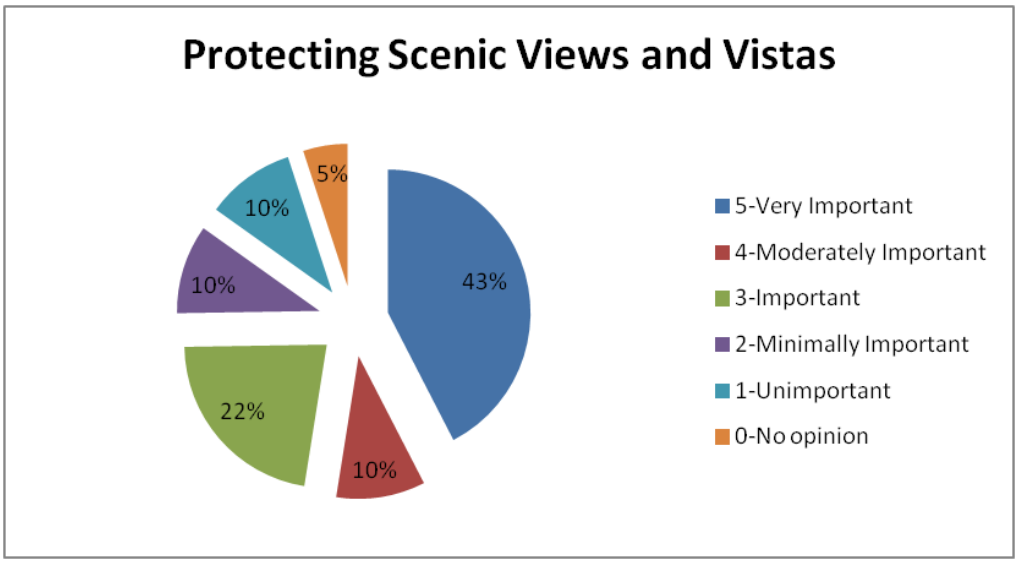
It is clear that the residents of the Town really like its historic character. More than three-quarters of the survey respondents indicated that preserving historic sites and structures within the Town is important, moderately important or very important. The graph at the top of the next page illustrates the breakdown of all the responses:



Fifty percent (50%) of those responding to the survey indicated that this particular issue is very important for the Town, and more than one-quarter of respondents rated this issue as moderately important or important. By and large, respondents who felt this issue is important noted that preserving historic sites and structures not only serves to inform future generations of the Town, but it also enhances the Town's tourism efforts. In the words of one respondent, preserving historic sites and structures "makes this town special and beautiful!" Those who rated this issue as minimally important or unimportant gave few reasons as to why they rated it this way; however, one respondent stated that historic preservation is a job for private foundations and not the Town.

Protecting Scenic Views and Vistas

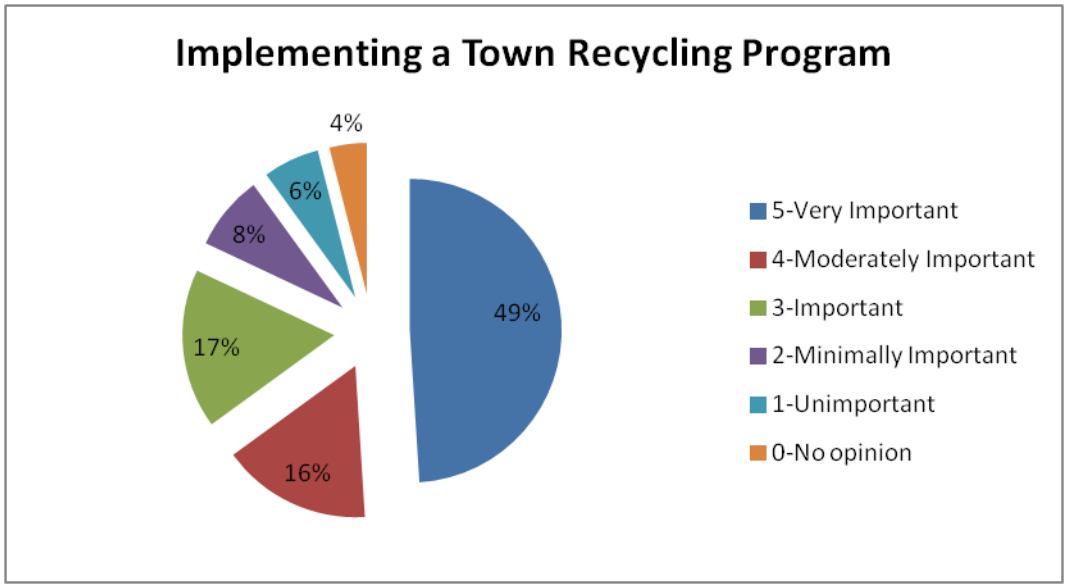
Gordonsville is a pretty Town, and survey respondents have repeated this sentiment over and over in their survey answers. Nearly three-quarters of those who responded rated this issue as important, moderately important or very important. Twenty-five percent of respondents indicated that this issue is minimally important, unimportant, or they had no opinion. The graph at the top of the next page shows the survey response breakdown on this issue:



As with protecting historic sites and structures, the survey respondents who rated the issue of protecting scenic views and vistas as important noted that the "small Town charm" of Gordonsville, as evidenced through scenic views and vistas within and surrounding the Town, is vital to the Town's tourism efforts. Protecting this asset will also serve to help protect the natural environment within the Town.

Implementing a Town Recycling Program

Recycling in the Town is an issue that is of significant importance to those who responded to the community survey. More than 80% indicated that this issue is important, moderately important or very important. Below is a graph that illustrates the breakdown of all responses received:

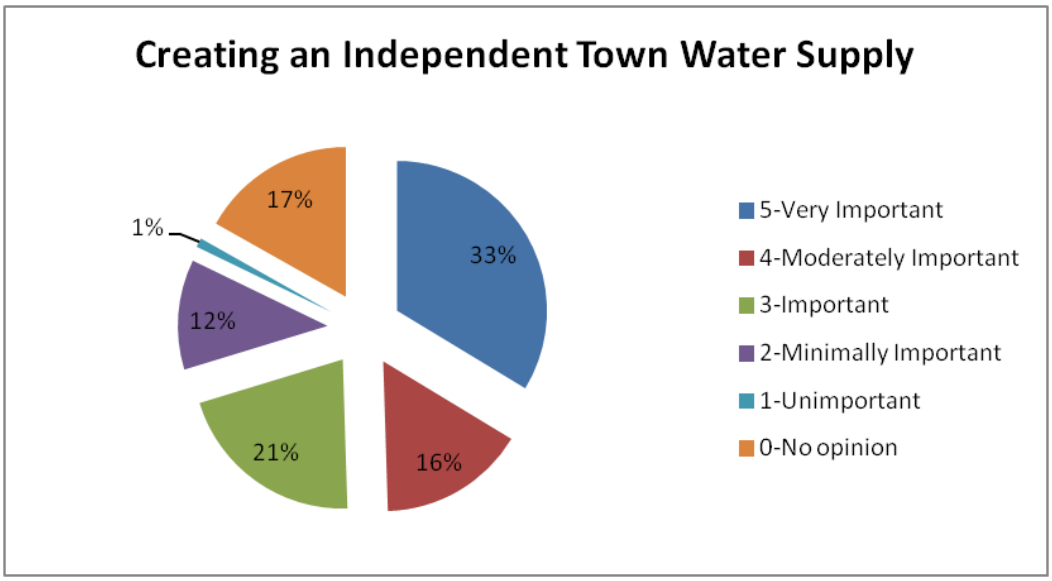


Nearly half of all respondents indicated that implementing a Town recycling program is very important, and approximately one-third of the survey respondents indicated that having such a program in Town is moderately important or important. Those who rated

this issue as important noted that having a recycling program in Town would reduce the waste going to the landfill, thus reducing landfill costs. They also cited "saving the environment" and "convenience" as other reasons for the Town to implement its own program. Those who rated this issue as minimally important or unimportant expressed concerns that such a program would be too costly or cumbersome to implement.

Creating an Independent Town Water Supply

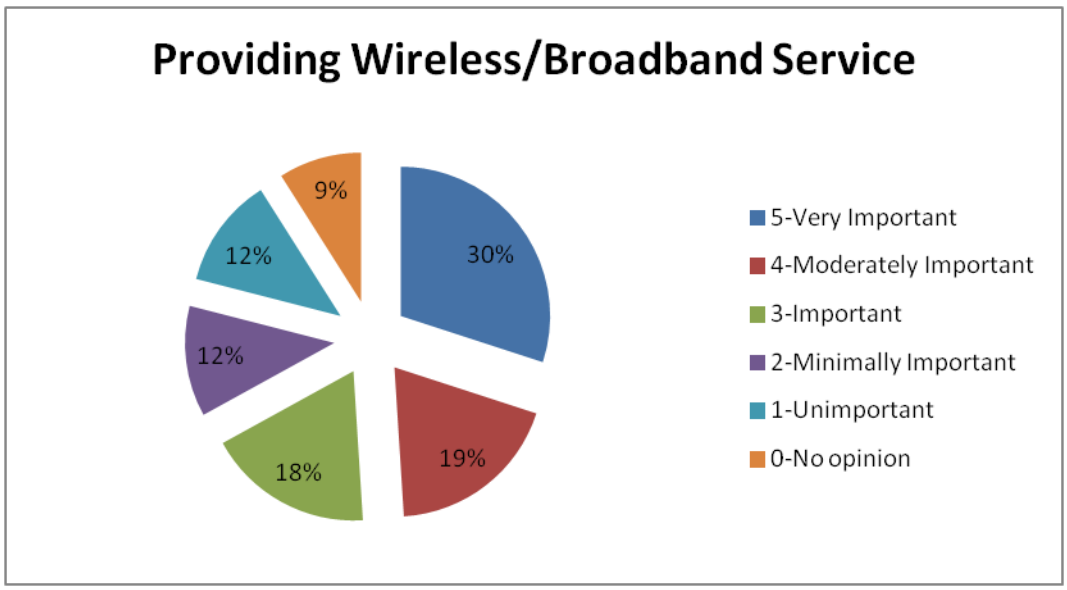
More than 70% of survey respondents rated the creation of an independent Town water supply as important, moderately important or very important. The graph below shows a breakdown of responses received:



More than a third of respondents rated this issue as very important, and noted that having an independent water supply is desirable provided it saves the Town money and provides a water supply to fall back on in the event of a drought. Those who rated this issue as minimally important or unimportant expressed concerns about the cost to the Town to create an independent water supply.

Providing Wireless/Broadband Service

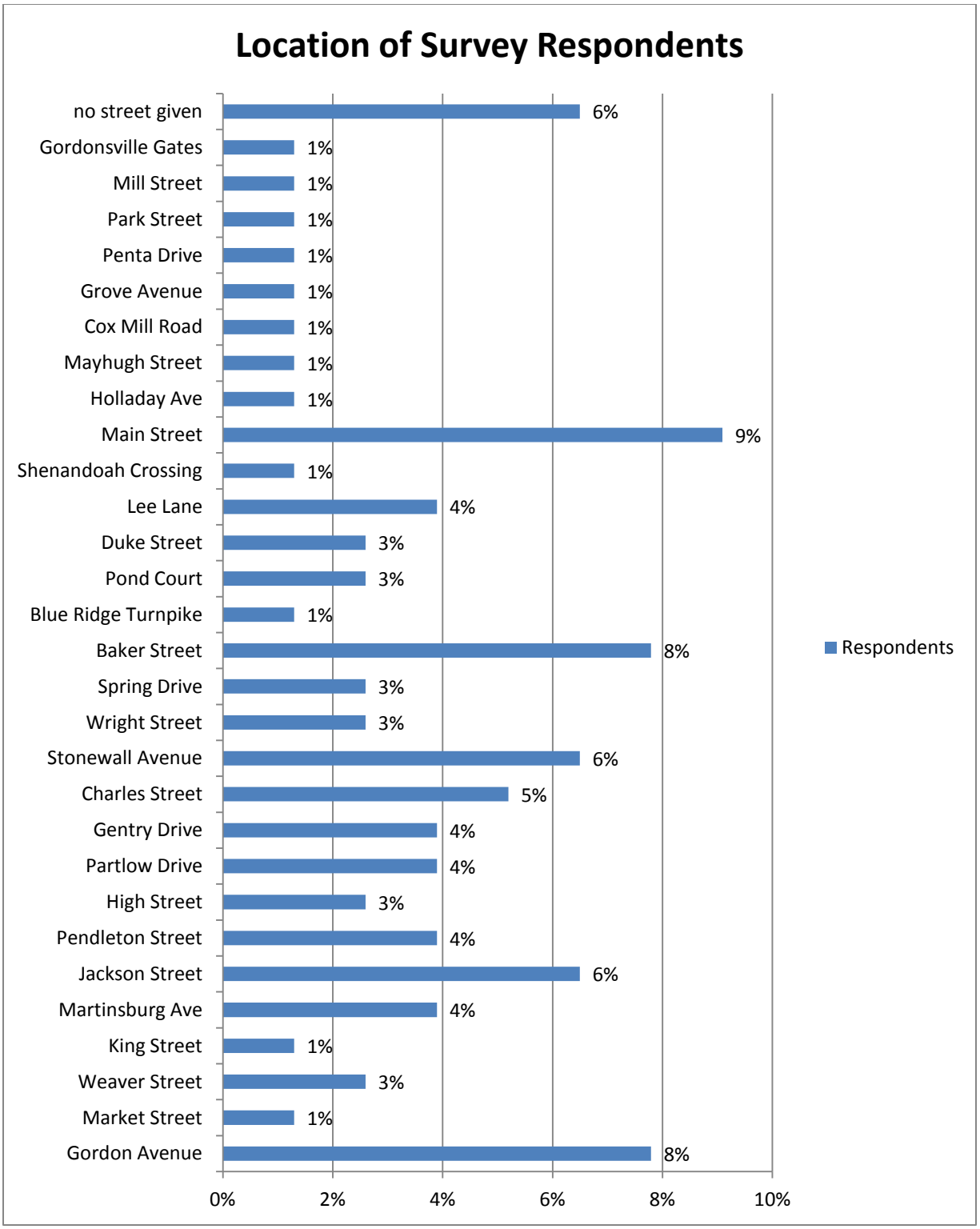
In this last category of issues to be rated in Question #1 of the community survey, responses were more evenly split in terms of importance in comparison to some of the other issues rated. The graph at the top of the next page shows the breakdown of responses received:



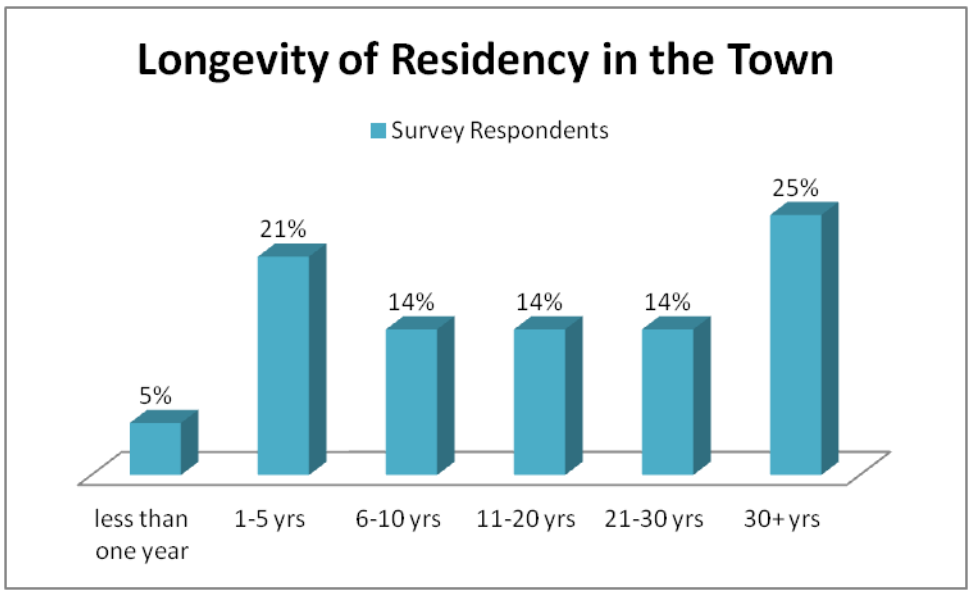
More than 65% of survey respondents rated this issue as important, moderately important or very important. Citing complaints about internet service in the area, respondents noted that providing wireless or broadband service to the Town would bring it into the 21st century and would benefit residents, visitors and businesses alike. Those who indicated that this particular issue is minimally important or unimportant to them noted that this would have no benefit to the Town and that people already have enough choices when it comes to accessing the internet.

Questions 2, 3 and 4 of the survey attempted to get a sense of the demographic of the survey respondents by asking questions about what street they live on, how long they have lived there and whether they own or rent their home.

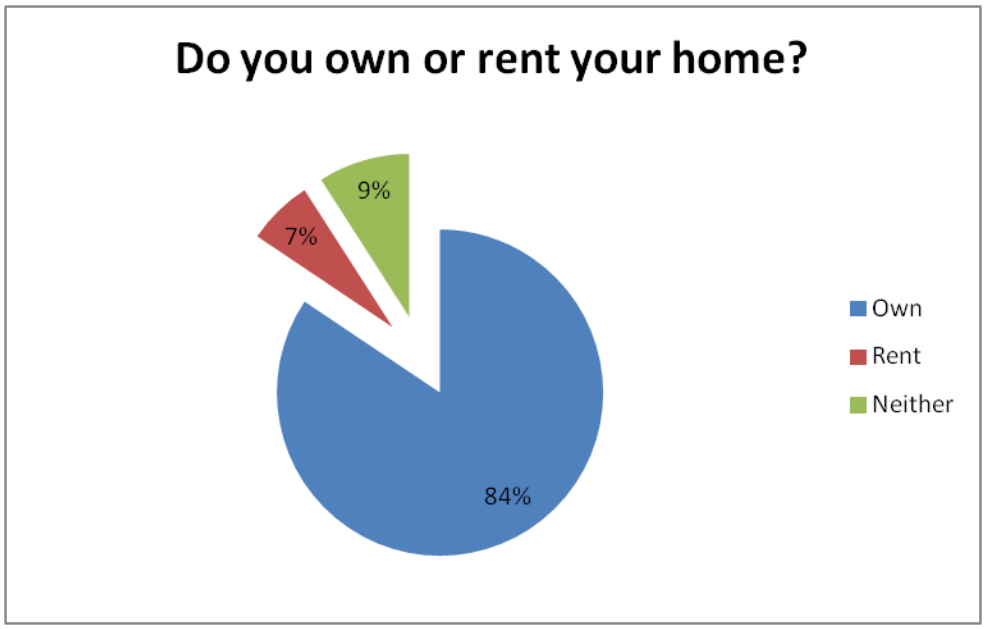
The following bar graph illustrates where survey respondents live:



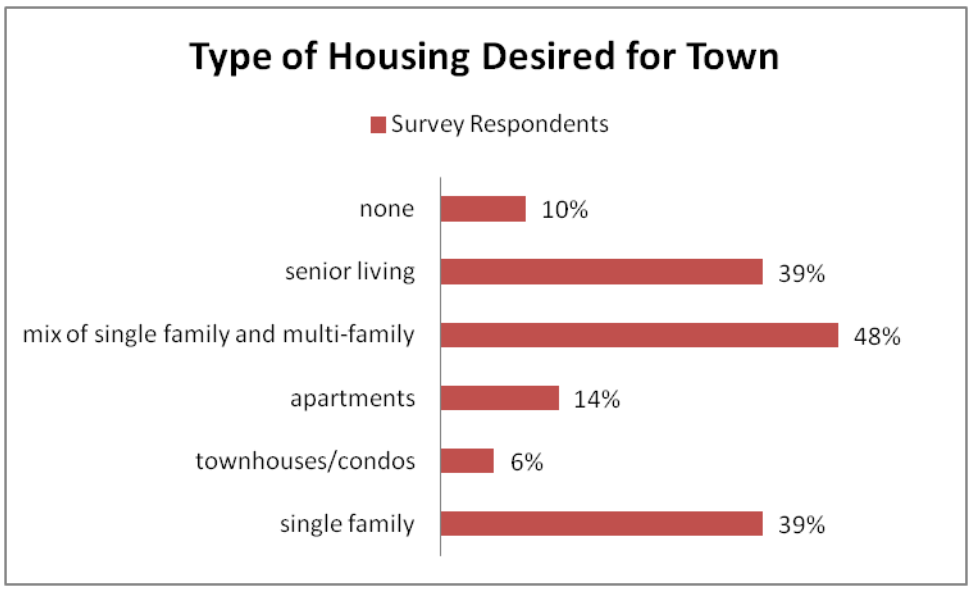
Twenty-five percent of survey respondents indicated they had lived on their street for 30 years or more, while 5% of respondents had lived on their street for less than a year. Twenty-one percent of respondents had lived on their street for 1-5 years. The following graph illustrates longevity of residence for survey respondents:



With regard to homeownership, a majority of survey respondents indicated they own their home, as illustrated by the graph below:

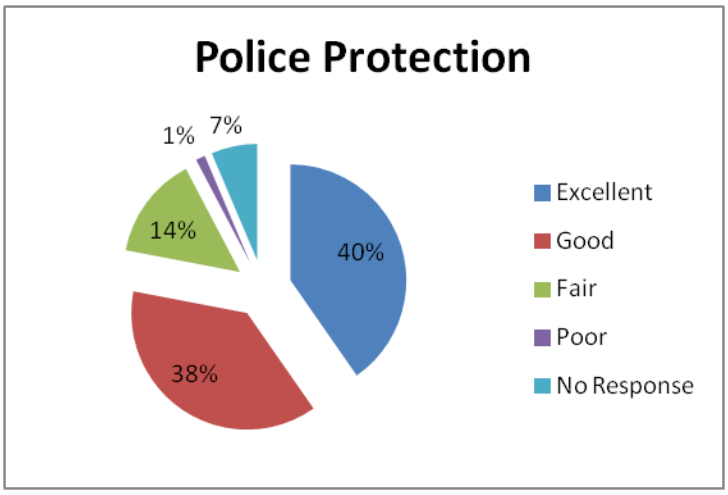


Question #5 of the survey asked respondents what type of housing they felt is needed in the Town. A mixture of single family and multi-family housing got the most votes (49%), while single family housing and senior living tied at 39% each. Ten percent of respondents indicated that no additional housing is needed in Town. The graph at the top of the next page shows the breakdown of all the responses received:

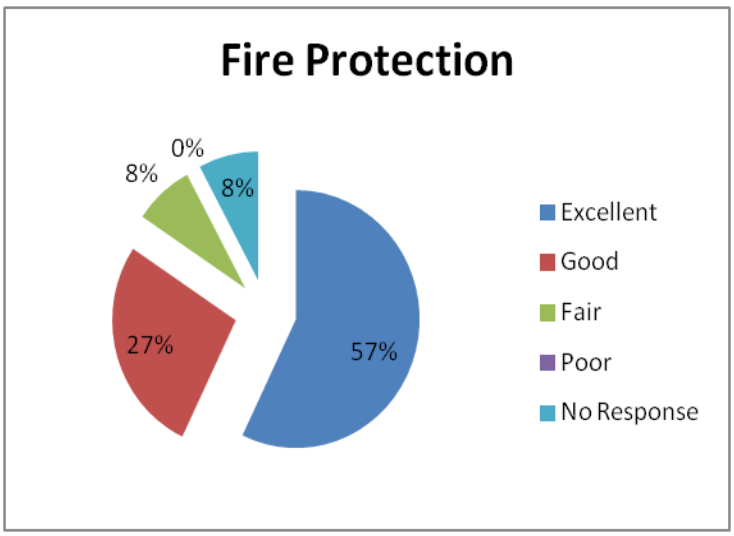


The current housing stock in the Town is predominantly single family, with multi-family units located in various developments on the periphery of the Town. Throughout Town, scattered single family units are divided and rented as duplex units. From the information shown in the graph above, it can be inferred that Town residents like the character of their Town and prefer that any future development be not only reflective of that character, but also provide housing that is affordable for all income levels.

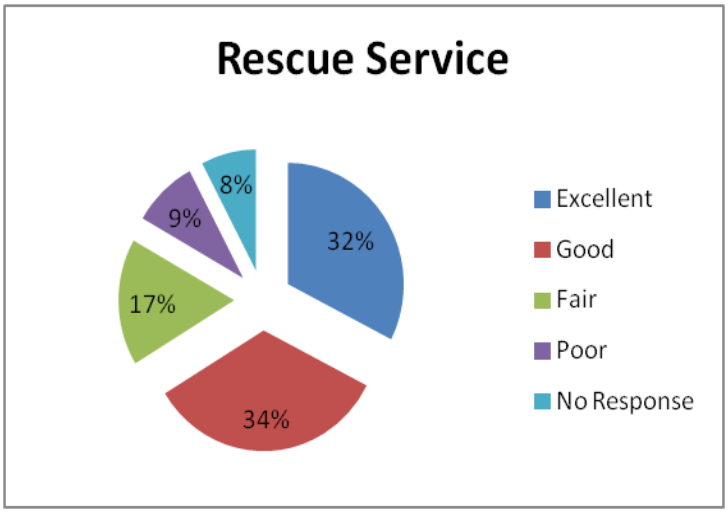
In question #6 of the community survey, respondents were asked to rate a number of services provided either by the Town or the County (in the case of schools, library, etc.). The following graphs show how each service was rated and whether respondents are willing to pay additional taxes to improve or expand the services they rated.



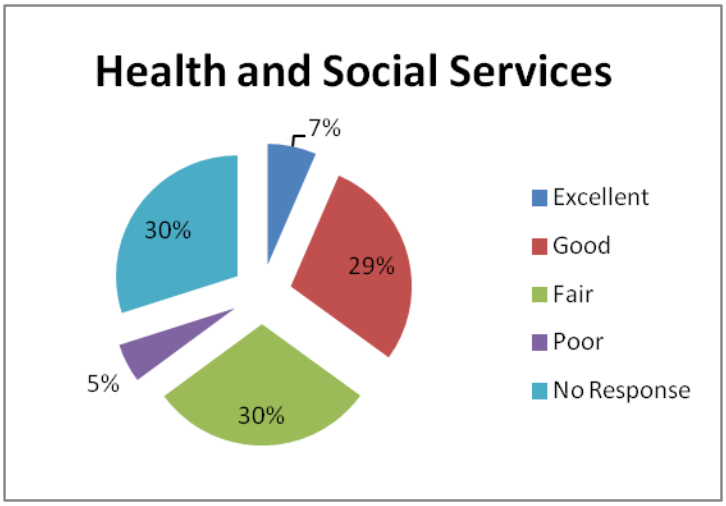
19% of respondents who rated this service said yes to a tax increase to improve or expand services. The tax increase some respondents indicated they would be willing to pay ranges from1% to 5%.



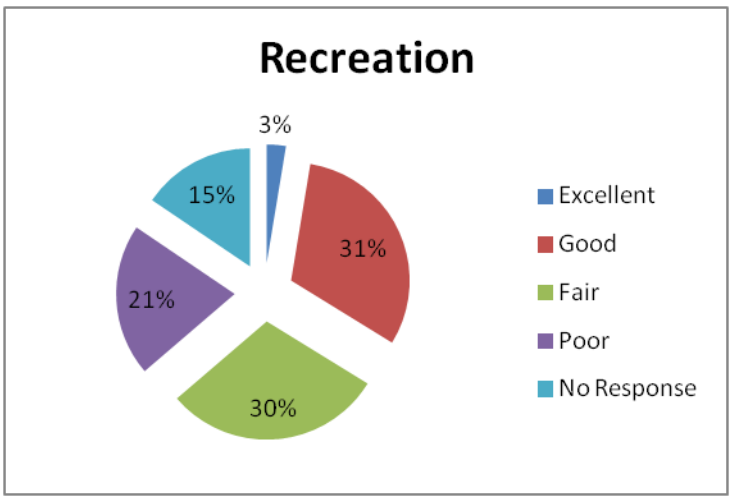
25% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand fire protection services. The tax increase some respondents indicated they would be willing to pay ranged from1% to 5%. One individual indicated he would be willing to pay a 30% increase in taxes to support this service.



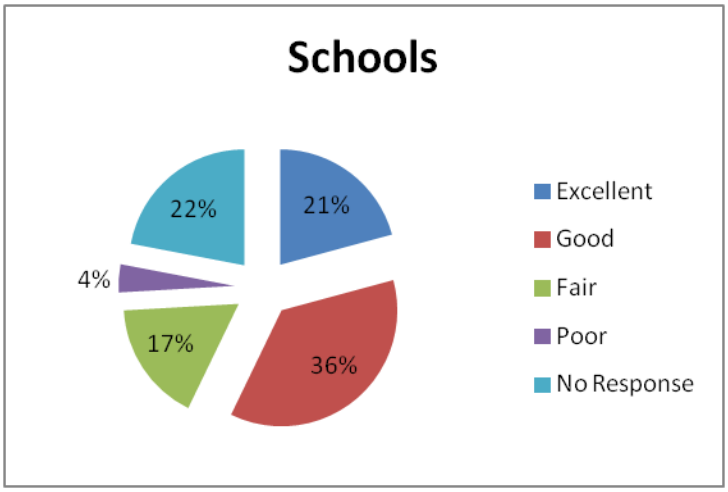
30% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand rescue services. The tax increase some respondents indicated they would be willing to pay ranged from1% to 5%.



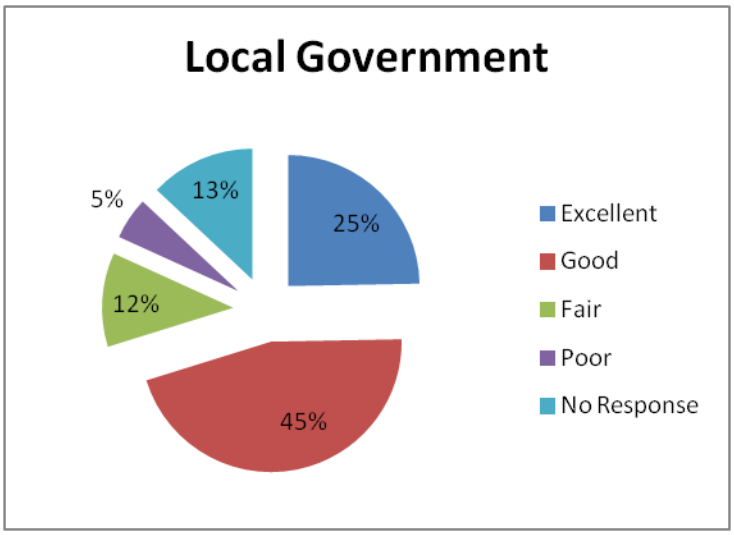
17% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand health and social services. The tax increase some respondents indicated they would be willing to pay ranged from 1% to 10%.



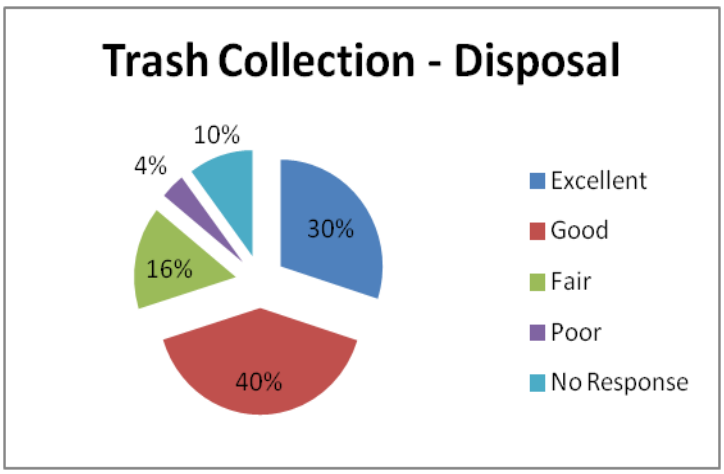
31% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand recreation opportunities in the Town. The tax increase some respondents indicated they would be willing to pay ranged from 1% to 10%.



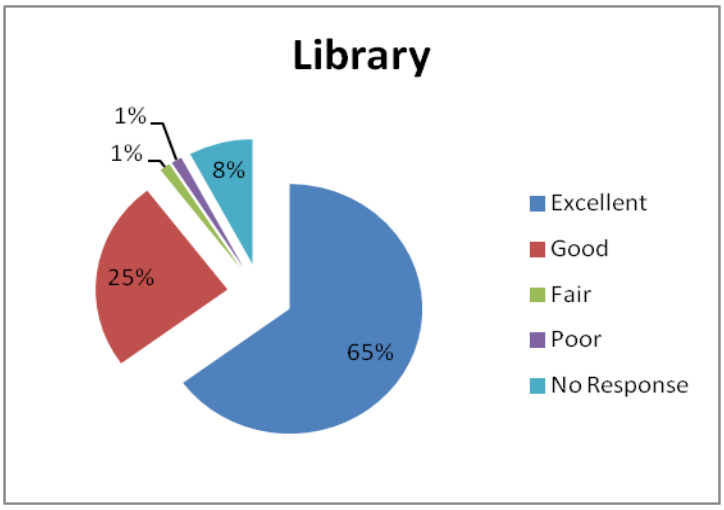
18% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand schools. The tax increase some respondents indicated they would be willing to pay ranged from 3% to 5%.



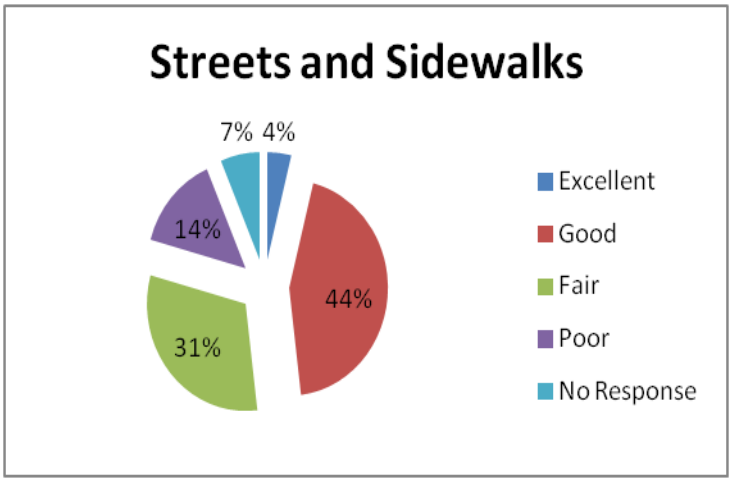
15% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand local government services. The tax increase some respondents indicated they would be willing to pay ranged from 1% to 10%.



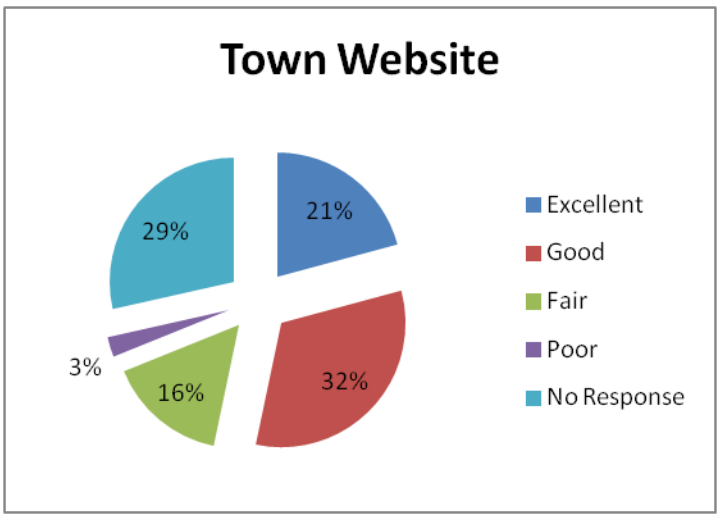
14% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand trash collection – disposal. The tax increase some respondents indicated they would be willing to pay ranged from1% to 5%.



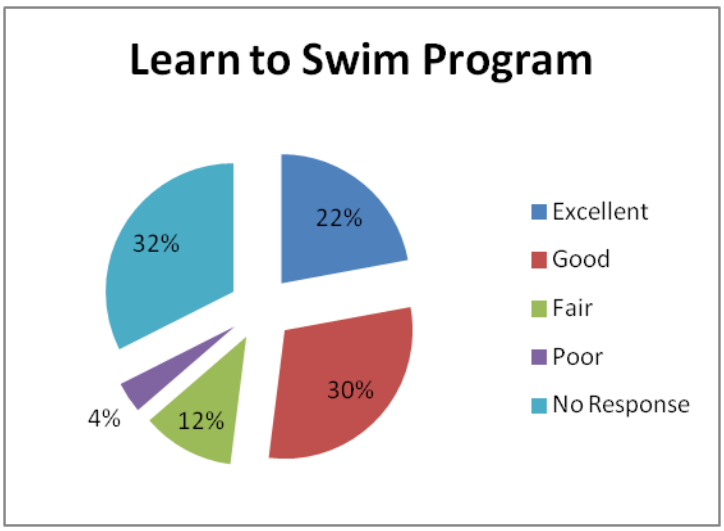
17% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand library services. The tax increase some respondents indicated they would be willing to pay ranged from 2% to 15%.



24% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand streets and sidewalks. The tax increase some respondents indicated they would be willing to pay ranged from 1% to 10%.

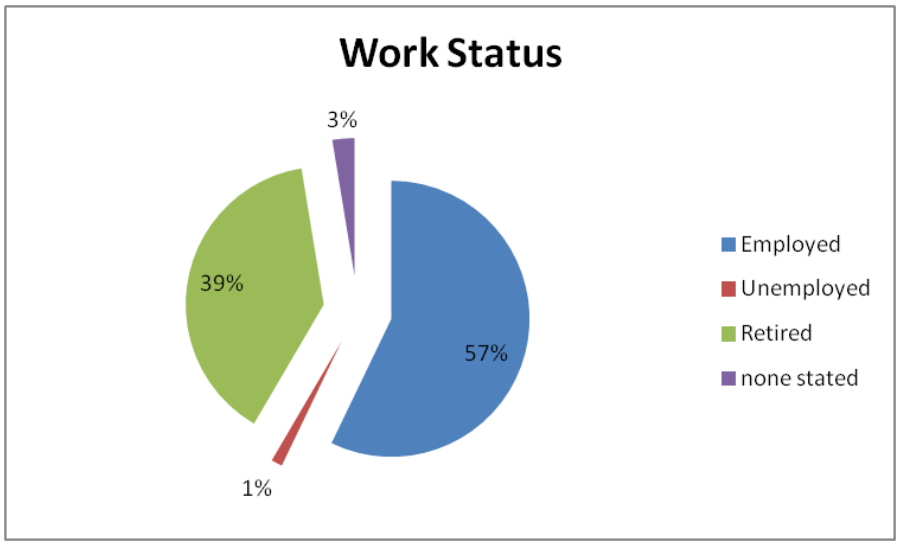


9% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand the Town website. The tax increase some respondents indicated they would be willing to pay ranged from 2% - 3%.

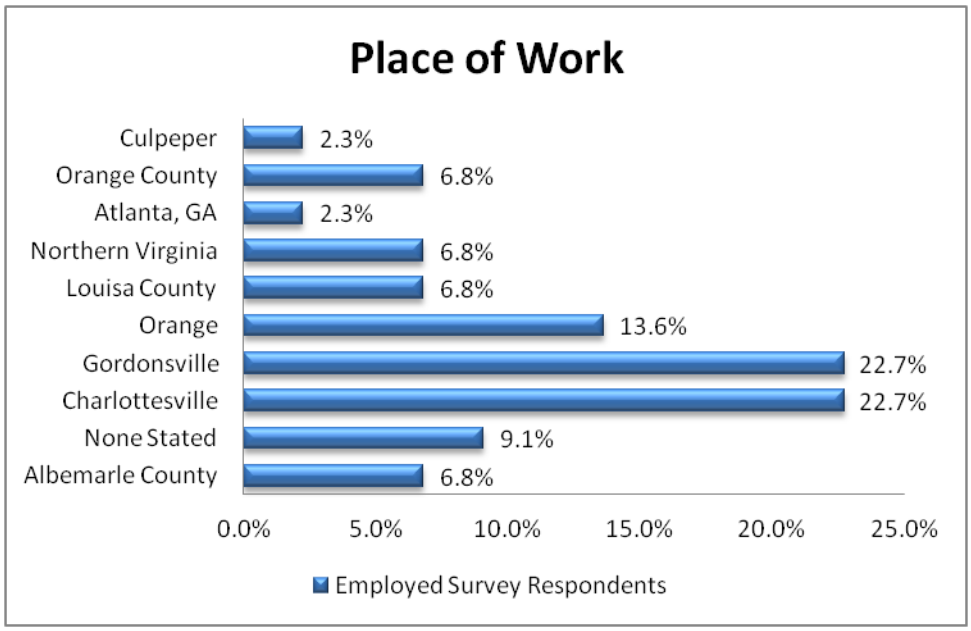


10% of respondents who rated this service said they would be willing to pay increased taxes to improve or expand the Learn to Swim program offered by the town. The tax increase some respondents indicated they would be willing to pay ranged from 2% - 5%.

Questions #7 and #8 asked citizens about their employment status, where they work, and what type of employment opportunities they would like to see in Town.

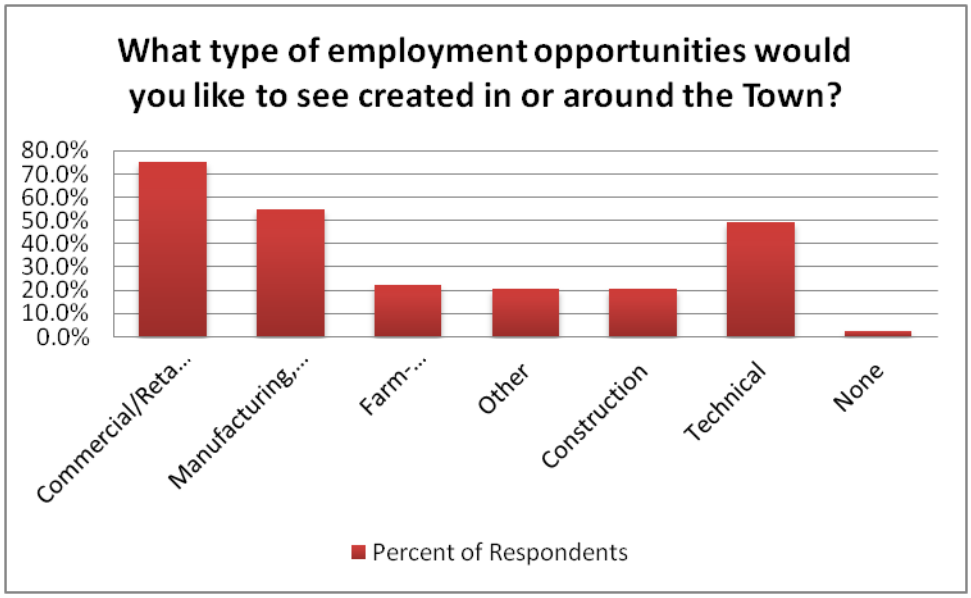


As illustrated in the graph above, more than half of the survey respondents are employed, and nearly 40% are retired. Those who are employed work in a myriad of places in the area, which is reflective of the Town's central location in the region and supports the comments made in the survey that Gordonsville is conveniently located for both business and job opportunities. The graph below shows the breakdown of where survey respondents are employed:



People go where the jobs are, especially in this current economy. Fortunately, Gordonsville is situated in proximity to areas like Charlottesville where jobs are available. The fact that as many of the survey respondents work in Gordonsville as work in Charlottesville is encouraging given the sentiment expressed in Question #1, where a majority of survey respondents indicated the importance and benefits of working in the place where you live.

The types of jobs most preferred by survey respondents included commercial/retail/wholesale; manufacturing, processing and distributing; and technical jobs. The graph below shows the breakdown of the different job preferences indicated in the survey:

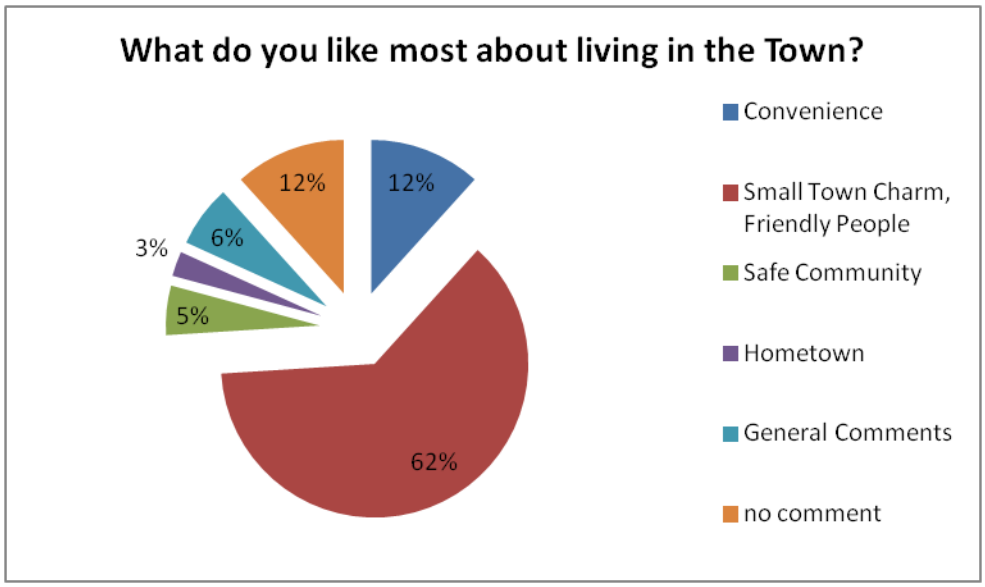


The "other" types of employment that survey respondents indicated they would like to see in or around Town included more grocery stores, small businesses, any clean manufacturing, satellite campus of a junior college or technical training school, health related services, and stores where locals can shop.

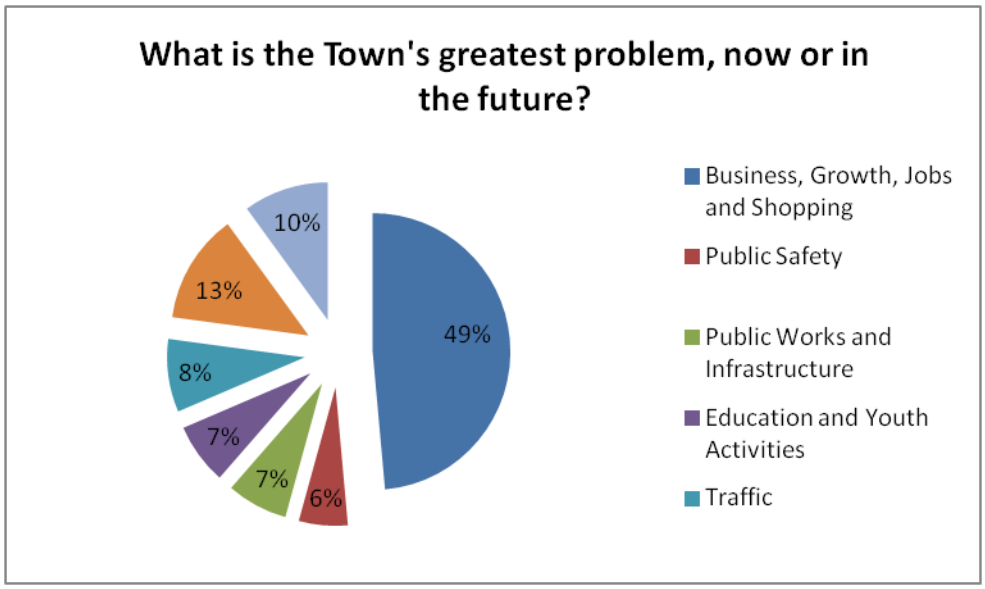
Questions 10 and 11, the last two questions of the community survey, were open-ended questions that asked what people liked most about living in the Town of Gordonsville, and what is the greatest problem for the Town, now or in the future. The information below is a summary of responses. A complete breakdown of all the responses is available in the raw data compilation on file in the Town Planner's office.

For the first question, the responses were broken down into the following categories: convenience; small town charm, friendly people; safe community; hometown; and general comments. Over and over again, survey respondents commented that the small

town charm of Gordonsville was one of the things they liked most about living in Town. The graph below illustrates the breakdown of all the responses:



With regard to the greatest problem for the Town, now or in the future, survey respondents stated that business, growth, jobs and shopping are the greatest challenges. Other categories of concern are public safety, public works and infrastructure, education and youth activities, traffic, and general comments. The graph below illustrates how survey takers responded to this question:



Consistently, survey respondents stated that more shopping opportunities for the average Town citizen are needed because the current shops cater more to those with higher incomes and who do not live in Town. They recognize that more business opportunities will lead to more shopping opportunities that eventually will bolster the economy of the Town. A greater revenue stream that comes from increased business and shopping opportunities will have a positive effect on all facets of Town services, such as public safety and public works, and ultimately will help to relieve the tax burden on the citizens of the Town.

Conclusion

Developing a clear and achievable vision for a community requires that the citizens within that community provide their input and feel vested in their responses. From the responses provided for this community survey that was sent out by Town Council and the Planning Commission in October 2011, it is clear that the people of the community care about their families, their neighbors, and their Town. They want to see more job opportunities, more shopping opportunities, more things for the youth of the community to do, and adequate provision of public services, all in the context of a small, rural, charming Town. They want what's best for their community, both now and for the future. While only 10% of the surveys that went out were completed and returned, the sentiments expressed in those 77 surveys provides clear and consistent direction for the Town's future and dovetails nicely with the public comments made during the Town's comprehensive plan public meetings that took place in the fall of 2011. There is no doubt that the future of the Town is bright as long as citizens and business owners remain committed to achieving a common vision for success.

Appendix C

Historic District Property Inventory

HISTORIC DISTRICT INVENTORY

GORDONSVILLE, VIRGINIA

The inventory of structures below was prepared as part of the National Register of Historic Places nomination form submitted to the United States Department of the Interior – National Park Service in July 1983 for the creation of the Gordonsville Historic District. The Town's historic district was listed on the Virginia Landmarks Register on August 16, 1983, and on the National Register of Historic Places on October 13, 1983.

WEST BAKER STREET

200 Block

200: Detached dwelling; Bungalow ca. 1910-25. Frame with weatherboarding; 1 story gable roof; asymmetrical 3-bay front; front veranda with tapering square wooden posts set on brick piers. This house is by far the simpler of the two Bungalow-style houses in the historic district.

202: Detached dwelling. Ranch style. ca. 1960s. Frame with weatherboarding and brick veneer; 1 story; gable roof; asymmetrical 4-bay front; recessed front veranda. Although not obtrusive, this house does not contribute to the character of the historic district. **Noncontributing structure.**

NORTH CHURCH STREET

400 Block

400 (Yeager House): Detached dwelling. Victorian Eclectic. Ca. 1876. Brick (5-course American bond); 1 and 2 stories; intersecting gable roofs; 3-bay front, (including N. wing); 1-story wraparound veranda with curved corners. Return cornices; sawn brackets a t roof and porch eaves; sawn balusters on veranda; 19th century cast-iron fence surrounds yard. This house is distinguished by its original single-story N Wing and its unusually fine wraparound veranda with sawn-baluster railing.

401 (Young-Omohundro House): Detached dwelling. Victorian Eclectic. Ca. 1870s. Frame with modern brick veneer; 2 stories; intersecting gable roofs; 3-bay front; ell plan; altered front veranda. One-story bay windows on front and S facades. The complex massing of this house is typical of Gordonsville's larger dwellings of the late Victorian period.

NORTH COMMERCE STREET

100 Block

100: Vacant lot.

102: Detached dwelling. Victorian vernacular. Ca. 1870-90. Frame with weatherboarding; 2 stories; intersection gable roofs; 2-bay front; T plan; small 1-story porch with deck in angle of ell. Large rear additions. Eaves and porch brackets; sawn-baluster railing. This house achieves considerable architectural interest by its T-shaped plan and bold but spare ornamentation.

104: Detached dwelling. Vernacular. Ca. 1870-90. Frame with weatherboarding; 2 stories; intersecting gable roofs; ell plan interior and exterior end chimneys; plan front veranda. This is one of the few undecorated houses of its size and period in Gordonsville.

105: Vacant lot.

106: Detached dwelling. Colonial Revival. Ca. 1900-20. Frame with weatherboarding; 1½ stories; gable roof; 2-bay gable-end front; wraparound veranda with Roman Doric posts. Bay window on S side; central stove flue. This plain but attractive Colonial Revival house is the only true story-and-a-half structure in the historic district .

107: Vacant lot.

109 (Magnolia House): Detached dwelling; built as a hotel. Italianate vernacular. Ca. 1873. Frame with weatherboarding; 3 stories (counting tall brick basement); low-pitched hipped roof; 4-bay front; interior and exterior brick chimney; two-story front veranda. Sawn eaves brackets; sawn-baluster railing; unusual floor plan. Built for Cofer Mayhugh. Designed principally to serve railroad passengers, Magnolia House was the smallest of Gordonsville's three postbellum hotels.

SW of 109

N. Commerce St., along C&O Railroad Tracks (no address). C&O Switch tower. Railroad tower. Colonial Revival. Ca. 1904. Brick veneer (Flemish bond) and concrete; 2 stories; pyramidal roof; 2-bay facades. Overhanging eaves with brackets; sheet metal-sheathed oriel window, W. facade; Bauhaus-functional exterior metal staircase. This attractive Colonial Revival signal and switching tower is all that remains of the C&O passenger depot complex demolished in the mid-1970s. It should be preserved in its present unaltered form, as it is a rare surviving type and provides a conspicuous visual link to Gordonsville's railroad-oriented past.

DEPOT STREET

200 Block

201 (Chesapeake & Ohio Freight Depot): Railroad depot. Vernacular. 1850s (?); remodeled and expanded in early 20th century. Frame with weatherboarding; 1 story; gable roof; 4-bay north facade (fronting RR tracks); raised wooden platform on two sides. This utilitarian building may have been erected as a depot for the Louisa Railroad, or its successor, the Virginia Central, in the late antebellum period. Because of Gordonsville's historic links to the railroad, this early building should be preserved.

NORTH FAULCONER STREET

400 Block

409 (Gordonsville Grammar School): Detached dwelling; built as a grade school. Gothic Revival/ Eclectic. Ca. 1878. Brick (5-course American bond with Flemish variant); 1 story; hipped and gable

roofs; 4-bay front; no porch; 4-room plan. Decorative brick buttresses on N and S lateral facades; doors open into sides of front and rear projecting pavilions. Built to house 100 students, this was the first public graded school in Gordonsville. The building is distinguished architecturally by its decorative buttresses and projecting pavilions.

EAST GORDON AVENUE

100 Block

101: Gas station. Art Moderne/Vernacular. Ca. 1940s. Concrete construction; 1 story; flat parapet roof; 4 asymmetrical 4-bay front .This is a typical service station of its period, and does not contribute to the historic district .This property is included in the district because it was the site of the Gordon Inn (see 512 N. Main St. for description). **Noncontributing structure**.

NORTH HIGH STREET

300 Block

310 (Christ Episcopal Church): Church. Gothic Revival. Ca. 1875. Brick (random and 5-course American bond with Flemish variant); 1 story; steep gable roofs with flared eaves; 3-bay gable-end front; 4-bay lateral facades; projecting front vestibule; matching one-bay transepts. Pointed-arch windows with tracery and 19th-century stained glass; inscribed roundel in gable; belfry with four-gabled roof and spire. Erected about 1875 largely through the efforts of Richard B. Haxall, a wealthy Richmond mill owner, this is one of the finest Gothic Revival churches in the state. The interior was heavily damaged by fire in 1970, but has been restored.

No Address - Located at division of N. and S. Main St. C&O Railroad Bridge. Early 20th century Functional. Ca. 1910-30. Steel and cast concrete; parapet sides; supported on rusticated concrete abutments; metal pole with signal lights at W end. Indicative of Gordonsville's thriving railroad era, this classic early railroad bridge should be preserved.

NORTH MAIN STREET

100 Block

100: Florist shop (built as a store-cum-gas station). Colonial Revival. Early 20th century. Frame later veneered in brick; 2 stories; gable and hipped roofs (sheet metal and pan tile sheathing); 5-bay facade; long porte-cochere. Only slightly altered, this building is an integral part of Gordonsville's early 20th-century commercial district.

200 Block

200 (Gentry House): Detached dwelling. Carpenter Gothic. Mid-19th century. Frame with board-and-batten siding; 1 story; gable roof; 1-bay gable-end front and 3-bay S. facade; central brick chimney; 1-story, 1-bay porch on gabled front. Tripartite upstairs gable window; scalloped bargeboards; bracketed and turned porch posts. This early house is the only example of its style in Gordonsville.

201 (Gordonsville Vol. Fire Dept.): Built as fire station. Commercial Vernacular. 1920s. Two stories; gable roof with stepped-parapet false front; 2 bays (original section); 1-story brick addition on N end. Built in 3 phases. Total of 6 garage bays; paired windows with segmental heads on second floor; inscribed roundel in parapet. Built soon after Gordonsville's devastating 1916 and 1920 fires, this building contributes to the historic character of the district.

202: Detached dwelling. Neo-Colonial Revival. Ca. 1940s. Brick (stretcher bond); 1 ½ stories; gable roof; oversize front dormer; asymmetrical 3-bay facade; recessed front porch. "Although not unattractive, this house does not contribute to the historic ambience of the district.

203 (The Old Oaken Bucket): Mixed commercial building (offices, shops, library); built as a hotel. Colonial Revival. Ca. 1920. Yellow brick (possibly a later veneer over frame); 2 stories; hipped roof; 9 irregular bays; long portecochere, and 2-story veranda on S end. This large Colonial Revival building houses a mini shopping mall, adding to the quality and character of the downtown commercial district.

204 (Linney-Barbour Building): Presently vacant; originally a store-cum-dwelling. Late Greek Revival/Vernacular. Ca. 1855-70. Brick (5-course American with Flemish variant); 2 stories; low-pitched hipped roof; asymmetrical 5-bay front interior chimneys. One of the earliest brick buildings in town, and similar to the recently demolished Partlow House, this dwelling-cum-store is distinguished by its unusual floor plan and fenestration.

205: Florist shop. Vernacular. mid-20th century. Frame with weather-boarding and brick veneer; 1 story; low-pitched gable roof; 3-bay front. This small-building with its oversize muntined windows does not contribute to the historic ambience of the district. **Noncontributing structure**.

206: Detached dwelling. Eastlake vernacular. Ca. 1900. Frame with weatherboarding; 2 stories; gable roof with polygonal roofs over bays; symmetrical 3-bay front with 2-story projecting bays flanking doorway. The highly articulated facade of this house, together with its large shade trees, adds to the visual richness of the historic district .

207: Detached dwelling. Vernacular. Early 20th century. Frame with weatherboarding; 2 stories; gable roof; asymmetrical 3-bay front; 2-story front veranda with shed roof. The two-tier veranda on this modest building enhances its architectural interest .

208: Apartment building (probably built as a store). Colonial Revival/ Vernacular. Early 20th century. Frame with weatherboarding (covered with aluminum siding); 1 story; gable roof; 1-bay gable-end front. Original metal roof sheathing with unusual decorative cresting. Although it has been expanded and heavily altered, the original part of this building should be preserved.

209: Detached dwelling. Victorian Vernacular. Late 19th/early 20th century. Built frame with weatherboards; 2 stories; intersecting gable roofs; s irregular 2-bay front with (later) projecting front ell; Colonial Revival wraparound veranda. This complex dwelling remains largely unaltered, adding to the integrity of the historic district.

210: Detached dwelling. Decorated vernacular. Late 19th/early 20th century. Frame with weatherboarding; 2 stories; low-pitched hipped roof; asymmetrical 3-bay front (house built in 2 phases);interior brick stove flue; 1-story, 1-bay front porch. Scalloped bargeboards; turned posts; ramped-lintel window hoods. The boldly-projecting decorated eaves of this house give it considerable architectural character.

212: Mobile home serving as office (Communications Workers of America Union Local 2250). Modern Functional. Ca. 1970s. Frame with corrugated metal sheathing; 1 story; low-pitched roof. "This structure does not contribute to the historic character of the district.

214 (Memorial Hall): Auto parts store; built as civic auditorium. Simplified Classical Revival. Ca. 1906-10. Frame with weatherboarding; 1 story; gable roof with front pediment; symmetrical 3-bay front; tetrasyle portico. Built by the Maplewood Memorial Association, a civic group formed in 1906 to mark and care for local Civil War graves, this building was used for town meetings and for staging theatrical and musical events. An important reminder of Gordonsville's early history, this little- altered building should be preserved.

300 Block

300 (Swan-Payne House): Detached dwelling. Colonial Revival. Ca. 1905-15. Frame with weatherboarding; 2 ½ stories; deck-on-hip and pedimented gable roofs; 3 pedimented dormers; 3-bay front; two-tier *5* tetrasyle portico with full-length balcony. Two-story rear porch; polygonal 2-story bay on S side; unusual curvilinear brackets supporting front balcony. The largest house of its period in town, this handsome dwelling exhibits several unusual architectural features.

301: Detached dwelling (originally front ell functioned as a store). Vernacular. Ca. 1900. Frame with weatherboarding; 2 stories; gable roofs; 3-bay store front, 2-bay dwelling front; 2-story veranda across dwelling unit. Original storefront; fancy sawn porch balusters. This is the largest early store-cum-dwelling in Gordonsville.

302: Detached dwelling. Eclectic Vernacular. Ca. 1900. Frame with weatherboarding; 2 stories; intersecting gable roofs; 2-bay front; wraparound veranda with turned posts. With its irregular massing, this unaltered house adds to the visual interest of the neighborhood.

303: Detached dwelling. Vernacular. Early 20th century. Frame with weatherboarding; 2 stories; hipped roof; 2-bay front; full-length front veranda. Although of modest architectural merit, this house is an integral part of the historic neighborhood.

304 (E.J. Faulconer House): Real estate office (built as a detached dwelling). Vernacular/Italianate. Ca. 1856. frame with weatherboarding; 2 stories; low-pitched hipped roof; symmetrical 3-bay front; raised brick basement; interior end brick chimneys; one-story front porch. Porch supported by pierced posts and sawn brackets; roof cornice features brackets interspaced with applied roundels. This house, the oldest documented dwelling on Main Street, has been attributed to master builder Benjamin Faulconer.

305: Detached dwelling. Late Victorian. Ca. 1900. Frame with weatherboarding; 2 stories; low-pitched hipped roof; 2-bay front. Roof eaves, door hood and single-story front bay window are embellished by bold sawn brackets with turned drops. This house is among the best examples in Gordonsville of an essentially plain building transformed by the use of decorative brackets.

306: Detached dwelling. Colonial Revival/Shingle Style. Ca. 1905-20. Frame with weatherboarding and wooden shingles; 2 stories; hipped roof with oversize front dormer; 3-bay front; full-length front veranda with tapering square posts. This unaltered dwelling is one of two in town influenced by the popular late 19th-century Shingle Style.

307: Detached dwelling. Ranch Style. Ca. 1950s. Frame with weather-boarding; 1 story; gable roof; asymmetrical 3-bay front; recessed front porch. "Although unobtrusive, this small house does not enhance the character of the historic district."

308: Detached dwelling. Vernacular. 2nd half 19th century. Frame with weatherboarding; Z stories; hipped roof; asymmetrical 3-bay front; exterior end chimney on S side only; full-length Colonial Revival veranda. Reminiscent of unadorned local farmhouses, this 19th-century dwelling provides a foil for the more elaborate buildings in the neighborhood.

309: Detached dwelling. Late Victorian. Late 19th century and/or early 20th century. Frame with weatherboarding; 2 stories; gable and hipped roofs; ell plan with 2-bay front; wraparound veranda with Roman Doric posts. Sawn brackets a t roof cornice; window hoods rise to central peak. With its long veranda and polychromed decorative trim, this largely unaltered house is a distinct asset to the neighborhood.

310: Detached dwelling. Vernacular. Late 19th century. Frame with weatherboarding; 2 stories; gable roof; symmetrical 3-bay front; exterior end chimneys; 1-bay front porch. This plain I-house is an integral part of the historic area.

311: Detached dwelling. Decorated Vernacular. Late 19th /early 20th century. Frame with weatherboarding; 2 stories hipped roof; 2-bayfront;interior brick chimney; full-length front veranda. This foursquare house has the same distinctive pierced porch posts seen at 304 S. Main and the same peaked window hoods employed at 309 S. Main.

312: Detached dwelling. Vernacular. Late 19th /early 20th century. Frame with weatherboarding; 2 stories; hipped roof; 3-bay front, interior brick chimney; full-length front veranda. Similar in overall form to more highly decorated houses on the block, this austere dwelling illustrates the variety of architectural taste in early Gordonsville.

313: Detached dwelling. Vernacular. Early 20th century. Frame with weatherboarding; 1 story; hipped roof; 2-bay front; original full-length veranda with turned posts. The smallest surviving early dwelling on Main Street, this house is probably representative of those inhabited by the middle and lower-

middle classes a t the turn of the century, and should be preserved as a type not otherwise represented in the historic district.

314 (Gordonsville Christian Church): Church. Modified Classical Revival. Built 1853; remodeled ca. 1880 and early 20 century. Frame with weatherboarding; 1 story; gable roof with front pediment; 2-bay front and 5-bay lateral facades. Crenellated belfry an (front) corner; double front window with triangular glazed head and geometric glass. The Disciples of Christ built this, the earliest documented standing building on Main Street, in 1853. It was given a false front and central bell tower ca. 1880 and brought to its present form ca. 1910-20.

315: Detached dwelling. Vernacular. Late 19th /early 20th century. Frame with weatherboarding; 2 stories; gable roof; 3-bay front; exterior end chimneys; one-bay front porch with paired Roman Doric posts. This typical I-house has been upgraded by the addition of a Georgian Revival porch with balustraded upper deck.

317: Detached dwelling. Vernacular. Late 19th /early 20th century. Frame with weatherboarding; 2 stories; gable roof; 3-bay front; interior end brick chimneys; full-length front veranda. This rather plain house, now the rectory of St. Mark's Roman Catholic Church, maintains the character of the district.

319 (St. Mark's Catholic Church): Church. Carpenter Gothic. Ca. 1883. Frame with weatherboarding; 1 story; gable roof; 3-bay front and 4-bay lateral facades; small projecting front vestibule. Narrow lancet windows; plain tympanum with round vent; small belfry with projecting eaves. Early rear wing creates a T-plan building. This handsome Carpenter Gothic church is a local landmark.

400 Block

400: Detached dwelling. Colonial Revival. 1925-40. Frame with stucco cladding; 2 stories; gable roof; 3-bay front; exterior brick chimney S end only; small entry porch with tympanum pierced by elliptical arch. Although of later date than surrounding houses, this attractive 1930s Colonial Revival dwelling maintains the ambience of the district.

401 - (Faulconer-Schlosser House): Detached dwelling. Decorated Vernacular. ***%v*** 1860 68. Frame with weatherboarding; 2 stories; hipped roof; 3-bay front; 2interior brick chimneys. Lacking front porch; original probably removed. Early 1-story board-and-batten clad kitchen wing extends at rear. Main block embellished by ramped window hoods and sawn eaves; brackets with turned pendants. Builder probably Benjamin Faulconer. Begun just before the Civil War and completed by 1868, this was the home of E.J. Faulconer, one of Gordonsville's leading businessmen and political figures.

402 (Ogg House): Detached dwelling. Greek Revival / Vernacular .Ca. 1873. Frame with weatherboarding; 1 story; hipped roof; 3-bay front; 2interior brick chimneys; plain distyle front porch. This foursquare "cottage" is one of two local examples of a popular mid-19th-century Virginia house type.

403: Detached dwelling. Neo Colonial Revival. Ca. 1950s. Frame or masonry with brick veneer; 1 ½ stories; gable roof with 2 front dormers; 3-bay front; 1-bay front porch. "This Neo Colonial house does not contribute to the historic fabric of the neighborhood.

404 (Runkle House): Detached dwelling. Decorated Vernacular. Ca. 1873. Frame with weatherboarding; 1 story; low-pitched hipped roof; 3-bay front; 2 interior brick chimneys; 1-bay front porch with paired posts and modified pediment. Very similar in form to the Ogg House next door at 402 N. Main, this house has a fancier porch featuring an ogee soffit beneath the gable. A general merchandise store erected in the 19th century has been removed from the north side.

405: Detached dwelling. Cape Cod. Mid-20th century. Stucco over frame or masonry; 1 story; gable roof; 3-bay front; interior brick flue; flat-roofed front entry shelter. "This rather attractive small house is too recent to be considered an integral part of the historic district.

406 (Gordonsville Presbyterian Church): Church. Greek Revival. 1855. Brick (6-course American bond with Flemish variant); 1 story; gable roof with front pediment; 1-bay gable-end front and 3-bay lateral facades; no porch. Lunette in pediment; 12-over-12 sash windows; original belfry set on double plinth and having round-headed louvers and curved, four-sided roof with needle pinnacle; doorway framed by Doric pilasters supporting full entablature. This is the oldest unaltered church in Gordonsville and is among the most handsome Greek Revival churches in Piedmont Virginia.

407 (Gordonsville Methodist Church): Church. Italianate. 1873. Brick (random American bond with Flemish variant); 2 stories; low-pitched gable roof; 1-bay front and 4-bay lateral facades; no porch (original portico - Projecting eaves with bold returns, in antis has been enclosed). Decorated with T-shape dentils and sawn brackets; inscribed and dated roundel at crux of gable; original distyle portico in antis surmounted by Palladian-arch motif. Soon after opening in 1873, the second floor was leased to "Waddell Lodge No. 228 of Ancient, Free and Accepted Masons." One of the most exuberantly decorated small-town churches of its period in the Piedmont, Gordonsville Methodist is still used by its original congregation.

408: Detached dwelling . Vernacular. Ca. 1910-20. Frame with weather-boarding; gable roof with front cross-gable; asymmetrical 4-bay front; long wraparound veranda with Composite columns. This rather plain early 20th-century house is enhanced by its wraparound veranda and handsome tree-shaded yard.

409: Detached dwelling. Colonial revival/Vernacular. Ca. 1910-25. Frame with weatherboarding; 2 stories; hipped roof; 3-bay front; full-length front veranda with Roman Doric posts. Although relatively late and of modest architectural interest, this house complements the earlier buildings in the neighborhood and should be preserved.

410: Detached dwelling. Craftsman Shingle Style. Ca. 1905-20. Frame with weatherboarding and wood shingles; 2 stories; intersecting gable roofs; 2-bay front; full-length front veranda with Roman Doric posts. Second-story polygonal bay contained within gable; windows with geometric sash. With

its highly articulated facades and imbricated shingles, this house is among the most interesting of its period in Gordonsville.

411: No building; defunct address. Same lot as 413 N. Main.

412: Detached dwelling. Colonial Revival. Ca. 1900-15. Frame with weatherboarding; 2 stories; hipped and gable roofs, 3-bay front; 314-length front veranda. This house is distinguished by its complex roofline and veranda with simplified elliptical arches between the posts.

413 (Mason House): Detached dwelling. Colonial Revival. Late 19th century with lateral terations, Frame with modern brick veneer; 2 stories; intersecting gable roofs; single front dormer; 5-bay front; ell plan; altered front veranda. This house was made p a r t of the Orange-Gordonsville Community Hospital in 1939, shortly afterwards being connected via a hyphen to the main hospital at 401 N. Main.

500 Block

500: Detached dwelling. Vernacular. Early 20th century. Frame with weatherboarding; 2 stories; gable roof; symmetrical 3-bay front; 1-bay tetrasyle porch with Roman Doric posts. Lacking end chimneys, this appears to be one of the latest I-houses in Gordonsville.

501 (Gordonsville Area Medical Center): Medical clinic; originally a detached dwelling. Vernacular. Ca. 1885. Frame sheathed in modern brick veneer; 2 stories; intersecting gable roofs; 4-bay front; 1-bay modern Bauhaus-style porch. The core of the present medical center was built ca. 1885 by James Strange French, a sometime lawyer, hypnotist and inventor who published his novel Elkwatawa; or The Prophet of the West before arriving in Gordonsville in 1884. In 1939 two local physicians purchased the property and built the Orange-Gordonsville Community Hospital here, expanding the original house by adding two large wings to the N and W. in 1980 the hospital was sold and converted to an outpatient clinic.

502: Detached dwelling. Decorated Vernacular. Ca. 1870-90. Brick (7-course American bond with Flemish variant); 1 and 2 stories; intersecting gable roofs (2-story unit) and hipped roof (1-story unit); asymmetrical 3-bay front; front veranda with square wooden posts s e t atop brick piers. This unusual dwelling, with its apparently original single-story brick wing, makes a n important contribution to the district .

503-05: Parking lot for Gordonsville Area Medical Center. Formerly the site of the Gordonsville Baptist Church (1859-66) and parsonage (demolished 1971).

504 (Routt House): Detached dwelling. Italianate/Vernacular. Ca. 1870s. Brick (stretcher bond with random headers; 5-course American with Flemish variant on **S** wing); 2 stories; intersecting gable roofs; 3-bay *S* front; ell plan; 2-bay veranda. House built in 2 phases; south bay added soon after main unit. The Routt House was one of the first dwellings in Gordonsville to exhibit the asymmetric massing popularized in such mid-19th-century pattern books a s A.J. Downing's The Architecture of Country Houses.

506 (C.B. Linney House): Detached dwelling. Italianate vernacular, Ca. 1878. Frame with weatherboarding; 2 stories above a tall brick basement; hipped roof with decorative front cross-gable; 5-bay front; 2interior brick chimneys; 2-story veranda with wooden columns on the first floor and cast-iron columns above. Charles Beale Linney, the grandson and namesake of Dr. Charles Beale, developer of Gordonsville, had this house built for himself around 1878. Probably the grandest of the private dwellings erected during the town's boom years, it features a double-tier veranda with elaborate cast-iron railing and pillars.

507: Detached dwelling. Craftsman/Vernacular. Ca. 1905-20. Frame with weatherboarding; 2 stories; low-pitched hipped roof; 2-bay front; interior brick chimney; small gable-roofed entry porch. The only concession to decoration on this Craftsman-influenced house is the small front attic vent, and the turned posts of the front porch.

508: Detached dwelling. Craftsman/Vernacular. Ca. 1905-15. Frame with weatherboarding; 2 stories; low-pitched gable roof; 2-bay front; interior brick chimney; full-length veranda with Roman Doric posts. Similar in form to the smaller and plainer dwelling across the street at 507, this house features the same distinctive "peaked" window hoods found at 309 and 311 North Main.

509 (Spencer House): Detached dwelling. Vernacular. 19th century; moved ca. 1951 to present site and enlarged. Frame with weatherboarding; 2 stories; gable roof; 3-bay front (original section); exterior end brick chimney; 314-length front veranda with Roman Doric posts. The main 3-bay section of this house was originally an outbuilding at the historic Gordon Inn (demolished 1947) one block north. It was moved to its present site ca. 1915 by a Dr. R.M. Spencer, who kept his medical office in the north addition.

510: Detached dwelling. Vernacular. Ca. 1880-1900. Brick (random American bond with Flemish variant); 2 stories; intersecting gable roofs; 2-bay front; ell plan; small porch in angle of ell. This attractive ell-plan brick house stands a t the north end of Gordonsville's early residential section, providing a visual terminus to the historic district.

511 (Methodist Parsonage): Detached dwelling. Neo Colonial Revival. Brick veneer over frame or masonry; 1%stories; gable roof with 3 front dormers; 5-bay main block with one-bay side wings; no front porch. Located at the north edge of Main Street, this modern dwelling cannot be considered a contributing part of the historic district. **Noncontributing structure**.

512 (Tastee Freez): Restaurant. Post-Bauhaus Vernacular. Ca. 1960s. Masonry with brick veneer, plate glass and sheet metal sheathing; 1 story; parapet roof; 3-bay front. The building itself is out of character with the district, but the property is included because it is the site of the Gordon Inn, a crossroads tavern established by Nathaniel Gordon. In the late 18th century. This tavern was the focal point of the village (later named Gordonsville, after its builder) that grew up around it in early 19th century. Famous guests there in its early years included George Washington, Thomas Jefferson, and the Marquis de Lafayette. In later years, the tavern buildings were used as a private boys' school. A

commemorative monument with inscribed bronze plaque marks the site of the tavern, which was demolished in 1947. Noncontributing structure.

513: Detached dwelling. Bungalow. Ca. 1910-25. Frame with weatherboarding; 1 story; gable and hipped roofs; irregular (stepped) facades; gable-roofed front porch. Boldly-projecting eaves with simplified brackets; porch posts with engaged colonnettes; windows with geometric sash; tall hooded stove flues. This house, with its complex massing and intersecting roof lines, is the best example in Gordonsville of the popular early 20th-century Bungalow style.

SOUTH MAIN STREET

100 Block

100: Restaurant (possibly built as a store). Functional Modern. Ca. 1930-50. Cinder block; 1 story; parapet roof; asymmetrical 4-bay front. Vertical wood siding added to front. Although it maintains the street facade, this building does not otherwise contribute to the character of the district.

101: Undeveloped lot located next to the C&0 tracks.

102: (L. M. Acree Building): Store. Commercial vernacular. ca. 1916-25, Brick (6-course American bond; yellow brick on front, red on sides); 2 stories; parapet roof; 4-bay front. Original glazed shop front and sheet metal cornices. This handsome early store is the only one in Gordonsville faced with yellow brick.

103: (Allman Building): Store (hardware). Commercial Vernacular. Ca. 1916-25. Brick (7-course American bond) painted white; 2 stories; parapet roof; symmetrical 6-bay front. Original storefronts and cornice; name inscribed on cornice. With its paired brick recesses articulating the upper story, this unaltered building is a pleasing addition to the block.

104 (Virginia National Bank): Bank. Neo Colonial Revival. Ca. 1965-75. Masonry with Flemish-bond brick veneer; 1 story; hipped roof; asymmetrical 5-bay front. Although this building is modern, it maintains the street facade and blends reasonably well with the older structures on the street.

105: Store (now an auto salesroom): Commercial Vernacular. Ca. 1916-25. Molded (rusticated) cement block construction; 2 stories; parapet roof; 3-bay front. Original storefront; part of wooden cornice removed. This /store is the only commercial building in Gordonsville built of rusticated cinder block, rather than brick.

106-08: Asphalt-paved parking lot belonging to Virginia National Bank.

107 (Blackey Building): Store. Commercial Vernacular. 1916. Brick (&course American); 2 stories; parapet roof with stepped sides; 12-bay front; Original glazed storefronts; brick recesses at upper story; elaborate sheet metal cornice with pinnacles and dated, inscribed pseudo-pediment. The Blakey Building, erected immediately after the devastating 1916 fire, is the largest and perhaps handsomest commercial building on South Main.

109 (Busbee's Store): Store. Italianate / Commercial .Ca. 1884. Brick (American bond with Flemish variant); 2 stories; parapet roof; 3-bay front. Early if not original wooden storefront; original wooden cornice with scrollsawn brackets; round-arched upper-story windows; later buttresses added to N. side after 1916 fire. This attractive brick store is one of the oldest commercial buildings along S. Main; its buttresses and arched windows distinguish it from its 20th-century neighbors.

110: Store. Vernacular. Possibly mid-19th century; ca. 1900-20. Frame with brick veneer at front and asbestos shingles on sides; 2 stories; gable roof; 4-bay gable-end front. Part of this building may date to the mid-19th century, according to local historian W.H.B. Thomas. With appropriate exterior renovations this building, which matches its neighbors at 112 and 114 S. Main, could considerably enhance the visual character of the historic district .

111: Store. Modern Commercial. Ca. 1950s. Concrete block with brick veneer at front; 2 stories; parapet roof; angled, recessed 3-bay storefront. Although this is a relatively recent building, it maintains the street facade in this pivotal block, blending well with the surrounding commercial structures.

112: Store. Vernacular. Possibly mid-19th century; ca. 1900-20. Frame with weatherboarding; 2 stories; gable roof; 3-bay gable-end front. One-story brick-veneered extension added at front ca. 1960s. Like its neighbor a t 110 S. Main, at least part of this building may have been erected in the mid-19th century.

113: Store. Commercial Vernacular. Ca. 1930-50. Masonry with brick veneer; 2 stories; parapet roof; asymmetrical 5-bay front. This plain false-fronted brick structure echoes the scale, color and texture of its older neighbors, thus contributing to the ambience of the district.

114 (L. W. Sheed Store): Vernacular. Ca. 1855 (?). Frame with weatherboarding; 2 stories; gable roof; 3-bay gable-end front. This somewhat altered structure is probably the oldest commercial structure in Gordonsville, reputedly dating to 1855, when Littleton W. Sneed began a general merchandise business on the site.

115: Antiques Shop (formerly a grocery store). Commercial Vernacular. Ca. 1930-50. Masonry sheathed with kick (6-course American bond with Flemish variant); 2 stories; parapet roof; symmetrical 3-bay front. Like the building on either side of it, this store maintains the character of the district and should be preserved.

117: Drug store and radio shop. Commercial Vernacular. Ca. 1935-50. Cinder block sheathed with brick (6-course American bond with Flemish variant); 2 stories; parapet roof; 6-bay front. Like several other coeval buildings in the commercial district, 117 is faced with brick laid in American bond with Flemish variant, a local 19th-century craft tradition that survived to the mid-20th century.

?? Grocery store and restaurant. Commercial Vernacular. Ca. 1935-50. Cinder block with brick veneer (stretcher bond); 2 stories; parapet roof; symmetrical 7-bay front. An integral part of this block of 1930s-period commercial structures, this building should be preserved.

200 Block

200 (Gordonsville Town Hall); Government building. Neo Colonial Revival. Ca. 1940-55. Brick (painted white); one story; hipped roof on main block; parapet roof on ***S*** wing; 6-bay front (3 bays each unit); cupola with bell-shaped, copper-sheathed roof. The present town hall replaces a plain ca. 1870 frame building that stood between it and the railroad tracks before being demolished in the early 1970s. Although recent, the present town hall is an attractive structure that adds variety to lower Main Street.

201 (Virginia ABC Store): Liquor store. Art Deco. Ca. 1930-45. Masonry sheathed with buff-color sandstone, serpentine and glass b1ock; one story; parapet roof; symmetrical 3-bay front. This streamlined Art Modern style store incorporates good design with handsome materials, enhancing the visual quality of the district.

202 (National Bank & Trust Company): Bank. Modern Vernacular. Ca. 1970s. Masonry sheathed with brick; one story; f l a t roof; 5-bay front. Large plate-glass windows spaced between brick piers at front. While this modern bank is a pleasant example of its type, it does not harmonize with the older buildings in the commercial district .

203: U.S. Post office. Modern Vernacular. Ca. 1960s. Masonry sheathed with brick; 1 story; flat roof; 3-bay S half of facade sheathed with plate glass, N half with brick. This rather standard 1960s post office maintains the street facade, but does not otherwise contribute to the historic district.

205: General merchandise store. Neo-Colonial. Ca. 1960-76. Masonry sheathed with brick at front; 1 story; parapet roof with "clip-on" front mansard; symmetrical 3-bay front. "This detached one-story building does not harmonize with the older structures on South Main.

207 (Gordonsville Motor Car Company Building): Auto sales building. Commercial Vernacular. Ca. 1922-30. Brick (possibly veneer); 2 stories parapet roof; asymmetrical 4-bay front. Original wooden cornices, glazed storefront and stepped side parapets. With its outlandishly tall false front, this early auto salesroom is an excellent example of a vanishing type.

300 Block

300 (Gordonsville Hardware Store): Mediterranean/Vernacular. Ca. 1920-30. Masonry covered with stucco; 1 story; parapet roof; 3-bay front. Stepped front parapet; decorative "panels" outlined in brick above f front openings. The only Mediterranean-style structure in town, this hardware store contributes to the architectural variety of South Main Street.

301 (Preddy's Funeral Home): Neo Colonial/Functional. Ca. 1970s. Brick (probably veneer); 1 story; hipped roof; 3-bay front; porte-cochere on this building does not enhance the character of the historic district.

302: Empty lot.

303: Paved parking l o t for Preddy's Funeral Home.

305: Dance studio (formerly a store?). Colonial Revival/Vernacular. 1920-30. Frame with weatherboarding; 1 story; gable roof; 3-bay front original entry porch with tympanum pierced by elliptical arch. This early building maintains the street facade and contributes to the character of the historic district.

307: Gun shop (built as a store). Commercial Vernacular (altered). Ca. 1920-30. Frame with weatherboarding at front; cinder block at rear; 1 story; gable roof; 3-bay front without entry. The triangular-plan front section of this building is an early addition. Although heavily altered, this building might contribute to the ambience of the district if its front were restored.

400 Block

400 (Exchange Hotel): Built a s a hotel, now a library and meeting place. Greek Revival. 1859. Fr.?-c with weatherboarding; 2 stories above a grade-level brick basement; low-pitched roof; symmetrical 5-bay front; 2 interior brick chimneys; 2-story front and rear verandas. Coeval two-story brick detached kitchen in E yard. NRHP. An excellent example of the antebellum railroad hotel, the Exchange has been recently renovated by Historic Gordonsville, Inc. This handsome building provides a visual terminus to South Main Street, connecting the present downtown commercial district with the once-thriving depot area.

EAST MARKET STREET

200 Block

202 (Klowes House): Detached dwelling. Decorated Vernacular. Ca. 1870-80.,rt) Frame with weatherboarding; 2 stories; gable roof; interior end brick chimneys (E replaced by stove flue); symmetrical 3-bay front; two-story, 1-bay front portico. Portico richly decorated with scrollsawn brackets; balcony with sawn-baluster railing; cornice returns. This exuberantly decorated I-house is one of the most individualistic dwellings in Gordonsville.

NORTH PENDLETON STREET

300 Block

309 (Thomasson House): Detached dwelling. Decorated Vernacular. Ca. 1870-80. Frame with weatherboarding; 2 stories; gable roof with decorative front cross-gable; exterior end brick chimneys; symmetrical 3-bay front; original 1-story, 1-bay front porch. Porch with paired pierced columns, bold

scrollsawn brackets, and sawn-baluster railing. Large 2-story ell at rear. This handsome house, set in its large tree-shaded yard, borders Baker St. to the north.

310: Detached dwelling. Colonial Revival. Ca. 1910-20. Frame with weatherboarding; 2% stories; hipped roof; oversize front dormer; 2-bay front; full-length 1-story front veranda. This large but rather plain Colonial Revival house is link in a visual bridge between Christ Church and North Main St.

NORTH WEAVER STREET

200 Block

202: Detached dwelling. Vernacular. Ca .1870-90. Frame with weatherboarding; 2 stories; gable roof; exterior end brick chimneys; symmetrical 3-bay front; missing front porch. Dentil cornice; side-lights at doorway and upper central window. The window and door detailing of this I-house shows the lingering influence of the Greek Revival style.

204: Detached dwelling. Vernacular. Ca. 1905-20. Frame with weatherboarding; 2 stories; gable roof; interior end stove flues; symmetrical 3-bay front; full-length front veranda with turned posts. This early 20th-century I-house is typical of others in the neighborhood.

206 (Shelton House): Detached dwelling. Classical Revival/Vernacular. Ca. 1865-75. Frame with weatherboarding; 1 story above a tall brick basement; hipped roof with gable-roofed belvedere; 2 interior brick chimneys; Symmetrical 3-bay front; original porch with paired posts. Simplified brackets in porch tympanum; pilaster corner boards; clerestory windows in belvedere have been covered. This dwelling, with its tall raised basement and low belvedere, is one of the architectural curiosities of Gordonsville. Coeval buildings of similar form stand in Lynchburg, Lexington and a few other Virginia towns.

208: Detached dwelling. Vernacular. Ca. 1905-25. Frame with weatherboarding; 2 stories; gable roof; 2 interior brick stove flues; 3-bay front; full-length front veranda with Roman Doric posts. This representative I-house stands at the north end of the block, providing a visual terminus to this part of the historic district.

Appendix D

Gordonsville Intersections Improvement Study (High Street)

(full copy of study available online only at www.townofgordonsville.org)

Gordonsville Intersections Improvement Study

July 2013

Submitted to:

Virginia Department of Transportation

Prepared by:

HNTB Corporation

VDOT

HNTB

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1. Introduction and Overview

1.1 Introduction and Background

At the Town of Gordonsville's request, the Virginia Department of Transportation (VDOT) has contracted HNTB the Consultant to conduct a transportation study to assess the roadway improvements needed to efficiently accommodate truck traffic through the Town. The Town of Gordonsville experiences a high volume of regional truck traffic along the U.S. Route 15 corridor, which passes through Gordonsville. To mitigate truck traffic on Main Street the Town and VDOT designated High Street as the town's truck route. However, the two termini of High Street at West Gordon Avenue and Martinsburg Avenue have geometric challenges that limit the ability of trucks to turn efficiently. These intersections need geometric improvements to improve mobility and safety for the large volume of turning trucks. The study intersections are shown in **Figure 1**.

The key local attractions at the two ends of High Street include the Gordon-Barbour Elementary School, the Gordonsville Baptist Church, restaurants and other businesses. Access to these destinations and the safe and efficient flow of pedestrians must be considered when evaluating potential improvements at these intersections. This study will analyze potential improvement scenarios for the two intersections and make recommendations based on engineering principles that best the conditions at each location.

1.2 Visions and Goals

The project team includes the VDOT, Gordonsville Town Council and staff, adjacent land owners, and residents. At the project team kick-off meeting, held January 22, 2013, the vision statement and goals for the project were developed.

Vision Statement:

"We envision a roadway (High Street) that serves the needs of all users and stakeholders while promoting economic vitality, preserving/sustaining and/or enhancing the integrity and overall character, and promoting safety and livability of the corridor."

Goals:

- Improve heavy truck mobility and safety.
- Increase pedestrian and bicycle safety.
- Minimize disruption to surrounding residents, businesses and schools.
- Meet the Town's vision for the corridor.

Figure 1: Study Intersections

1.3 Report Outline

This report is organized into five (5) chapters:

Chapter 1: Introduction and overview of the study
Chapter 2: Operational and safety analysis of the existing conditions
Chapter 3: Process to develop the alternatives and costs
Chapter 4: Operational analysis for both no-build and build conditions for the study horizon year of 2018
Chapter 5: Conclusions with recommendations and funding strategies

2. Overview of Existing Conditions

This chapter presents an overview of the Existing Conditions operational and safety assessments. These analyses were done to identify any deficiencies that may exist and to provide a benchmark to compare proposed improvements.

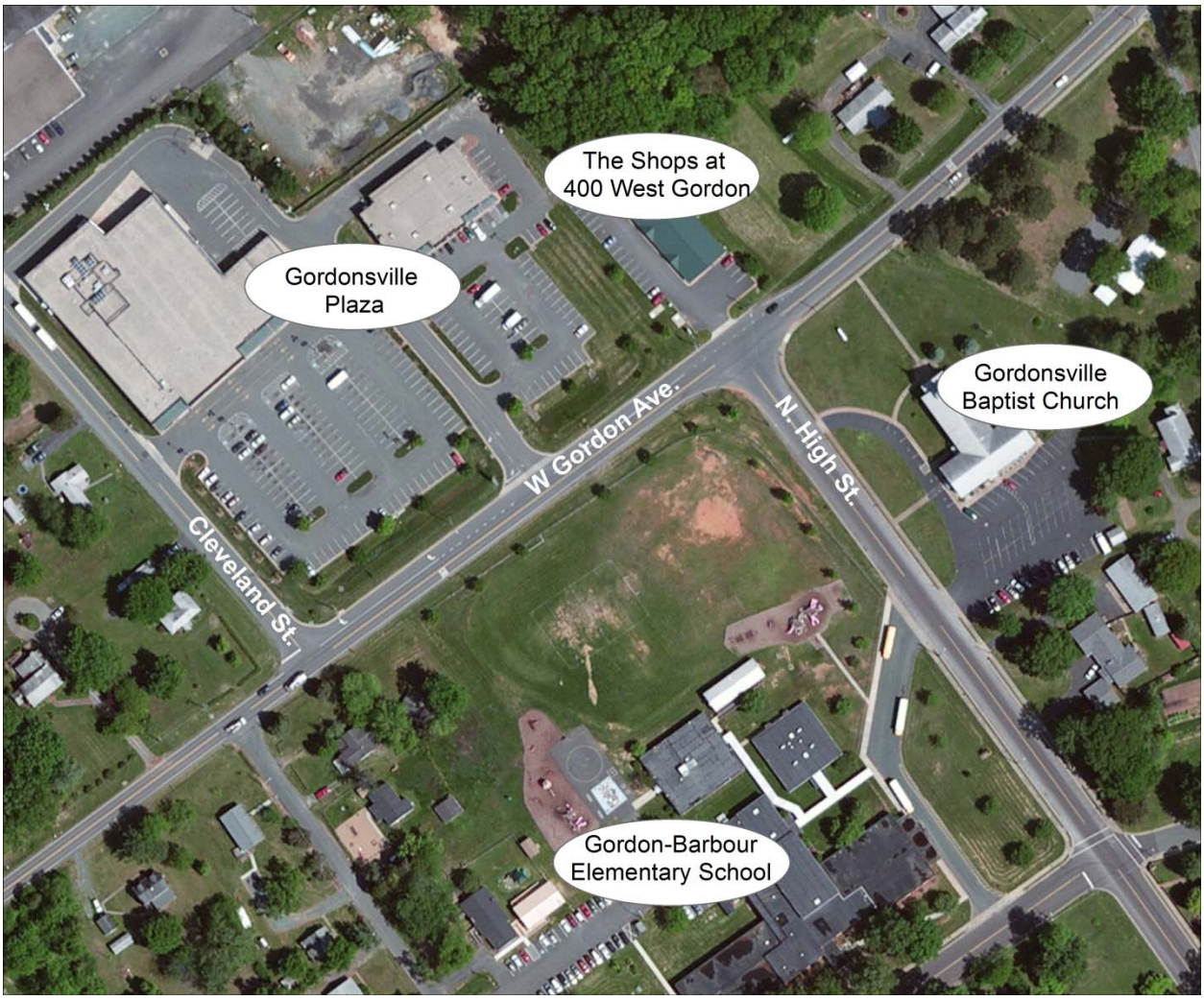
2.1 Study Intersections

2.1.1 North High Street at West Gordon Avenue (VA Route 231)

The intersection of North High Street and West Gordon Avenue is a Two-Way-Stop-Controlled (TWSC) T-intersection with the stop-control on North High Street. North High Street has two 20-foot wide lanes and a posted speed limit of 35 mph. West Gordon Avenue has 11-foot lanes to the west of the intersection and 14-foot lanes to the east, and a speed limit of 35 mph. On the west leg of the intersection, in the westbound direction, West Gordon Avenue has a (600-foot long) continuous right turn lane that extends to Cleveland Avenue. The turning radii for this intersection are approximately 40 feet for North High Street. See **Figure 2** for a depiction of the intersection.

There are a number of driveways in the vicinity of this intersection. The Gordonsville Baptist Church has a driveway exit on the east side of North High Street approximately 100 feet from the intersection. On the north side of the intersection, a business driveway lines up with High Street across the intersection. To the west, there is an access point to the shopping plaza on the north side of Gordon Avenue. Sidewalks are only present in the southeast quadrant of the intersection; there are no existing crosswalks at this location.

Figure 2: Key attractions around North High Street and West Gordon Avenue



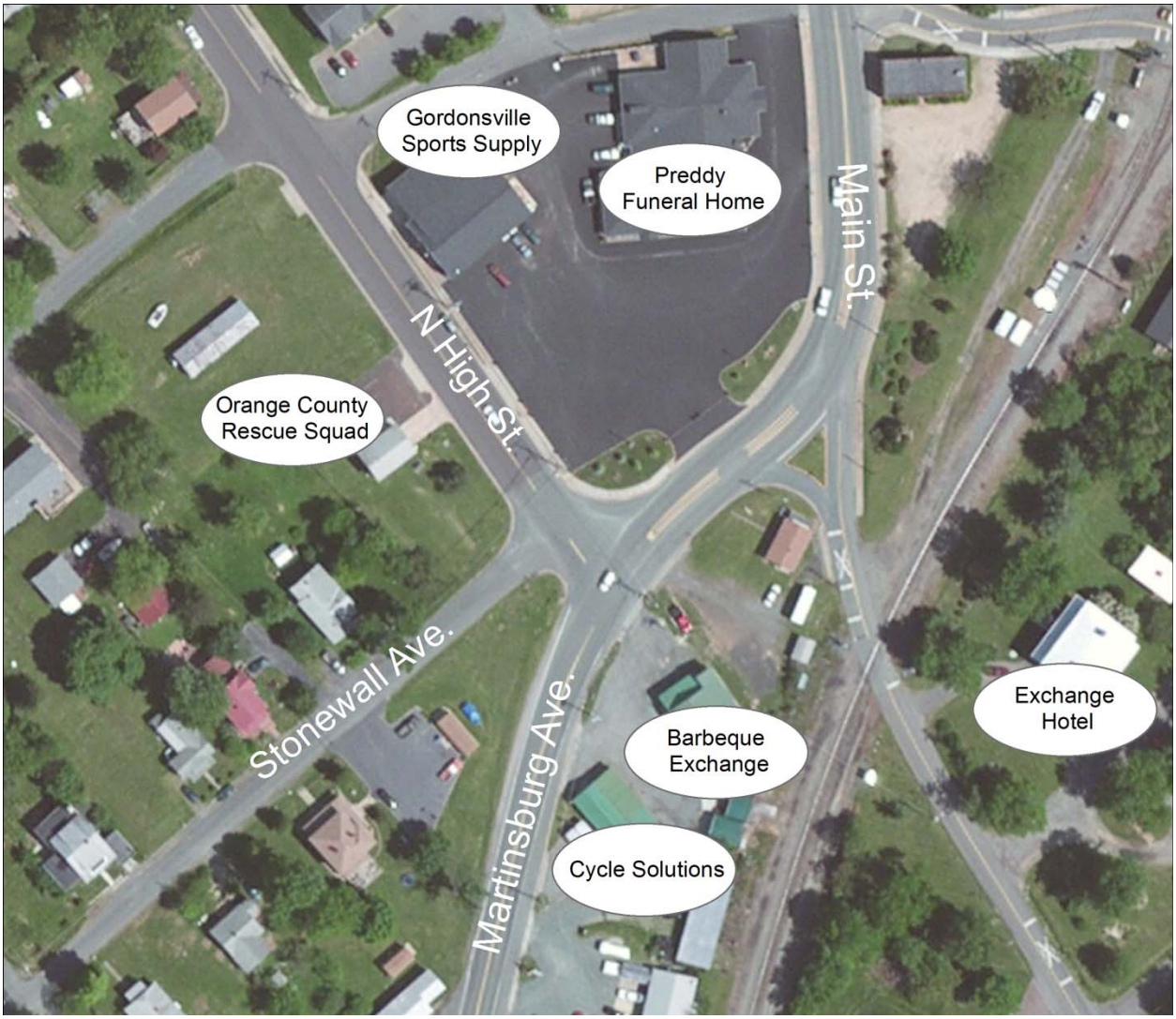
2.1.2 South High Street at Martinsburg Avenue (U.S. Route 15/33)

The intersection of South High Street and Martinsburg Avenue is a TWSC skewed T-intersection with stop-control on South High Street. The intersection has multiple business curb driveways as shown in **Figure 3**. South High Street has 18-foot travel lanes with a posted speed limit of 35 mph. Martinsburg Avenue has a posted speed limit of 35 miles per hour and has 10-foot lanes southwest of the intersection. The northeastern leg of the intersection of Martinsburg Avenue has a 4-foot raised concrete median with approximately 16-foot lanes. There are no turn lanes at this intersection.

There are a number of driveways and side-streets in the vicinity of the intersection. Stonewall Avenue terminates at South High Street 50 feet north of the intersection. Multiple businesses have driveways along the south side of Martinsburg Avenue, including the BBQ Exchange's driveway directly across from the South High Street approach. Preddy Funeral Home, located

to the north of the intersection, has a number of access points along South High Street and Martinsburg Avenue/Main Street. Sidewalks are present along the edge of Preddy Funeral Home's property, and a short sidewalk linking the BBQ Exchange to the crosswalk on the east leg of the intersection. There are no other sidewalks.

Figure 3: Key attractions around South High Intersection and Martinsburg Avenue



2.2 Existing Volumes and Operational Analysis

An operational analysis of the existing conditions was performed to identify any deficiencies in roadway operations, and to provide a benchmark for the comparison of operational characteristics for proposed improvements.

2.2.1 Data Collection

Traffic movement counts were performed during the AM and PM peak periods (3 hours) on January 29 and 30, 2013. 24-hour vehicle classification counts (tube counts) were performed on Martinsburg Avenue west of South High Street, and on North High Street south of West Gordon Avenue. Volumes at the two intersections for the AM and PM peak hour are shown in **Figure 4**. Heavy vehicle percentages used for this study were based on these counts and are presented in **Figure 5**. The intersection turning movement counts and the classification counts are provided in **Appendix A**.

Figure 4: AM and PM Peak Hour Volumes at Key Study Area Intersections

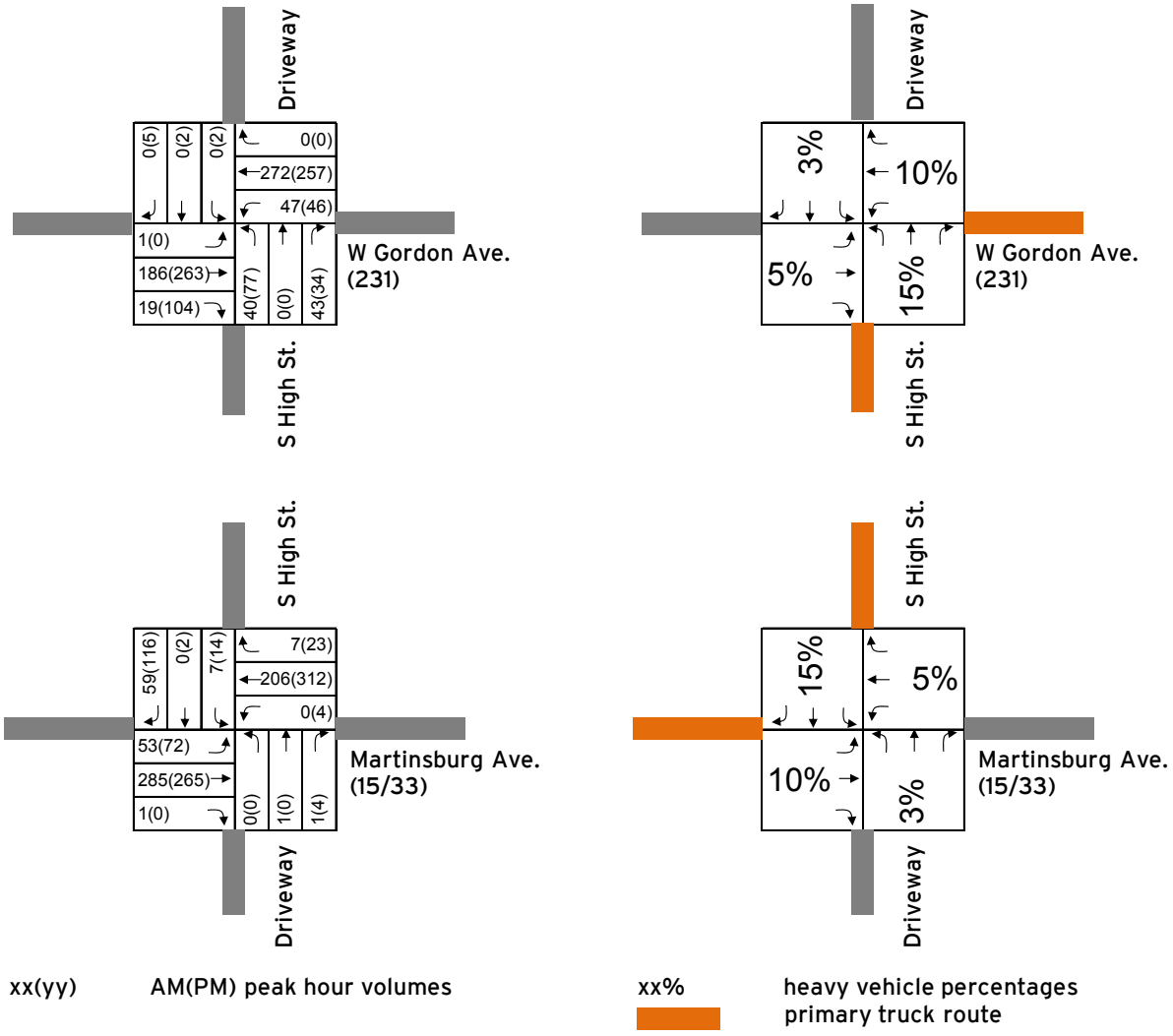


Figure 5: Truck Percentages on Key Study Area Intersections

2.2.2 Operational Analysis

An operation analysis was performed using Synchro 8, a traffic analysis computer package, and the results are reported using *Highway Capacity Manual* 2010 (HCM 2010) methodologies. Level of Service (LOS) is an estimate of the performance efficiency of an intersection or a roadway based on delay. LOS "A" represents the least amount of congestion with little or no delay. LOS "F" implies long delays and queues representing the highest level of congestion. A LOS of "C" or better is considered to be acceptable for a rural setting such as Gordonsville during peak hours.

Table 1 presents the existing conditions AM and PM peak hour measures of effectiveness (MOEs), specifically delay and LOS for each approach and the overall intersection. Detailed MOE tables including delay by movement and queue length by approach, and the Synchro reports are presented in **Appendix B.**

Table 1: Existing Conditions MOEs

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach		Overall		Approach		Overall	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
North High Street at West Gordon Avenue	EB	0.0	A	2.8	A	0.0	A	3.7	A
	WB	1.5	A			1.7	A		
	NB	14.4	B			20.5	C		
	SB	0.0	A			13.4	B		
South High Street at Martinsburg Avenue	EB	1.6	A	2.0	A	2.4	A	3.4	A
	WB	0.0	A			0.1	A		
	NB	12.1	B			9.9	A		
	SB	10.6	B			14.1	B		

* - Seconds/vehicle

The operational analysis does not indicate any major traffic congestion issues. Both intersections perform at LOS "A" in the peak hours, with all approaches performing at LOS "C" or better. Field observations indicated that periodically, queues formed due to tractor-trailers waiting for gaps in traffic to complete their turn maneuvers.

The turning radii at both the intersections are too tight. These tight turning radii force trucks approaching the intersection to wait farther back from the intersection if there is another truck in the intersection. These geometric and safety constraints are not reflected in the operational analysis; therefore actual delays may be higher than reported.

2.3 Safety Analysis

The VDOT crash database was examined to determine if a trend or crash pattern exists within the study area. As a small number of crashes have occurred for the last three (3) years of available data, VDOT expanded the dataset to include a total of twelve years (2000 to 2011) of crash data.

1. Martinsburg Avenue from Louisa County Line to High Street
    - A total of 10 accidents involving 16 vehicles
        - Three (3) rear-end collisions
        - Three (3) sideswipe collisions
        - Two (2) fixed object/off-road collisions
        - One jack-knife collision
        - One pedestrian collision
    - Four (4) injuries and no fatalities were recorded
2. West Gordon Avenue from High Street to Main Street
    - A total of four (4) accidents involving seven (7) vehicles
        - Three (3) angle collisions
        - One pedestrian collision
    - Four (4) injuries and no fatalities were recorded
3. High Street from Martinsburg Avenue to West Gordon Avenue
    - A total of five (5) accidents involving seven (7) vehicles
        - Three (3) fixed object/off-road collisions
        - One sideswipe collision
        - One angle collision
    - Two (2) injuries and no fatalities were recorded

The crash database indicates that crash rates are low within the study area, and there are no crash trends. The VDOT database only includes reported crashes; if a crash occurred and the driver(s) of the vehicle(s) elected not to report it to the police, information is not available for such crashes. A stakeholder has indicated that there have been instances at the intersection of South High Street at Martinsburg Avenue, where trucks turning right swing wide to the left. The cars behind them assume the truck is turning left and try to go by on the right. The end result is a minor sideswipe collision as the truck turns right.

Truck-turning radius is a concern at both ends of High Street. Trucks have been observed crossing into the opposing lane while completing their turn. At the north end of High Street, visual observations have been made when the rear wheels of trailers mount the curb and damage the streetscape areas. A utility pole shows signs of minor damage where over time, trailers have brushed the pole. Often trucks must wait until sufficient gaps in traffic exist in all directions in order to complete their maneuvers. Such geometric and safety constraints cannot be reflected in the operational analysis.

3. Concept Development

This chapter presents the concept development process. The stakeholders provided conceptual ideas at the kick-off meeting. Following the meeting, initial sketches were prepared of these concepts. The study team conducted a field visit in which members of the Town's Council, Town staff, adjacent property owners and residents walked the study area and added perspective on the challenges. The field visit allowed the stakeholders to review the concepts for each intersection and provide feedback. Following the field visit, alternative layouts were prepared with rough cost estimates and an alternatives comparison matrix.

3.1 Initial Sketch Development

The stakeholders provided input for the concept development process at the kick-off meeting, as outlined below:

- The VDOT crash data indicated that crashes are not a concern in this area.
- Insufficient turn radii exist for truck traffic, on a route that is a key connector for multiple freight routes, which results in operational and safety deficiencies as described in the previous chapter.
- Pedestrian activity exists, but there are insufficient pedestrian accommodations for pedestrians to safely cross the roadways.
- Some drainage issues exist at the South High Street intersection.

Stakeholders suggested that a roundabout be considered at each intersection, but acknowledged that there would be land impacts on the adjacent parcels. Intersection improvements should accommodate truck movements and pedestrian mobility, while improving overall safety. The initial sketches, which were used during the field visit, are provided in **Appendix C**. The meeting minutes from the field visit meeting are provided in **Appendix D**.

3.1.1 South High Street at Martinsburg Avenue

A total of four (4) initial concepts were developed for this intersection, three (3) roundabout concepts and one intersection turn-lane improvement concept. With the roundabouts, different sizes and centering options were considered as part of the process.

Concept 1 – Roundabout: 125 Foot Diameter and offset from High Street

Features of this concept are as follows:

- The roundabout has an inscribed diameter of 125 feet, approximately the same size as the existing Gordonsville traffic circle at the intersection of U.S. Route 15/33 and Route 231.
- This roundabout is positioned so it does not impact the parcels containing the BBQ Exchange and Preddy Funeral Home.
- Potential opportunities exist to consolidate driveways along the southeast side of Martinsburg Avenue, and to improve access management to the parcels in this area.
- Allows Stonewall Avenue to tie into the roundabout.
- This alternative would include a truck apron to assist truck traffic maneuvers through the intersection.
- The roundabout can incorporate additional crosswalks, if the Town adds new sidewalks in the area.
- Some utility impacts exist: power/communications and storm sewer.

Concept 2 – Roundabout: 100 Foot diameter

Features of this concept are as follows:

- The roundabout has an inscribed diameter of 100 feet, the minimum size possible, given heavy volumes of trucks in this area.
- The roundabout is positioned so it does not impact the parcels containing the BBQ Exchange and Preddy Funeral Home.
- Stonewall Avenue will be closely spaced to Martinsburg Avenue which may not meet the spacing requirements between the approaches in a roundabout. This may require closure of Stonewall Avenue.
- This alternative would include a truck apron to assist truck traffic maneuvers through the intersection. It may require a significant portion of the central island to be the truck apron.
- The roundabout can incorporate additional crosswalks, if the Town adds new sidewalks in the area.
- Some utility impacts exist: power/communications and storm sewer.

Concept 3 – Roundabout – 125 Foot Diameter and centered on High Street

Features of this concept are as follows:

- The roundabout has an inscribed diameter of 125 feet, and is centered on South High Street.
- The roundabout is positioned so it does not impact the parcel containing the BBQ Exchange.

- This alternative will take a small portion of the Funeral Home's parcel. Opportunities exist for VDOT to swap land to offset the loss as landscaped area adjacent to the funeral home parking lot is within the VDOT right-of-way.
- Stonewall Avenue will be closely spaced to Martinsburg Avenue which may not meet the spacing requirements between the approaches in a roundabout. This may require closure of Stonewall Avenue.
- This alternative would include a truck apron to assist truck traffic maneuvers through the intersection.
- The roundabout can incorporate additional crosswalks, if the Town adds new sidewalks in the area.
- Some utility impacts exist: power/communications and storm sewer.

Concept 4 – Intersection Improvements

Features of this concept are as follows:

- This alternative requires the closure of Stonewall Avenue as it is closely spaced to Martinsburg Avenue. A "hammerhead" turn-around would be provided as a turn-around point for vehicles.
- This concept may necessitate improvements at the intersections of Noble Avenue and Martinsburg Avenue.
- A left-turn bay is added on northbound Martinsburg Avenue. This requires pushing out the westbound departing leg, which would transition back to the existing cross-section to avoid any parcel acquisition to the west.
- The southbound High Street approach to the intersection would also be widened (as a striped-out shoulder area) to provide an increased turning radius for trucks.
- The additional width added to the intersection may cause confusion for motorists traveling through the intersection.
- This concept can incorporate additional crosswalks, if the Town adds new sidewalks in the area.
- Some utility impacts exist: power/communications and storm sewer.

3.1.2 North High Street at West Gordon Avenue

Two (2) initial concepts were developed for this intersection, a roundabout concept and an intersection turn-lane improvement concept.

Concept 1 – Roundabout

Features of this concept are as follows:

- The roundabout has an inscribed diameter of 125 feet, approximately the same size as the existing Gordonsville traffic circle.
- The roundabout is positioned so it does not impact the parcel on the north side of the intersection.
- The West Gordon Avenue approaches would be deflected to eliminate the possibility of drivers travelling straight through the roundabout.
- This alternative would include a truck apron to assist truck traffic maneuver the intersection.
- The roundabouts can incorporate crosswalks, if the Town adds new sidewalks in the area.
- Some utility impacts exist: power/communications and storm sewer.

Concept 2 – Intersection Improvements

Features of this concept are as follows:

- This concept shifts the westbound through-traffic outwards, aligning the lane with the downstream right-turn bay. The existing through-left lane is converted to a left-turn bay. The through lane would shift back to the center after it passes through the intersection.
- This alternative assumes a 100-foot transition, 50-foot taper and 150-foot storage for the left-turn bay.
- Past the intersection, the alternative will have a 100-foot transition and 25-foot taper to transition back into the existing cross-section. Longer transitions may eliminate the first right-turn bay into the main shopping center.
- This alternative increases curb radii from eastbound to southbound and from northbound to eastbound to better accommodate turning truck traffic.
- This alternative will have a 20-foot lane for the northbound to eastbound right turning movement between the channelized island and outside curb. The design process may reduce it to 16 feet. This option has a wider receiving lane, which transitions back to the existing lane width which better accommodates turning trucks. The sidewalks would be relocated.
- This median island can serve as a refuge area for pedestrians. Crosswalk could be added, only if pedestrian accommodations are made along the north side of the roadway.
- Some utility impacts exist: power/communications and storm sewer.

3.2 Field Visits and Meetings

On March 29, 2013, VDOT and the consultant conducted a field visit to both study locations. The purpose of the field visit was to present the draft alternative layouts to the adjacent property owners, and to solicit feedback from these property owners. In addition to the adjacent property owners, members of the Town Council and Town staff participated in the field visit. A summary of the feedback is provided by the attendees us discussed below. Refer to **Appendix D** for a detailed set of meeting minutes.

- South High Street at Martinsburg Avenue:
  - The stakeholders prefer Concept 1 at this location due to the following considerations:
    - It avoids impacts to the funeral home parking lot.
    - It has a larger diameter which would improve truck mobility.
    - The alignment guides trucks to southbound Martinsburg Avenue better than the other options. There is concern that the other two roundabout options would cause trucks to turn onto Stonewall Avenue unintentionally.
  - Closing Stonewall Avenue is not desirable as it is the primary emergency response route for the surrounding neighborhood.
- North High Street at West Gordon Avenue:
  - If a roundabout (Concept 1) is constructed, a retaining wall will be needed along the perimeter of the school property to minimize the impact to the play field.
  - A property owner was concerned that Concept 2 removes the existing westbound right-turn lane, which was required as part of the site development.
- Feedback applicable to both locations includes:
  - The roundabout design should accommodate large tractor-trailers as they frequent these intersections; there are approximately a thousand trucks a day on High Street.
  - All concepts should have crosswalks on all legs of the intersections, which is consistent with the recommendations in the Town's comprehensive plan. As the Town's Comprehensive Plan is currently being updated, there are no formal recommendations. The Town would like high visibility crosswalk markings (such as zebra or ladder crosswalks) to be used at these locations.
  - Improvements should consider long-term needs at the two study intersections.
  - The Town would like to avoid the installation of traffic signals.

3.3 Alternative Layouts and Costing

Following the field visits, revised alternative layouts were prepared by the consultant. The final concepts carried forward at South High Street are Concept 1 and Concept 4. At North High Street both concepts were carried forward. This section presents the comparison of the

alternatives and planning level cost estimates. A total of eight (8) categories were used to compare the alternatives, and are discussed below. This section contains smaller drawings of the alternatives. Detailed drawings and cost estimates of the alternatives are presented in **Appendices E** and **F** respectively. During the process of developing the alternative layouts, a stakeholder meeting was held to review the layouts and to receive input on each alternative; these meeting minutes are provided in **Appendix G**.

3.3.1 Comparison of Alternatives at South High Street and Martinsburg Avenue

Alternative 1: Roundabout

Figure 6 illustrates Alternative 1 at the intersection of South High Street and Martinsburg Avenue.

Traffic Operations

- Provides similar capacity as a signalized intersection.
- Can accommodate long-term growth better than an alternative with geometric improvements (including turn bays) only.

Truck Operations

- Turning radii for trucks are improved, which means they will likely not have to come to a complete stop before turning.

Figure 6: Alternative 1 at South High Street

Safety

- Reduces the number of vehicular conflict points by converting all movements to right turns.
- Reduces potential crash severity, as the angle of conflicts and circulating speeds would be lower than a conventional intersection. The occurrence of rear-end collisions would be significantly reduced.

Pedestrian Facility Compatibility

- The design can accommodate new crosswalks at the intersection, if the Town chooses to construct new sidewalks in the area.

- There are fewer pedestrian-vehicle conflict points when compared to a conventional intersection.
- Raised splitter islands will provide pedestrian refuges, allowing pedestrians to focus on one direction of traffic at a time when crossing.

ROW and Utility Impacts

- The roundabout alternative will have a greater impact on private land than the conventional intersection alternative.
- Requires more utility relocations, when compared to the other alternative, due to the size of the roundabout.

Access Management

- Stonewall Avenue can remain open.
- Low speed in the roundabout will enhance the accessibility of roadside businesses, although some access points may be restricted to right-in/right-out.

Landscape and Aesthetics

- Landscaping in the central island, splitter islands and along the approaches can benefit both public safety and place making.
- These treatments can function as gateway entrance into the Town.

Construction Cost

- Higher construction cost than traditional T-intersection improvements.

Stakeholder Acceptance

- Well received during stakeholder meetings.

Alternative 2: Conventional Intersection Improvements

Figure 7 illustrates Alternative 2 at the intersection of South High Street and Martinsburg Avenue, which results in the closure of Stonewall Avenue. A modified alternative was developed to allow Stonewall Avenue to remain open, illustrated in **Figure 8**. However, this design may not meet intersection spacing requirements.

Traffic Operations

- Adding a northbound left turn bay on Martinsburg Avenue would reduce the delay to through traffic.
- Improvements will accommodate short-term growth; however, long-term growth may necessitate a signal or other significant improvements to be installed.
- Stakeholders expressed their concerns that speeds would increase through this intersection. They are also concerned that accidents could increase due to undefined travel lanes in the intersection created by the widening.

Truck Operations

- Turning radii for trucks are improved.

Safety

- Conflict points will remain the same as the existing conditions.
- Adding a left turn bay could reduce the potential for rear-end crashes, although other crashes may increase given the undefined vehicle travel paths in the widened intersection.
- The wider intersection area may contribute to higher operating speeds.
- Closing of Stonewall Avenue may impact Fire and Rescue response to emergencies, as Stonewall Avenue is the primary route to the residential neighborhoods to the south.

Pedestrian Facility Compatibility

- The design can accommodate new crosswalks at the intersection, if the Town decides to construct new sidewalks in the area. However, crosswalks on approaches with free-flowing traffic are not ideal.

ROW and Utility Impacts

- Has a lower right-of-way impact than the roundabout alternative which requires more utility relocations.

Figure 7: Alternative 2 at South High Street

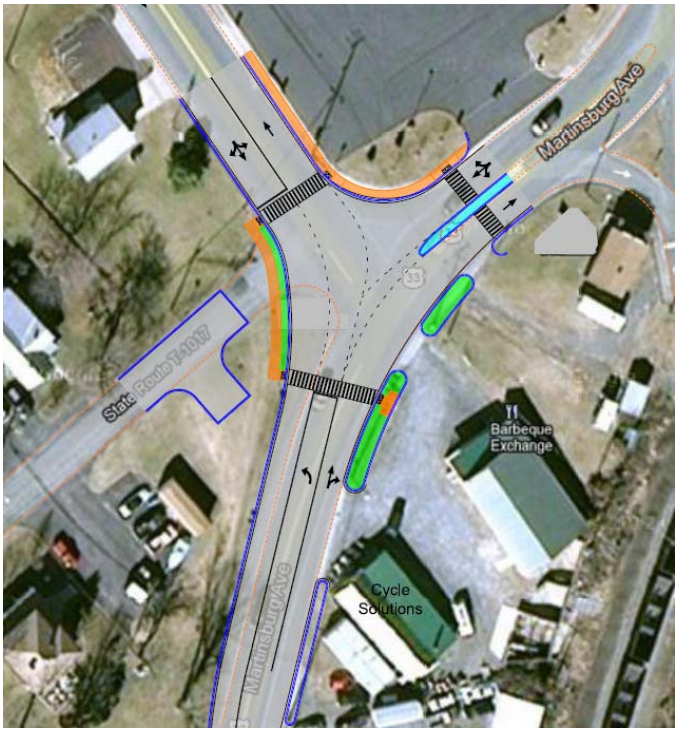
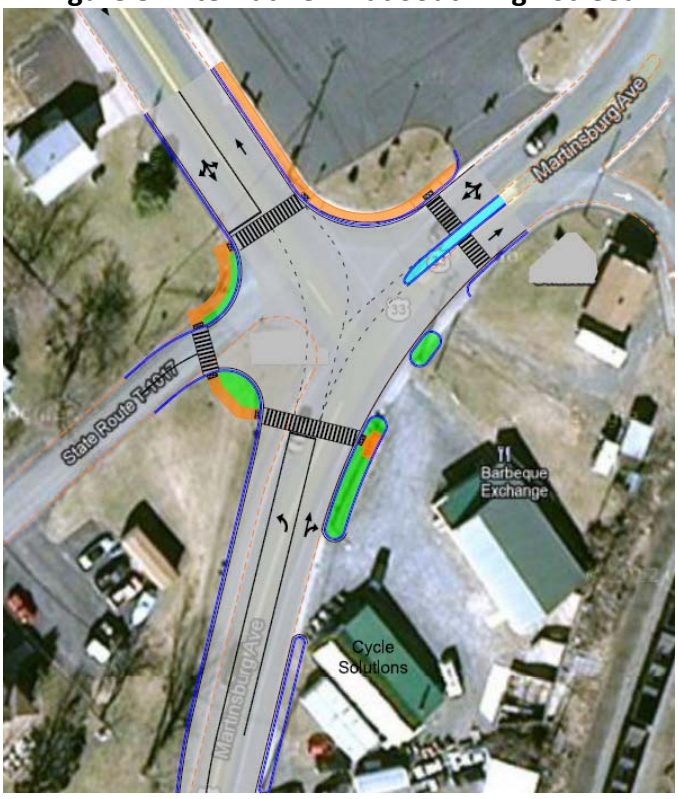


Figure 8: Alternative 2B at South High Street



Access Management

- Due to the reconfiguring of Martinsburg Avenue, Stonewall Avenue may need to be closed.
- No change to the access of businesses within the intersection influence area.

Landscape and Aesthetics

- Landscaping would look similar to the existing conditions.

Construction Cost

- Lower construction cost than the roundabout alternative.

Stakeholder Acceptance

- Received opposition during stakeholder meetings due to the need for closure of Stonewall Avenue. This alternative has received opposition from Fire and Rescue Department as well.

Comparison of Alternatives

Table 2 presents the Comparison of Alternatives at the intersection of South High Street and Martinsburg Avenue. Results of the operational analysis of the alternatives can be found in **Section 4.3**.

Table 2: Comparisons of Alternative Matrix

	Traffic Operations	Truck Operations	Safety	Pedestrian Facility Compatbility	ROW and Utility Impacts	Access Management	Landscape Aesthetics	Construction Cost	Stakeholder Acceptance
Alternative 1: Roundabout	●	●	●	●	◗	◖	●	◗	●
Alternative 2: Conventional Intersection Improvements	◖	◖	◖	◗	●	◖	◖	◖	O

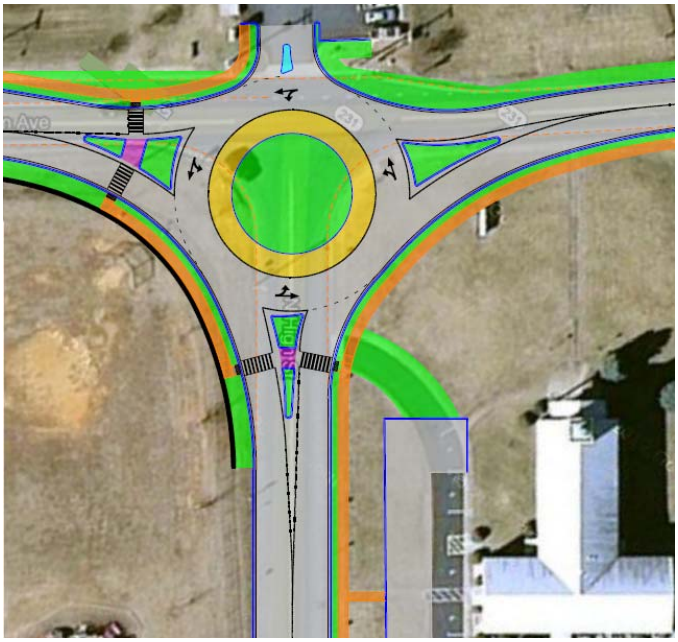
RATINGS GUIDE			
Excellent	Good	Fair	Poor
●	◖	◗	O

3.3.2 Comparison of Alternatives at North High Street and West Gordon Avenue

Alternative 1: Roundabout

Alternative 1 at North High Street and West Gordon Avenue intersection is shown in **Figure 9**.

Figure 9: Alternative 1 at North High Street



Traffic Operations

- Provides similar capacity as a signalized intersection.
- Can accommodate long-term growth better than an alternative with geometric improvements (including turn bays) only.

Truck Operations

- Turning radii for trucks are improved and the intersection operates more effectively.

Safety

- Reduces the number of vehicular conflict points by converting all movements to right turns.
- Reduces potential crash severity, as the angle of conflicts circulating speeds would be lower than a conventional intersection. The occurrence of rear-end collisions would be significantly reduced.

Pedestrian Facility Compatibility

- The design can accommodate new crosswalks at the intersection, if the Town decides to construct new sidewalks in the area.
- There are fewer pedestrian-vehicle conflict points than a conventional intersection.
- Raised splitter islands will provide pedestrian refuges allowing pedestrians to focus on one direction of traffic at a time.

ROW and Utility Impacts

- The roundabout alternative will have greater impact on private land than the conventional intersection alternative.
- The alternative may require more utility relocations when compared to the other alternative due to the size of the roundabout.

Access Management

- The entrance to the shopping plaza remains open and will function as another leg to the roundabout.
- The egress from the church's handicap parking spaces will need to be relocated to the south.

Landscape and Aesthetics

- Landscaping in the central island, splitter islands and along the approaches can benefit both public safety and place making.

Construction Cost

- Higher construction cost than traditional T-intersection improvements.

Stakeholder Acceptance

- Well received during stakeholder meetings.

Alternative 2: Intersection Turn Bay Improvements

Figure 10 illustrates Alternative 2 at the intersection of North High Street and West Gordon Avenue.

Traffic Operations

- Adding a westbound left-turn bay on Gordon Avenue will allow through movement to proceed without delays.
- Improvements will accommodate short-term growth; however, long-term growth may require a traffic signal or other significant improvements.

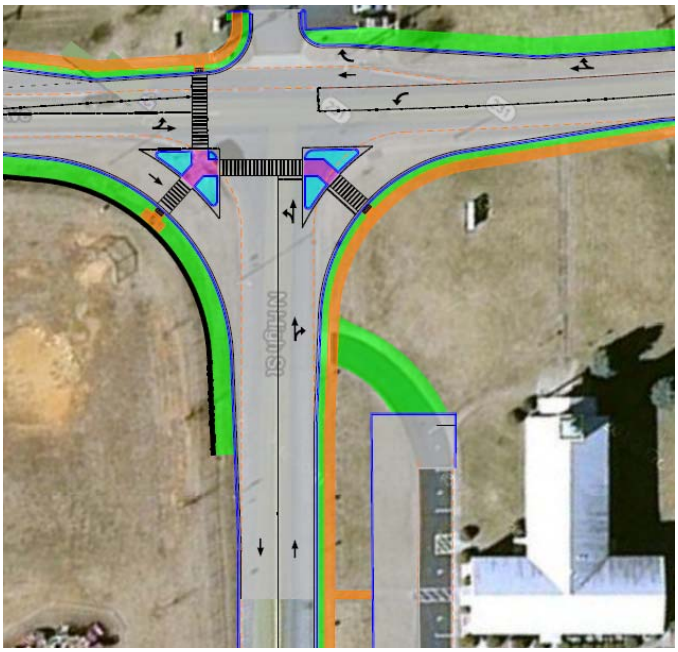
Truck Operations

- With a left-turn bay, the wider receiving area and the channelized right turn, the turning radii for trucks are improved.

Safety

- Conflict points will remain the same as the existing conditions.
- Adding a left-turn bay can reduce crash potential, as a separate lane is provided for left turning vehicles.

Figure 10: Alternative 2 at North High Street



- The wider intersection area may also contribute to higher operating speeds.

Pedestrian Facility Compatibility

- The design can accommodate new crosswalks at the intersection, if the Town chooses to build new sidewalks in the area. However, crosswalks on approaches with free-flowing traffic are not ideal.

ROW and Utility Impacts

- Has a lower right-of-way and utility impact than the roundabout alternative.

Access Management

- The entrance to the shopping plaza remains open.
- The egress from the church's handicap parking spaces will require relocation to the south.

Landscape and Aesthetics

- Landscaping disturbed by the project would be replaced.

Construction Cost

- Lower construction cost than the roundabout alternative.

Stakeholder Acceptance

- Stakeholders expressed neutral opinions on this concept. The major reservation was the potential long-term need for signalizing the intersection if only lane improvements are pursued in the short-term.

Comparison of Alternatives

Table 3 presents the Comparison of Alternatives for the intersection of North High Street and West Gordon Avenue, followed by discussions of each of criteria examined in this study. Results of the operational analysis of the alternatives can be found in **Section 4.3**.

Table 3: Comparisons of Alternative Matrix

	Traffic Operations	Truck Operations	Safety	Pedestrian Facility Compatbility	ROW and Utility Impacts	Access Management	Landscape Aesthetics	Construction Cost	Stakeholder Acceptance
Alternative 1: Roundabout	●	●	●	●	◗	◖	●	◗	●
Alternative 2: Conventional Intersection Improvements	◖	◖	◖	◖	◖	◖	◖	◖	◗

RATINGS GUIDE			
Excellent	Good	Fair	Poor
●	◖	◗	O

3.3.3 Cost Estimates

Planning-level cost estimates have been prepared for the alternatives. A summary of the costs are provided in **Table 4** with detailed cost estimates provided in **Appendix F**. These costs were developed as a Rough Order Magnitude (ROM) using standard VDOT pay items suitable for planning level estimates. As the design process is carried forth, more precise estimates need to be prepared. Variables to the costs include, but are not limited to: exact cost to acquire necessary right-of-way and construction easements, conditions of existing utilities (whether they need to be replaced or relocated), storm water management needs, and inflation. These costs are subjected to change as the design process carries forward.

Table 4: Alternative Cost Estimates

Alternative	Planning-Level Cost
South High Street at Martinsburg Avenue	
Alternative 1 - Roundabout	$1.45 million
Alternative 2 – Conventional Intersection Improvements	$1.02 million
North High Street at West Gordon Avenue	
Alternative 1 - Roundabout	$1.90 million
Alternative 2 – Conventional Intersection Improvements	$1.56 million

Note: Costs were developed using 2012 dollars (latest year of available VDOT data).

3.3.4 Stakeholder Acceptance

The stakeholders indicated that at each study intersection, the roundabout alternative is the preferred alternative for the reasons listed below; the stakeholder meeting minutes are provided in **Appendix G**.

- The roundabout option would provide better access to the intersecting roadways and adjacent parcels. Concerns exist about the potential closing of Stonewall Avenue at South High Street as it is a primary access route and emergency response route into the residential neighborhood served by this street.
- The roundabouts would provide long-term capacity, whereas further improvements to the conventional intersections may be needed in the future to accommodate long-term growth.
- The conventional intersection alternatives have the potential for increased travel speeds for the through movement at both intersections.

- The roundabouts provide better and safer pedestrian mobility compared to the conventional intersection improvements. The crossing distances are shorter and there are fewer pedestrian-vehicular conflict points. Additionally, lower vehicle approach for the roundabout will improve the overall safety.

The stakeholders acknowledge that the roundabout alternatives have higher construction costs and require more private property to be acquired than the conventional intersection improvements. However, they stated that with long-term growth, the conventional intersections will likely require a signal or other significant improvements. Roundabouts would provide for the long-term capacity needs.

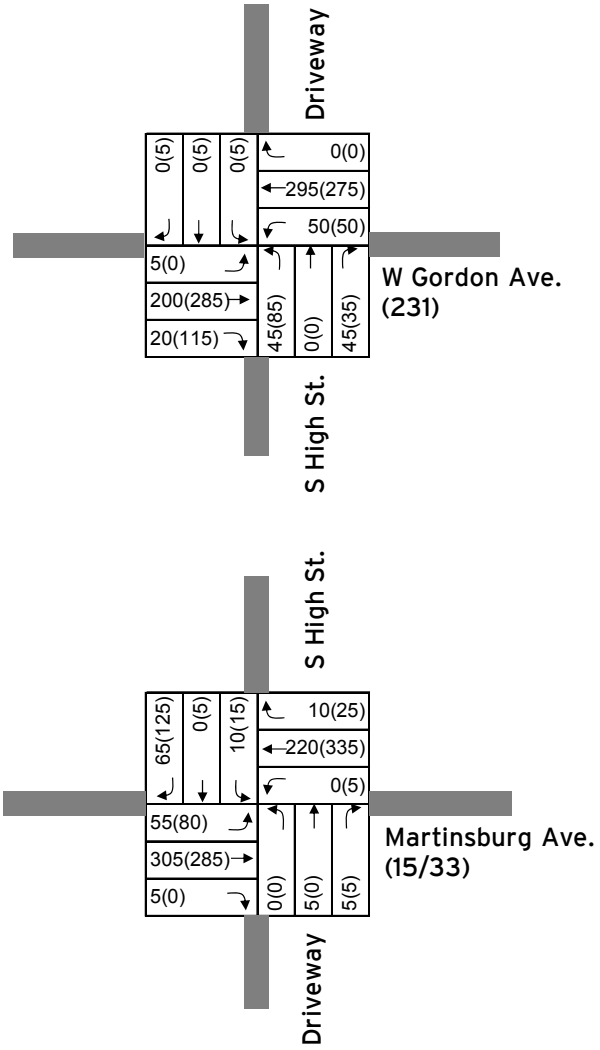
4. 2018 Conditions

This section presents the traffic operational conditions for No-Build and Build alternatives in the horizon year (2018). The purpose of the analysis is to quantify the changes to the operations between No-Build and Build conditions.

4.1 2018 Traffic Forecast

An annual growth rate of 1.5 percent (compounded) was used to project the existing volumes to the horizon year of 2018. This growth rate was derived based on the historical data and anticipated changes in the future land use. Volumes at the two study intersections for the 2018 AM and PM peak hours are shown in **Figure 11**. The heavy vehicle percentages are assumed to be the same as the Existing Conditions. As this project it is not a regional transportation solution (i.e. a regional bypass), it is expected that traffic patterns will remain identical between No-Build and Build Conditions.

Figure 11: 2018 Volumes



xx(yy) AM(PM) peak hour volumes
Note that all volumes have been rounded up to the nearest five (5) vehicles.

4.2 No-Build Conditions

Traffic operational analysis was performed for the 2018 No-Build Conditions, following the same methodology as the Existing Conditions analysis. **Table 5** presents the 2018 No-Build Conditions AM and PM peak hour MOEs; delay and LOS by approach and overall intersection. Detailed MOEs table and Synchro reports are presented in **Appendix B.**

The 2018 No-Build Conditions operational analysis did not indicate any major issues. Based on the analysis, both intersections continued to perform at LOS "A" or better in both time periods, with all approaches at LOS "C" or better. The geometric challenges facing tractor-trailers observed in the existing conditions will continue to be a challenge in the future.

Table 5: 2018 No-Build Conditions MOEs

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach		Overall		Approach		Overall	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
North High Street at West Gordon Avenue	EB	0.2	A	3.1	A	0.0	A	4.4	A
	WB	1.6	A			1.8	A		
	NB	15.9	C			24.4	C		
	SB	0.0	A			16.3	C		
South High Street at Martinsburg Avenue	EB	1.6	A	2.3	A	2.5	A	3.7	A
	WB	0.0	A			0.2	A		
	NB	12.6	B			10.1	B		
	SB	11.2	B			15.6	C		

* - Seconds/vehicle

4.3 Build Conditions

Chapter 3 presented the screening of the concepts to the selected alternatives. Traffic operational analysis was performed for the 2018 Build Conditions using the same volumes as the 2018 No-Build Conditions. **Table 6** presents the 2018 Build Conditions AM and PM peak hour MOEs for each alternative at both study intersections. Detailed MOEs table and Synchro reports are presented in **Appendix B.**

Based on the operational analysis, both the intersections do not have capacity deficiencies in 2018 in No-Build Conditions. With the turn bay improvements, operations improve marginally as the major street left turns are separated. The roundabout improvements shift the delay more equally across all approaches as all vehicles yield at the roundabout. This increases the delays for the existing movements that do not have to stop or yield; however, it reduces the delays for the other movements. Although a roundabout has slightly higher overall delays when compared to the conventional intersection improvement alternatives, it can better accommodate long-term growth.

Table 6: 2018 Build Conditions MOEs

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach		Overall		Approach		Overall	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
Alternative 1: Roundabout at North High Street and West Gordon Avenue	EB	6.2	A	7.5	A	8.7	A	8.4	A
	WB	8.7	A			8.5	A		
	NB	6.2	A			7.4	A		
	SB	0.0	A			5.8	A		
Alternative 2: Conventional Intersection at North High Street and West Gordon Avenue	EB	0.2	A	2.8	A	0.0	A	4.1	A
	WB	1.2	A			1.3	A		
	NB	15.9	C			24.0	C		
	SB	0.0	A			15.2	C		
Alternative 1: Roundabout at South High Street and Martinsburg Avenue	EB	7.4	A	6.7	A	8.3	A	7.2	A
	WB	5.9	A			8.6	A		
	NB	5.1	A			5.4	A		
	SB	5.7	A			0.8	A		
Alternative 2: Conventional Intersection at South High Street and Martinsburg Avenue	EB	1.2	A	2.1	A	1.9	A	3.5	A
	WB	0.0	A			0.2	A		
	NB	12.6	B			10.1	B		
	SB	11.2	B			15.6	C		

* - Seconds/vehicle

However, the benefits of the improvements are not limited to traffic operations. These improvements will improve truck mobility as turning radii are improved, and safety is improved for pedestrians as crossing distances are reduced and refuge areas are provided. With the roundabout concepts, the turning radii for trucks will be significantly improved. It will be much easier for truck drivers to find merging gaps and complete the turning maneuvers without driving into the opposing travel lanes as they currently do. The conventional intersection improvements also improve the turning radii. With the channelized right turn lanes, separated left turn bays and wider curves, truck drivers can make smoother turns. This will reduce the occurrence of vehicles traveling into the opposing travel lanes.

5. Conclusions and Recommendations

This chapter presents the recommendations for the preferred alternative at each location. The stakeholders' preferred alternative at each study intersection is a roundabout. The stakeholders understand that roundabouts have higher construction costs and land impacts than conventional intersection improvements. However, with long-term growth, the conventional intersections will likely require a signal or other significant improvements to be installed. These improvements may effectively offset the short-term cost differences as roundabouts would provide for the long term capacity needs. **Section 3.3** presented the comparison between the two alternatives at each study intersection; the categories examined were as follows:

- Traffic Operations
- Truck Operations
- Safety
- Pedestrian Facility Compatibility
- ROW and Utility Impacts
- Access Management
- Landscape and Aesthetics
- Construction Cost
- Stakeholder Acceptance

The roundabouts ranked higher in all categories except for the *ROW and Utility impacts* and *Construction Costs*. The planning level construction costs are presented in **Table 7**.

Table 7: Alternative Cost Estimates

Alternative	Planning-Level Cost
South High Street at Martinsburg Avenue	
Alternative 1 - Roundabout	$1.45 million
Alternative 2 – Conventional Intersection Improvements	$1.02 million
North High Street at West Gordon Avenue	
Alternative 1 - Roundabout	$1.90 million
Alternative 2 – Conventional Intersection Improvements	$1.56 million

Note: Costs were developed using 2012 dollars (latest year of available VDOT data).

The cost difference between the two alternatives for each location is approximately $350,000-$450,000. Although the cost estimates for conventional intersection improvements are lower, long term growth will likely require a signal or other significant improvements to be installed, which may effectively neutralize short-term cost differences.

Considerations should be made to upgrade the existing unsignalized intersections to roundabouts. The roundabouts will provide more efficient traffic operations and better truck maneuverability. Roundabouts reduce the number of vehicular and pedestrian conflict points, thereby improving safety. A roundabout at South High Street terminus also offers better opportunities to improve access management, while maintaining full access for Stonewall Avenue. At the northern intersection, both alternatives ranked similarly and both would serve the needs of pedestrians and vehicular traffic.

Appendix A
Intersection Turning Movement Counts
Classification Counts

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : North High Street at West Gordon Ave
Site Code : 00000033
Start Date : 1/29/2013
Page No : 1

Groups Printed- Unshifted

	West Gordon Ave (231) From North			North High Street From East			West Gordon Ave (231) From South			Driveway From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	1	27	0	5	0	5	0	13	3	0	0	0	54
06:15 AM	5	35	0	3	0	6	0	20	3	0	0	0	72
06:30 AM	11	45	0	11	0	10	0	27	2	0	0	0	106
06:45 AM	9	40	0	18	0	6	0	21	1	0	0	0	95
Total	26	147	0	37	0	27	0	81	9	0	0	0	327
07:00 AM	12	64	0	12	0	6	1	30	3	0	0	0	128
07:15 AM	11	71	0	13	0	9	0	42	5	0	0	0	151
07:30 AM	8	67	0	9	0	11	0	49	4	0	0	0	148
07:45 AM	16	70	0	6	0	17	0	65	7	0	0	0	181
Total	47	272	0	40	0	43	1	186	19	0	0	0	608
08:00 AM	11	47	0	6	0	11	0	37	9	0	0	0	121
08:15 AM	13	49	0	9	0	10	1	36	10	0	0	0	128
08:30 AM	9	53	1	8	0	8	0	38	9	0	0	1	127
08:45 AM	13	42	0	7	0	15	2	33	11	0	0	1	124
Total	46	191	1	30	0	44	3	144	39	0	0	2	500
03:00 PM	11	42	0	8	1	6	1	45	16	1	0	0	131
03:15 PM	10	38	1	9	1	8	0	39	14	0	0	0	120
03:30 PM	13	49	1	11	1	15	0	66	13	1	0	0	170
03:45 PM	13	49	3	7	2	11	0	53	11	0	2	1	152
Total	47	178	5	35	5	40	1	203	54	2	2	1	573
04:00 PM	14	54	1	12	1	13	0	63	28	0	1	1	188
04:15 PM	15	47	1	14	3	7	1	49	25	0	2	2	166
04:30 PM	10	38	1	14	3	9	2	65	16	1	1	2	162
04:45 PM	11	68	0	13	0	7	0	57	27	1	1	1	186
Total	50	207	3	53	7	36	3	234	96	2	5	6	702
05:00 PM	13	78	0	17	0	12	0	70	27	1	2	2	222
05:15 PM	10	59	0	19	0	8	0	66	30	0	0	0	192
05:30 PM	9	55	0	22	0	7	0	58	29	1	0	2	183
05:45 PM	14	65	0	19	0	7	0	69	18	0	0	1	193
Total	46	257	0	77	0	34	0	263	104	2	2	5	790
Grand Total	262	1252	9	272	12	224	8	1111	321	6	9	14	3500
Apprch %	17.2	82.2	0.6	53.5	2.4	44.1	0.6	77.2	22.3	20.7	31	48.3	
Total %	7.5	35.8	0.3	7.8	0.3	6.4	0.2	31.7	9.2	0.2	0.3	0.4	

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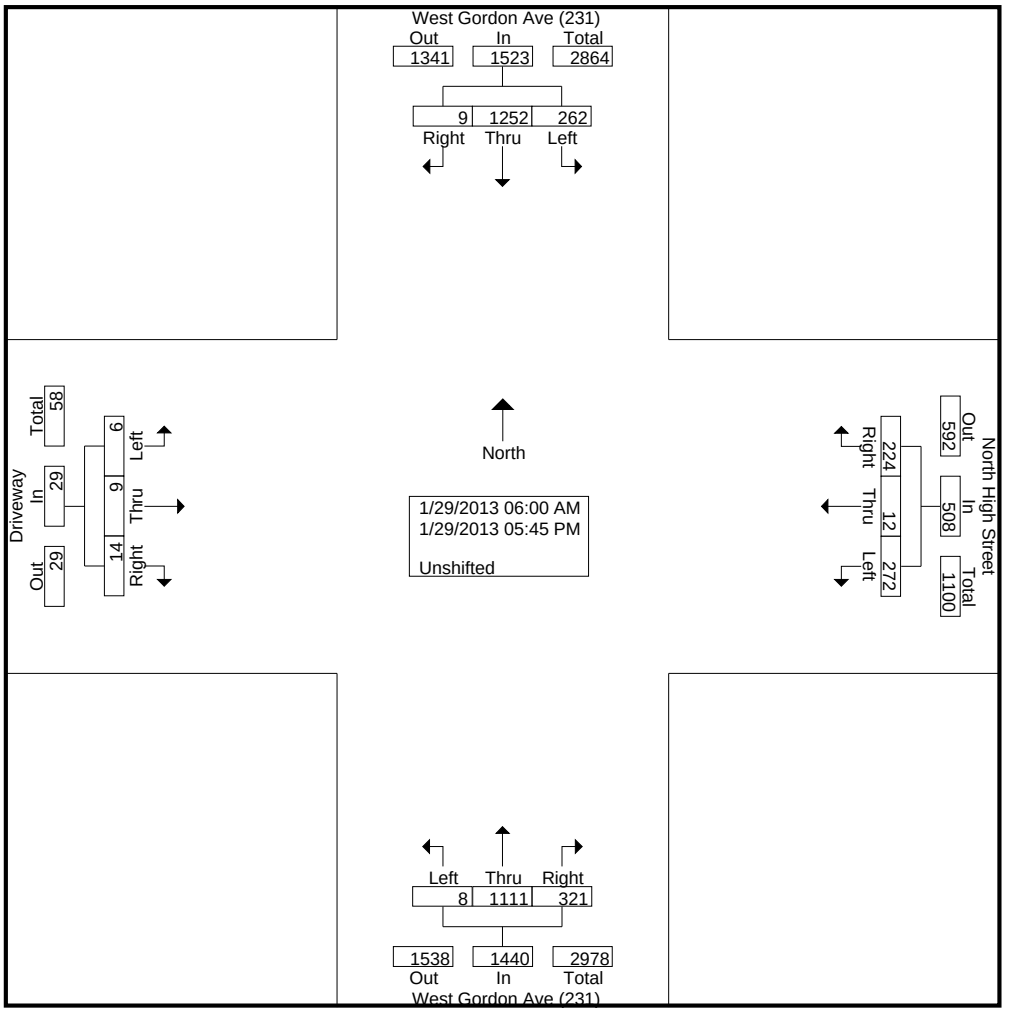
File Name : North High Street at West Gordon Ave
Site Code : 00000033
Start Date : 1/29/2013
Page No : 2



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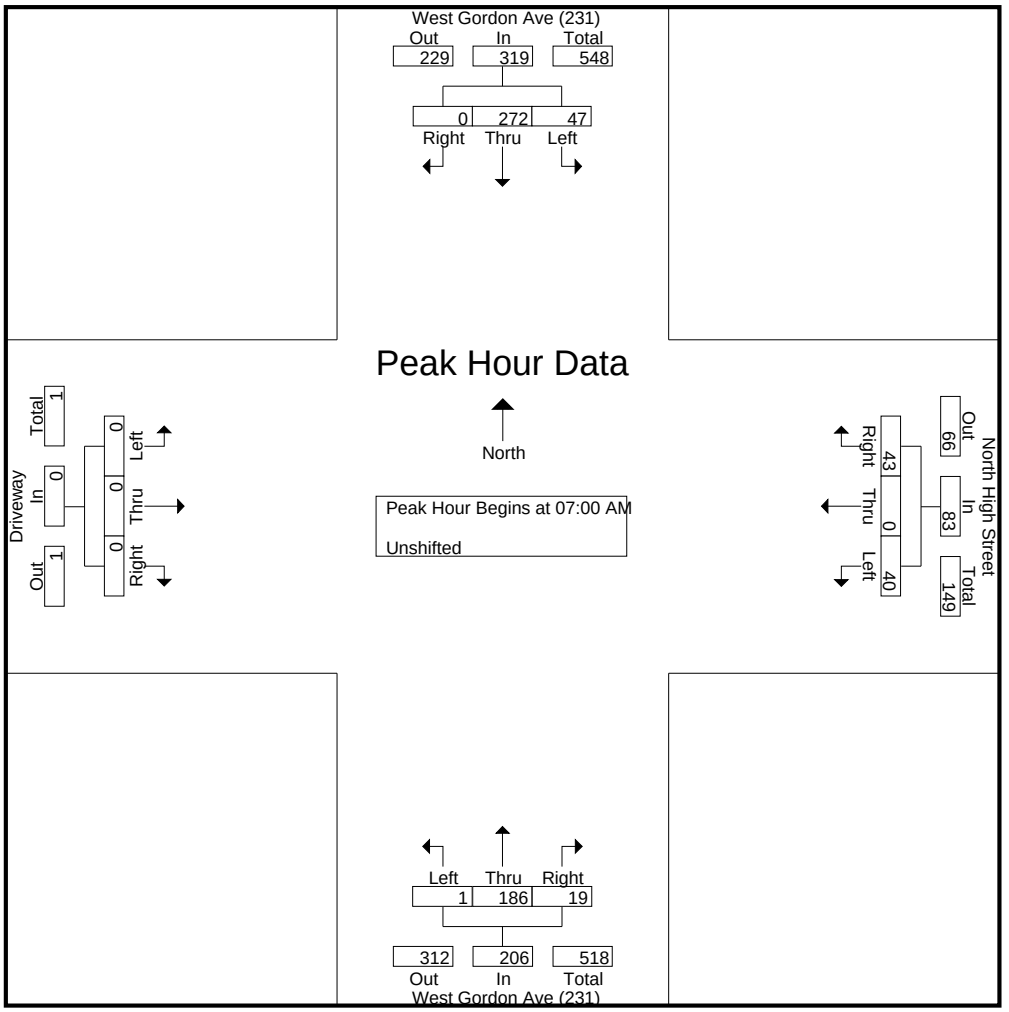
Alexandria, VA 22312
703-914-4850

File Name : North High Street at West Gordon Ave
Site Code : 00000033
Start Date : 1/29/2013
Page No : 3

	West Gordon Ave (231) From North				North High Street From East				West Gordon Ave (231) From South				Driveway From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	64	0	76	12	0	6	18	**1**	30	3	34	0	0	0	0	128
07:15 AM	11	**71**	0	82	**13**	0	9	22	0	42	5	47	0	0	0	0	151
07:30 AM	8	67	0	75	9	0	11	20	0	49	4	53	0	0	0	0	148
07:45 AM	**16**	70	0	**86**	6	0	**17**	**23**	0	**65**	**7**	**72**	0	0	0	0	**181**
Total Volume	47	272	0	319	40	0	43	83	1	186	19	206	0	0	0	0	608
% App. Total	14.7	85.3	0		48.2	0	51.8		0.5	90.3	9.2		0	0	0		
PHF	.734	.958	.000	.927	.769	.000	.632	.902	.250	.715	.679	.715	.000	.000	.000	.000	.840



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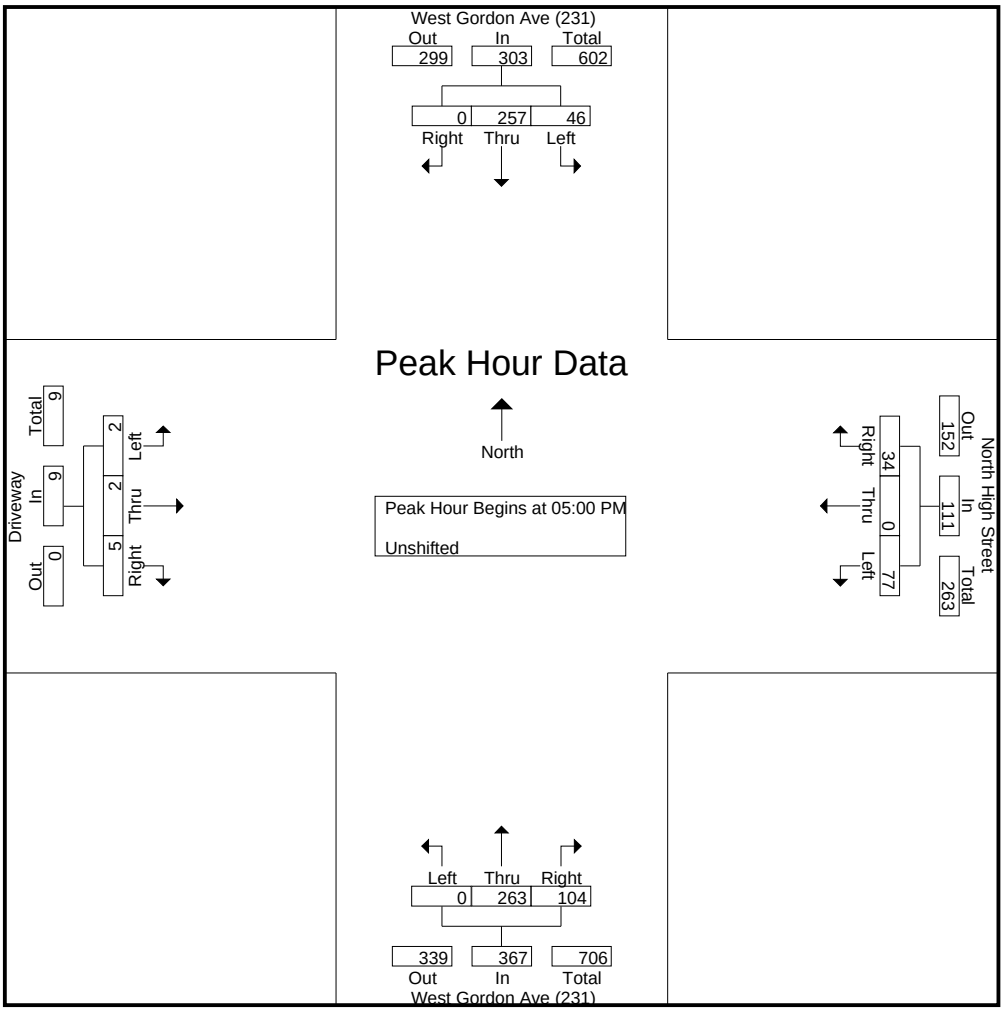
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : North High Street at West Gordon Ave
Site Code : 00000033
Start Date : 1/29/2013
Page No : 4

	West Gordon Ave (231) From North				North High Street From East				West Gordon Ave (231) From South				Driveway From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	**78**	0	**91**	17	0	**12**	**29**	0	**70**	27	**97**	**1**	**2**	**2**	**5**	**222**
05:15 PM	10	59	0	69	19	0	8	27	0	66	**30**	96	0	0	0	0	192
05:30 PM	9	55	0	64	**22**	0	7	29	0	58	29	87	1	0	2	3	183
05:45 PM	**14**	65	0	79	19	0	7	26	0	69	18	87	0	0	1	1	193
Total Volume	46	257	0	303	77	0	34	111	0	263	104	367	2	2	5	9	790
% App. Total	15.2	84.8	0		69.4	0	30.6		0	71.7	28.3		22.2	22.2	55.6		
PHF	.821	.824	.000	.832	.875	.000	.708	.957	.000	.939	.867	.946	.500	.250	.625	.450	.890



MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : South High Street at Martinsburg Ave
Site Code : 00000033
Start Date : 1/30/2013
Page No : 1

Groups Printed- Unshifted - Bank 1

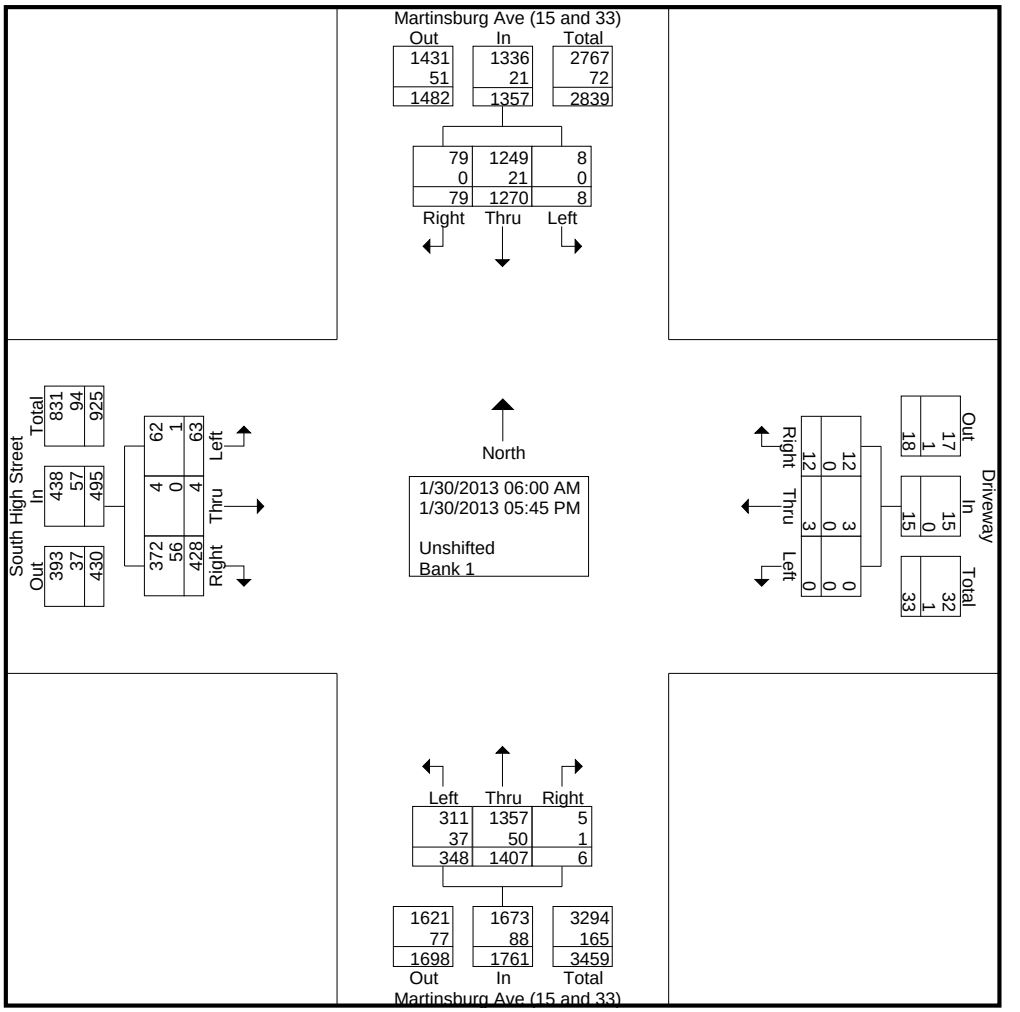
	Martinsburg Ave (15 and 33) From North			Driveway From East			Martinsburg Ave (15 and 33) From South			South High Street From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	0	23	0	0	0	0	7	33	0	0	0	5	68
06:15 AM	0	35	1	0	0	0	7	43	0	0	0	3	89
06:30 AM	0	42	1	0	0	0	7	59	0	1	0	10	120
06:45 AM	0	40	3	0	0	0	15	65	1	0	0	7	131
Total	0	140	5	0	0	0	36	200	1	1	0	25	408
07:00 AM	0	46	3	0	0	0	10	66	0	0	0	7	132
07:15 AM	0	61	2	0	0	0	14	62	0	1	0	15	155
07:30 AM	0	48	2	0	1	0	11	84	1	1	0	11	159
07:45 AM	0	47	1	0	0	1	16	74	0	4	0	12	155
Total	0	202	8	0	1	1	51	286	1	6	0	45	601
08:00 AM	0	50	2	0	0	0	12	65	0	1	0	21	151
08:15 AM	0	34	1	0	0	0	24	67	0	2	0	7	135
08:30 AM	0	44	4	0	0	0	15	51	0	1	0	15	130
08:45 AM	0	39	2	0	0	0	15	44	0	2	0	16	118
Total	0	167	9	0	0	0	66	227	0	6	0	59	534
03:00 PM	0	48	6	0	0	1	15	45	1	2	1	23	142
03:15 PM	0	58	1	0	0	0	12	72	0	8	0	17	168
03:30 PM	0	55	4	0	0	0	16	52	0	2	0	20	149
03:45 PM	1	54	4	0	0	2	19	47	1	6	0	19	153
Total	1	215	15	0	0	3	62	216	2	18	1	79	612
04:00 PM	2	75	7	0	1	2	12	55	1	1	0	22	178
04:15 PM	1	67	3	0	0	1	17	38	0	4	0	30	161
04:30 PM	0	57	3	0	1	0	13	69	1	6	1	33	184
04:45 PM	0	79	2	0	0	0	13	58	0	4	0	26	182
Total	3	278	15	0	2	3	55	220	2	15	1	111	705
05:00 PM	1	79	4	0	0	4	16	65	0	5	0	27	201
05:15 PM	2	90	12	0	0	0	22	70	0	3	1	32	232
05:30 PM	1	64	5	0	0	0	21	72	0	2	1	31	197
05:45 PM	0	35	6	0	0	1	19	51	0	7	0	19	138
Total	4	268	27	0	0	5	78	258	0	17	2	109	768
Grand Total	8	1270	79	0	3	12	348	1407	6	63	4	428	3628
Apprch %	0.6	93.6	5.8	0	20	80	19.8	79.9	0.3	12.7	0.8	86.5	
Total %	0.2	35	2.2	0	0.1	0.3	9.6	38.8	0.2	1.7	0.1	11.8	
Unshifted	8	1249	79	0	3	12	311	1357	5	62	4	372	3462
% Unshifted	100	98.3	100	0	100	100	89.4	96.4	83.3	98.4	100	86.9	95.4
Bank 1	0	21	0	0	0	0	37	50	1	1	0	56	166
% Bank 1	0	1.7	0	0	0	0	10.6	3.6	16.7	1.6	0	13.1	4.6

Bank 1 - Stonewall Avenue volumes

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : South High Street at Martinsburg Ave
Site Code : 00000033
Start Date : 1/30/2013
Page No : 2

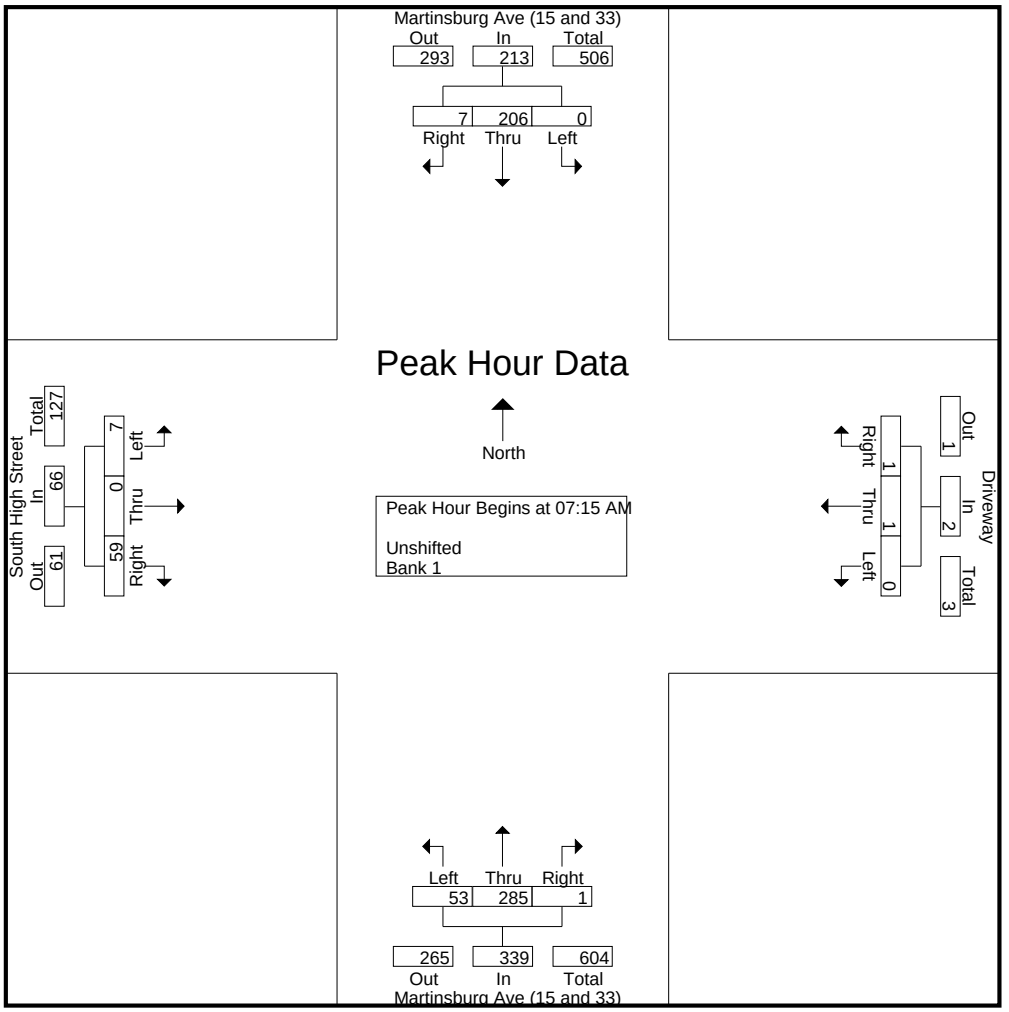


MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : South High Street at Martinsburg Ave
Site Code : 00000033
Start Date : 1/30/2013

	Martinsburg Ave (15 and 33) From North				Driveway From East				Martinsburg Ave (15 and 33) From South				South High Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**61**	**2**	**63**	0	0	0	0	14	62	0	76	1	0	15	16	155
07:30 AM	0	48	2	50	0	**1**	0	**1**	11	**84**	**1**	**96**	1	0	11	12	**159**
07:45 AM	0	47	1	48	0	0	**1**	1	**16**	74	0	90	**4**	0	12	16	155
08:00 AM	0	50	2	52	0	0	0	0	12	65	0	77	1	0	**21**	**22**	151
Total Volume	0	206	7	213	0	1	1	2	53	285	1	339	7	0	59	66	620
% App. Total	0	96.7	3.3		0	50	50		15.6	84.1	0.3		10.6	0	89.4		
PHF	.000	.844	.875	.845	.000	.250	.250	.500	.828	.848	.250	.883	.438	.000	.702	.750	.975

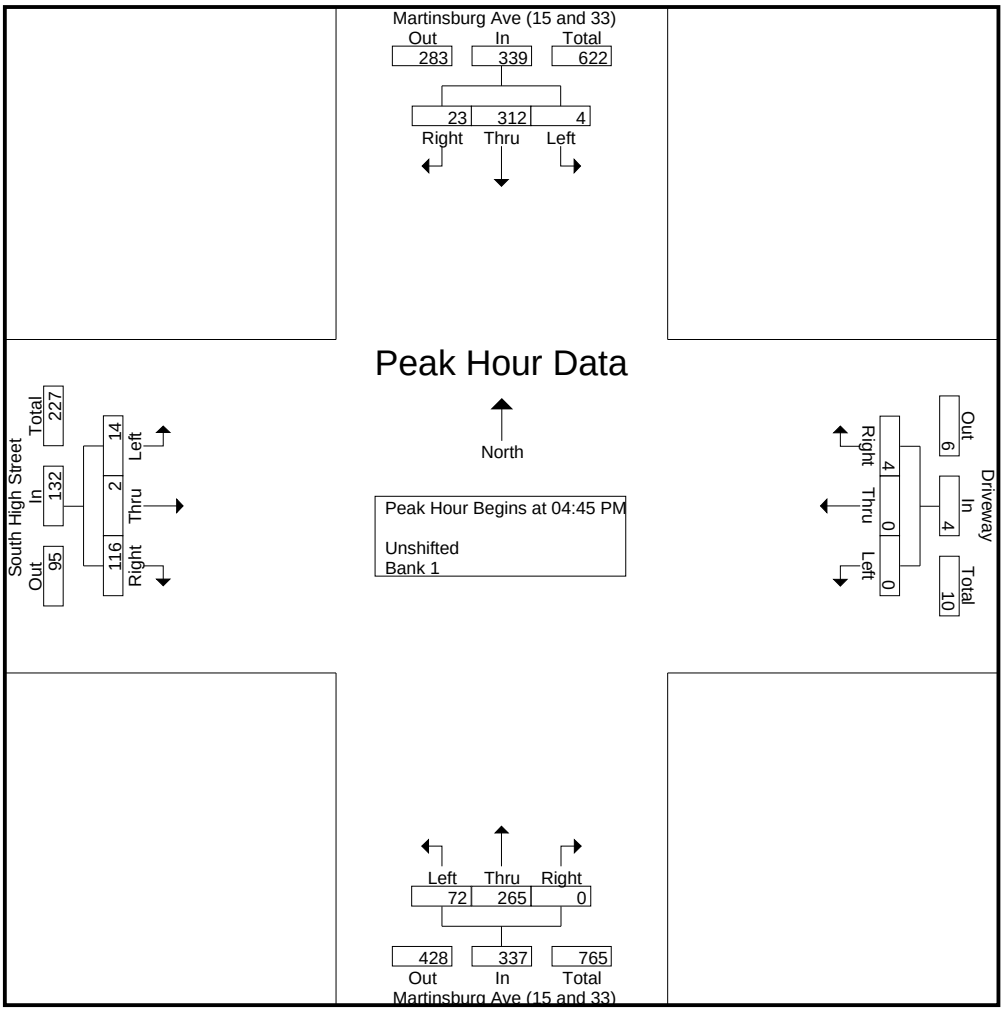


MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

File Name : South High Street at Martinsburg Ave
Site Code : 00000033
Start Date : 1/30/2013
Page No : 4

	Martinsburg Ave (15 and 33) From North				Driveway From East				Martinsburg Ave (15 and 33) From South				South High Street From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	79	2	81	0	0	0	0	13	58	0	71	4	0	26	30	182
05:00 PM	1	79	4	84	0	0	**4**	**4**	16	65	0	81	**5**	0	27	32	201
05:15 PM	**2**	**90**	**12**	**104**	0	0	0	0	**22**	70	0	92	3	**1**	**32**	**36**	**232**
05:30 PM	1	64	5	70	0	0	0	0	21	**72**	0	**93**	2	1	31	34	197
Total Volume	4	312	23	339	0	0	4	4	72	265	0	337	14	2	116	132	812
% App. Total	1.2	92	6.8		0	0	100		21.4	78.6	0		10.6	1.5	87.9		
PHF	.500	.867	.479	.815	.000	.000	.250	.250	.818	.920	.000	.906	.700	.500	.906	.917	.875



MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Bet Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Bet Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	10	7	4	0	1	0	0	2	0	0	0	0	0	24
12:15	0	18	12	1	2	1	0	0	3	0	0	0	0	0	37
12:30	1	15	7	0	1	2	0	1	4	1	0	0	1	0	33
12:45	0	15	4	0	3	1	0	2	3	0	0	0	0	0	28
	1	58	30	5	6	5	0	3	12	1	0	0	1	0	122
13:00	1	11	4	0	6	1	0	0	5	0	0	0	0	0	28
13:15	1	11	6	1	3	2	1	0	2	0	0	0	0	0	27
13:30	0	12	4	1	1	1	0	1	1	0	0	0	0	0	21
13:45	0	10	3	0	1	0	0	0	4	0	0	0	0	0	18
	2	44	17	2	11	4	1	1	12	0	0	0	0	0	94
14:00	0	14	5	2	0	0	0	1	3	0	0	0	0	0	25
14:15	0	12	6	1	2	0	0	0	2	1	0	0	0	0	24
14:30	0	18	2	0	3	0	0	1	2	0	0	0	0	0	26
14:45	0	12	3	0	2	0	0	1	4	0	0	0	0	0	22
	0	56	16	3	7	0	0	3	11	1	0	0	0	0	97
15:00	2	13	5	1	4	1	0	0	3	0	0	0	0	0	29
15:15	0	12	2	0	3	0	0	4	3	0	0	0	0	0	24
15:30	1	15	4	0	1	1	0	1	3	0	0	0	0	0	26
15:45	0	12	8	0	2	0	0	1	3	0	0	0	0	0	26
	3	52	19	1	10	2	0	6	12	0	0	0	0	0	105
16:00	0	24	12	0	3	2	0	0	1	0	0	0	0	0	42
16:15	0	29	8	1	1	0	0	2	1	0	0	0	0	0	42
16:30	1	16	7	0	0	0	0	0	3	0	0	0	0	0	27
16:45	0	22	13	0	3	0	0	1	1	0	0	0	0	0	40
	1	91	40	1	7	2	0	3	6	0	0	0	0	0	151
17:00	0	35	7	0	0	0	0	0	2	0	0	0	0	0	44
17:15	0	28	10	0	3	0	0	0	1	0	0	0	0	0	42
17:30	0	22	10	1	2	0	0	0	3	0	0	0	0	0	38
17:45	1	23	3	3	1	0	0	1	1	0	0	0	0	0	33
	1	108	30	4	6	0	0	1	7	0	0	0	0	0	157
18:00	0	18	4	0	1	0	0	1	0	0	0	0	0	0	24
18:15	1	22	9	0	3	0	0	0	1	0	0	0	0	0	36
18:30	0	20	3	0	0	0	0	0	1	0	0	0	0	0	24
18:45	0	15	5	1	3	0	0	1	0	0	0	0	0	0	25
	1	75	21	1	7	0	0	2	2	0	0	0	0	0	109
19:00	0	5	2	2	1	0	0	0	0	0	0	0	0	0	10
19:15	0	12	1	0	1	0	0	0	2	0	0	0	0	0	16
19:30	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
19:45	2	12	3	0	1	2	0	0	4	0	0	0	0	0	24
	2	35	9	2	4	2	0	0	6	0	0	0	0	0	60
20:00	0	12	4	1	0	0	0	0	3	0	0	0	0	0	20
20:15	0	9	2	1	1	0	0	0	0	0	0	0	0	0	13
20:30	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
20:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
	0	30	8	2	2	1	0	0	3	0	0	0	0	0	46
21:00	0	7	1	1	0	0	0	0	1	0	0	0	0	0	10
21:15	1	5	1	0	0	1	0	0	1	0	0	0	0	0	9
21:30	1	8	4	0	0	1	0	0	4	0	0	0	0	0	18
21:45	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
	2	29	6	1	0	2	0	0	7	0	0	0	0	0	47
22:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
22:15	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
22:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	2	0	0	0	0	0	5	0	0	0	0	0	21
23:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
23:15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
23:30	0	1	0	1	0	0	0	0	3	0	0	0	0	0	5
23:45	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
	0	6	1	2	0	0	0	0	5	0	0	1	0	0	15
Total	13	598	199	24	60	18	1	19	88	2	0	1	1	0	1024
Percent	1.3%	58.4%	19.4%	2.3%	5.9%	1.8%	0.1%	1.9%	8.6%	0.2%	0.0%	0.1%	0.1%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Bet Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/30/13	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
00:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
00:30	0	3	1	0	0	0	0	1	1	0	0	0	0	0	6
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	4	3	0	0	0	0	1	4	0	0	0	0	0	12
01:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
	0	2	0	0	0	0	0	0	5	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00	0	0	0	1	0	0	0	0	2	1	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:45	1	0	0	0	0	1	0	0	2	0	0	0	0	0	4
	1	0	0	1	0	1	1	0	7	1	0	0	0	0	12
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6
04:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	1	1	0	0	7	4	0	0	0	0	14
05:00	0	1	2	1	0	1	0	1	2	0	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	1	0	0	0	4	0	0	0	0	0	7
05:45	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
	0	5	3	1	1	1	0	1	8	0	0	0	0	0	20
06:00	0	0	2	0	1	0	0	0	2	0	0	0	0	0	5
06:15	1	3	1	1	0	1	0	0	1	0	0	0	0	0	8
06:30	1	3	3	1	0	1	0	0	3	0	0	0	0	0	12
06:45	1	5	1	0	1	1	0	0	1	0	0	0	0	0	10
	3	11	7	2	2	3	0	0	7	0	0	0	0	0	35
07:00	0	11	3	1	0	0	0	0	0	0	0	0	0	0	15
07:15	0	10	3	1	2	1	0	0	4	0	0	0	0	0	21
07:30	1	7	3	0	2	1	0	0	1	0	0	0	0	0	15
07:45	0	11	3	2	3	1	1	0	2	0	0	0	0	0	23
	1	39	12	4	7	3	1	0	7	0	0	0	0	0	74
08:00	0	8	4	4	2	0	0	0	2	1	0	0	0	0	21
08:15	0	14	6	1	2	0	0	0	3	0	0	0	0	0	26
08:30	0	7	2	2	3	2	0	0	2	0	0	0	0	0	18
08:45	2	6	5	2	3	3	0	1	3	0	0	0	0	0	25
	2	35	17	9	10	5	0	1	10	1	0	0	0	0	90
09:00	0	11	8	1	0	1	0	1	3	0	0	0	0	0	25
09:15	0	5	4	0	1	0	1	0	2	0	0	0	0	0	13
09:30	1	9	1	1	4	1	0	2	4	0	0	0	0	0	23
09:45	0	6	6	3	1	0	0	0	2	0	0	0	0	0	18
	1	31	19	5	6	2	1	3	11	0	0	0	0	0	79
10:00	1	5	2	1	1	2	0	0	2	0	0	0	0	0	14
10:15	0	13	5	3	2	0	0	0	0	1	0	0	0	0	24
10:30	0	14	5	3	2	0	0	0	5	0	0	0	0	0	29
10:45	0	8	5	2	2	0	0	0	4	0	0	0	0	0	21
	1	40	17	9	7	2	0	0	11	1	0	0	0	0	88
11:00	0	10	5	0	2	0	0	1	3	0	0	0	0	0	21
11:15	0	9	3	1	2	0	0	0	6	0	0	0	0	0	21
11:30	0	15	0	1	2	0	0	0	9	0	0	0	0	0	27
11:45	0	19	2	1	0	0	0	0	2	0	0	0	0	0	24
	0	53	10	3	6	0	0	1	20	0	0	0	0	0	93
Total	9	220	88	35	40	18	3	7	99	7	0	0	0	0	526
Percent	1.7%	41.8%	16.7%	6.7%	7.6%	3.4%	0.6%	1.3%	18.8%	1.3%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Bet Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	22	818	287	59	100	36	4	26	187	9	0	1	1	0	1550
Percent	1.4%	52.8%	18.5%	3.8%	6.5%	2.3%	0.3%	1.7%	12.1%	0.6%	0.0%	0.1%	0.1%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Between Gordon Ave and School Access.
Latitude: 0' 0.000 Undefined

East Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Between Gordon Ave and School Access.
Latitude: 0' 0.000 Undefined

East Bound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	1	4	7	10	1	1	0	0	0	0	0	0	0	0	24
12:15	0	4	18	14	1	0	0	0	0	0	0	0	0	0	37
12:30	1	9	13	5	5	0	0	0	0	0	0	0	0	0	33
12:45	0	2	10	12	4	0	0	0	0	0	0	0	0	0	28
	2	19	48	41	11	1	0	0	0	0	0	0	0	0	122
13:00	1	8	10	9	0	0	0	0	0	0	0	0	0	0	28
13:15	0	7	9	11	0	0	0	0	0	0	0	0	0	0	27
13:30	0	2	9	9	1	0	0	0	0	0	0	0	0	0	21
13:45	0	4	9	5	0	0	0	0	0	0	0	0	0	0	18
	1	21	37	34	1	0	0	0	0	0	0	0	0	0	94
14:00	0	2	13	10	0	0	0	0	0	0	0	0	0	0	25
14:15	0	3	10	7	3	1	0	0	0	0	0	0	0	0	24
14:30	0	3	14	8	1	0	0	0	0	0	0	0	0	0	26
14:45	0	5	6	10	1	0	0	0	0	0	0	0	0	0	22
	0	13	43	35	5	1	0	0	0	0	0	0	0	0	97
15:00	1	4	11	8	5	0	0	0	0	0	0	0	0	0	29
15:15	1	1	16	3	3	0	0	0	0	0	0	0	0	0	24
15:30	0	3	9	11	3	0	0	0	0	0	0	0	0	0	26
15:45	0	3	12	11	0	0	0	0	0	0	0	0	0	0	26
	2	11	48	33	11	0	0	0	0	0	0	0	0	0	105
16:00	1	1	18	19	3	0	0	0	0	0	0	0	0	0	42
16:15	0	2	21	10	9	0	0	0	0	0	0	0	0	0	42
16:30	0	4	14	8	1	0	0	0	0	0	0	0	0	0	27
16:45	0	4	16	15	5	0	0	0	0	0	0	0	0	0	40
	1	11	69	52	18	0	0	0	0	0	0	0	0	0	151
17:00	3	4	21	14	2	0	0	0	0	0	0	0	0	0	44
17:15	1	1	23	14	3	0	0	0	0	0	0	0	0	0	42
17:30	2	5	19	12	0	0	0	0	0	0	0	0	0	0	38
17:45	1	3	9	10	8	1	1	0	0	0	0	0	0	0	33
	7	13	72	50	13	1	1	0	0	0	0	0	0	0	157
18:00	0	0	13	7	3	1	0	0	0	0	0	0	0	0	24
18:15	1	2	18	13	1	1	0	0	0	0	0	0	0	0	36
18:30	0	4	7	11	2	0	0	0	0	0	0	0	0	0	24
18:45	0	3	7	12	3	0	0	0	0	0	0	0	0	0	25
	1	9	45	43	9	2	0	0	0	0	0	0	0	0	109
19:00	0	1	5	2	2	0	0	0	0	0	0	0	0	0	10
19:15	0	1	6	5	4	0	0	0	0	0	0	0	0	0	16
19:30	0	2	4	4	0	0	0	0	0	0	0	0	0	0	10
19:45	1	5	8	8	2	0	0	0	0	0	0	0	0	0	24
	1	9	23	19	8	0	0	0	0	0	0	0	0	0	60
20:00	0	3	11	5	1	0	0	0	0	0	0	0	0	0	20
20:15	0	1	7	3	2	0	0	0	0	0	0	0	0	0	13
20:30	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
20:45	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
	0	4	20	19	3	0	0	0	0	0	0	0	0	0	46
21:00	0	0	5	2	2	1	0	0	0	0	0	0	0	0	10
21:15	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9
21:30	0	4	5	7	2	0	0	0	0	0	0	0	0	0	18
21:45	0	2	3	5	0	0	0	0	0	0	0	0	0	0	10
	0	9	16	17	4	1	0	0	0	0	0	0	0	0	47
22:00	1	2	0	2	1	0	0	0	0	0	0	0	0	0	6
22:15	1	1	3	4	0	0	0	0	0	0	0	0	0	0	9
22:30	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	2	4	5	9	1	0	0	0	0	0	0	0	0	0	21
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
23:30	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	1	10	4	0	0	0	0	0	0	0	0	0	0	15
Total	17	124	436	356	84	6	1	0	0	0	0	0	0	0	1024

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Between Gordon Ave and School Access.
Latitude: 0' 0.000 Undefined

East Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/30/13	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	2	0	3	1	0	0	0	0	0	0	0	0	0	0	6
00:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	7	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	0	4	7	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	0	6	7	0	1	0	0	0	0	0	0	0	0	0	14
05:00	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
05:45	1	1	1	0	2	0	0	0	0	0	0	0	0	0	5
	1	4	7	5	3	0	0	0	0	0	0	0	0	0	20
06:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:15	2	2	2	2	0	0	0	0	0	0	0	0	0	0	8
06:30	0	3	6	3	0	0	0	0	0	0	0	0	0	0	12
06:45	0	3	3	4	0	0	0	0	0	0	0	0	0	0	10
	2	8	14	11	0	0	0	0	0	0	0	0	0	0	35
07:00	0	7	2	6	0	0	0	0	0	0	0	0	0	0	15
07:15	1	7	9	3	1	0	0	0	0	0	0	0	0	0	21
07:30	0	1	7	5	2	0	0	0	0	0	0	0	0	0	15
07:45	0	10	5	7	1	0	0	0	0	0	0	0	0	0	23
	1	25	23	21	4	0	0	0	0	0	0	0	0	0	74
08:00	0	7	8	5	1	0	0	0	0	0	0	0	0	0	21
08:15	0	3	18	4	1	0	0	0	0	0	0	0	0	0	26
08:30	0	7	6	5	0	0	0	0	0	0	0	0	0	0	18
08:45	0	8	10	7	0	0	0	0	0	0	0	0	0	0	25
	0	25	42	21	2	0	0	0	0	0	0	0	0	0	90
09:00	0	4	12	7	2	0	0	0	0	0	0	0	0	0	25
09:15	0	2	8	3	0	0	0	0	0	0	0	0	0	0	13
09:30	0	4	13	5	1	0	0	0	0	0	0	0	0	0	23
09:45	1	3	6	7	1	0	0	0	0	0	0	0	0	0	18
	1	13	39	22	4	0	0	0	0	0	0	0	0	0	79
10:00	0	3	6	5	0	0	0	0	0	0	0	0	0	0	14
10:15	2	4	10	8	0	0	0	0	0	0	0	0	0	0	24
10:30	1	7	12	7	2	0	0	0	0	0	0	0	0	0	29
10:45	1	4	10	6	0	0	0	0	0	0	0	0	0	0	21
	4	18	38	26	2	0	0	0	0	0	0	0	0	0	88
11:00	1	5	10	5	0	0	0	0	0	0	0	0	0	0	21
11:15	0	3	12	5	1	0	0	0	0	0	0	0	0	0	21
11:30	2	1	13	8	3	0	0	0	0	0	0	0	0	0	27
11:45	0	3	9	9	3	0	0	0	0	0	0	0	0	0	24
	3	12	44	27	7	0	0	0	0	0	0	0	0	0	93
Total	16	117	232	137	24	0	0	0	0	0	0	0	0	0	526

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street EB
Between Gordon Ave and School Access.
Latitude: 0' 0.000 Undefined

East Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	33	241	668	493	108	6	1	0	0	0	0	0	0	0	1550

15th Percentile : 16 MPH
50th Percentile : 23 MPH
85th Percentile : 28 MPH

	95th Percentile :	31 MPH
Stats	Mean Speed(Average) :	23 MPH
	10 MPH Pace Speed :	20-29 MPH
	Number in Pace :	985
	Percent in Pace :	63.5%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	15	4	0	1	1	1	0	3	0	0	0	0	0	25
12:15	0	17	2	1	1	1	0	0	4	0	0	0	0	0	26
12:30	1	18	5	1	1	2	0	2	4	0	0	0	0	0	34
12:45	2	15	3	0	2	0	0	0	3	0	0	0	0	0	25
	3	65	14	2	5	4	1	2	14	0	0	0	0	0	110
13:00	0	19	4	0	0	0	0	0	2	1	0	0	0	0	26
13:15	2	18	2	0	1	0	0	1	2	0	0	0	1	0	27
13:30	0	6	5	0	1	0	0	1	3	0	0	0	0	0	16
13:45	0	12	1	2	0	0	0	0	3	0	0	0	0	0	18
	2	55	12	2	2	0	0	2	10	1	0	0	1	0	87
14:00	0	17	4	0	2	3	0	4	4	0	0	0	0	0	34
14:15	0	21	2	1	0	0	0	2	5	0	0	0	0	0	31
14:30	2	15	5	2	2	3	1	0	3	0	0	0	0	0	33
14:45	1	11	2	0	0	3	0	0	4	0	0	0	0	0	21
	3	64	13	3	4	9	1	6	16	0	0	0	0	0	119
15:00	1	8	1	0	2	1	0	0	3	0	0	0	0	0	16
15:15	1	11	2	0	2	1	0	1	2	0	0	0	0	0	20
15:30	0	15	4	2	2	1	0	0	2	0	0	0	0	0	26
15:45	0	14	3	0	2	0	0	0	1	0	0	0	0	0	20
	2	48	10	2	8	3	0	1	8	0	0	0	0	0	82
16:00	2	17	6	0	1	2	0	0	3	0	0	0	0	0	31
16:15	0	15	6	0	0	0	0	0	3	0	0	0	0	0	24
16:30	0	13	5	0	0	0	0	1	3	0	0	0	0	0	22
16:45	0	12	7	0	2	0	0	0	1	0	0	0	0	0	22
	2	57	24	0	3	2	0	1	10	0	0	0	0	0	99
17:00	0	24	8	0	0	1	0	1	2	0	0	0	0	0	36
17:15	0	17	6	0	0	0	0	0	2	0	0	0	0	0	25
17:30	0	23	4	2	1	0	0	0	1	0	0	0	0	0	31
17:45	0	19	2	1	2	0	0	0	0	0	0	0	0	0	24
	0	83	20	3	3	1	0	1	5	0	0	0	0	0	116
18:00	1	17	3	0	0	1	0	0	0	0	0	0	0	0	22
18:15	2	18	3	0	2	2	0	0	2	0	0	0	0	0	29
18:30	0	23	4	0	0	0	0	1	3	0	0	0	0	0	31
18:45	0	8	1	0	1	0	0	0	2	0	0	0	0	0	12
	3	66	11	0	3	3	0	1	7	0	0	0	0	0	94
19:00	0	11	1	0	0	0	0	0	1	0	0	0	0	0	13
19:15	0	9	4	0	0	0	0	0	1	0	0	0	0	0	14
19:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
19:45	1	10	2	0	0	1	0	0	4	0	0	0	0	0	18
	1	41	10	0	0	1	0	0	6	0	0	0	0	0	59
20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
20:15	1	10	2	0	0	1	0	0	2	0	0	0	0	0	16
20:30	1	5	0	1	0	1	0	0	0	0	0	0	0	0	8
20:45	0	4	0	0	0	0	0	0	4	0	0	0	0	0	8
	2	26	4	1	0	2	0	0	6	0	0	0	0	0	41
21:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
21:15	1	4	0	2	0	0	0	0	1	0	0	0	0	0	8
21:30	1	6	0	0	0	1	0	0	0	0	0	0	0	0	8
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	2	12	1	3	0	1	0	0	2	0	0	0	0	0	21
22:00	1	2	3	0	0	1	0	0	1	0	0	0	0	0	8
22:15	0	1	0	0	0	0	0	0	2	1	0	0	0	0	4
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	7	3	0	0	1	0	0	3	1	0	0	0	0	16
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3
23:30	1	1	1	1	0	1	0	0	0	0	0	0	0	0	5
23:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	1	6	1	1	0	1	0	1	2	0	0	0	0	0	13
Total	22	530	123	17	28	28	2	15	89	2	0	0	1	0	857
Percent	2.6%	61.8%	14.4%	2.0%	3.3%	3.3%	0.2%	1.8%	10.4%	0.2%	0.0%	0.0%	0.1%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/30/13	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	1	1	0	0	0	1	0	0	4	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	1	0	1	0	0	0	0	1	0	0	0	0	0	3
	0	2	0	1	0	0	0	0	3	0	0	0	0	0	6
03:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
03:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	5	0	0	0	0	0	8
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:15	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	1	0	0	0	0	2	0	0	0	0	0	5
05:00	0	2	1	1	0	0	0	1	0	0	0	0	0	0	5
05:15	0	0	2	2	0	0	0	1	1	0	0	0	0	0	6
05:30	1	7	1	0	1	2	0	0	1	0	0	0	0	0	13
05:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
	1	14	4	3	1	2	0	2	3	0	0	0	0	0	30
06:00	0	9	2	1	0	0	0	0	2	0	0	0	0	0	14
06:15	0	6	2	0	2	0	0	0	1	0	0	0	0	0	11
06:30	0	12	1	0	1	0	0	0	3	0	0	0	0	0	17
06:45	0	11	3	2	2	0	0	0	3	0	0	0	0	0	21
	0	38	8	3	5	0	0	0	9	0	0	0	0	0	63
07:00	1	11	2	2	0	1	0	0	1	0	0	0	0	0	18
07:15	0	7	3	1	1	0	1	1	2	0	0	0	0	0	16
07:30	1	10	4	0	0	0	0	1	3	0	0	0	0	0	19
07:45	0	13	3	0	4	0	0	0	1	0	0	0	0	0	21
	2	41	12	3	5	1	1	2	7	0	0	0	0	0	74
08:00	0	9	2	2	3	0	0	1	1	0	0	0	0	0	18
08:15	3	12	3	2	2	2	0	0	3	0	0	0	0	0	27
08:30	0	11	3	1	0	0	0	0	1	0	0	0	0	0	16
08:45	2	12	5	0	2	4	1	0	2	0	0	0	0	0	28
	5	44	13	5	7	6	1	1	7	0	0	0	0	0	89
09:00	1	16	5	0	0	1	0	0	2	0	0	0	0	0	25
09:15	0	8	3	0	1	0	0	0	3	0	0	0	0	0	15
09:30	1	6	1	0	2	1	0	0	4	0	0	0	0	0	15
09:45	0	9	3	0	1	1	0	3	3	0	0	0	0	0	20
	2	39	12	0	4	3	0	3	12	0	0	0	0	0	75
10:00	1	9	5	1	1	2	0	0	2	0	0	0	0	0	21
10:15	0	14	2	1	1	0	0	0	2	0	0	0	0	0	20
10:30	0	10	2	1	6	0	0	0	5	1	0	0	0	0	25
10:45	0	10	4	0	1	0	0	0	1	0	0	0	0	0	16
	1	43	13	3	9	2	0	0	10	1	0	0	0	0	82
11:00	1	12	0	0	2	1	0	4	2	0	0	0	0	0	22
11:15	0	12	4	0	2	0	0	0	2	0	0	0	0	0	20
11:30	1	12	3	1	2	0	0	1	1	0	0	0	0	0	21
11:45	0	16	5	1	3	0	0	0	3	0	0	0	0	0	28
	2	52	12	2	9	1	0	5	8	0	0	0	0	0	91
Total	14	277	76	21	40	16	2	13	73	1	0	0	0	0	533
Percent	2.6%	52.0%	14.3%	3.9%	7.5%	3.0%	0.4%	2.4%	13.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	36	807	199	38	68	44	4	28	162	3	0	0	1	0	1390
Percent	2.6%	58.1%	14.3%	2.7%	4.9%	3.2%	0.3%	2.0%	11.7%	0.2%	0.0%	0.0%	0.1%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
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Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	3	8	12	1	0	0	0	0	0	0	0	0	0	25
12:15	3	8	10	4	1	0	0	0	0	0	0	0	0	0	26
12:30	3	13	11	7	0	0	0	0	0	0	0	0	0	0	34
12:45	2	6	9	8	0	0	0	0	0	0	0	0	0	0	25
	9	30	38	31	2	0	0	0	0	0	0	0	0	0	110
13:00	1	1	14	8	2	0	0	0	0	0	0	0	0	0	26
13:15	5	6	6	8	2	0	0	0	0	0	0	0	0	0	27
13:30	2	2	5	7	0	0	0	0	0	0	0	0	0	0	16
13:45	0	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	8	9	40	26	4	0	0	0	0	0	0	0	0	0	87
14:00	1	7	15	10	1	0	0	0	0	0	0	0	0	0	34
14:15	1	2	17	9	2	0	0	0	0	0	0	0	0	0	31
14:30	2	12	12	6	1	0	0	0	0	0	0	0	0	0	33
14:45	2	2	11	4	2	0	0	0	0	0	0	0	0	0	21
	6	23	55	29	6	0	0	0	0	0	0	0	0	0	119
15:00	0	3	5	7	1	0	0	0	0	0	0	0	0	0	16
15:15	1	2	11	6	0	0	0	0	0	0	0	0	0	0	20
15:30	1	4	8	11	2	0	0	0	0	0	0	0	0	0	26
15:45	0	0	6	10	3	1	0	0	0	0	0	0	0	0	20
	2	9	30	34	6	1	0	0	0	0	0	0	0	0	82
16:00	9	3	10	8	1	0	0	0	0	0	0	0	0	0	31
16:15	2	1	8	9	4	0	0	0	0	0	0	0	0	0	24
16:30	0	2	11	9	0	0	0	0	0	0	0	0	0	0	22
16:45	2	2	10	7	1	0	0	0	0	0	0	0	0	0	22
	13	8	39	33	6	0	0	0	0	0	0	0	0	0	99
17:00	7	3	16	9	1	0	0	0	0	0	0	0	0	0	36
17:15	0	1	13	8	3	0	0	0	0	0	0	0	0	0	25
17:30	2	4	11	13	1	0	0	0	0	0	0	0	0	0	31
17:45	1	1	9	12	1	0	0	0	0	0	0	0	0	0	24
	10	9	49	42	6	0	0	0	0	0	0	0	0	0	116
18:00	0	2	8	10	2	0	0	0	0	0	0	0	0	0	22
18:15	4	9	12	4	0	0	0	0	0	0	0	0	0	0	29
18:30	0	6	17	7	1	0	0	0	0	0	0	0	0	0	31
18:45	0	1	8	3	0	0	0	0	0	0	0	0	0	0	12
	4	18	45	24	3	0	0	0	0	0	0	0	0	0	94
19:00	0	3	4	6	0	0	0	0	0	0	0	0	0	0	13
19:15	0	1	6	7	0	0	0	0	0	0	0	0	0	0	14
19:30	0	0	7	6	1	0	0	0	0	0	0	0	0	0	14
19:45	6	4	5	2	1	0	0	0	0	0	0	0	0	0	18
	6	8	22	21	2	0	0	0	0	0	0	0	0	0	59
20:00	0	1	6	2	0	0	0	0	0	0	0	0	0	0	9
20:15	1	2	6	5	1	1	0	0	0	0	0	0	0	0	16
20:30	0	1	5	1	1	0	0	0	0	0	0	0	0	0	8
20:45	1	0	5	2	0	0	0	0	0	0	0	0	0	0	8
	2	4	22	10	2	1	0	0	0	0	0	0	0	0	41
21:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
21:15	3	1	1	3	0	0	0	0	0	0	0	0	0	0	8
21:30	2	0	1	5	0	0	0	0	0	0	0	0	0	0	8
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	5	3	4	8	1	0	0	0	0	0	0	0	0	0	21
22:00	2	1	3	2	0	0	0	0	0	0	0	0	0	0	8
22:15	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	3	2	6	5	0	0	0	0	0	0	0	0	0	0	16
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	2	1	0	1	1	0	0	0	0	0	0	0	0	0	5
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	2	2	6	2	1	0	0	0	0	0	0	0	0	0	13
Total	70	125	356	265	39	2	0	0	0	0	0	0	0	0	857

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/30/13	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
00:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	1	1	5	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6
03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
03:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	2	0	3	3	0	0	0	0	0	0	0	0	0	0	8
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
05:15	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
05:30	0	2	5	6	0	0	0	0	0	0	0	0	0	0	13
05:45	0	1	0	3	2	0	0	0	0	0	0	0	0	0	6
	0	6	9	13	2	0	0	0	0	0	0	0	0	0	30
06:00	0	3	5	5	1	0	0	0	0	0	0	0	0	0	14
06:15	0	0	5	3	3	0	0	0	0	0	0	0	0	0	11
06:30	1	6	2	8	0	0	0	0	0	0	0	0	0	0	17
06:45	5	2	12	2	0	0	0	0	0	0	0	0	0	0	21
	6	11	24	18	4	0	0	0	0	0	0	0	0	0	63
07:00	5	0	4	7	2	0	0	0	0	0	0	0	0	0	18
07:15	1	3	7	3	1	1	0	0	0	0	0	0	0	0	16
07:30	3	3	8	3	2	0	0	0	0	0	0	0	0	0	19
07:45	3	0	9	9	0	0	0	0	0	0	0	0	0	0	21
	12	6	28	22	5	1	0	0	0	0	0	0	0	0	74
08:00	1	2	10	5	0	0	0	0	0	0	0	0	0	0	18
08:15	6	8	9	4	0	0	0	0	0	0	0	0	0	0	27
08:30	1	3	7	5	0	0	0	0	0	0	0	0	0	0	16
08:45	3	8	11	6	0	0	0	0	0	0	0	0	0	0	28
	11	21	37	20	0	0	0	0	0	0	0	0	0	0	89
09:00	12	0	6	5	2	0	0	0	0	0	0	0	0	0	25
09:15	0	1	5	7	2	0	0	0	0	0	0	0	0	0	15
09:30	1	3	8	2	1	0	0	0	0	0	0	0	0	0	15
09:45	0	3	14	2	1	0	0	0	0	0	0	0	0	0	20
	13	7	33	16	6	0	0	0	0	0	0	0	0	0	75
10:00	2	2	13	4	0	0	0	0	0	0	0	0	0	0	21
10:15	4	2	8	5	1	0	0	0	0	0	0	0	0	0	20
10:30	0	3	14	6	2	0	0	0	0	0	0	0	0	0	25
10:45	2	2	8	3	0	1	0	0	0	0	0	0	0	0	16
	8	9	43	18	3	1	0	0	0	0	0	0	0	0	82
11:00	0	4	10	8	0	0	0	0	0	0	0	0	0	0	22
11:15	0	1	4	12	1	2	0	0	0	0	0	0	0	0	20
11:30	0	4	9	8	0	0	0	0	0	0	0	0	0	0	21
11:45	1	4	12	7	4	0	0	0	0	0	0	0	0	0	28
	1	13	35	35	5	2	0	0	0	0	0	0	0	0	91
Total	55	77	225	147	25	4	0	0	0	0	0	0	0	0	533

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 231
Station ID: 231
North High Street WB
Between Gordon Ave and School Access
Latitude: 0' 0.000 Undefined

West Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	125	202	581	412	64	6	0	0	0	0	0	0	0	0	1390

15th Percentile : 12 MPH
50th Percentile : 22 MPH
85th Percentile : 27 MPH

	95th Percentile :	30 MPH
Stats	Mean Speed(Average) :	21 MPH
	10 MPH Pace Speed :	20-29 MPH
	Number in Pace :	805
	Percent in Pace :	57.9%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave NB
S of South High St
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave NB
S of South High St
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	54	11	0	2	2	1	0	4	0	0	0	0	0	74
12:15	1	50	8	1	2	2	0	1	3	0	0	0	0	0	68
12:30	2	38	5	1	6	1	0	1	1	0	0	0	0	0	55
12:45	1	39	10	0	4	1	0	2	1	0	0	0	0	0	58
	4	181	34	2	14	6	1	4	9	0	0	0	0	0	255
13:00	1	50	6	0	3	1	0	0	1	1	0	0	1	0	64
13:15	0	34	15	1	3	2	0	2	3	0	0	0	0	0	60
13:30	1	40	16	0	4	0	0	2	4	0	0	0	0	0	67
13:45	1	41	11	1	1	1	0	1	3	0	0	0	0	0	60
	3	165	48	2	11	4	0	5	11	1	0	0	1	0	251
14:00	0	55	8	0	6	3	0	1	3	0	0	0	0	0	76
14:15	1	57	7	1	3	2	0	1	2	0	0	0	0	0	74
14:30	1	38	12	2	4	5	0	2	4	0	0	0	0	0	68
14:45	0	31	8	0	8	3	0	1	2	0	0	0	0	0	53
	2	181	35	3	21	13	0	5	11	0	0	0	0	0	271
15:00	1	45	9	0	2	1	0	0	5	0	0	0	0	0	63
15:15	1	52	9	0	5	0	0	1	1	0	0	0	0	0	69
15:30	2	46	7	1	3	2	0	0	2	0	0	0	0	0	63
15:45	0	42	15	1	4	0	0	0	0	0	0	0	0	0	62
	4	185	40	2	14	3	0	1	8	0	0	0	0	0	257
16:00	1	45	8	3	2	4	0	1	3	0	0	0	0	0	67
16:15	1	44	5	0	2	2	0	4	2	0	0	0	0	0	60
16:30	1	60	18	0	0	2	0	1	0	0	0	0	0	0	82
16:45	0	55	16	0	5	1	0	0	0	0	0	0	0	0	77
	3	204	47	3	9	9	0	6	5	0	0	0	0	0	286
17:00	0	55	14	0	4	2	0	0	2	0	0	0	0	0	77
17:15	0	62	17	0	4	0	0	2	2	0	0	0	0	0	87
17:30	1	65	15	1	6	0	0	1	1	0	0	0	0	0	90
17:45	0	51	14	0	4	0	0	0	0	0	0	0	0	0	69
	1	233	60	1	18	2	0	3	5	0	0	0	0	0	323
18:00	1	49	12	0	2	0	0	0	1	0	0	0	0	0	65
18:15	0	44	6	1	7	2	0	1	2	0	0	0	0	0	63
18:30	1	46	9	0	4	1	0	1	2	0	0	0	0	0	64
18:45	0	38	11	0	1	0	0	1	2	0	0	0	0	0	53
	2	177	38	1	14	3	0	3	7	0	0	0	0	0	245
19:00	1	42	11	0	0	1	0	0	0	0	0	0	0	0	55
19:15	0	32	5	0	3	0	0	0	1	0	0	0	0	0	41
19:30	0	17	2	2	3	0	0	1	1	0	0	0	0	0	26
19:45	1	19	2	0	0	0	0	0	3	0	0	0	0	0	25
	2	110	20	2	6	1	0	1	5	0	0	0	0	0	147
20:00	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
20:15	1	28	3	0	1	2	0	1	2	0	0	0	0	0	38
20:30	0	14	1	1	1	0	0	0	1	0	0	0	0	0	18
20:45	1	21	3	0	0	1	0	0	2	0	0	0	0	0	28
	2	79	9	1	3	3	0	1	5	0	0	0	0	0	103
21:00	0	10	1	1	1	0	0	1	0	0	0	0	0	0	14
21:15	1	10	2	1	0	0	0	0	2	0	0	0	0	0	16
21:30	0	18	3	1	0	0	0	0	1	0	0	0	0	0	23
21:45	1	11	4	0	0	1	0	0	0	0	0	0	0	0	17
	2	49	10	3	1	1	0	1	3	0	0	0	0	0	70
22:00	1	9	4	0	0	1	0	0	1	0	0	0	0	0	16
22:15	1	4	3	0	1	1	0	0	2	0	0	0	0	0	12
22:30	0	10	1	0	0	0	0	2	0	0	0	0	0	0	13
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
	2	29	9	0	1	2	0	2	3	0	0	0	0	0	48
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	1	3	2	0	1	0	0	0	1	0	0	0	0	0	8
23:30	1	3	1	1	0	1	0	0	0	0	0	0	0	0	7
23:45	0	7	0	0	2	0	0	0	1	0	0	0	0	0	10
	2	16	3	1	3	1	0	0	2	0	0	0	0	0	28
Total	29	1609	353	21	115	48	1	32	74	1	0	0	1	0	2284
Percent	1.3%	70.4%	15.5%	0.9%	5.0%	2.1%	0.0%	1.4%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave NB
S of South High St
Latitude: 0' 0.000 Undefined

North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/30/13	2	5	0	0	0	2	0	0	1	0	0	0	0	0	10
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	1	2	0	0	1	1	0	0	0	0	0	0	0	0	5
00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	3	11	0	0	1	3	0	0	2	0	0	0	0	0	20
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
01:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
01:45	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
	2	8	2	0	0	2	0	0	1	0	0	0	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
02:30	1	2	0	1	0	1	0	0	0	0	0	0	0	0	5
02:45	0	3	0	1	0	0	0	0	2	0	0	0	0	0	6
	1	7	0	2	0	1	0	0	3	0	0	0	0	0	14
03:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
03:15	1	3	1	0	0	1	0	0	1	0	0	0	0	0	7
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	1	1	1	0	0	1	0	0	0	0	0	0	0	0	4
	2	11	2	0	0	2	0	0	2	0	0	0	0	0	19
04:00	1	3	0	1	0	1	0	0	0	0	0	0	0	0	6
04:15	0	5	1	0	1	0	0	0	1	0	0	0	0	0	8
04:30	0	6	1	0	3	0	0	0	0	0	0	0	0	0	10
04:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
	1	22	4	1	4	1	0	0	1	0	0	0	0	0	34
05:00	0	11	3	0	0	0	0	1	0	0	0	0	0	0	15
05:15	0	11	9	0	3	0	0	1	1	0	0	0	0	0	25
05:30	1	14	11	0	1	2	0	0	1	0	0	0	0	0	30
05:45	0	16	6	0	1	1	0	0	2	0	0	0	0	0	26
	1	52	29	0	5	3	0	2	4	0	0	0	0	0	96
06:00	0	27	7	1	1	0	0	0	0	0	0	0	0	0	36
06:15	0	34	6	0	3	0	0	0	2	0	0	0	0	0	45
06:30	1	44	16	1	3	2	0	0	0	0	0	0	0	0	67
06:45	0	49	17	3	4	0	0	1	4	0	0	0	0	0	78
	1	154	46	5	11	2	0	1	6	0	0	0	0	0	226
07:00	0	50	14	2	4	0	0	0	3	0	0	0	0	0	73
07:15	0	53	13	1	4	0	0	1	1	0	0	0	1	0	74
07:30	1	65	15	0	1	2	0	0	3	0	0	0	0	0	87
07:45	0	68	12	0	4	0	0	3	1	0	0	0	0	0	88
	1	236	54	3	13	2	0	4	8	0	0	0	1	0	322
08:00	0	57	11	2	5	0	0	1	1	0	0	0	0	0	77
08:15	1	56	17	0	7	2	0	2	3	0	0	0	0	0	88
08:30	0	44	11	0	3	0	0	1	4	0	0	0	0	0	63
08:45	0	37	15	0	2	1	1	0	3	0	0	0	0	0	59
	1	194	54	2	17	3	1	4	11	0	0	0	0	0	287
09:00	1	28	13	1	0	2	0	0	4	0	0	0	0	0	49
09:15	2	27	16	2	4	2	0	0	1	0	0	0	0	0	54
09:30	1	38	9	0	6	2	0	1	3	0	0	0	0	0	60
09:45	0	42	11	0	1	1	0	2	2	0	0	0	0	0	59
	4	135	49	3	11	7	0	3	10	0	0	0	0	0	222
10:00	1	44	13	1	5	2	0	0	3	0	0	0	0	0	69
10:15	1	34	8	0	3	1	0	1	2	0	0	0	0	0	50
10:30	0	34	13	0	7	0	0	0	4	1	0	0	0	0	59
10:45	0	38	13	0	7	0	0	1	1	0	0	0	0	0	60
	2	150	47	1	22	3	0	2	10	1	0	0	0	0	238
11:00	0	42	15	0	6	0	0	4	4	0	0	0	1	0	72
11:15	1	40	16	0	4	0	0	4	0	0	0	0	0	0	65
11:30	1	50	7	1	2	1	0	0	1	0	0	0	0	0	63
11:45	0	37	7	1	3	0	0	0	0	0	0	0	0	0	48
	2	169	45	2	15	1	0	8	5	0	0	0	1	0	248
Total	21	1149	332	19	99	30	1	24	63	1	0	0	2	0	1741
Percent	1.2%	66.0%	19.1%	1.1%	5.7%	1.7%	0.1%	1.4%	3.6%	0.1%	0.0%	0.0%	0.1%	0.0%	

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North Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	50	2758	685	40	214	78	2	56	137	2	0	0	3	0	4025
Percent	1.2%	68.5%	17.0%	1.0%	5.3%	1.9%	0.0%	1.4%	3.4%	0.0%	0.0%	0.0%	0.1%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave NB
S of South High Street
Latitude: 0' 0.000 Undefined

North Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MCV Associates, Inc.

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Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave NB
S of South High Street
Latitude: 0' 0.000 Undefined

North Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	4	10	41	19	0	0	0	0	0	0	0	0	0	0	74
12:15	6	7	26	24	5	0	0	0	0	0	0	0	0	0	68
12:30	13	10	18	12	2	0	0	0	0	0	0	0	0	0	55
12:45	4	5	23	23	3	0	0	0	0	0	0	0	0	0	58
	27	32	108	78	10	0	0	0	0	0	0	0	0	0	255
13:00	8	11	25	18	2	0	0	0	0	0	0	0	0	0	64
13:15	9	7	20	22	1	1	0	0	0	0	0	0	0	0	60
13:30	7	10	22	26	2	0	0	0	0	0	0	0	0	0	67
13:45	12	6	18	19	4	1	0	0	0	0	0	0	0	0	60
	36	34	85	85	9	2	0	0	0	0	0	0	0	0	251
14:00	14	12	22	24	4	0	0	0	0	0	0	0	0	0	76
14:15	19	4	19	22	10	0	0	0	0	0	0	0	0	0	74
14:30	10	12	24	18	3	1	0	0	0	0	0	0	0	0	68
14:45	4	6	21	19	3	0	0	0	0	0	0	0	0	0	53
	47	34	86	83	20	1	0	0	0	0	0	0	0	0	271
15:00	2	11	15	30	4	1	0	0	0	0	0	0	0	0	63
15:15	6	9	24	25	5	0	0	0	0	0	0	0	0	0	69
15:30	6	7	20	24	6	0	0	0	0	0	0	0	0	0	63
15:45	0	4	11	39	8	0	0	0	0	0	0	0	0	0	62
	14	31	70	118	23	1	0	0	0	0	0	0	0	0	257
16:00	7	8	20	28	4	0	0	0	0	0	0	0	0	0	67
16:15	7	9	18	22	3	1	0	0	0	0	0	0	0	0	60
16:30	7	14	22	37	2	0	0	0	0	0	0	0	0	0	82
16:45	7	8	30	28	3	1	0	0	0	0	0	0	0	0	77
	28	39	90	115	12	2	0	0	0	0	0	0	0	0	286
17:00	5	16	23	31	2	0	0	0	0	0	0	0	0	0	77
17:15	6	11	25	40	4	1	0	0	0	0	0	0	0	0	87
17:30	3	20	39	27	1	0	0	0	0	0	0	0	0	0	90
17:45	4	8	35	22	0	0	0	0	0	0	0	0	0	0	69
	18	55	122	120	7	1	0	0	0	0	0	0	0	0	323
18:00	8	3	33	19	2	0	0	0	0	0	0	0	0	0	65
18:15	7	9	22	20	4	1	0	0	0	0	0	0	0	0	63
18:30	12	13	23	15	1	0	0	0	0	0	0	0	0	0	64
18:45	1	2	30	18	2	0	0	0	0	0	0	0	0	0	53
	28	27	108	72	9	1	0	0	0	0	0	0	0	0	245
19:00	4	4	20	22	4	1	0	0	0	0	0	0	0	0	55
19:15	3	0	22	13	3	0	0	0	0	0	0	0	0	0	41
19:30	1	0	9	13	2	0	1	0	0	0	0	0	0	0	26
19:45	4	2	11	5	3	0	0	0	0	0	0	0	0	0	25
	12	6	62	53	12	1	1	0	0	0	0	0	0	0	147
20:00	0	3	8	8	0	0	0	0	0	0	0	0	0	0	19
20:15	2	6	12	18	0	0	0	0	0	0	0	0	0	0	38
20:30	0	0	11	4	3	0	0	0	0	0	0	0	0	0	18
20:45	0	4	6	16	2	0	0	0	0	0	0	0	0	0	28
	2	13	37	46	5	0	0	0	0	0	0	0	0	0	103
21:00	0	0	5	8	1	0	0	0	0	0	0	0	0	0	14
21:15	3	2	7	3	1	0	0	0	0	0	0	0	0	0	16
21:30	1	1	6	11	4	0	0	0	0	0	0	0	0	0	23
21:45	0	1	7	8	1	0	0	0	0	0	0	0	0	0	17
	4	4	25	30	7	0	0	0	0	0	0	0	0	0	70
22:00	2	3	5	6	0	0	0	0	0	0	0	0	0	0	16
22:15	1	1	4	6	0	0	0	0	0	0	0	0	0	0	12
22:30	0	0	6	6	1	0	0	0	0	0	0	0	0	0	13
22:45	1	0	2	4	0	0	0	0	0	0	0	0	0	0	7
	4	4	17	22	1	0	0	0	0	0	0	0	0	0	48
23:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
23:15	1	1	3	3	0	0	0	0	0	0	0	0	0	0	8
23:30	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
23:45	1	0	4	3	1	1	0	0	0	0	0	0	0	0	10
	2	4	10	10	1	1	0	0	0	0	0	0	0	0	28
Total	222	283	820	832	116	10	1	0	0	0	0	0	0	0	2284

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Latitude: 0' 0.000 Undefined

North Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/30/13	0	2	5	3	0	0	0	0	0	0	0	0	0	0	10
00:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	4	8	8	0	0	0	0	0	0	0	0	0	0	20
01:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
01:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	1	2	6	4	2	0	0	0	0	0	0	0	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:30	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
02:45	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
	1	4	3	6	0	0	0	0	0	0	0	0	0	0	14
03:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6
03:15	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	1	3	8	7	0	0	0	0	0	0	0	0	0	0	19
04:00	2	1	0	2	1	0	0	0	0	0	0	0	0	0	6
04:15	0	1	0	6	1	0	0	0	0	0	0	0	0	0	8
04:30	2	0	3	5	0	0	0	0	0	0	0	0	0	0	10
04:45	0	1	6	2	1	0	0	0	0	0	0	0	0	0	10
	4	3	9	15	3	0	0	0	0	0	0	0	0	0	34
05:00	1	1	2	9	2	0	0	0	0	0	0	0	0	0	15
05:15	1	1	8	13	2	0	0	0	0	0	0	0	0	0	25
05:30	0	5	6	14	5	0	0	0	0	0	0	0	0	0	30
05:45	0	4	3	18	1	0	0	0	0	0	0	0	0	0	26
	2	11	19	54	10	0	0	0	0	0	0	0	0	0	96
06:00	0	1	11	20	4	0	0	0	0	0	0	0	0	0	36
06:15	1	2	17	24	1	0	0	0	0	0	0	0	0	0	45
06:30	5	6	26	25	5	0	0	0	0	0	0	0	0	0	67
06:45	2	18	33	23	1	1	0	0	0	0	0	0	0	0	78
	8	27	87	92	11	1	0	0	0	0	0	0	0	0	226
07:00	7	7	24	33	2	0	0	0	0	0	0	0	0	0	73
07:15	14	5	21	32	2	0	0	0	0	0	0	0	0	0	74
07:30	6	11	26	38	6	0	0	0	0	0	0	0	0	0	87
07:45	0	2	43	40	3	0	0	0	0	0	0	0	0	0	88
	27	25	114	143	13	0	0	0	0	0	0	0	0	0	322
08:00	0	5	25	41	5	1	0	0	0	0	0	0	0	0	77
08:15	5	15	33	31	4	0	0	0	0	0	0	0	0	0	88
08:30	1	7	27	28	0	0	0	0	0	0	0	0	0	0	63
08:45	0	9	17	26	7	0	0	0	0	0	0	0	0	0	59
	6	36	102	126	16	1	0	0	0	0	0	0	0	0	287
09:00	3	5	18	21	2	0	0	0	0	0	0	0	0	0	49
09:15	3	8	19	22	2	0	0	0	0	0	0	0	0	0	54
09:30	9	11	17	20	3	0	0	0	0	0	0	0	0	0	60
09:45	2	13	20	15	9	0	0	0	0	0	0	0	0	0	59
	17	37	74	78	16	0	0	0	0	0	0	0	0	0	222
10:00	6	12	23	24	3	0	1	0	0	0	0	0	0	0	69
10:15	6	8	20	13	3	0	0	0	0	0	0	0	0	0	50
10:30	6	12	25	15	0	1	0	0	0	0	0	0	0	0	59
10:45	1	11	13	33	2	0	0	0	0	0	0	0	0	0	60
	19	43	81	85	8	1	1	0	0	0	0	0	0	0	238
11:00	3	4	23	37	5	0	0	0	0	0	0	0	0	0	72
11:15	6	7	27	21	4	0	0	0	0	0	0	0	0	0	65
11:30	12	3	26	22	0	0	0	0	0	0	0	0	0	0	63
11:45	6	7	8	22	4	1	0	0	0	0	0	0	0	0	48
	27	21	84	102	13	1	0	0	0	0	0	0	0	0	248
Total	113	216	595	720	92	4	1	0	0	0	0	0	0	0	1741

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Latitude: 0' 0.000 Undefined

North Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	335	499	1415	1552	208	14	2	0	0	0	0	0	0	0	4025

15th Percentile : 12 MPH
50th Percentile : 23 MPH
85th Percentile : 28 MPH

	95th Percentile :	31 MPH
Stats	Mean Speed(Average) :	22 MPH
	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	2389
	Percent in Pace :	59.4%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High St
Latitude: 0' 0.000 Undefined

South Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High St
Latitude: 0' 0.000 Undefined

South Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	35	16	3	3	0	1	0	2	0	0	0	0	0	60
12:15	0	42	16	1	9	0	0	0	3	0	0	0	0	0	71
12:30	1	47	12	0	7	2	0	2	2	0	0	0	1	0	74
12:45	0	48	11	0	4	0	0	0	2	0	0	0	0	0	65
	1	172	55	4	23	2	1	2	9	0	0	0	1	0	270
13:00	1	29	16	0	10	1	0	0	3	0	0	0	0	0	60
13:15	1	45	11	3	4	3	1	0	2	0	0	0	0	0	70
13:30	1	32	13	0	4	0	0	2	1	0	0	0	1	0	54
13:45	0	33	13	0	4	1	1	0	1	0	0	0	0	0	53
	3	139	53	3	22	5	2	2	7	0	0	0	1	0	237
14:00	0	45	14	0	6	0	0	2	3	0	0	0	0	0	70
14:15	1	53	11	2	4	0	0	2	4	0	0	0	0	0	77
14:30	0	31	10	2	4	1	0	1	2	0	0	0	1	0	52
14:45	0	60	12	0	3	1	1	0	3	0	0	0	0	0	80
	1	189	47	4	17	2	1	5	12	0	0	0	1	0	279
15:00	1	31	21	4	9	0	0	0	2	0	0	0	0	0	68
15:15	0	48	12	1	4	1	0	3	3	0	0	0	0	0	72
15:30	1	56	14	1	3	1	0	1	2	0	0	0	0	0	79
15:45	0	36	21	1	7	3	0	3	1	0	0	0	0	0	72
	2	171	68	7	23	5	0	7	8	0	0	0	0	0	291
16:00	1	56	21	2	6	1	0	1	1	1	0	0	0	0	90
16:15	0	73	10	1	4	0	0	3	2	0	0	0	1	0	94
16:30	1	60	15	0	3	0	0	2	0	1	0	0	0	0	82
16:45	0	77	18	0	5	1	0	0	0	0	0	0	0	0	101
	2	266	64	3	18	2	0	6	3	2	0	0	1	0	367
17:00	0	63	25	0	9	2	0	0	2	1	0	0	0	0	102
17:15	0	82	25	0	6	0	0	1	1	0	0	0	0	0	115
17:30	0	48	26	1	10	0	0	0	3	0	0	0	0	0	88
17:45	1	36	15	1	3	1	0	1	1	0	0	0	0	0	59
	1	229	91	2	28	3	0	2	7	1	0	0	0	0	364
18:00	1	44	18	0	5	0	0	1	0	0	0	0	0	0	69
18:15	1	47	14	0	4	0	0	0	1	0	0	0	0	0	67
18:30	1	39	11	0	4	0	0	0	1	0	0	0	0	0	56
18:45	0	35	8	0	4	0	0	1	0	0	0	0	0	0	48
	3	165	51	0	17	0	0	2	2	0	0	0	0	0	240
19:00	0	28	15	0	2	0	0	1	0	0	0	0	0	0	46
19:15	0	44	8	0	2	0	0	0	1	0	0	0	0	0	55
19:30	1	24	7	0	0	0	0	0	0	0	0	0	0	0	32
19:45	1	26	7	0	4	2	0	0	3	0	0	0	0	0	43
	2	122	37	0	8	2	0	1	4	0	0	0	0	0	176
20:00	0	26	12	1	0	2	0	0	1	1	0	0	0	0	43
20:15	1	14	6	1	1	0	0	0	0	0	0	0	0	0	23
20:30	2	18	4	0	1	1	0	0	0	0	0	0	0	0	26
20:45	1	9	5	0	1	0	0	0	0	0	0	0	0	0	16
	4	67	27	2	3	3	0	0	1	1	0	0	0	0	108
21:00	1	26	4	1	1	0	0	0	1	0	0	0	0	0	34
21:15	1	15	4	0	0	0	0	0	1	0	0	0	0	0	21
21:30	1	7	2	0	0	0	0	0	2	0	0	0	1	0	13
21:45	0	15	4	0	0	0	0	0	1	1	0	0	0	0	21
	3	63	14	1	1	0	0	0	5	1	0	0	1	0	89
22:00	0	9	3	0	0	0	0	0	1	0	0	0	0	0	13
22:15	0	13	2	0	0	1	0	0	1	0	0	0	0	0	17
22:30	0	5	1	1	1	0	0	0	2	0	0	0	0	0	10
22:45	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
	0	33	11	1	1	1	0	0	4	0	0	0	0	0	51
23:00	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5
23:15	0	3	1	1	0	0	0	0	1	0	0	0	0	0	6
23:30	0	11	1	1	0	3	0	0	2	0	0	0	0	0	18
23:45	0	4	1	0	2	1	0	0	1	0	0	0	0	0	9
	0	21	4	2	2	4	0	0	4	0	0	1	0	0	38
Total	22	1637	522	29	163	29	4	27	66	5	0	1	5	0	2510
Percent	0.9%	65.2%	20.8%	1.2%	6.5%	1.2%	0.2%	1.1%	2.6%	0.2%	0.0%	0.0%	0.2%	0.0%	

MCV Associates, Inc.

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Alexandria, VA 22312
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Site Code: 336
Station ID: 336
Martinsburg Ave SB
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Latitude: 0' 0.000 Undefined

South Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
01/30/13	0	3	1	0	0	1	0	0	1	0	0	0	0	0	6
00:15	0	3	1	0	1	0	0	0	1	0	0	0	0	0	6
00:30	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
00:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
	0	9	2	0	2	2	0	0	5	0	0	0	0	0	20
01:00	0	2	0	0	1	0	0	0	2	0	0	0	0	0	5
01:15	0	1	1	0	0	0	0	1	1	0	0	0	0	0	4
01:30	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
01:45	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
	0	10	2	0	2	0	0	1	5	0	0	0	0	0	20
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	3	0	1	0	0	0	1	0	0	0	0	0	12
03:00	0	10	1	0	1	0	0	0	1	0	0	0	0	0	13
03:15	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
03:30	0	8	1	0	0	0	1	0	1	0	0	0	0	0	11
03:45	1	4	1	0	0	1	0	0	2	0	0	0	0	0	9
	1	28	4	0	1	1	1	0	5	0	0	0	0	0	41
04:00	1	5	2	0	0	2	0	0	1	0	0	0	0	0	11
04:15	0	7	4	0	2	0	0	0	2	0	0	0	0	0	15
04:30	0	14	3	0	2	1	0	0	2	0	0	0	0	0	22
04:45	0	15	3	0	0	2	0	0	1	0	0	0	0	0	21
	1	41	12	0	4	5	0	0	6	0	0	0	0	0	69
05:00	0	20	6	1	1	1	0	1	0	0	0	0	0	0	30
05:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
05:30	0	12	6	0	2	1	0	0	3	1	0	0	1	0	26
05:45	0	14	6	0	2	3	0	1	2	0	0	0	0	0	28
	0	57	22	1	5	5	0	2	5	1	0	0	1	0	99
06:00	0	16	9	0	2	1	0	0	1	0	0	0	0	0	29
06:15	1	26	7	0	1	1	0	0	2	0	0	0	0	0	38
06:30	1	35	8	1	5	1	0	1	1	0	0	0	0	0	53
06:45	1	31	11	2	3	1	0	0	0	0	0	0	0	0	49
	3	108	35	3	11	4	0	1	4	0	0	0	0	0	169
07:00	1	35	11	1	3	0	0	2	0	0	0	0	0	0	53
07:15	1	49	14	1	3	2	0	1	3	1	0	0	0	0	75
07:30	1	48	8	0	3	1	0	1	1	1	0	0	0	0	64
07:45	0	38	12	0	4	1	0	0	2	0	0	0	0	0	57
	3	170	45	2	13	4	0	4	6	2	0	0	0	0	249
08:00	0	35	18	1	6	0	0	0	3	1	0	0	0	0	64
08:15	0	24	11	1	3	1	0	2	3	0	0	0	0	0	45
08:30	0	39	8	1	5	3	0	0	1	0	0	0	0	0	57
08:45	1	32	8	1	8	0	0	2	2	1	0	0	0	0	55
	1	130	45	4	22	4	0	4	9	2	0	0	0	0	221
09:00	2	8	11	1	5	1	0	0	2	0	0	0	1	0	31
09:15	1	16	16	0	5	2	2	1	1	0	0	0	0	0	44
09:30	1	20	9	0	6	1	0	0	4	0	0	0	0	0	41
09:45	0	22	11	1	4	0	0	2	2	0	0	0	0	0	42
	4	66	47	2	20	4	2	3	9	0	0	0	1	0	158
10:00	1	33	15	1	4	3	0	0	1	0	0	0	0	0	58
10:15	0	30	12	0	1	1	0	1	0	2	0	0	0	0	47
10:30	1	27	11	2	6	1	1	0	6	1	0	0	0	0	56
10:45	1	15	15	0	1	2	0	0	4	0	0	0	0	0	38
	3	105	53	3	12	7	1	1	11	3	0	0	0	0	199
11:00	0	18	10	0	2	2	1	2	2	1	0	0	0	0	38
11:15	0	33	18	1	3	5	0	1	5	0	0	0	0	0	66
11:30	0	44	10	1	8	4	0	0	5	0	0	0	0	0	72
11:45	0	30	6	1	2	0	1	0	4	0	0	0	0	0	44
	0	125	44	3	15	11	2	3	16	1	0	0	0	0	220
Total	16	856	314	18	108	47	6	19	82	9	0	0	2	0	1477
Percent	1.1%	58.0%	21.3%	1.2%	7.3%	3.2%	0.4%	1.3%	5.6%	0.6%	0.0%	0.0%	0.1%	0.0%	

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High St
Latitude: 0' 0.000 Undefined

South Bound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	38	2493	836	47	271	76	10	46	148	14	0	1	7	0	3987
Percent	1.0%	62.5%	21.0%	1.2%	6.8%	1.9%	0.3%	1.2%	3.7%	0.4%	0.0%	0.0%	0.2%	0.0%	

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High Street
Latitude: 0' 0.000 Undefined

South Bound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01/29/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MCV Associates, Inc.

4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High Street
Latitude: 0' 0.000 Undefined

South Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	15	5	15	19	6	0	0	0	0	0	0	0	0	0	60
12:15	5	9	19	31	6	1	0	0	0	0	0	0	0	0	71
12:30	8	14	17	28	7	0	0	0	0	0	0	0	0	0	74
12:45	13	6	18	22	5	1	0	0	0	0	0	0	0	0	65
	41	34	69	100	24	2	0	0	0	0	0	0	0	0	270
13:00	10	10	20	18	2	0	0	0	0	0	0	0	0	0	60
13:15	22	8	12	20	7	1	0	0	0	0	0	0	0	0	70
13:30	9	7	14	17	6	1	0	0	0	0	0	0	0	0	54
13:45	13	11	15	10	4	0	0	0	0	0	0	0	0	0	53
	54	36	61	65	19	2	0	0	0	0	0	0	0	0	237
14:00	11	5	20	26	8	0	0	0	0	0	0	0	0	0	70
14:15	20	7	25	23	2	0	0	0	0	0	0	0	0	0	77
14:30	11	5	15	18	3	0	0	0	0	0	0	0	0	0	52
14:45	15	10	22	21	12	0	0	0	0	0	0	0	0	0	80
	57	27	82	88	25	0	0	0	0	0	0	0	0	0	279
15:00	18	7	15	17	9	2	0	0	0	0	0	0	0	0	68
15:15	13	15	11	21	11	1	0	0	0	0	0	0	0	0	72
15:30	17	7	17	24	13	1	0	0	0	0	0	0	0	0	79
15:45	19	6	11	28	8	0	0	0	0	0	0	0	0	0	72
	67	35	54	90	41	4	0	0	0	0	0	0	0	0	291
16:00	21	3	19	30	16	1	0	0	0	0	0	0	0	0	90
16:15	27	8	28	26	5	0	0	0	0	0	0	0	0	0	94
16:30	22	6	23	25	5	1	0	0	0	0	0	0	0	0	82
16:45	32	6	21	34	8	0	0	0	0	0	0	0	0	0	101
	102	23	91	115	34	2	0	0	0	0	0	0	0	0	367
17:00	23	5	31	33	10	0	0	0	0	0	0	0	0	0	102
17:15	23	3	32	45	12	0	0	0	0	0	0	0	0	0	115
17:30	21	8	22	32	5	0	0	0	0	0	0	0	0	0	88
17:45	18	4	19	18	0	0	0	0	0	0	0	0	0	0	59
	85	20	104	128	27	0	0	0	0	0	0	0	0	0	364
18:00	20	5	21	22	1	0	0	0	0	0	0	0	0	0	69
18:15	18	7	22	19	1	0	0	0	0	0	0	0	0	0	67
18:30	16	2	20	14	4	0	0	0	0	0	0	0	0	0	56
18:45	12	1	19	14	2	0	0	0	0	0	0	0	0	0	48
	66	15	82	69	8	0	0	0	0	0	0	0	0	0	240
19:00	14	1	11	13	7	0	0	0	0	0	0	0	0	0	46
19:15	10	0	20	20	4	1	0	0	0	0	0	0	0	0	55
19:30	8	1	7	14	2	0	0	0	0	0	0	0	0	0	32
19:45	12	4	10	13	4	0	0	0	0	0	0	0	0	0	43
	44	6	48	60	17	1	0	0	0	0	0	0	0	0	176
20:00	11	6	9	14	3	0	0	0	0	0	0	0	0	0	43
20:15	6	0	7	8	2	0	0	0	0	0	0	0	0	0	23
20:30	7	1	5	12	1	0	0	0	0	0	0	0	0	0	26
20:45	2	0	3	5	5	1	0	0	0	0	0	0	0	0	16
	26	7	24	39	11	1	0	0	0	0	0	0	0	0	108
21:00	7	3	7	9	8	0	0	0	0	0	0	0	0	0	34
21:15	5	2	5	6	3	0	0	0	0	0	0	0	0	0	21
21:30	2	3	3	1	3	1	0	0	0	0	0	0	0	0	13
21:45	4	1	6	8	2	0	0	0	0	0	0	0	0	0	21
	18	9	21	24	16	1	0	0	0	0	0	0	0	0	89
22:00	1	1	5	5	1	0	0	0	0	0	0	0	0	0	13
22:15	6	1	5	4	1	0	0	0	0	0	0	0	0	0	17
22:30	1	1	2	3	3	0	0	0	0	0	0	0	0	0	10
22:45	0	1	4	6	0	0	0	0	0	0	0	0	0	0	11
	8	4	16	18	5	0	0	0	0	0	0	0	0	0	51
23:00	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
23:15	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
23:30	1	6	3	5	2	1	0	0	0	0	0	0	0	0	18
23:45	0	4	1	2	2	0	0	0	0	0	0	0	0	0	9
	1	13	6	12	5	1	0	0	0	0	0	0	0	0	38
Total	569	229	658	808	232	14	0	0	0	0	0	0	0	0	2510

MCV Associates, Inc.

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Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High Street
Latitude: 0' 0.000 Undefined

South Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
01/30/13	2	2	0	2	0	0	0	0	0	0	0	0	0	0	6
00:15	1	1	2	2	0	0	0	0	0	0	0	0	0	0	6
00:30	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
00:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5	6	4	5	0	0	0	0	0	0	0	0	0	0	20
01:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
01:15	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
01:30	2	0	0	0	1	0	1	0	0	0	0	0	0	0	4
01:45	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
	7	3	4	4	1	0	1	0	0	0	0	0	0	0	20
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4
02:45	1	0	0	2	0	1	0	0	0	0	0	0	0	0	4
	2	0	1	7	1	1	0	0	0	0	0	0	0	0	12
03:00	3	3	0	5	1	1	0	0	0	0	0	0	0	0	13
03:15	4	0	2	1	1	0	0	0	0	0	0	0	0	0	8
03:30	4	2	0	4	1	0	0	0	0	0	0	0	0	0	11
03:45	4	0	0	2	3	0	0	0	0	0	0	0	0	0	9
	15	5	2	12	6	1	0	0	0	0	0	0	0	0	41
04:00	4	0	0	6	1	0	0	0	0	0	0	0	0	0	11
04:15	3	3	3	4	2	0	0	0	0	0	0	0	0	0	15
04:30	4	4	1	10	3	0	0	0	0	0	0	0	0	0	22
04:45	4	0	1	8	8	0	0	0	0	0	0	0	0	0	21
	15	7	5	28	14	0	0	0	0	0	0	0	0	0	69
05:00	7	4	6	9	3	1	0	0	0	0	0	0	0	0	30
05:15	0	0	1	10	1	3	0	0	0	0	0	0	0	0	15
05:30	6	2	5	10	2	1	0	0	0	0	0	0	0	0	26
05:45	4	6	7	7	4	0	0	0	0	0	0	0	0	0	28
	17	12	19	36	10	5	0	0	0	0	0	0	0	0	99
06:00	2	4	2	11	9	1	0	0	0	0	0	0	0	0	29
06:15	8	2	8	16	4	0	0	0	0	0	0	0	0	0	38
06:30	11	4	5	25	7	1	0	0	0	0	0	0	0	0	53
06:45	8	3	6	20	9	3	0	0	0	0	0	0	0	0	49
	29	13	21	72	29	5	0	0	0	0	0	0	0	0	169
07:00	13	2	7	19	12	0	0	0	0	0	0	0	0	0	53
07:15	14	8	9	38	6	0	0	0	0	0	0	0	0	0	75
07:30	6	5	14	30	9	0	0	0	0	0	0	0	0	0	64
07:45	12	3	5	31	5	0	1	0	0	0	0	0	0	0	57
	45	18	35	118	32	0	1	0	0	0	0	0	0	0	249
08:00	8	10	10	32	4	0	0	0	0	0	0	0	0	0	64
08:15	7	5	7	17	9	0	0	0	0	0	0	0	0	0	45
08:30	9	6	14	19	9	0	0	0	0	0	0	0	0	0	57
08:45	11	7	10	22	4	1	0	0	0	0	0	0	0	0	55
	35	28	41	90	26	1	0	0	0	0	0	0	0	0	221
09:00	10	5	9	5	2	0	0	0	0	0	0	0	0	0	31
09:15	9	4	8	18	5	0	0	0	0	0	0	0	0	0	44
09:30	6	9	11	12	2	1	0	0	0	0	0	0	0	0	41
09:45	9	5	6	17	5	0	0	0	0	0	0	0	0	0	42
	34	23	34	52	14	1	0	0	0	0	0	0	0	0	158
10:00	7	5	20	17	8	1	0	0	0	0	0	0	0	0	58
10:15	3	3	23	16	2	0	0	0	0	0	0	0	0	0	47
10:30	11	12	19	12	2	0	0	0	0	0	0	0	0	0	56
10:45	8	10	10	10	0	0	0	0	0	0	0	0	0	0	38
	29	30	72	55	12	1	0	0	0	0	0	0	0	0	199
11:00	7	9	7	13	2	0	0	0	0	0	0	0	0	0	38
11:15	7	12	17	22	8	0	0	0	0	0	0	0	0	0	66
11:30	10	16	13	26	6	1	0	0	0	0	0	0	0	0	72
11:45	7	7	12	16	2	0	0	0	0	0	0	0	0	0	44
	31	44	49	77	18	1	0	0	0	0	0	0	0	0	220
Total	264	189	287	556	163	16	2	0	0	0	0	0	0	0	1477

MCV Associates, Inc.
4605-C Pinecrest Office Park Dr
Alexandria, VA 22312
703-914-4850

Site Code: 336
Station ID: 336
Martinsburg Ave SB
S of South High Street
Latitude: 0' 0.000 Undefined

South Bound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	833	418	945	1364	395	30	2	0	0	0	0	0	0	0	3987

15th Percentile : 7 MPH
50th Percentile : 21 MPH
85th Percentile : 29 MPH

	95th Percentile :	32 MPH
Stats	Mean Speed(Average) :	20 MPH
	10 MPH Pace Speed :	22-31 MPH
	Number in Pace :	1754
	Percent in Pace :	44.0%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%

Appendix B
Synchro Outputs

Table B-1: Existing Conditions MOEs

Intersection	Movement	AM Peak						PM Peak					
		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection	
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS
North High Street at West Gordon Avenue	EBL	1	0	0.0	A	2.8	A	0	0	0.0	A	3.7	A
	EBT	186						263					
	EBR	19						104					
	WBL	47	3	1.5	A			46	4	1.7	A		
	WBT	272						257					
	WBR	0						0					
	NBL	40	19	14.4	B			77	38	20.5	C		
	NBT	0						0					
	NBR	43						34					
	SBL	0	0	0.0	A			2	2	13.4	B		
	SBT	0						2					
	SBR	0						5					
South High Street at Martinsburg Avenue	EBL	53	3	1.6	A	2.0	A	72	60	2.4	A	3.4	A
	EBT	285						265					
	EBR	1						0					
	WBL	0	0	0.0	A			4	0	0.1	A		
	WBT	206						312					
	WBR	7						23					
	NBL	0	0	12.1	B			0	0	9.9	A		
	NBT	1						0					
	NBR	1						4					
	SBL	7	8	10.6	B			14	28	14.1	B		
	SBT	0						2					
	SBR	59						116					

LOS A-C
LOS D
LOS E
LOS F

Table B-2: 2018 No-Build Conditions MOEs

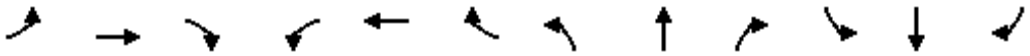
Intersection	Movement	AM Peak						PM Peak					
		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection	
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS
North High Street at West Gordon Avenue	EBL	5	0	0.2	A	3.1	A	0	0	0.0	A	4.4	A
	EBT	200						285					
	EBR	20						110					
	WBL	50	4	1.6	A			50	4	1.8	A		
	WBT	295						275					
	WBR	0						0					
	NBL	45	24	15.9	C			85	51	24.4	C		
	NBT	0						0					
	NBR	45						35					
	SBL	0	0	0.0	A			5	4	16.3	C		
	SBT	0						5					
	SBR	0						5					
South High Street at Martinsburg Avenue	EBL	55	3	1.6	A	2.3	A	80	7	2.5	A	3.7	A
	EBT	305						285					
	EBR	5						0					
	WBL	0	0	0.0	A			5	0	0.2	A		
	WBT	220						335					
	WBR	10						25					
	NBL	0	2	12.6	B			0	1	10.1	B		
	NBT	5						0					
	NBR	5						5					
	SBL	10	10	11.2	B			15	35	15.6	C		
	SBT	0						5					
	SBR	65						125					

LOS A-C
LOS D
LOS E
LOS F

Table B-3: 2018 Build Conditions MOEs

Intersection	Movement	AM Peak						PM Peak					
		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection		Movement Volume	Maximum Queue (95th Percentile)	Approach		Intersection	
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS
Alternative 1: Roundabout at North High Street and West Gordon Avenue	EBL	5	1	6.2	A	7.5	A	0	2	8.7	A	8.4	A
	EBT	200						285					
	EBR	20						115					
	WBL	50	2	8.7	A			50	2	8.5	A		
	WBT	295						275					
	WBR	0						0					
	NBL	45	1	6.2	A			85	1	7.4	A		
	NBT	0						0					
	NBR	45						35					
	SBL	0	0	0.0	A			5	0	5.8	A		
	SBT	0						5					
	SBR	0						5					
Alternative 2: Conventional Intersection at North High Street and West Gordon Avenue	EBL	5	0	0.2	A	2.8	A	0	0	0.0	A	4.1	A
	EBT	200						285					
	EBR	20						115					
	WBL	50	4	1.2	A			50	4	1.3	A		
	WBT	295						275					
	WBR	0						0					
	NBL	45	24	15.9	C			85	50	24.0	C		
	NBT	0						0					
	NBR	45						35					
	SBL	0	0	0.0	A			5	4	15.2	C		
	SBT	0						5					
	SBR	0						5					
Alternative 1: Roundabout at South High Street and Martinsburg Avenue	EBL	55	2	7.4	A	6.7	A	80	2	8.3	A	7.2	A
	EBT	305						285					
	EBR	5						0					
	WBL	0	1	5.9	A			5	2	8.6	A		
	WBT	220						335					
	WBR	10						25					
	NBL	0	0	5.1	A			0	0	5.4	A		
	NBT	5						0					
	NBR	5						5					
	SBL	10	0	5.7	A			15	0	0.8	A		
	SBT	0						5					
	SBR	65						125					
Alternative 2: Conventional Intersection at South High Street and Martinsburg Avenue	EBL	55	3	1.2	A	2.1	A	80	7	1.9	A	3.5	A
	EBT	305						285					
	EBR	5						0					
	WBL	0	0	0.0	A			5	0	0.2	A		
	WBT	220						335					
	WBR	10						25					
	NBL	0	2	12.6	B			0	1	10.1	B		
	NBT	5						0					
	NBR	5						5					
	SBL	10	10	11.2	B			15	35	15.6	C		
	SBT	0						5					
	SBR	65						125					

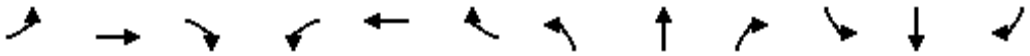
LOS A-C
LOS D
LOS E
LOS F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	285	1	0	206	7	0	1	1	7	0	59
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	55	294	1	0	212	7	0	1	1	7	0	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	220			295			680	623	294	621	620	216
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	220			295			680	623	294	621	620	216
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	96			100			100	100	100	98	100	92
cM capacity (veh/h)	1304			1250			325	384	743	368	371	792

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	349	220	2	68
Volume Left	55	0	0	7
Volume Right	1	7	1	61
cSH	1304	1250	506	706
Volume to Capacity	0.04	0.00	0.00	0.10
Queue Length 95th (ft)	3	0	0	8
Control Delay (s)	1.6	0.0	12.1	10.6
Lane LOS	A		B	B
Approach Delay (s)	1.6	0.0	12.1	10.6
Approach LOS			B	B

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	49.6%	ICU Level of Service	A	
Analysis Period (min)	15			



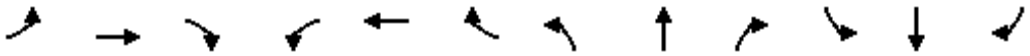
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	265	0	4	312	23	0	0	4	14	2	116
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	82	301	0	5	355	26	0	0	5	16	2	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	381			301			974	855	301	846	841	368
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	381			301			974	855	301	846	841	368
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	93			100			100	100	99	94	99	80
cM capacity (veh/h)	1135			1243			172	272	736	251	265	650

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	383	385	5	150
Volume Left	82	5	0	16
Volume Right	0	26	5	132
cSH	1135	1243	736	546
Volume to Capacity	0.07	0.00	0.01	0.27
Queue Length 95th (ft)	6	0	0	28
Control Delay (s)	2.4	0.1	9.9	14.1
Lane LOS	A	A	A	B
Approach Delay (s)	2.4	0.1	9.9	14.1
Approach LOS			A	B

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
3: North High Street/Driveway & West Gordon Ave (231)/West Gorden Ave (231)

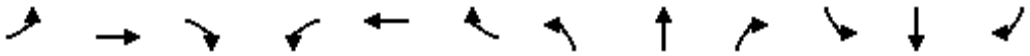
2/15/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	186	19	47	272	0	40	0	43	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	1	221	23	56	324	0	48	0	51	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	324			244			671	671	233	722	682	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	324			244			671	671	233	722	682	324
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			96			86	100	93	100	100	100
cM capacity (veh/h)	1219			1277			341	345	775	307	354	715

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	245	380	0	99	0
Volume Left	1	56	0	48	0
Volume Right	23	0	0	51	0
cSH	1219	1277	1700	480	1700
Volume to Capacity	0.00	0.04	0.00	0.21	0.00
Queue Length 95th (ft)	0	3	0	19	0
Control Delay (s)	0.0	1.5	0.0	14.4	0.0
Lane LOS	A	A		B	A
Approach Delay (s)	0.0	1.5		14.4	0.0
Approach LOS				B	A

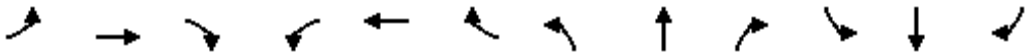
Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	263	104	46	257	0	77	0	34	2	2	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	296	117	52	289	0	87	0	38	2	2	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	289			412			753	746	354	784	804	289
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	289			412			753	746	354	784	804	289
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			95			71	100	94	99	99	99
cM capacity (veh/h)	1256			1105			295	311	661	281	300	748

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	412	340	0	125	10
Volume Left	0	52	0	87	2
Volume Right	117	0	0	38	6
cSH	1256	1105	1700	356	440
Volume to Capacity	0.00	0.05	0.00	0.35	0.02
Queue Length 95th (ft)	0	4	0	38	2
Control Delay (s)	0.0	1.7	0.0	20.5	13.4
Lane LOS		A		C	B
Approach Delay (s)	0.0	1.7		20.5	13.4
Approach LOS				C	B

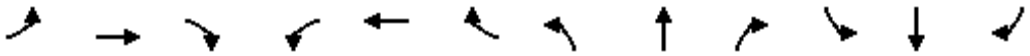
Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	59.3%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	305	0	0	220	10	0	5	5	10	0	65
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	57	314	0	0	227	10	0	5	5	10	0	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	237			314			727	665	314	668	660	232
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			314			727	665	314	668	660	232
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	96			100			100	99	99	97	100	91
cM capacity (veh/h)	1284			1229			299	363	724	337	351	776

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	371	237	10	77
Volume Left	57	0	0	10
Volume Right	0	10	5	67
cSH	1284	1229	483	661
Volume to Capacity	0.04	0.00	0.02	0.12
Queue Length 95th (ft)	3	0	2	10
Control Delay (s)	1.6	0.0	12.6	11.2
Lane LOS	A		B	B
Approach Delay (s)	1.6	0.0	12.6	11.2
Approach LOS			B	B

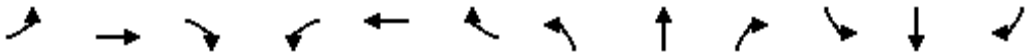
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	285	0	5	335	25	0	0	5	15	5	125
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	91	324	0	6	381	28	0	0	6	17	6	142
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	409			324			1057	926	324	918	912	395
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	409			324			1057	926	324	918	912	395
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	92			100			100	100	99	92	98	77
cM capacity (veh/h)	1108			1219			143	244	715	222	238	627

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	415	415	6	165
Volume Left	91	6	0	17
Volume Right	0	28	6	142
cSH	1108	1219	715	503
Volume to Capacity	0.08	0.00	0.01	0.33
Queue Length 95th (ft)	7	0	1	35
Control Delay (s)	2.5	0.2	10.1	15.6
Lane LOS	A	A	B	C
Approach Delay (s)	2.5	0.2	10.1	15.6
Approach LOS			B	C

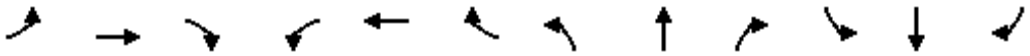
Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	200	20	50	295	0	45	0	45	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	6	238	24	60	351	0	54	0	54	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	351			262			732	732	250	786	744	351
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	351			262			732	732	250	786	744	351
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			95			83	100	93	100	100	100
cM capacity (veh/h)	1191			1257			308	316	758	275	324	690

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	268	411	0	107	0
Volume Left	6	60	0	54	0
Volume Right	24	0	0	54	0
cSH	1191	1257	1700	438	1700
Volume to Capacity	0.00	0.05	0.00	0.24	0.00
Queue Length 95th (ft)	0	4	0	24	0
Control Delay (s)	0.2	1.6	0.0	15.9	0.0
Lane LOS	A	A		C	A
Approach Delay (s)	0.2	1.6		15.9	0.0
Approach LOS				C	A

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	45.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	285	115	50	275	0	85	0	35	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	320	129	56	309	0	96	0	39	6	6	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	309			449			815	806	385	846	871	309
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	309			449			815	806	385	846	871	309
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			95			64	100	94	98	98	99
cM capacity (veh/h)	1235			1070			264	285	635	253	273	729

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	449	365	0	135	17
Volume Left	0	56	0	96	6
Volume Right	129	0	0	39	6
cSH	1235	1070	1700	318	334
Volume to Capacity	0.00	0.05	0.00	0.42	0.05
Queue Length 95th (ft)	0	4	0	51	4
Control Delay (s)	0.0	1.8	0.0	24.4	16.3
Lane LOS		A		C	C
Approach Delay (s)	0.0	1.8		24.4	16.3
Approach LOS				C	C

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*GLu*	Intersection	*S High St and Martinsburg Ave*
Agency or Co.		E/W Street Name	*Martinsburg Ave*
Date Performed	*4/25/2013*	N/S Street Name	*S High St*
Time Period	*AM Peak*	Analysis Year	*2018*
		Project ID	

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes(N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*	
Volume (V), veh/h	*55*	*305*	*0*	*0*	*0*	*220*	*10*	*0*	*0*	*5*	*5*	*0*	*10*	*0*	*65*	*0*
Heavy Veh. Adj. (f_{HV}), %	*10*	*10*	*10*	*10*	*5*	*5*	*5*	*5*	*3*	*3*	*3*	*3*	*15*	*15*	*15*	*15*
Peak Hour Factor (PHF)	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*
No. of Pedestrians Crossing Entry	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*12*			*67*			*420*			*238*		
Exiting Flow (V_{ex}), pc/h	*363*			*315*			*78*			*0*		
Entry Flow (V_e), pc/h		*408*			*249*			*10*			*89*	
Entry Volume veh/h		*371*			*237*			*10*			*77*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*1117*			*1057*			*742*			*891*	
Capacity (c), veh/h		*1015*			*1007*			*720*			*775*	
v/c Ratio (X)		*0.37*			*0.24*			*0.01*			*0.10*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*7.4*			*5.9*			*5.1*			*5.7*	
Lane LOS		*A*			*A*			*A*			*A*	
Lane 95% Queue		*1.7*			*0.9*			*0.0*			*0.3*	
Approach Delay, s/veh	*7.40*			*5.85*			*5.14*			*5.66*		
Approach LOS, s/veh	*A*			*A*			*A*			*A*		
Intersection Delay, s/veh	*6.65*											
Intersection LOS	*A*											

 HCS+™ 2010 6.1 Roundabouts Generated: 4/26/2013 11:05 AM

ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*GLu*	Intersection	*S High St and Martinsburg Ave*
Agency or Co.		E/W Street Name	*Martinsburg Ave*
Date Performed	*4/25/2013*	N/S Street Name	*S High St*
Time Period	*PM Peak*	Analysis Year	*2018*
		Project ID	

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes(N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*	
Volume (V), veh/h	*80*	*285*	*0*	*0*	*5*	*335*	*25*	*0*	*0*	*0*	*5*	*0*	*15*	*5*	*125*	*0*
Heavy Veh. Adj. (f_{HV}), %	*10*	*10*	*10*	*10*	*5*	*5*	*5*	*5*	*3*	*3*	*3*	*3*	*15*	*15*	*15*	*15*
Peak Hour Factor (PHF)	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*
No. of Pedestrians Crossing Entry	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*33*			*100*			*476*			*406*		
Exiting Flow (V_{ex}), pc/h	*382*			*400*			*130*			*13*		
Entry Flow (V_e), pc/h		*456*			*436*			*6*			*27*	*163*
Entry Volume veh/h		*415*			*415*			*6*			*23*	*142*

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*1093*			*1022*			*702*			*753*	
Capacity (c), veh/h		*994*			*973*			*682*			*655*	
v/c Ratio (X)		*0.42*			*0.43*			*0.01*			*0.04*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*8.3*			*8.6*			*5.4*			*5.9*	*0.0*
Lane LOS		*A*			*A*			*A*			*A*	
Lane 95% Queue		*2.1*			*2.2*			*0.0*			*0.1*	
Approach Delay, s/veh	*8.27*			*8.56*			*5.37*			*0.82*		
Approach LOS, s/veh	*A*			*A*			*A*			*A*		
Intersection Delay, s/veh	*7.15*											
Intersection LOS	*A*											

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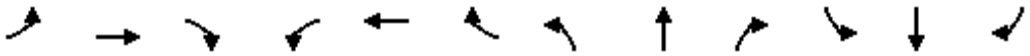
HCM Unsignalized Intersection Capacity Analysis
3: Driveway/South High Street & Martinsburg Ave (15/33)

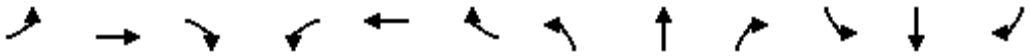
4/10/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	305	0	0	220	10	0	5	5	10	0	65
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	57	314	0	0	227	10	0	5	5	10	0	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	237			314			727	665	314	668	660	232
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237			314			727	665	314	668	660	232
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	96			100			100	99	99	97	100	91
cM capacity (veh/h)	1284			1229			299	363	724	337	351	776

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	57	314	237	10	77
Volume Left	57	0	0	0	10
Volume Right	0	0	10	5	67
cSH	1284	1700	1229	483	661
Volume to Capacity	0.04	0.18	0.00	0.02	0.12
Queue Length 95th (ft)	3	0	0	2	10
Control Delay (s)	7.9	0.0	0.0	12.6	11.2
Lane LOS	A			B	B
Approach Delay (s)	1.2		0.0	12.6	11.2
Approach LOS				B	B

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	49.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	285	0	5	335	25	0	0	5	15	5	125
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	91	324	0	6	381	28	0	0	6	17	6	142
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	409			324			1057	926	324	918	912	395
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	409			324			1057	926	324	918	912	395
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	92			100			100	100	99	92	98	77
cM capacity (veh/h)	1108			1219			143	244	715	222	238	627

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	91	324	415	6	165
Volume Left	91	0	6	0	17
Volume Right	0	0	28	6	142
cSH	1108	1700	1219	715	503
Volume to Capacity	0.08	0.19	0.00	0.01	0.33
Queue Length 95th (ft)	7	0	0	1	35
Control Delay (s)	8.5	0.0	0.2	10.1	15.6
Lane LOS	A		A	B	C
Approach Delay (s)	1.9		0.2	10.1	15.6
Approach LOS				B	C

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	59.9%	ICU Level of Service	B	
Analysis Period (min)	15			

ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*GLu*	Intersection	*N High St and W Gordon Ave*
Agency or Co.		E/W Street Name	*W Gordon Ave*
Date Performed	*4/25/2013*	N/S Street Name	*N High St*
Time Period	*AM Peak*	Analysis Year	*2018*
		Project ID	

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes(N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*	
Volume (V), veh/h	*5*	*200*	*20*	*0*	*50*	*295*	*0*	*0*	*45*	*0*	*45*	*0*	*0*	*0*	*0*	*0*
Heavy Veh. Adj. (f_{HV}), %	*5*	*5*	*5*	*5*	*10*	*10*	*10*	*10*	*15*	*15*	*15*	*15*	*3*	*3*	*3*	*3*
Peak Hour Factor (PHF)	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*	*0.84*
No. of Pedestrians Crossing Entry	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*65*			*68*			*256*			*513*		
Exiting Flow (V_{ex}), pc/h	*312*			*448*			*6*			*90*		
Entry Flow (V_e), pc/h		*281*			*451*			*124*			*0*	
Entry Volume veh/h		*268*			*410*			*108*				

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*1059*			*1056*			*875*			*677*	
Capacity (c), veh/h		*1009*			*960*			*761*			*657*	
v/c Ratio (X)		*0.27*			*0.43*			*0.14*				

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*6.2*			*8.7*			*6.2*				
Lane LOS		*A*			*A*			*A*				
Lane 95% Queue		*1.1*			*2.2*			*0.5*				
Approach Delay, s/veh	*6.18*			*8.65*			*6.22*					
Approach LOS, s/veh	*A*			*A*			*A*					
Intersection Delay, s/veh	*7.46*											
Intersection LOS	*A*											

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ROUNDABOUT REPORT

General Information		Site Information	
Analyst	*GLu*	Intersection	*N High St and W Gordon Ave*
Agency or Co.		E/W Street Name	*W Gordon Ave*
Date Performed	*4/25/2013*	N/S Street Name	*N High St*
Time Period	*PM Peak*	Analysis Year	*2018*
		Project ID	

Project Description:

Volume Adjustment and Site Characteristics

	EB				WB				NB				SB			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Number of Lanes(N)	*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*		*0*	*1*	*0*	
Volume (V), veh/h	*0*	*285*	*110*	*0*	*50*	*275*	*0*	*0*	*85*	*0*	*35*	*0*	*5*	*5*	*5*	*0*
Heavy Veh. Adj. (f_{HV}), %	*5*	*5*	*5*	*5*	*10*	*10*	*10*	*10*	*15*	*15*	*15*	*15*	*3*	*3*	*3*	*3*
Peak Hour Factor (PHF)	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
No. of Pedestrians Crossing Entry	*0*				0				0				0			

Critical and Follow-Up Headway Adjustment

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (sec)	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*	*5.1929*
Follow-Up Headway (sec)	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*	*3.1858*

Flow Computations

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Circulating Flow (V_c), pc/h	*74*			*110*			*342*			*512*		
Exiting Flow (V_{ex}), pc/h	*387*			*456*			*0*			*198*		
Entry Flow (V_e), pc/h		*466*			*402*			*155*			*18*	
Entry Volume veh/h		*444*			*365*			*135*			*17*	

Capacity and v/c Ratios

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Capacity (c_{PCE}), pc/h		*1049*			*1012*			*803*			*677*	
Capacity (c), veh/h		*999*			*920*			*698*			*657*	
v/c Ratio (X)		*0.44*			*0.40*			*0.19*			*0.03*	

Delay and Level of Service

	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		*8.7*			*8.5*			*7.4*			*5.8*	
Lane LOS		*A*			*A*			*A*			*A*	
Lane 95% Queue		*2.3*			*1.9*			*0.7*			*0.1*	
Approach Delay, s/veh	*8.67*			*8.45*			*7.35*			*5.76*		
Approach LOS, s/veh	*A*			*A*			*A*			*A*		
Intersection Delay, s/veh	*8.35*											
Intersection LOS	*A*											

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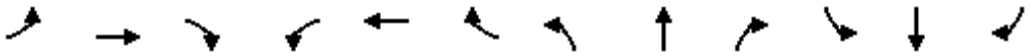
HCM Unsignalized Intersection Capacity Analysis
3: North High Street/Driveway & West Gordon Ave (231)/West Gorden Ave (231)

4/10/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	200	20	50	295	0	45	0	45	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	6	238	24	60	351	0	54	0	54	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	351			238			732	732	250	732	720	351
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	351			238			732	732	250	732	720	351
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			95			83	100	93	100	100	100
cM capacity (veh/h)	1191			1283			308	316	758	300	335	690

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	268	60	351	107	0
Volume Left	6	60	0	54	0
Volume Right	24	0	0	54	0
cSH	1191	1283	1700	438	1700
Volume to Capacity	0.00	0.05	0.21	0.24	0.00
Queue Length 95th (ft)	0	4	0	24	0
Control Delay (s)	0.2	7.9	0.0	15.9	0.0
Lane LOS	A	A		C	A
Approach Delay (s)	0.2	1.2		15.9	0.0
Approach LOS				C	A

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A	
Analysis Period (min)	15			

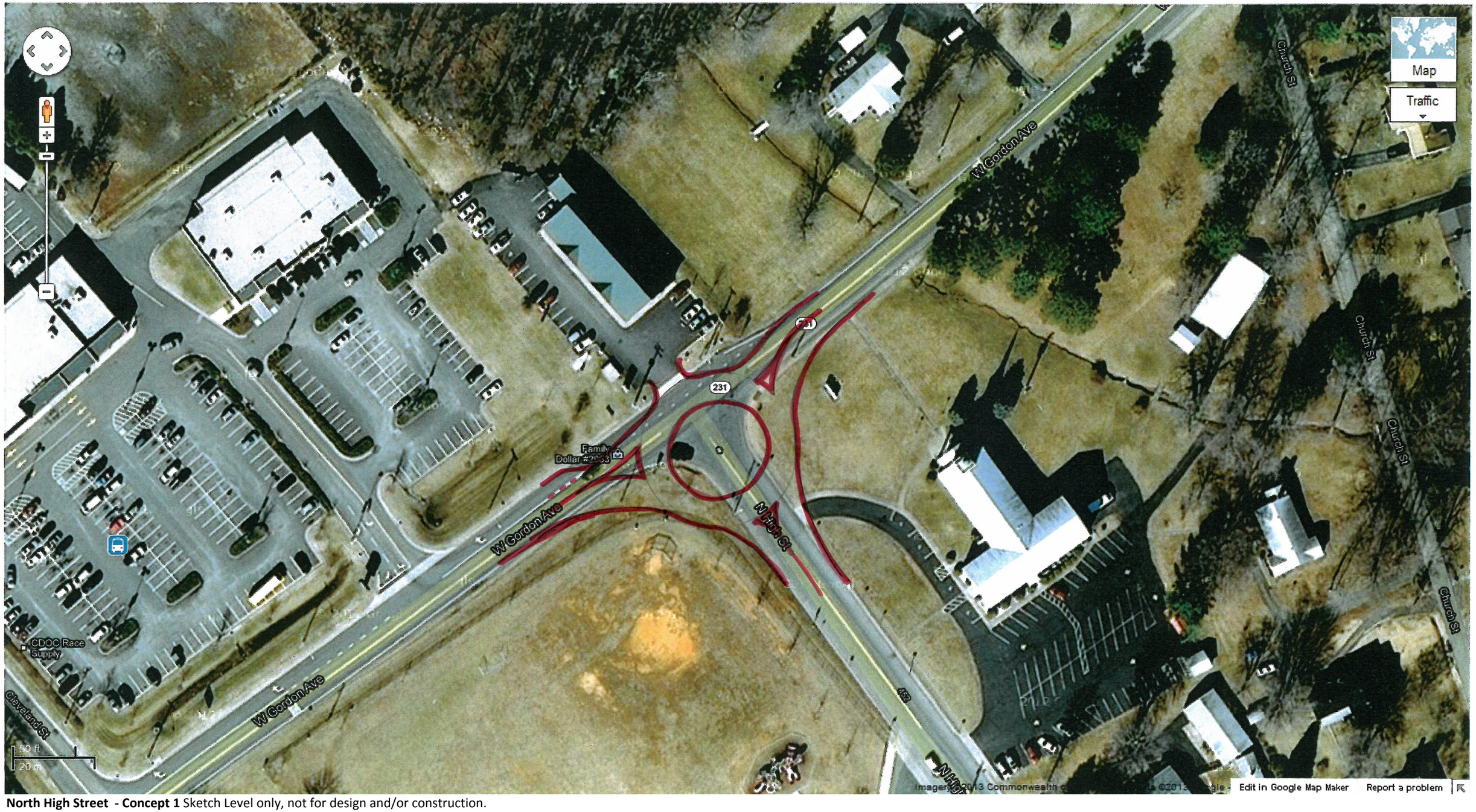


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	285	110	50	275	0	85	0	35	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	320	124	56	309	0	96	0	39	6	6	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	309			320			812	803	382	803	742	309
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	309			320			812	803	382	803	742	309
tC, single (s)	4.1			4.2			7.2	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	100			95			64	100	94	98	98	99
cM capacity (veh/h)	1235			1196			267	288	637	272	327	729

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	444	56	309	135	17
Volume Left	0	56	0	96	6
Volume Right	124	0	0	39	6
cSH	1235	1196	1700	322	370
Volume to Capacity	0.00	0.05	0.18	0.42	0.05
Queue Length 95th (ft)	0	4	0	50	4
Control Delay (s)	0.0	8.2	0.0	24.0	15.2
Lane LOS		A		C	C
Approach Delay (s)	0.0	1.3		24.0	15.2
Approach LOS				C	C

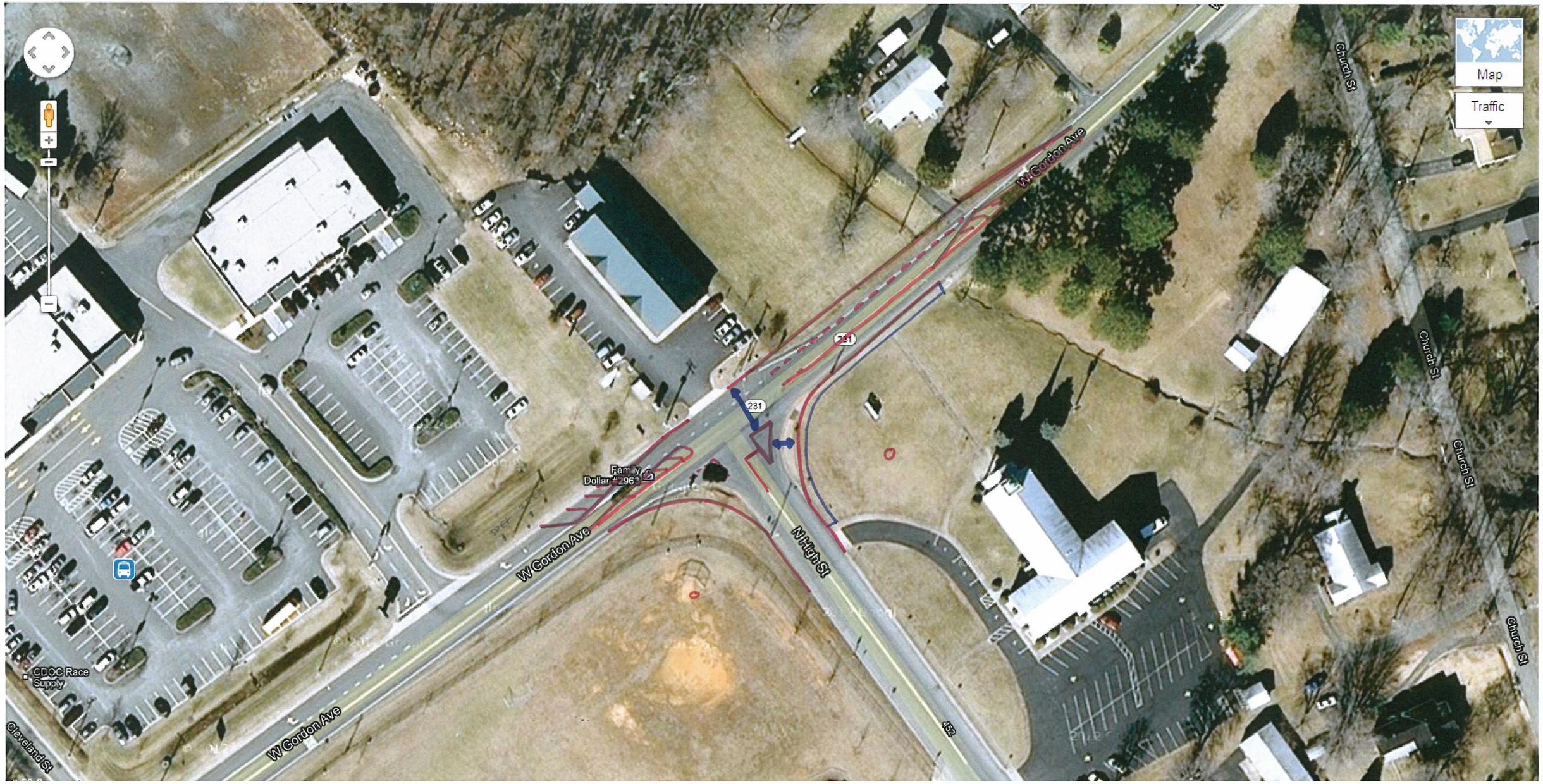
Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	59.6%	ICU Level of Service		B
Analysis Period (min)	15			

Appendix C
Initial Sketches



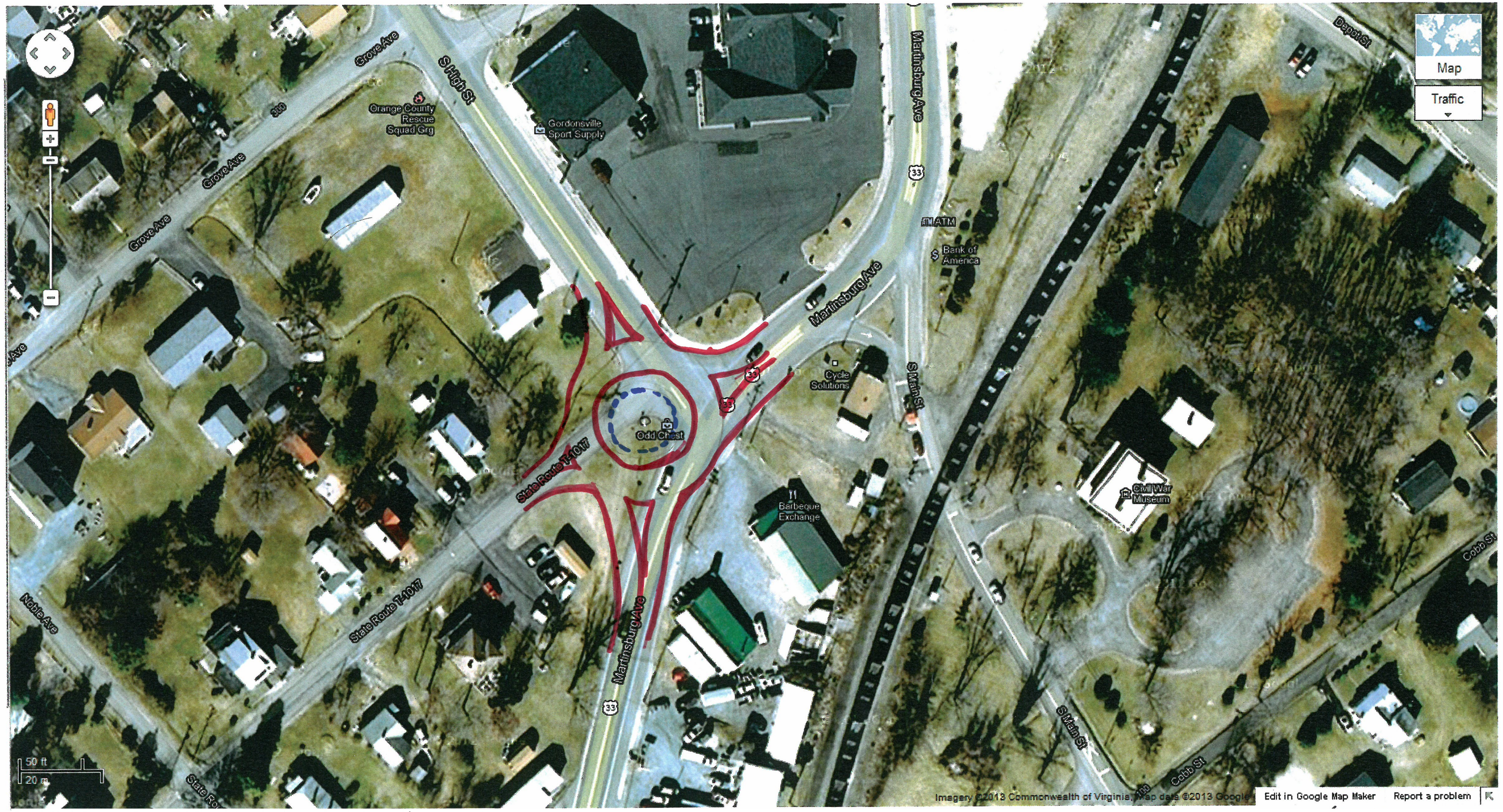
North High Street - Concept 1 Sketch Level only, not for design and/or construction.

- Roundabout has an inscribed diameter (outer diameter of the roundabout travel lane) of 125 feet, approximately the same size as the existing Gordonsville Roundabout.
- Roundabout is positioned to avoid parcel on the north side of the intersection.
- Approaches of West Gordon Avenue would be curved to better align with the position of circle. This may aid in raising driver awareness for westbound Gordon Avenue, alerting the driver that they are entering a roundabout. This avoids the issue of the northbound West Gordon Avenue traffic at the existing Gordonsville circle.
- If total net disturbance of the project exceeds 2,500 sq. ft., a stormwater management pond will be required. Greenspace in the center of the roundabout offsets disturbed areas.
- Roundabouts can incorporate crosswalks if the Town adds new sidewalks in the area.



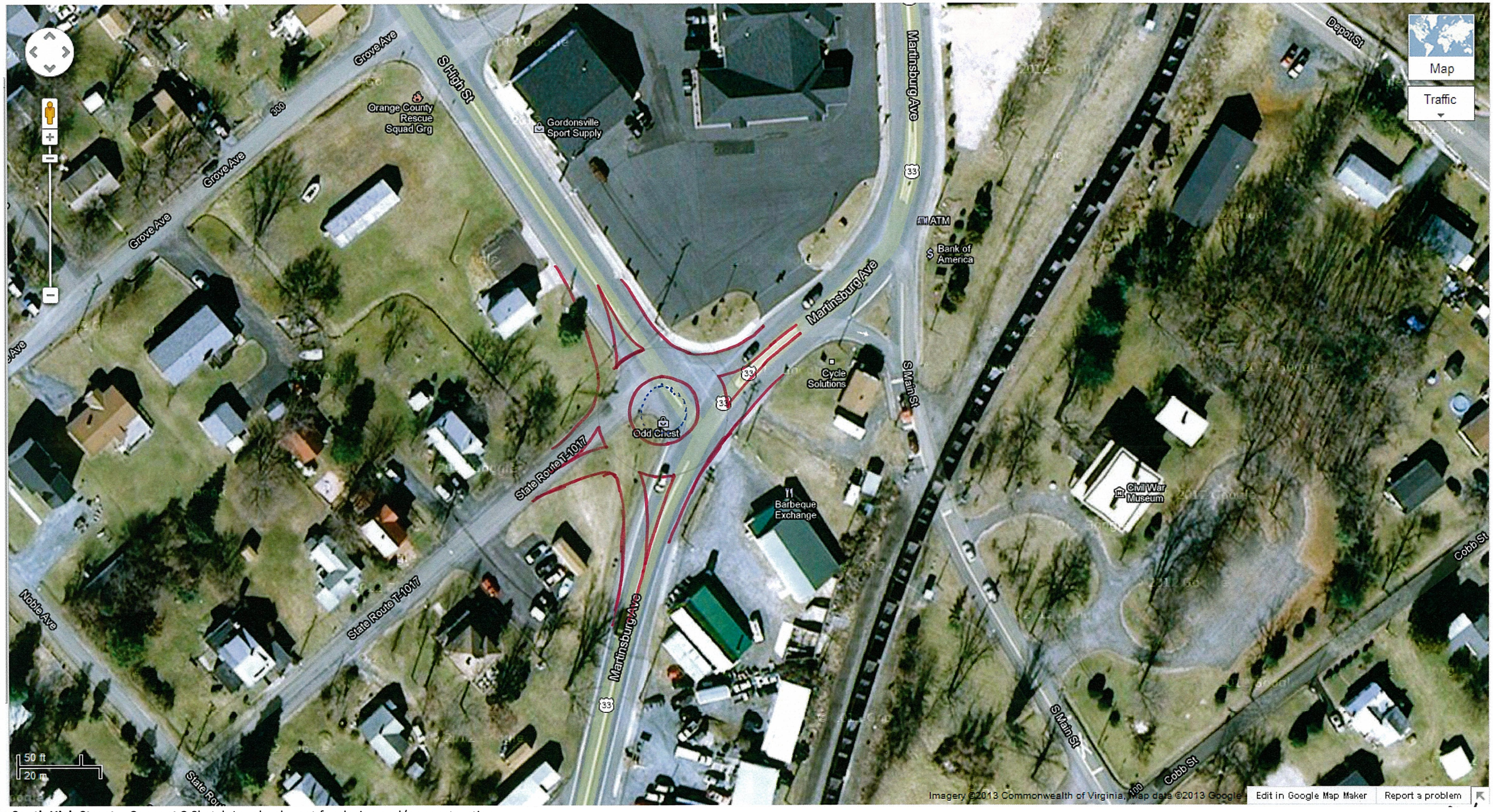
North High Street - Concept 2 Sketch Level only, not for design and/or construction.

- This concept shifts the westbound through traffic to the outside, aligning the lane with the right turn bay downstream. The existing through-left lane is converted to a left turn bay. The through lane would be shifted back to the left after it passes through the intersection to return to the existing alignment.
  - Assumed 100' transition, 50' taper and 150' storage for the left turn bay.
  - Past the intersection, assumed 100' transition and 25' taper to transition back into the existing cross-section with the right turn bay. Longer transitions may eliminate the first right turn bay into the main shopping center.
  - Increased the eastbound to southbound curb radii to 75' to better accommodate turning truck traffic.
  - Increased the northbound to eastbound curb radius to 75' to better accommodate turning truck traffic.
    - 20' lane for the turning movement between the island and outside curb. Through design process, may reduce to 16' (designer recommended showing a 20' lane and said that lane width reduction should only occur in the design process).
    - Option has a wider receiving lane, which transitions back to the existing lane width, so to better accommodate turning trucks. Sidewalk to be relocated.
  - Island can become a refuge area for pedestrians and a crosswalk could be added only if pedestrian accommodations are made along the north side of the roadway.
- Alternative option is to shift the roadway to the south, so that all existing right turn bays are retained.
- Potential to add inter-parcel connections between the shopping center and the business on the north side of the intersection.



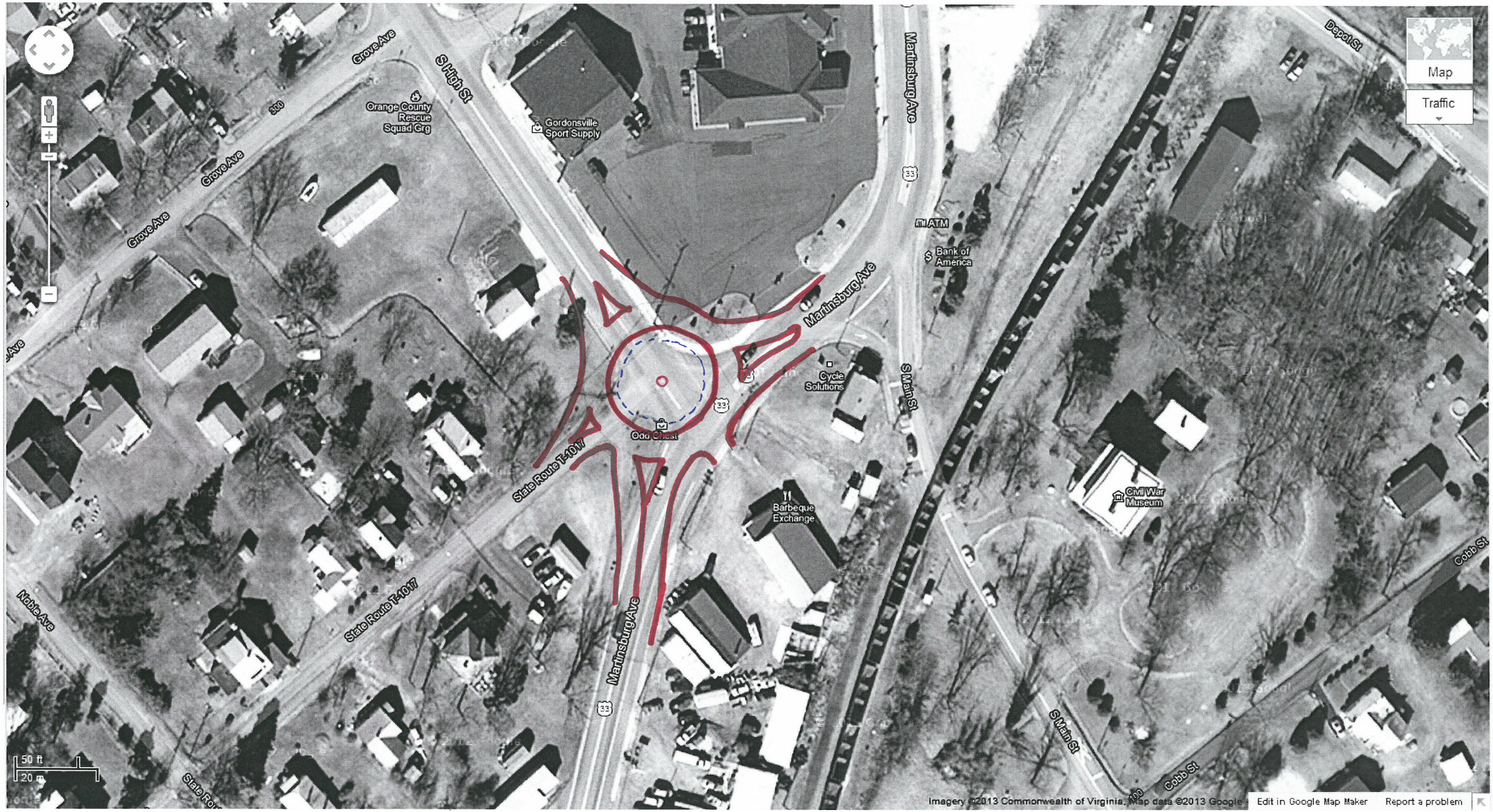
South High Street - Concept 1 Sketch Level only, not for design and/or construction.

- Roundabout has an inscribed diameter of 125 feet, approximately the same size as the existing Gordonsville Roundabout.
- Roundabout is positioned to avoid the BBQ Exchange and Funeral Home parcels on the north side of the intersection.
  - The BBQ Exchange is land-locked with no potential to extend the property back due to the railroad.
  - Potential opportunities exist to consolidate driveways along the southeast side of Martinsburg Avenue, so to improve access management of the parcels in this area.
  - Allows Stonewall Avenue to tie into the roundabout.
  - Would include a truck apron (similar to the red-brick area inside the existing Gordonsville Roundabout).
- If total net disturbance of the project exceeds 2,500 sq. ft., a stormwater management pond will be required. Greenspace in the center of the roundabout offsets disturbed areas.
- Some utilities impacts exist in this area: power/communications and storm sewer.



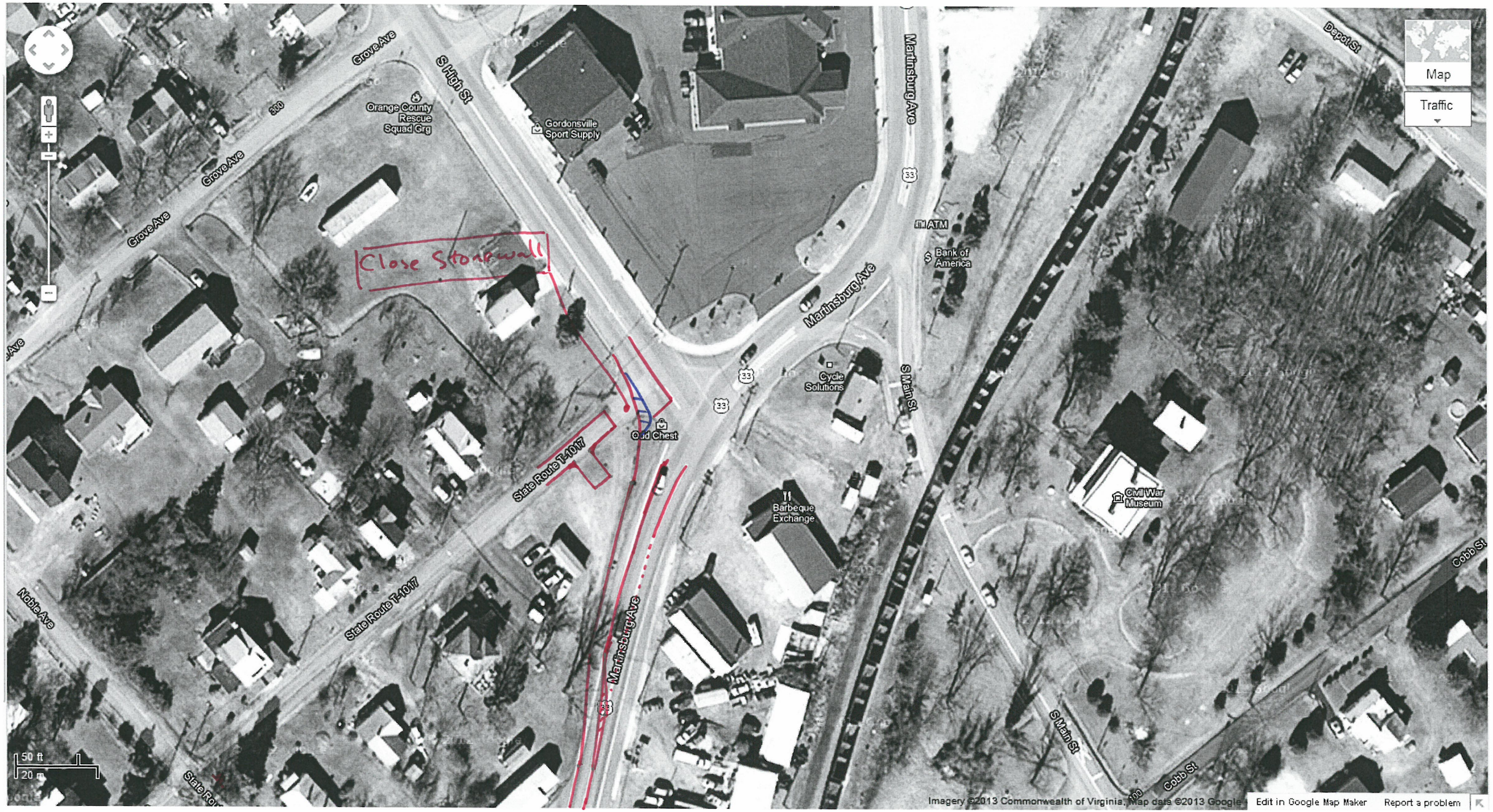
South High Street - Concept 2 Sketch Level only, not for design and/or construction.

- Roundabout has an inscribed diameter of 100 feet, the minimum size, given heavy volumes of trucks in this area.
- Roundabout is positioned to avoid the BBQ Exchange and Funeral Home parcels on the north side of the intersection.
  - Spacing of Stonewall Avenue and Martinsburg Avenue is close; spacing may be insufficient and may require closure of Stonewall.
  - Would include a truck apron (similar to the red-brick area inside the existing Gordonsville roundabout).
- Some utilities impacts exist in this area: power/communications and storm sewer.



South High Street - Concept 3 Sketch Level only, not for design and/or construction.

- Roundabout has an inscribed diameter of 125 feet, approximately the same size as the existing Gordonsville Roundabout.
- Roundabout is positioned to avoid the BBQ Exchange.
  - Small take of Funeral Home parcel, opportunities exist for VDOT to swap land to off-set the loss. The landscaped area is within the VDOT right-of-way.
  - Spacing of Stonewall Avenue and Martinsburg Avenue is close; spacing may be insufficient and may require closure of Stonewall.
  - Would include a truck apron (similar to the red-brick area inside the existing Gordonsville roundabout).
- Some utilities impacts exist in this area: power/communications and storm sewer.



South High Street - Concept 4 Sketch Level only, not for design and/or construction.

- Requires closure of Stonewall Avenue as insufficient spacing exists between Stonewall and Martinsburg Avenues. A "hammerhead" turnaround would be provided as a turn-around point for vehicles. Residential neighborhood to the south is a grid system. Signage would be added at the intersection of Stonewall/Noble Avenues to indicate alternate paths to High Street and Martinsburg Avenue.
    - Noble to Grove Avenue provides access to High Street.
    - Noble Avenue provides access to Martinsburg Avenue.
    - This concept may necessitate the need for improvements at the intersections of Noble and Martinsburg Avenues.
- A left turn bay is added for the eastbound left turning traffic on Martinsburg Avenue. This requires pushing out the westbound departing leg, and would transition back to the existing cross-section to minimize impacts on parcels to the west.
- Southbound High Street approach to the intersection would also be widened to provide an increased turning radius for trucks, as a striped-out shoulder area.

Appendix D
Stakeholder Meeting Minutes – Field Visits

Gordonsville Intersections Improvement Study – Project Field Visits with Stakeholders Group and Public	
ATTENDEES: see attachment	MEETING DATE: 2013-03-29 LOCATION: Study Intersections, Gordonsville, VA
MEETING PURPOSE: Alternative Concept Development and to receive input from adjacent property owners	
ATTACHMENTS / HANDOUTS: Meeting Sign-in Sheet Concept Sketch Plans	

MEETING NOTES

South High Street Intersection

- Dan Painter, the VDOT project manager for this study, opened the discussion and briefly introduced the site conditions. Attendees introduced themselves.

Concept 1

- Rob Brander, the VDOT consultant project manager, introduced Concept 1 – a roundabout with an inscribed diameter of 125 feet.
- Mayor Coiner mentioned that people tend to be more careful when driving around the circle. But he remarked that the design of the roundabout positioning should be careful. The approach alignment giving appearance of the straight through movement on Martinsburg Avenue would be undesirable and should be avoided. Stop sign should not be considered being placed at approaches similar to the existing roundabout configuration.
- Rob and Dan explained the driving speed, slow-down effects, elimination of conflicting points and other safety advantages of roundabouts over traditional T-intersections based on FHWA's research.

- Mayor Coiner suggested installing raised curbs to protect pedestrians. Dan confirmed that the design usually calls for splitter islands with openings complying with ADA standards. Appropriate warning signs for pedestrians would be installed around the roundabout.

- Several stakeholders reported that trucks run on the curbs when turning at this intersection and they run at 45 mph without compliance with the speed limit. Dan confirmed that VDOT would install signage indicating that they are approaching a roundabout to encourage drivers to reduce their speeds.

- One stakeholder said the speed limit signs need to be installed well in advance of the intersection. They also asked if the speed limit signs with flashing beacons were feasible at this location. Mayor Coiner remarked that installing too many flashing beacons would reduce the value of this device in school zones. Dan replied that VDOT would consider its feasibility.

- It was suggested that the zebra lines (high intensity) crosswalks would be installed at all legs, rather than the standard two lines crosswalk markings. Rob confirmed that crosswalks would be put where they connect to sidewalks, and the design would follow the Town's sidewalk plan.

- Rob continued the explanation of Concept 1. This concept was designed to take most of the required ROW from undeveloped areas and avoid the business parcels.

Concept 2

- Rob explained Concept 2 – a roundabout with an inscribed diameter of 100 feet, which is the smallest desired diameter for urban streets (note that this is different than mini-roundabouts, used within residential neighborhoods). This concept may not be appropriate for this location considering the truck percentages.

Concept 3

- Rob explained Concept 3, which is similar to Concept 1, a roundabout with 125-ft diameter. But this concept would be centered more at High Street, increasing the impact to the business parcels.

- For Concept 3, residents on Stonewall Avenue expressed concern that trucks would make a wrong turn onto Stonewall Avenue and it would be hard for them to turn back. Rob explained that better signage at the roundabout would eliminate most of these situations.

- Residents also expressed concern about the utilities and suggested putting them underground. Dan replied that VDOT would prepare utility relocation plans as part of engineering, but relocating utilities underground would be expensive and might not be feasible as part of this project.

- Craig Hartman, the BBQ-Exchange restaurant owner and land owner mentioned the runoff issue from the east side of the railroad. Dan replied that VDOT would look at the pipe to see how it would impact the project. It might be a separate project. If the project would have any impact on the drainage, VDOT would fix it.

- For Concept 3, Randy and Shelly Preddy, the owners of the funeral home and adjacent business, were concerned about losing a portion of their business's parking area. When there are large funerals, the demand exceeds the available parking area. Dan replied that VDOT would consider trading any lost space with the landscape area from the existing VDOT ROW, adjacent to the southeast corner of the parcel.

- Dan asked the group about their preliminary impression of Concepts 1 and 3. There were no particular oppositions from the group. Dan also mentioned that VDOT would prefer to acquire only the portion of a lot that is needed to accommodate a project.

Concept 4

- Rob explained Concept 4 – adding a left turn bay on northbound Martinsburg Avenue, shifting southbound Martinsburg Avenue to the west and potentially closing Stonewall Avenue.

- Dan explained why Stonewall Avenue would need to be closed in Concept 4. The intersection would be too close to the High Street/Martinsburg intersection and would create safety issues.

- For Concept 4, residents on Stonewall Avenue expressed their preliminary opposition to this concept because of their concerns about the accessibility of emergency vehicles. Stonewall Avenue is the emergency route into the residential area.

- Stakeholders expressed concern that drivers might accelerate along Martinsburg Avenue without slowing down.

- The funeral home owners asked which way would be stopped. They suggested that southbound Martinsburg Avenue should be stopped to avoid the frequent stopping of trucks and reduce the noise. Dan replied that the main travel direction should not be stopped. Although there is a high volume of turning trucks from High Street onto Martinsburg Avenue, the predominate direction of traffic flow is the through movements on Martinsburg Avenue.

- Residents on Stonewall Avenue stated that they want to keep the street open.

- A stakeholder suggested that the 25 mph speed limit sign on the northbound approach along Martinsburg Avenue should be relocated further to the south to provide better transition into the town.

- **Overview**

Mayor Coiner said he would prefer Concept 1 because its impacts are on undeveloped land, rather than business parcels, so that each business viability is not impacted. General consensus among those participating was that Concept 1 is the best option.

North High Street Intersection

- Rob Brander opened the discussion and introduced the site conditions – the issues and challenges, including turning radius for trucks, the need for crosswalks and sidewalks. Stakeholders confirmed that there was a decent amount of pedestrians crossing the Gordon Avenue to/from the shopping plaza.

Concept 1

- Rob explained Concept 1 – a roundabout with an inscribed diameter of 125 feet. Main features of this concept include: (1) avoiding the parcel of the commercial building on the north side of Gordon Avenue, (2) having more impacts on the church and school, and (3) avoiding the approaches straight through traffic on Gordon Avenue.

- Allen Smith, the business owner on the north side of the intersection, expressed concern about the capacity of a roundabout to handle future traffic demand. Rob explained that this concept would have similar capacity as a traffic signal.

- Mayor Coiner mentioned that the turning radius for double trailers should be considered in the roundabout design. Rob confirmed that the “Auto Turn” would be performed in the engineering.

- Doug Arnold, the school infrastructure manager, expressed his preference to this concept although it has more impact to the school. He asked that a retaining wall be considered to minimize the land impact of the school parcel. Rob confirmed that engineers would consider that in the more detailed design process.

- Rudy Richardson, one of the church representatives, also expressed support for the roundabout option. He understood that the handicapped driveway would potentially be closed or reconfigured. The church would discuss with VDOT, as the project moves forward, fair compensation such as paving the grass area between the sidewalk and handicapped driveway for increased parking.

Concept 2

- Rob explained Concept 2, which would remain as a traditional T-intersection with turning bay on the westbound approach of Gordon Avenue. The turning radius on North High Street would be also increased. He also mentioned a modified version of this concept, which would shift Gordon Avenue to the south and not touch the existing westbound right turn bay on Gordon Avenue. This concept would convert the eastbound through leg into the westbound left turn lane, and widen the roadway to the south for the new

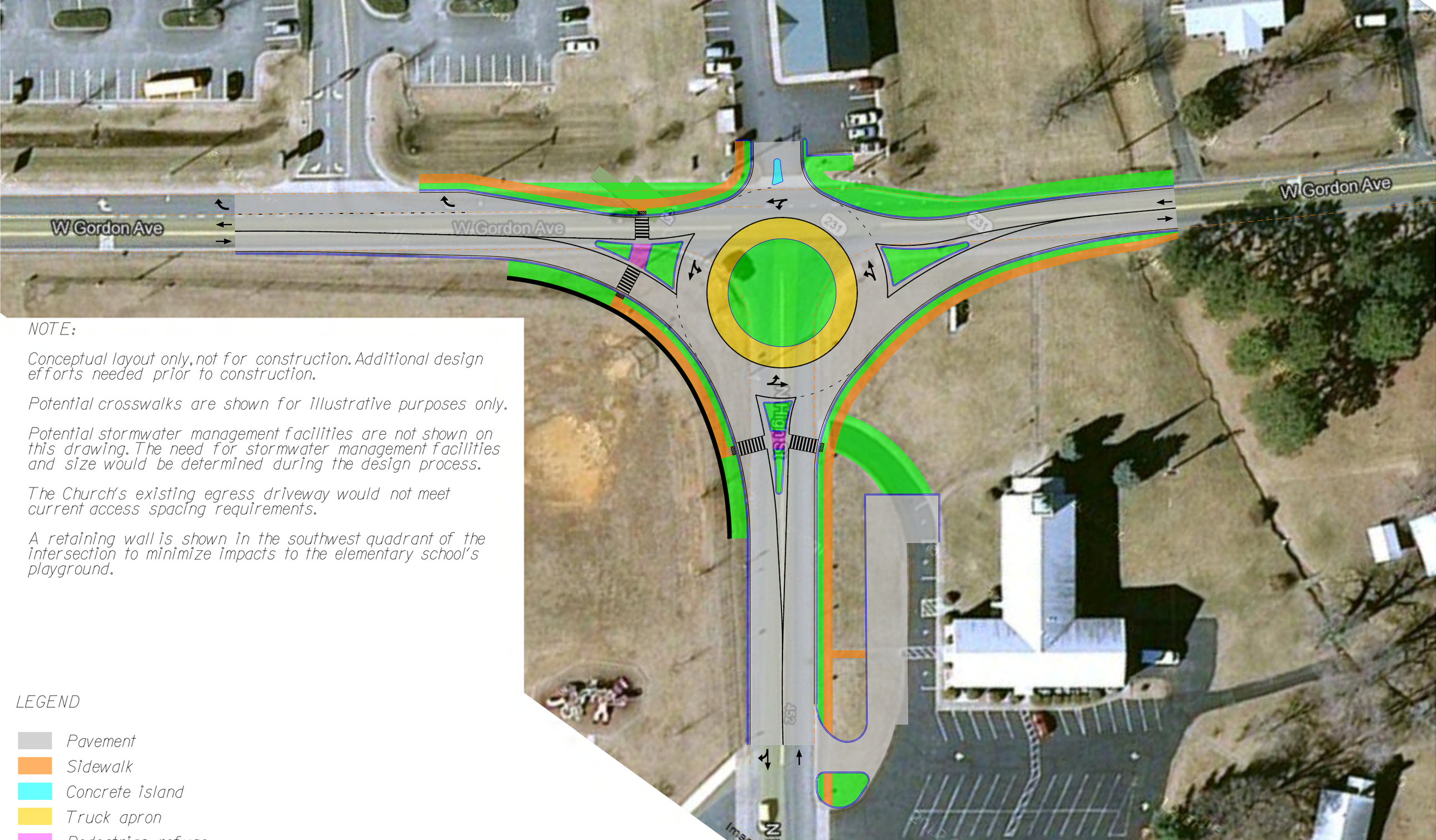
eastbound through leg. The roadway would transition back to its original alignment to the east.

- Allen Smith expressed concern about his property losing direct access on Gordon Avenue, which he said is vital to his business. It had been previously mentioned that a potential scenario could include closing this driveway access and creating an inter-parcel connection with the adjacent plaza.
- Stakeholders mentioned that vehicles exiting out of the Food Lion Plaza often have difficulty seeing vehicles in the through lane on Gordon Avenue whenever there is a vehicle in the right turn lane.

- **Overview**

The stakeholders that were present indicated that they favor Concept 1, as it would better serve the long term vitality of the intersection, and would preclude a signal from being installed. General consensus was that Concept 2 (or the modified Concept 2) would address the short term needs, but would mean that a signal would be installed in the long term, which is not preferred.

Appendix E
Alternative Layouts



NOTE:

Conceptual layout only, not for construction. Additional design efforts needed prior to construction.

Potential crosswalks are shown for illustrative purposes only.

Potential stormwater management facilities are not shown on this drawing. The need for stormwater management facilities and size would be determined during the design process.

The Church's existing egress driveway would not meet current access spacing requirements.

A retaining wall is shown in the southwest quadrant of the intersection to minimize impacts to the elementary school's playground.

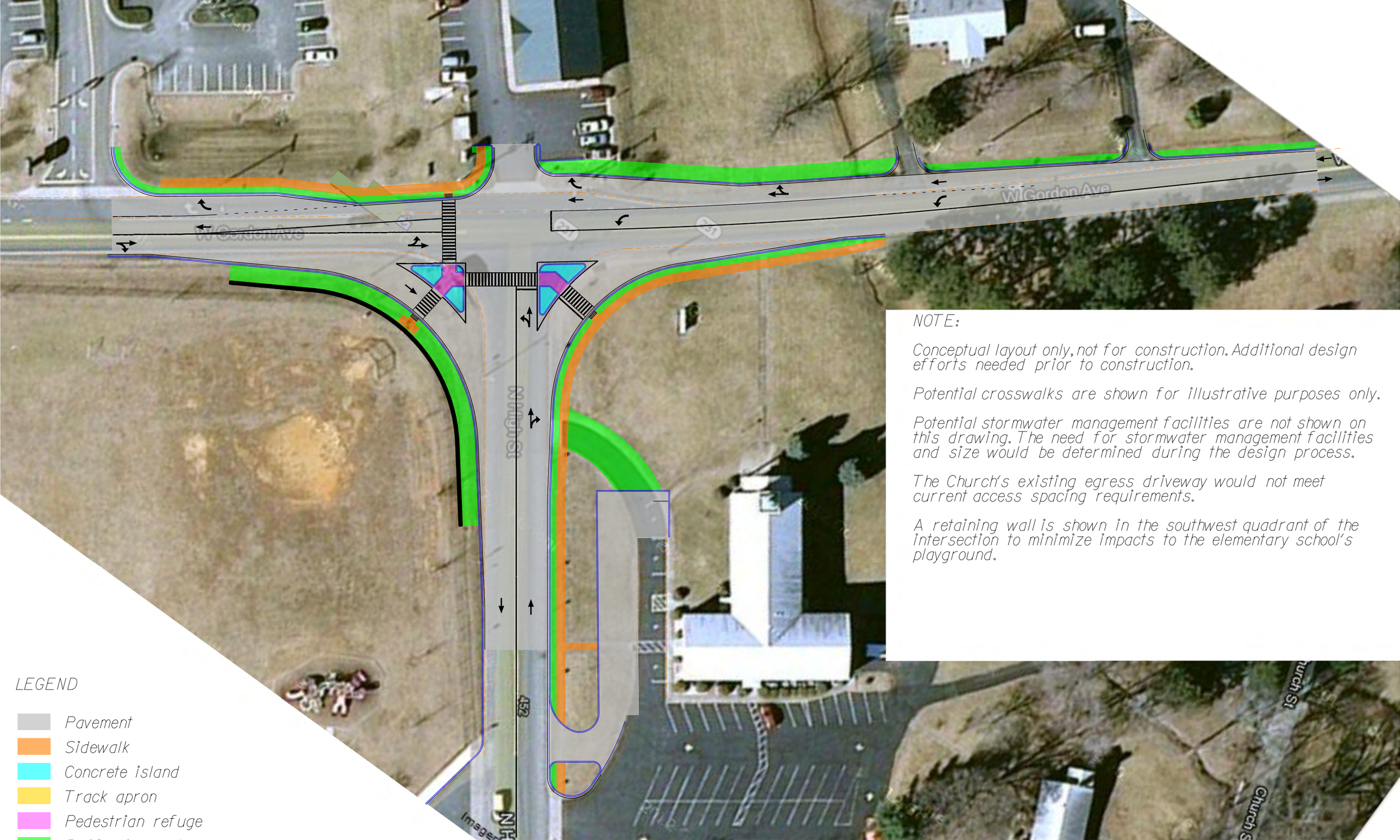
LEGEND

- Pavement
- Sidewalk
- Concrete island
- Truck apron
- Pedestrian refuge
- Buffer(Green) Area
- Retaining wall

NORTH HIGH STREET & WEST GORDON AVE. INTERSECTION
ALTERNATE I (ROUNDABOUT) CONCEPT LAYOUT

SCALE
0 25' 50'

MAY 2013
SCALE 1" = 50'



NOTE:

Conceptual layout only, not for construction. Additional design efforts needed prior to construction.

Potential crosswalks are shown for illustrative purposes only.

Potential stormwater management facilities are not shown on this drawing. The need for stormwater management facilities and size would be determined during the design process.

The Church's existing egress driveway would not meet current access spacing requirements.

A retaining wall is shown in the southwest quadrant of the intersection to minimize impacts to the elementary school's playground.

LEGEND

- *Pavement*
- *Sidewalk*
- *Concrete island*
- *Track apron*
- *Pedestrian refuge*
- *Buffer(Green) Area*
- *Retaining wall*

NORTH HIGH STREET & WEST GORDON AVE. INTERSECTION
ALTERNATE 2 (CONVENTIONAL INTERSECTION) CONCEPT LAYOUT

SCALE 0 25' 50'

MAY 2013
SCALE 1" = 50'

NOTE:

Conceptual layout only, not for construction. Additional design efforts needed prior to construction.

Potential crosswalks are shown for illustrative purposes only.

Potential stormwater management facilities are not shown on this drawing. The need for stormwater management facilities and size would be determined during the design process.

Some parcels do not meet current access management requirements. Driveways may need to be consolidated and /or relocated based on the standards at the time of design and construction.

LEGEND

- Pavement
- Sidewalk
- Concrete island
- Truck apron
- Pedestrian refuge
- Buffer(Green) Area

SOUTH HIGH STREET & MARTINSBURG AVE. INTERSECTION
ALTERNATE 1 (ROUNDABOUT) CONCEPT LAYOUT

SCALE 0 25' 50'

MAY 2013
SCALE 1" = 50'

NOTE:

Conceptual layout only, not for construction. Additional design efforts needed prior to construction.

Potential crosswalks are shown for illustrative purposes only.

Potential stormwater management facilities are not shown on this drawing. The need for stormwater management facilities and size would be determined during the design process.

Some parcels do not meet current access management requirements. Driveways may need to be consolidated and /or relocated based on the standards at the time of design and construction.

LEGEND

- Pavement
- Sidewalk
- Concrete island
- Truck apron
- Pedestrian refuge
- Buffer(Green) Area

SOUTH HIGH STREET & MARTINSBURG AVE. INTERSECTION
ALTERNATE 2B (CONVENTIONAL INTERSECTION) CONCEPT LAYOUT

SCALE 0 25' 50'

MAY 2013
SCALE 1" = 50'

NOTE:

Conceptual layout only, not for construction. Additional design efforts needed prior to construction.

Potential crosswalks are shown for illustrative purposes only.

Potential stormwater management facilities are not shown on this drawing. The need for stormwater management facilities and size would be determined during the design process.

Some parcels do not meet current access management requirements. Driveways may need to be consolidated and /or relocated based on the standards at the time of design and construction.

Stonewall Avenue terminus does not meet current access spacing requirements, and will likely require closure if this concept moves forward. A hammerhead turnaround would be provided. Residential neighborhood to the south is a grid system. This concept may necessitate the need for improvements at the intersections of Noble and Martinsburg Avenues.

LEGEND

- Pavement
- Sidewalk
- Concrete island
- Truck apron
- Pedestrian refuge
- Buffer(Green) Area

SOUTH HIGH STREET & MARTINSBURG AVE. INTERSECTION
ALTERNATE 2 (CONVENTIONAL INTERSECTION) CONCEPT LAYOUT

SCALE
0 25' 50'

MAY 2013
SCALE 1" = 50'

Appendix F
Costing Estimates

Concept Level Construction Cost Estimate
Gordonsville, Virginia
South High Street Intersection

HNTB

(printed) 06/19/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
00100	Mobilization	LS	1	$96,000	$96,000
00101	Construction Surveying	LS	1	$70,400	$70,400
00110	Clearing and Grubbing	LS	1	$4,000	$4,000
00120	Regular Excavation	CY	1,000	$36	$36,000
00125	Grading	LS	1	$4,500	$4,500
00585	Underdrain UD-2	LF	250	$15	$3,750
00588	Underdrain UD-4	LF	400	$12	$4,800
00595	Outlet Pipe	LF	0	$20	$0
00596	Endwall EW-12	EA	0	$390	$0
01152	15" Conc. Pipe	LF	350	$60	$21,000
01182	18" Conc. Pipe	LF	100	$85	$8,500
01242	24" Conc. Pipe	LF	0	$100	$0
01302	30" Conc. Pipe	LF	0	$140	$0
06818	Drop Inlet DI-3B, L=6'	EA	5	$3,500	$17,500
09056	Manhole MH-1 or 2	LF	0	$650	$0
10099	Aggr. Matl. No. 21A or 21B	TON	700	$26	$18,200
10610	Asphalt Concrete Ty. IM-19.0A	TON	200	$80	$16,000
10628	Flexible Pave. Planing 0"-2"	SY	1,900	$16	$30,400
10635	Asphalt Concrete Ty. SM-9.5A	TON	300	$120	$36,000
10642	Asphalt Concrete Ty. BM-25.0A	TON	350	$105	$36,750
12020	Std. Curb CG-2	LF	0	$20	$0
12022	Radial Curb CG-2	LF	550	$26	$14,300
12600	Std. Comb. Curb & Gutter CG-6	LF	200	$20	$4,000
12610	Rad. Comb. Curb & Gutter CG-6	LF	700	$30	$21,000
12920	Entrance Gutter CG-9B	SY	150	$70	$10,500
13108	CG-12 Detectable Warning Surface	SY	70	$250	$17,500
13114	Entrance Gutter CG-13	SY	100	$80	$8,000

Concept Level Construction Cost Estimate
Gordonsville, Virginia
South High Street Intersection

HNTB

(printed) 06/19/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
13220	Hydr. Cement Conc. Sidewalk 4"	SY	300	$45	$13,500
13510	Directional Island Curb SI-3	LF	500	$60	$30,000
13520	Retaining Wall RW-2	CY	0	$867	$0
14100	Removal of Sidewalk and Entrance	SY	350	$20	$7,000
14120	Removal of Comb. Curb and Gutter	LF	600	$15	$9,000
24265	NS Maintenance of Traffic	LS	1	$100,000	$100,000
24430	Demo. of Pavement (Flexible)	SY	350	$20	$7,000
24535	NS Adjust Exist. Manhole	EA	1	$600	$600
24801	NS Remove Exist. Drop Inlet	EA	2	$400	$800
24834	NS Adjust Exist. Drop Inlet	EA	0	$500	$0
27022	Topsoil Class B 2"	ACRE	0.2	$15,000	$3,289
27300	Sod	SY	1,100	$10	$11,000
51910	Sawcut	LF	850	$16	$13,600
60403	Concrete Class A3	CY	70	$750	$52,500
85011	NS Stormwater management facility	LS	1	$6,000	$6,000
85011	NS Erosion and Sediment Control	LS	1	$2,500	$2,500
85011	NS Pavement Marking	LS	1	$31,244	$31,500
85011	NS Traffic Signage	LS	1	$19,600	$19,600
85011	NS Utility Relocation	LS	1	$93,800	$93,800
85011	NS Right of Way	LS	1	$19,433	$19,500

Subtotal (without Mobilization & Construction Surveying)		$734,000
Mobilization & Construction Surveying		$166,400
Contingency	35%	$257,000
Total, Construction		**$1,158,000**
Engineering Cost	25%	$290,000
Total Project Cost		**$1,448,000**

Concept Level Construction Cost Estimate
Gordonsville, Virginia
South High Street Intersection

HNTB

(printed) 06/19/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
00100	Mobilization	LS	1	$73,000	$73,000
00101	Construction Surveying	LS	1	$48,700	$48,700
00110	Clearing and Grubbing	LS	1	$3,000	$3,000
00120	Regular Excavation	CY	500	$36	$18,000
00125	Grading	LS	1	$3,000	$3,000
00585	Underdrain UD-2	LF	0	$15	$0
00588	Underdrain UD-4	LF	250	$12	$3,000
00595	Outlet Pipe	LF	0	$20	$0
00596	Endwall EW-12	EA	0	$390	$0
01152	15" Conc. Pipe	LF	0	$60	$0
01182	18" Conc. Pipe	LF	150	$85	$12,750
01242	24" Conc. Pipe	LF	250	$100	$25,000
01302	30" Conc. Pipe	LF	0	$140	$0
06818	Drop Inlet DI-3B, L=6'	EA	3	$3,500	$10,500
09056	Manhole MH-1 or 2	LF	0	$650	$0
10099	Aggr. Matl. No. 21A or 21B	TON	300	$26	$7,800
10610	Asphalt Concrete Ty. IM-19.0A	TON	150	$80	$12,000
10628	Flexible Pave. Planing 0"-2"	SY	2,550	$16	$40,800
10635	Asphalt Concrete Ty. SM-9.5A	TON	300	$120	$36,000
10642	Asphalt Concrete Ty. BM-25.0A	TON	150	$105	$15,750
12020	Std. Curb CG-2	LF	350	$20	$7,000
12022	Radial Curb CG-2	LF	100	$26	$2,600
12600	Std. Comb. Curb & Gutter CG-6	LF	550	$20	$11,000
12610	Rad. Comb. Curb & Gutter CG-6	LF	350	$30	$10,500
12920	Entrance Gutter CG-9B	SY	0	$70	$0
13108	Detectable Warning Surface CG-12	SY	50	$250	$12,500
13114	Entrance Gutter CG-13	SY	200	$80	$16,000

Concept Level Construction Cost Estimate
Gordonsville, Virginia
South High Street Intersection

HNTB

(printed) 06/19/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
13220	Hydr. Cement Conc. Sidewalk 4"	SY	150	$45	$6,750
13510	Directional Island Curb SI-3	LF	0	$60	$0
13520	Retaining Wall RW-2	CY	0	$867	$0
14100	Removal of Sidewalk and Entrance	SY	200	$20	$4,000
14120	Removal of Comb. Curb and Gutter	LF	450	$15	$6,750
24265	NS Maintenance of Traffic	LS	1	$80,000	$80,000
24430	Demo. of Pavement (Flexible)	SY	150	$20	$3,000
24535	NS Adjust Exist. Manhole	EA	1	$600	$600
24801	NS Remove Exist. Drop Inlet	EA	2	$400	$800
24834	NS Adjust Exist. Drop Inlet	EA	0	$500	$0
27022	Topsoil Class B 2"	ACRE	0.2	$15,000	$3,406
27300	Sod	SY	1,100	$10	$11,000
51910	Sawcut	LF	500	$16	$8,000
60403	Concrete Class A3	CY	10	$750	$7,500
85011	NS Stormwater management facility	LS	1	$6,000	$6,000
85011	NS Erosion and Sediment Control	LS	1	$2,000	$2,000
85011	NS Pavement Marking	LS	1	$29,046	$29,500
85011	NS Traffic Signage	LS	1	$14,000	$14,000
85011	NS Utility Relocation	LS	1	$63,800	$63,800
85011	NS Right of Way	LS	1	$15,959	$16,000

Subtotal (without Mobilization & Construction Surveying)		$511,000
Mobilization & Construction Surveying		$121,700
Contingency	35%	$179,000
Total, Construction		**$812,000**
Engineering Cost	25%	$203,000
Total Project Cost		**$1,015,000**

Concept Level Construction Cost Estimate

Gordonsville, Virginia

South High Street Intersection

(printed) 06/19/13

Assumptions:

1 Reflects estimated pavement section of 2" SM, 2" IM, 6" BM over 12" 21 A or B base course.
2 Contingency includes costs related to erosion and sediment control, miscellaneous items, and aspects of work unidentified or unquantified to date.
3 Costs do not include VDOT administrative costs, financing, or staffing.
4 Estimate reflects development of preliminary design work products as of the date shown.
5 Estimate does not include the environmental mitigation measures.
6 Assumes compliance with current state statutes and DCR regulations regarding storm water management.
7 Assumes no lighting improvements.
8 Assumes all existing features to remain are ADA compliant.
9 Assumes that design waivers and design exceptions for the proposed layout will be approved by VDOT, as needed.
10 For NS Pavement Marking: Ty. B CL IV Pave. Line Mark 4" 4.5$ per LF for pavement marking and 220$ per arrows

Roundabout specific:

11 For NS Traffic Signage: 56 signs 30"X30" 40$ per square feet raise by 1.4 to account for ground mount sign post
12 NS Utility Relocation: 1200 to relocate fire hydrant, 1300 to adjust water manhole, 15000 to relocate utility pole
13 NS Right of Way: 75000 per acre and raise by 1.3 to account for temporary easement. R/W take from OC F&R 2665 SF and from Mr. A.W 6020 SF

Conventional Intersection Improvement specific:

14 For NS Traffic Signage: 40 signs 30"X30" 40$ per square feet raise by 1.4 to account for ground mount sign post
15 NS Utility Relocation: 1200 to relocate fire hydrant, 1300 to adjust water manhole, 15000 to relocate street lighting pole
16 NS Right of Way: 75000 per acre and raise by 1.3 to account for temporary easement. R/W take from OC F&R 229 SF and from Mr. A.W 6828 SF

Concept Level Construction Cost Estimate

Gordonsville, Virginia

Alternative I: North High Street Intersection (Roundabout)

HNTB

(printed) 06/18/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
00100	Mobilization	LS	1	$115,000	$115,000
00101	Construction Surveying	LS	1	$91,500	$91,500
00110	Clearing and Grubbing	LS	1	$4,000	$4,000
00120	Regular Excavation	CY	2,550	$36	$91,800
00125	Grading	LS	1	$6,500	$6,500
00585	Underdrain UD-2	LF	200	$15	$3,000
00588	Underdrain UD-4	LF	700	$12	$8,400
00595	Outlet Pipe	LF	0	$20	$0
00596	Endwall EW-12	EA	1	$390	$390
01152	15" Conc. Pipe	LF	150	$60	$9,000
01182	18" Conc. Pipe	LF	300	$85	$25,500
01242	24" Conc. Pipe	LF	200	$100	$20,000
01302	30" Conc. Pipe	LF	0	$140	$0
06818	Drop Inlet DI-3B, L=6'	EA	6	$3,500	$21,000
09056	Manhole MH-1 or 2	LF	0	$650	$0
10099	Aggr. Matl. No. 21A or 21B	TON	1,150	$26	$29,900
10610	Asphalt Concrete Ty. IM-19.0A	TON	300	$80	$24,000
10628	Flexible Pave. Planing 0"-2"	SY	2,400	$16	$38,400
10635	Asphalt Concrete Ty. SM-9.5A	TON	400	$120	$48,000
10642	Asphalt Concrete Ty. BM-25.0A	TON	600	$105	$63,000
12020	Std. Curb CG-2	LF	400	$20	$8,000
12022	Radial Curb CG-2	LF	650	$26	$16,900
12600	Std. Comb. Curb & Gutter CG-6	LF	800	$20	$16,000
12610	Rad. Comb. Curb & Gutter CG-6	LF	650	$30	$19,500
12920	Entrance Gutter CG-9B	SY	0	$70	$0
13108	CG-12 Detectable Warning Surface	SY	40	$250	$10,000
13114	Entrance Gutter CG-13	SY	100	$80	$8,000

Concept Level Construction Cost Estimate

Gordonsville, Virginia

Alternative I: North High Street Intersection (Roundabout)

(printed) 06/18/13

Item Code	Description	Unit	Rounded Quantity	Unit Price	Amount
13220	Hydr. Cement Conc. Sidewalk 4"	SY	450	$45	$20,250
13510	Directional Island Curb SI-3	LF	450	$40	$18,000
13520	Retaining Wall RW-2	CY	100	$867	$86,700
14100	Removal of Sidewalk and Entrance	SY	100	$20	$2,000
14120	Removal of Comb. Curb and Gutter	LF	1,200	$15	$18,000
24265	NS Maintenance of Traffic	LS	1	$100,000	$100,000
24430	Demo. of Pavement (Flexible)	SY	250	$20	$5,000
24535	NS Adjust Exist. Manhole	EA	0	$600	$0
24801	NS Remove Exist. Drop Inlet	EA	0	$400	$0
24834	NS Adjust Exist. Drop Inlet	EA	1	$500	$500
27022	Topsoil Class B 2"	ACRE	0	$15,000	$5,720
27300	Sod	SY	1,850	$10	$18,500
51910	Sawcut	LF	1,050	$16	$16,800
60403	Concrete Class A3	CY	90	$750	$67,500
85011	NS Stormwater management facility	LS	1	$6,000	$6,000
85011	NS Erosion and Sediment Control	LS	1	$2,500	$2,500
85011	NS Pavement Marking	LS	1	$24,534	$25,000
85011	NS Traffic Signage	LS	1	$21,000	$21,000
85011	NS Utility Relocation	LS	1	$56,500	$56,500
85011	NS Right of Way	LS	1	$30,924	$31,000

Subtotal (without Mobilization & Construction Surveying)		$973,000
Mobilization & Construction Surveying		$206,500
Contingency	35%	$341,000
Total, Construction		**$1,521,000**
Engineering Cost	25%	$381,000
Total Project Cost		**$1,902,000**

Concept Level Construction Cost Estimate

Gordonsville, Virginia

Alternative 2: North High Street Intersection (Conventional Intersection)

(printed) 06/18/13

Item Code	Description	Unit	Rounded Quantitiy	Unit Price	Amount
00100	Mobilization	LS	1	$100,000	$100,000
00101	Construction Surveying	LS	1	$74,500	$74,500
00110	Clearing and Grubbing	LS	1	$3,000	$3,000
00120	Regular Excavation	CY	1,400	$36	$50,400
00125	Grading	LS	1	$6,000	$6,000
00585	Underdrain UD-2	LF	0	$15	$0
00588	Underdrain UD-4	LF	650	$12	$7,800
00595	Outlet Pipe	LF	0	$20	$0
00596	Endwall EW-12	EA	0	$390	$0
01152	15" Conc. Pipe	LF	0	$60	$0
01182	18" Conc. Pipe	LF	150	$85	$12,750
01242	24" Conc. Pipe	LF	100	$100	$10,000
01302	30" Conc. Pipe	LF	0	$140	$0
06818	Drop Inlet DI-3B, L=6'	EA	3	$3,500	$10,500
09056	Manhole MH-1 or 2	LF	0	$650	$0
10099	Aggr. Matl. No. 21A or 21B	TON	1,000	$26	$26,000
10610	Asphalt Concrete Ty. IM-19.0A	TON	300	$80	$24,000
10628	Flexible Pave. Planing 0"-2"	SY	3,700	$16	$59,200
10635	Asphalt Concrete Ty. SM-9.5A	TON	500	$120	$60,000
10642	Asphalt Concrete Ty. BM-25.0A	TON	550	$105	$57,750
12020	Std. Curb CG-2	LF	450	$20	$9,000
12022	Radial Curb CG-2	LF	150	$26	$3,900
12600	Std. Comb. Curb & Gutter CG-6	LF	1,000	$20	$20,000
12610	Rad. Comb. Curb & Gutter CG-6	LF	550	$30	$16,500
12920	Entrance Gutter CG-9B	SY	50	$70	$3,500
13108	CG-12 Detectable Warning Surface	SY	30	$250	$7,500
13114	Entrance Gutter CG-13	SY	100	$80	$8,000

Concept Level Construction Cost Estimate

Gordonsville, Virginia

Alternative 2: North High Street Intersection (Conventional Intersection)

HNTB

(printed) 06/18/13

Item Code	Description	Unit	Rounded Quantitiy	Unit Price	Amount
13220	Hydr. Cement Conc. Sidewalk 4"	SY	400	$45	$18,000
13510	Directional Island Curb SI-3	LF	250	$60	$15,000
13520	Retaining Wall RW-2	CY	100	$867	$86,700
14100	Removal of Sidewalk and Entrance	SY	100	$20	$2,000
14120	Removal of Comb. Curb and Gutter	LF	850	$15	$12,750
24265	NS Maintenance of Traffic	LS	1	$80,000	$80,000
24430	Demo. of Pavement (Flexible)	SY	300	$20	$6,000
24535	NS Adjust Exist. Manhole	EA	0	$600	$0
24801	NS Remove Exist. Drop Inlet	EA	0	$400	$0
24834	NS Adjust Exist. Drop Inlet	EA	1	$500	$500
27022	Topsoil Class B 2"	ACRE	0	$15,000	$3,353
27300	Sod	SY	1,100	$10	$11,000
51910	Sawcut	LF	1,000	$16	$16,000
60403	Concrete Class A3	CY	20	$750	$15,000
85011	NS Stormwater management facility	LS	1	$6,000	$6,000
85011	NS Erosion and Sediment Control	LS	1	$2,000	$2,000
85011	NS Pavement Marking	LS	1	$27,198	$27,500
85011	NS Traffic Signage	LS	1	$14,000	$14,000
85011	NS Utility Relocation	LS	1	$56,500	$56,500
85011	NS Right of Way	LS	1	$25,617	$26,000

Subtotal (without Mobilization & Construction Surveying)		$795,000
Mobilization & Construction Surveying		$174,500
Contingency	35%	$279,000
Total, Construction		**$1,249,000**
Engineering Cost	25%	$313,000
Total Project Cost		**$1,562,000**

Concept Level Construction Cost Estimate

Gordonsville, Virginia

North High Street Intersection

(printed) 06/18/13

Assumptions:

1 Reflects estimated pavement section of 2" SM, 2" IM, 6" BM over 12" 21 A or B base course.
2 Contingency includes costs related to erosion and sediment control, miscellaneous items, and aspects of work unidentified or unquantified to date.
3 Costs do not include VDOT administrative costs, financing, or staffing.
4 Estimate reflects development of preliminary design work products as of the date shown.
5 Estimate does not include the environmental mitigation measures.
6 Assumes compliance with current state statutes and DCR regulations regarding storm water management.
7 Assumes no lighting improvements.
8 Assumes all existing features to remain are ADA compliant.
9 Assumes that design waivers and design exceptions for the proposed layout will be approved by VDOT, as needed.
10 Retaining Wall, average height 4.5'
11 For NS Pavement Marking: Ty. B CL IV Pave. Line Mark 4" 4.5$ per LF for pavement marking and 220$ per arrows

Roundabout specific:

12 For NS Traffic Signage: 60 signs 30"X30" 40$ per square feet raise by 1.4 to account for ground mount sign post
13 NS Utility Relocation: 1200 to relocate fire hydrant, 1300 to adjust water manhole, 15000 to relocate utility pole
14 NS Right of Way: 75000 per acre and raise by 1.3 to account for temporary easement. R/W take from Church 7645 SF and from School 6175 SF

Conventional Intersection Improvement specific:

15 For NS Traffic Signage: 40 signs 30"X30" 40$ per square feet raise by 1.4 to account for ground mount sign post
16 NS Utility Relocation: 1200 to relocate fire hydrant, 1300 to adjust water manhole, 15000 to relocate street lighting pole, 8000 to relocate telephone line pole
17 NS Right of Way: 75000 per acre and raise by 1.3 to account for temporary easement. R/W take from Church 5160 SF and from School 6290 SF

Appendix G
Stakeholder Meeting Minutes – Review of Alternative Layouts

Gordonsville Intersections Improvement Study – Stakeholder Meeting #3: Concept Review	
ATTENDEES: see attachment	MEETING DATE: 2013-05-14 LOCATION: Town Hall, Gordonsville, VA
MEETING PURPOSE: Alternative Concept Review and to receive input from adjacent property owners	
ATTACHMENTS / HANDOUTS: Meeting Sign-in Sheet Concept Plans	

MEETING NOTES

Introduction

- Dan Painter, the VDOT project manager, briefly explained the remaining procedure of this study. This would be the last stakeholder meeting to receive inputs. After that, concept plans of the proposed alternatives will be submitted to the Town Council for review, vote and approval.

South High Street Intersection

Alternative 1 – Roundabout

- Rob Brander, the consultant project manager, recapped Alternative 1 – a roundabout with an inscribed diameter of 125 feet.
- Dan and Jim Bradley were concerned about the approach alignment of Martinsburg Avenue. The approach seemed too flat, and almost like a straight through. Rob indicated that the approach alignment would be adjusted to increase the curvature of this approach.
- Ms. Shelly Preddy did not like the closure of her parcel access to Martinsburg Avenue. Dan suggested that the two parcels (BBQ and Shelly's parcel) could be internally connected. Shelly mentioned that drivers could not drive from BBQ entrance to access her property because of the grading.

Shelly further expressed that she and her husband do not want to lose the entrance on Martinsburg Avenue. Dan and Rob said if the entrance remains, it had to be a right-in/right-out (RIRO) due to the access management requirement. Dan suggested a cut-off near the intersection at South Main Street. Rob suggested a RIRO entrance on Martinsburg Avenue and a two-way access on South Main Street.

Shelly mentioned that most drivers access the parcel from Martinsburg Avenue and egress the parcel onto South Main Street. Shelly asked if we could move the BBQ entrance further south so that two entrances are not too close. Rob responded that this would make the too close to the NB Martinsburg Avenue entrance and might confuse drivers. Dan said VDOT would maintain the entrance and would look at the option of shifting the BBQ entrance.

- Jim asked about the pipe issue near the track. Dan responded that it has not been looked at, but would review it during the engineering stage.

- Allen asked what the blue areas on the plan represent. Rob responded that these areas represented concrete pedestrian islands. If desired, they could be green spaces. Jim said green spaces would match the streetscape plan. Dan also prefers green spaces. Sabrina mentioned that the town would be willing to maintain the green space. The drawing will be updated to include green space.

- Dan emphasized the sidewalk would be only be installed in the project area as this is not a sidewalk project. Rob explained that the design would be compatible to allow for future extension of sidewalks per the town's sidewalk plan.

Alternatives 2 and 2A – Conventional Intersection

- Rob reviewed Alternative 2. The Stonewall Avenue access would be closed as the spacing between Stonewall and Martinsburg Avenues are too close and does not meet current spacing requirements.

- Rob understood the concern of local residents in regards to the accessibility of emergency vehicles from Stonewall Avenue approach. He explained Alternative 2A, which would maintain the inbound access to Stonewall Avenue.

- Jim was concerned that drivers would still try to make left turns from the right turn channelization in Alternative 2A. The possibility of providing full access for Stonewall Avenue was discussed. Rob indicated that due to the approach alignments of each roadway the drivers' line of sight may be poor. HNTB will explore the possibility of providing full access for Stonewall Avenue.

- Kelly mentioned that Stonewall Avenue was the only easy access for fire and rescue vehicles. Noble Avenue is not easy for trucks and has a very difficult turn for large fire and rescue vehicles. Jim further emphasized that closing this access would affected the entire sub-division, not just the houses on Stonewall Avenue.

- Jim questioned this alternative from the safety perspective. He believed it would be less safe than the existing configuration. Clay Corbin believed that the proposed Alternative 2A would be a very dangerous intersection. It would encourage drivers to speed, as it has the appearance of a wide-open roadway. He understood that the wider the road is, the faster people drive.

- Clay also mentioned that the current stop bar location on High Street was too far back and the proposed crosswalk would move it farther back. If two trucks from NB Martinsburg Avenue stop in the left turn bay, they would block the sight of the vehicles on High Street. Dan suggested not putting crosswalk on High Street, and have the pedestrians loop around the intersection. Rob indicated that if the crosswalk is moved closer to the intersection, it would increase the crossing distance.

- Dan asked if the minimum radius is used in this alternative. Rob confirmed that it was the minimum for truck turning movements. Dan asked Rob to check if it is possible to tighten up this alternative.

- Jim believed that the existing one was safer than these two options, and the roundabout option would solve all concerns.

North High Street Intersection

Alternative 1 – Roundabout

- Rob reviewed this alternative:

    - The church egress driveway would be closed as the spacing between the egress driveway and the intersection does not meet standard. A potential modification to the parking area was shown conceptually. It would be refined with the coordination of the church when the design process is carried forward.

    - Sidewalks would be constructed around the roundabout.

    - The commercial plaza entrance would be modified with a diverter island to encourage drivers to turn right. The plaza would not lose any parking space.

    - A retaining wall along the edge of the ball field would minimize the land impact.

- Allen strongly expressed his preference for this alternative. Entering traffic will yield to the circulating traffic.

- Jim liked the sidewalk and crosswalk configuration.

Alternative 2 – Conventional Intersection

- Rob explained this alternative:

  - Land impacts would be not as much as Alternative 1.
  - The church driveway would be closed as the spacing between the egress driveway and the intersection does not meet standard. A potential modification to the parking area was shown conceptually. It would be refined with the coordination of the church when the design process is carried forward.

- Doug said this alternative would have slightly less land impact, but without the same benefits as the roundabout alternative.
- Allen, Jim and Clay all believed that the left turn bay would free the through movement from any delays caused by left turning traffic. The free movement could lead to increase of travel speeds. Jim stated that the roundabout alternative would be a traffic calming measure.
- Allen expressed concerns regarding the loss of the deceleration lane. That was a part of the development package requested by VDOT to obtain the approval of the original site development. He asked if it was feasible to add a right-turn bay in this alternative. Rob and Dan responded that it would be possible and the drawing would be updated. As the design is carried forward, ROW and utilities will be examined in detail to determine exact impacts.
- Allen also mentioned that this option will likely need signalization, if the area behind the shopping area is developed. Dan responded that the developers would be responsible for the transportation improvement caused by their development.
- Dan indicated that the cost of roundabout would be significantly higher than this alternative.
- Clay mentioned that the main roundabout in the town is working fine and it serves more traffic than this intersection. Jim stated that T-intersection would only address the short term needs of the intersection, whereas the roundabout would address both short and long term needs.
- Allen asked if the turning radius was sufficient for truck trailers. Rob responded that the radius had been tested for WB-62 trucks and he presented the AutoTurn diagrams. Allen felt the radius was still too tight for trucks. His reasoning is that a car on the High Street approach may not stop at the stop bar, but cross over the stop bar. This would make it more difficult for a tractor-trailer to navigate the turn. Rob said the refuge island in the southwest quadrant could be shifted to the west, modifying the design.
- Allen expressed his concern of losing the deceleration lane and further worried that the entrance would be taken away in the future because of this. Dan said that this was unlikely.
- Allen also emphasized that the sidewalk around the roundabout is preferred as it increases the safety of the school and students. Rob said the design would make sure all the alternatives would be compatible with the potential sidewalk plan.

Wrap-Up

Selection of Preferred Alternative

- Dan called for a vote on the preferred alternative at both locations. All attendees voted for the roundabout options at both locations.

Other items

- Jim asked about the possibility of removing the stop sign at the existing roundabout in the town. Dan responded that VDOT is in the process of examining potential improvements to identify appropriate solutions.

Next Steps

- HNTB will revise the drawings based on the comments received from the stakeholders in preparation for the submittal of the drawings to the Town (Debbie Kendall) for their preparation of the package for the Town's council meeting.
    - Alternative 2A at South High Street would be dropped as it does not provide full access for Stonewall Avenue. HNTB will develop an alternative that provides Stonewall Avenue with full access.

Appendix E

Gordonsville Bypass Plan

II. Gordonsville Bypass Plan

The Town of Gordonsville has existed as a crossroads since the beginning of settlement in the Virginia upcountry. Early on major Native American trading and migration routes crisscrossed here. While the town settlement remains small, the amount of traffic on US Highways 15 and 33, and on State Route 231, keeps Gordonsville's road system busy. Its strategic location halfway between Fredericksburg, Charlottesville, and Richmond and the Shenandoah Valley guarantee that Gordonsville has more roles to play in traffic movement in Piedmont Virginia in the 21st century.

Orange County surrounds Gordonsville on the North, West and South. Louisa County is its southern boundary and Albemarle County lays a stone's throw from the town. This combination of location and traffic patterns puts Gordonsville in a highly visible spot for future growth. The County encourages development along its major corridors and the Gordonsville Town Council is in support of economic growth and viable efficient traffic patterns.

Local industrial traffic originates at nearby industrial /commercial sites, notably Von Holzbrinck, Hafner LLC, and Klockner-Pentaplast. Louisa County has situated two cogeneration plants on its border with Orange County/Town of Gordonsville. The town also receives traffic from Interstate 64/US 15N, and US 33 from its crossroads with US 29 at nearby Ruckersville. This, plus local business, tourist and agricultural traffic, has stretched the roadway resources of Gordonsville to its limits.

The once-busy downtown of Gordonsville has experienced a cosmetic and economic revitalization in recent years. This downtown section includes the Gordonsville railway crossroads as a longstanding reminder of the town's rich railroad heritage. In the past century the town became the "fried chicken leg capital of the US" when women offered the delicacy from platters balanced on their heads to railway passengers. This historic vignette is only one example of a Town that is an integral part of Virginia's antebellum history. Many examples of antebellum architecture also remain in Gordonsville, most notably the restored Exchange Hotel, which served as a Civil War hospital, and is now a local tourist attraction.

Population and traffic counts play a major role in demonstrating the character and profile of the Town. The Town has been experiencing a large increase in the number of through-trucks traveling on Main Street. In 1997 VDOT traffic counts revealed that 3% of vehicles counted per day on Main Street were one-trailer trucks. In 1999, that percentage jumped to 9%. A recent survey of businesses in Orange County revealed that 10 out of 25 respondents indicated their trucks use Route 15 to access Interstate 64. These local industries include Hafner LLC, Klockner, Colvin Motor Lines and Zamma Corporation. Zamma alone has indicated they can run up to 15 tractor-trailer trucks per day, and their location in Lee Industrial Park is such that they must travel through the town in order to get to Interstate 64. The Wal-Mart distribution center located on Route 15 at Zions Crossroads in Louisa County is also expected to have an impact on truck traffic in the Town of Gordonsville. It is projected that 9 percent of the truck trips generated by this facility will use Route 15 northbound through the town. This facility will initially generate approximately 600 trailer truck trips per day with long-term plans to expand to 1,150 trucks trips per day.

In addition to the increase in the amount of commercial truck traffic utilizing Main Street in town, general vehicle traffic reached 13,950 daily (as measured at the traffic circle). Traffic on Main Street alone measured 7,900 vehicles/day by the end of 2000. The draft Main Street truck traffic study recently completed for the Town by the Rappahanock Rapidan Regional Commission indicates that given the need to ensure the safety of Main Street residents and business patrons, coupled with the continuing efforts to enhance and preserve the character of historic downtown, the time is ripe for developing both short- and long-term solutions to the increasing vehicle and truck traffic traveling through town.

In failing to address the impact of truck traffic as yet, the Town was denied a CDBG block grant for $750,000 to further Main Street revitalization. The issue of increased truck traffic was identified through the grant review process as being responsible for much of the deterioration of Main Street the grant sought to reverse. Had the application been successful, the money would have gone towards much needed street level improvements and refurbishments of up to 27 deteriorating structures along Main Street.

Short-term solutions

Several short-term measures to address the truck problem have been initiated and remain in place. First, truck traffic has been re-directed to High Street from Main Street. Crosswalks and signage were repositioned to accommodate the most-used crossings along Main Street, and enhanced for visibility. Extensive signage also was added. The roadway was re-marked and eight parking spaces were eliminated along Main Street to improve visibility south of the CSX trestle. At-grade railroad crossings on High Street were smoothed for easier passage of vehicles, including the redirected trucks. Increased policing of traffic laws, including speed limits, weight limits and safety inspection enforcement, has improved compliance with the new traffic configurations.

On July 19, 1999 the Gordonsville Town Council unanimously enacted a resolution calling for commencement of alternate route planning by VDOT, and on February 20, 2001, a resolution was passed calling for a reduction in speed limits from 35 mph to 25 mph from the traffic circle to the CSX trestle.

After a series of public hearings, the town has adopted a resolution rerouting all through trucks from the downtown area to High Street. Originally, the town sought to ban commercial vehicles (26,000 pounds and greater) from Main Street, but has since prohibited all trucks downtown.

Meanwhile, the town continues to pursue alternative routes for the increasing truck traffic, including re-routing trucks to Klockner Road. Additionally, the town has asked VDOT to examine engineering issues including improving the turning radii at the northern and southern ends of High Street (T-1006).

The Town intends to continue to focus on streetscape enhancements, including landscaping, lighting, bicycle and pedestrian access, parking, signage and aesthetics throughout the Town.

Long Term Solutions

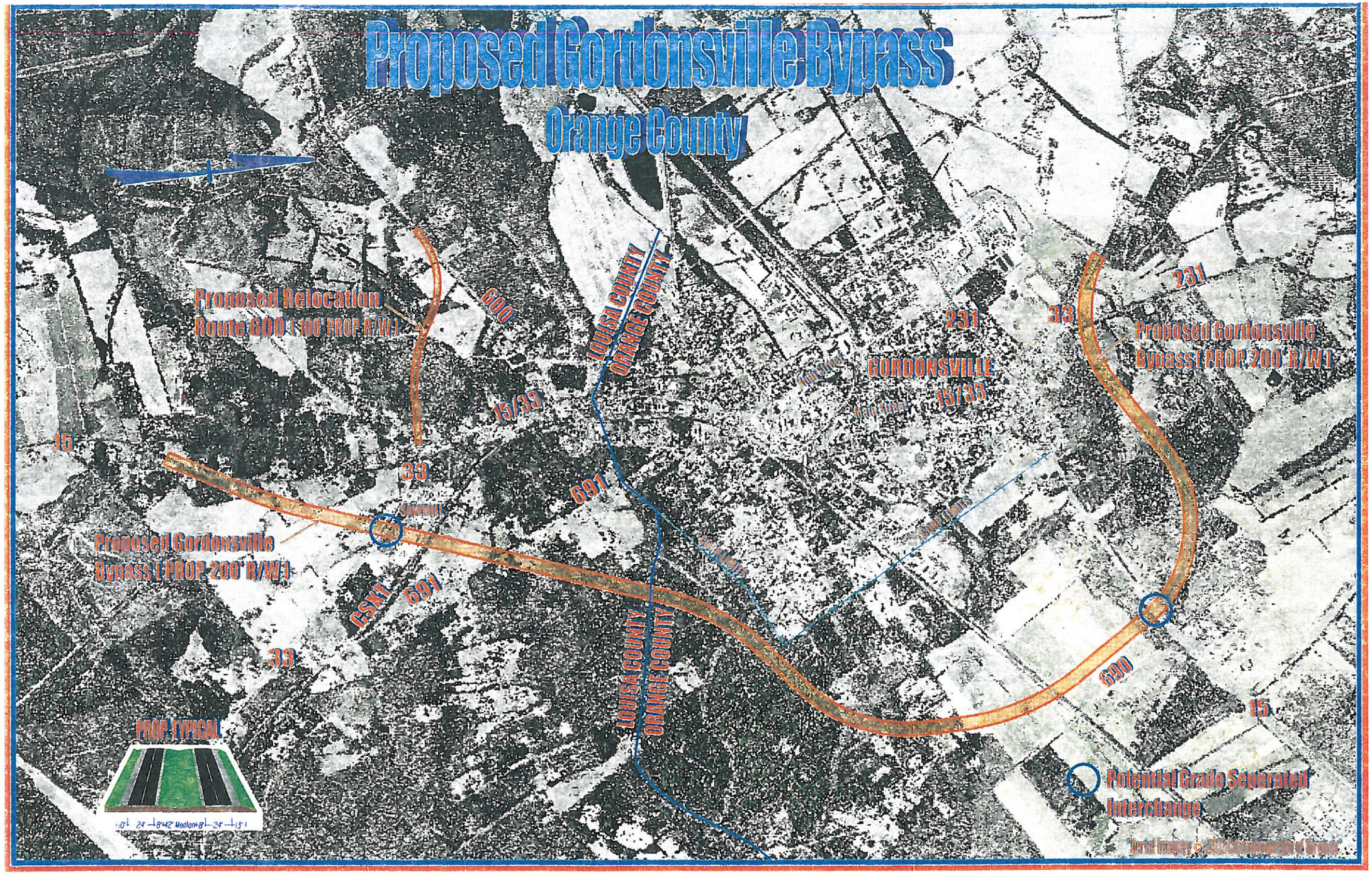
Recently the Orange County Planning Commission and the Gordonsville Town Council have begun to work with VDOT on long-term solutions to this heavy increase of traffic, particularly truck traffic. The recommended alignment of the Gordonsville Bypass as shown on the attached map begins on Route 33 to the west of the traffic circle and traverses to the northeast and then southeast, crossing Route 15 just south of Route 690 and then reconnecting with Route 15 in Louisa County just south of the Route 33/ Route 15 intersection. It is also recommended that a portion of Klockner Road be realigned to connect to the existing Route 33/Route 15 intersection to provide a more direct connection between Route 231 and Route 33 as shown on the attached map. This long-range upgrade will be accomplished alongside existing short-term solutions. At the request of the County, this alignment was developed by the Virginia Department of Transportation Culpeper District Office Location and Design section and the Transportation Planning Division in Richmond after a series of meetings conducted with staff and elected officials from Orange and Louisa Counties. The recommended alignment is expected to have the least amount of impact on existing and proposed development. The proposal has been reviewed by the Gordonsville Bypass Committee and is supported by all parties. The proposed alignment location has also been coordinated with Louisa County officials. It is expected that Louisa County will propose a comprehensive plan amendment recommending the proposed alignment in their jurisdiction.

The proposed Gordonsville Bypass corridor includes grade separated interchanges at the Route 15 intersection north of the traffic circle and the Route 33 intersection east of town in Louisa County. By limiting access to this roadway corridor, new commercial retail development would be denied, even at interchanges, leaving new growth to occur in and adjacent to the Town of Gordonsville. This type of coordinated land use and access planning will avoid the creation of a new strip commercial roadway and a later congested roadway.

Implementation

At the October 7, 2003 VDOT public comment meeting on the Six-Year Transportation Plan, Orange County reported to the Commonwealth Transportation Board that the development of a bypass around the Town of Gordonsville is its top priority. The next steps to be taken to implement this plan are as follows:

Request preliminary engineering (PE) funds for Bypass location	October 2003
Amend Orange County Comprehensive Plan to include the Gordonsville Bypass Plan	December 2003
Request VDOT location public hearing	Spring 2004
Request funds for right-of way acquisition and construction	Fall 2004



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Appendix F

Town of Gordonsville
Airport Layout Plan

GORDONSVILLE MUNICIPAL AIRPORT
GORDONSVILLE, VIRGNIA

AIRPORT LAYOUT PLAN

DOAV: XXXXXXX

HANSON JOB No.: 07A0160

Prepared for

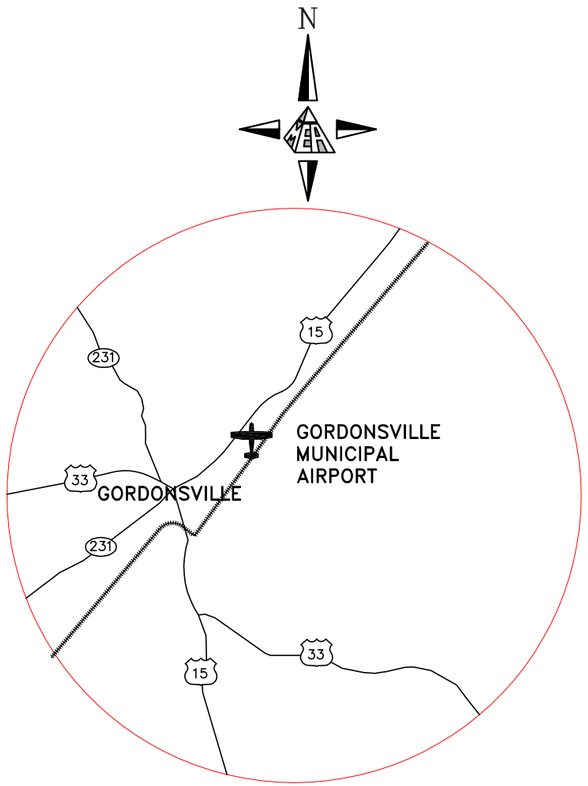
TOWN OF GORDONSVILLE

by

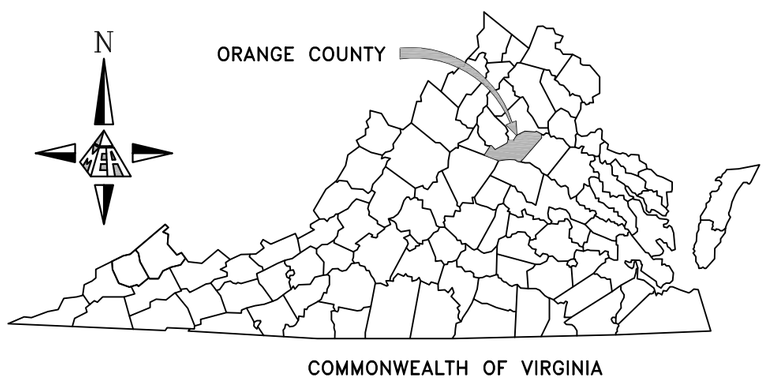
HANSON

12010 WEXWOOD DRIVE
RICHMOND, VA 23236

APRIL 22, 2008



VICINITY MAP
N.T.S.

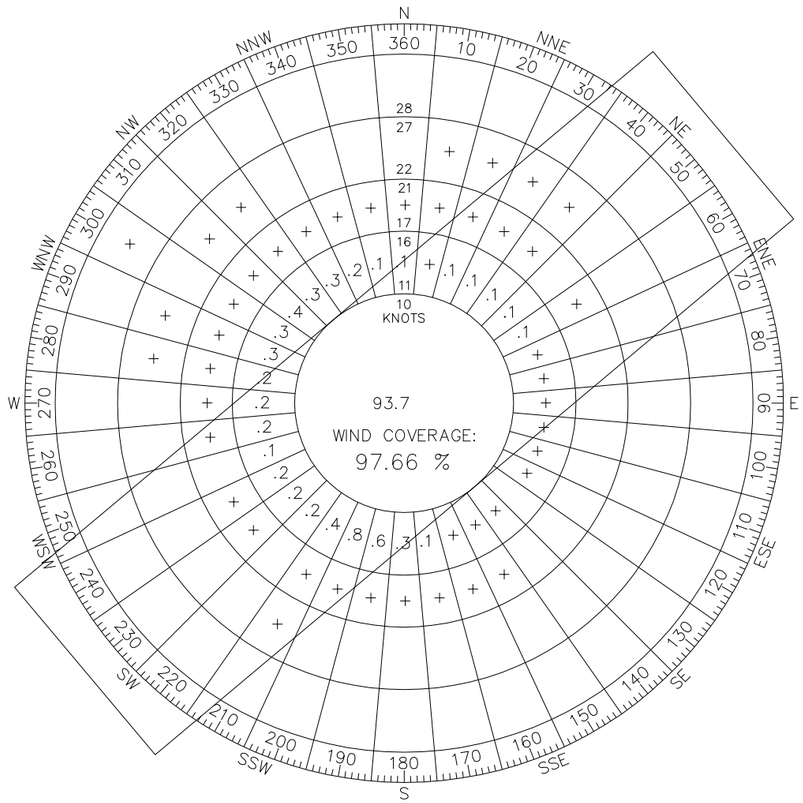


LOCATION MAP
N.T.S.

INDEX OF DRAWINGS

SHEET NO.	TITLE
1	COVER SHEET
2	AIRPORT LAYOUT PLAN
3	AIRPORT AIRSPACE PLAN AND PROFILE
4–6	INNER PORTION OF THE APPROACH SURFACE PLAN & PROFILE
7	TERMINAL AREA PLAN
8	LAND USE PLAN PLAN
9	AIRPORT PROPERTY MAP

APPROVALS	
COMMONWEALTH OF VIRGINIA DEPARTMENT OF AVIATION	
BY: _____	
TITLE: _____	DATE: _____
TOWN OF GORDONSVILLE	
BY: _____	
TITLE: _____	DATE: _____



WIND COVERAGE (PERCENT)	
RUNWAY	10.5 KTS=12 MPH
RUNWAY 5–23	97.66

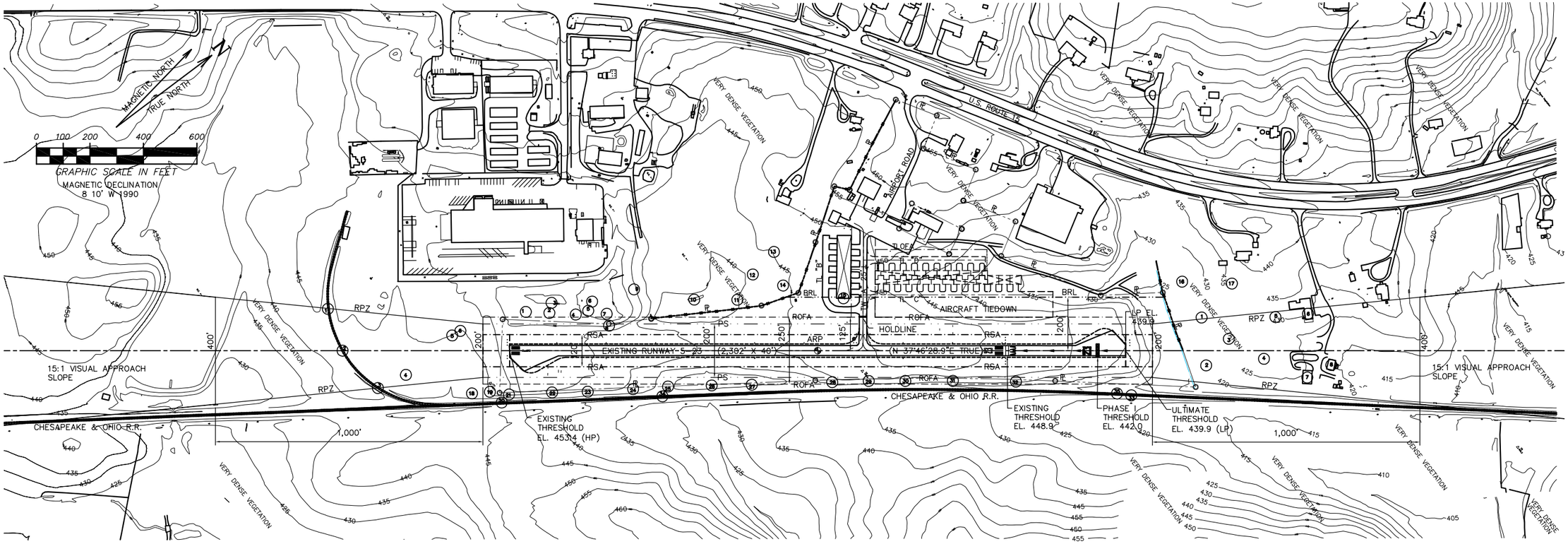
SOURCE: NATIONAL CLIMATIC CENTER, ASHVILLE, NC
STATION: CHARLOTTESVILLE, VA
PERIOD: 1998–2007

PRELIMINARY

MAY 9, 2008

FILE NAME
COV.DWG
SHEET
1 OF 9

I:\07jobs\07A0160\cad\DWGS\ 07A0160 COV.dwg May 09, 2008 - 11:20am Fraser01305



LEGEND		
DESCRIPTION	SYMBOL	
	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT		SAME
PROPERTY LINE	P	SAME
BUILDING RESTRICTION LINE	BRL	SAME
RUNWAY SAFETY AREA	RSA	SAME
RUNWAY OBJECT FREE AREA	ROFA	SAME
TAXIWAY OBJECT FREE AREA	TOFA	SAME
PRIMARY SURFACE	PS	SAME
RUNWAY PROTECTION ZONE	RPZ	SAME
BUILDING		SAME
HANGAR		
CONTOUR LINES	450	SAME
OBSTRUCTION	1	

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND ULTIMATE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE COMMONWEALTH OF VIRGINIA DEPARTMENT OF AVIATION

NOTES:

1. THIS DOCUMENT WAS PREPARED FOR PLANNING PURPOSES ONLY AND TO DOCUMENT DEVELOPMENT FOR THE GORDONSVILLE MUNICIPAL AIRPORT.
2. REFER TO INNER PORTION OF APPROACH SURFACE DRAWING FOR DETAILS ON ANY CLOSE-IN APPROACH OBSTRUCTION.

RUNWAY DATA		
ITEM	RUNWAY 5-23	
	EXISTING	ULTIMATE
% WIND COVERAGE (10.5 KT.=12 MPH)	97.66	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL	SAME
PART 77 APPROACH CATEGORY	VISUAL	SAME
PART 77 APPROACH SLOPE	15:1	SAME
RUNWAY LENGTH AND WIDTH	2,302' X 40'	2,302' x 50'
RUNWAY PAVEMENT STRENGTH	12,500 LBS.	SAME
RUNWAY SURFACE TYPE	ASPHALT	SAME
RUNWAY SAFETY AREA	120' X 240'	SAME
RUNWAY OBJECT FREE AREA	2,502' X 250'	2,602' X 250'
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	BCS	SAME
RUNWAY EFFECTIVE GRADIENT	0.42%	SAME
RUNWAY HIGH POINT	451.2	SAME
RUNWAY LOW POINT	439.9	SAME
CRITICAL AIRCRAFT	Cessna 310	SAME

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	A-I	SAME
AIRPORT ELEVATION (MSL) (NGVD 88)	454'	SAME
AIRPORT REFERENCE POINT (ARP) (NAD 83):		
LATITUDE	38°09'21" N.	38°09'21" N.
LONGITUDE	78°10'00" W.	78°10'00" W.
MEAN DAILY MAX. TEMP. HOTTEST MONTH	86° F	86° F
AIRPORT ACREAGE:		
FEE SIMPLE	25.56 AC.	25.56 AC.
EASEMENTS	-	19.96
NPIAS SERVICE LEVEL	N.A.	SAME
DOAV SERVICE LEVEL	GA LOCAL	SAME

RUNWAY END DATA				
	EXISTING		ULTIMATE	
	RW 5	RW 23	RW 5	RW 23
TYPE INSTRUMENT APPROACH	VISUAL	VISUAL	SAME	SAME
NAVIGATIONAL & VISUAL AIDS	BAR VASI	BAR VASI	SAME	SAME
RUNWAY END COORDINATES	LAT 38°09'12.59"N	LAT 38°09'30.52"N	SAME	SAME
(NAD 1983)	LON 78°10'05.65"W	LON 78°09'47.94"W	SAME	SAME
RUNWAY END ELEVATION	453.4	439.9	SAME	SAME

DATE	REVISION	BY

GORDONSVILLE MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAV NO.: [TBD] FAA AIP NO. : [TBD]

HEI Project No. 08A0048
Filename 07A0160 ALP.DWG
Scale 1"=200'
Date 4/22/08

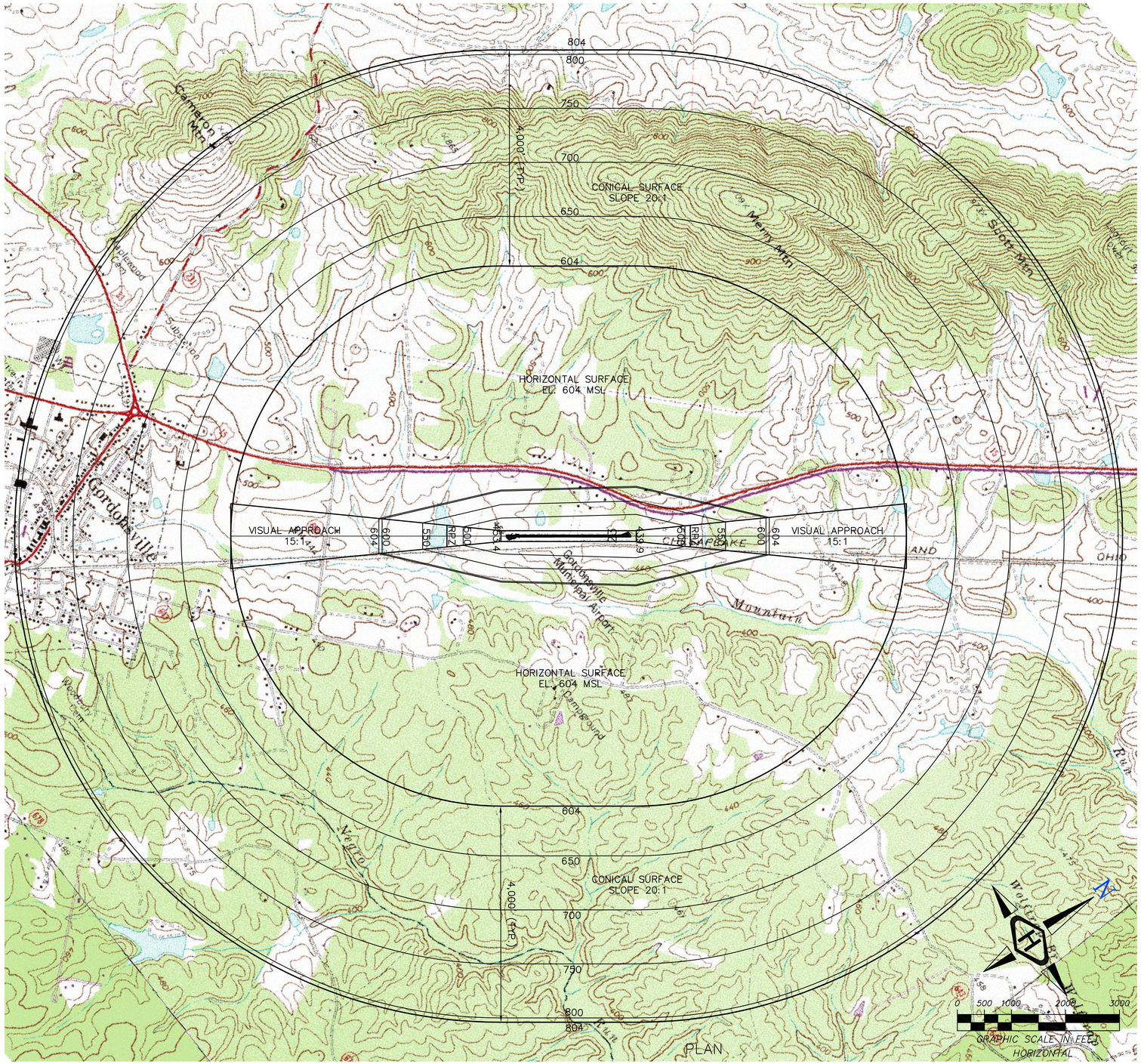
LAYOUT	RMD	4/22/08
DRAWN	RMD	4/22/08
REVIEWED	TH	

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

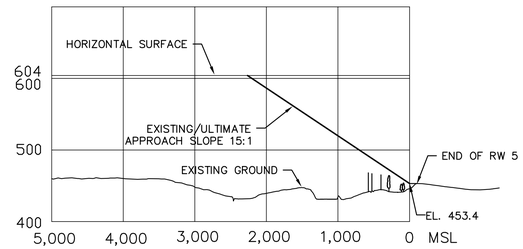
AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN

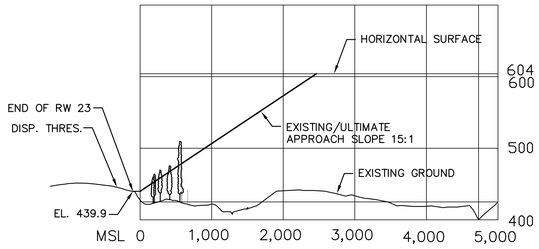
2



PLAN



RUNWAY 5 PROFILE



RUNWAY 23 PROFILE

REFER TO INNER PORTION OF APPROACH SURFACE DRAWING FOR DETAILS ON ANY CLOSE-IN APPROACH OBSTRUCTION FOR RUNWAY 5 AND RUNWAY 23

GRAPHIC SCALE IN FEET
VERTICAL

BY	REVISION	DATE

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAV NO.: [TBD] FAA AIP NO.: [TBD]

HEI Project No. 08A0048
Filename 07A0160_APP.DWG
Scale
Date

LAYOUT	
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AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
PLAN AND PROFILE

3

3 of 8 sheets

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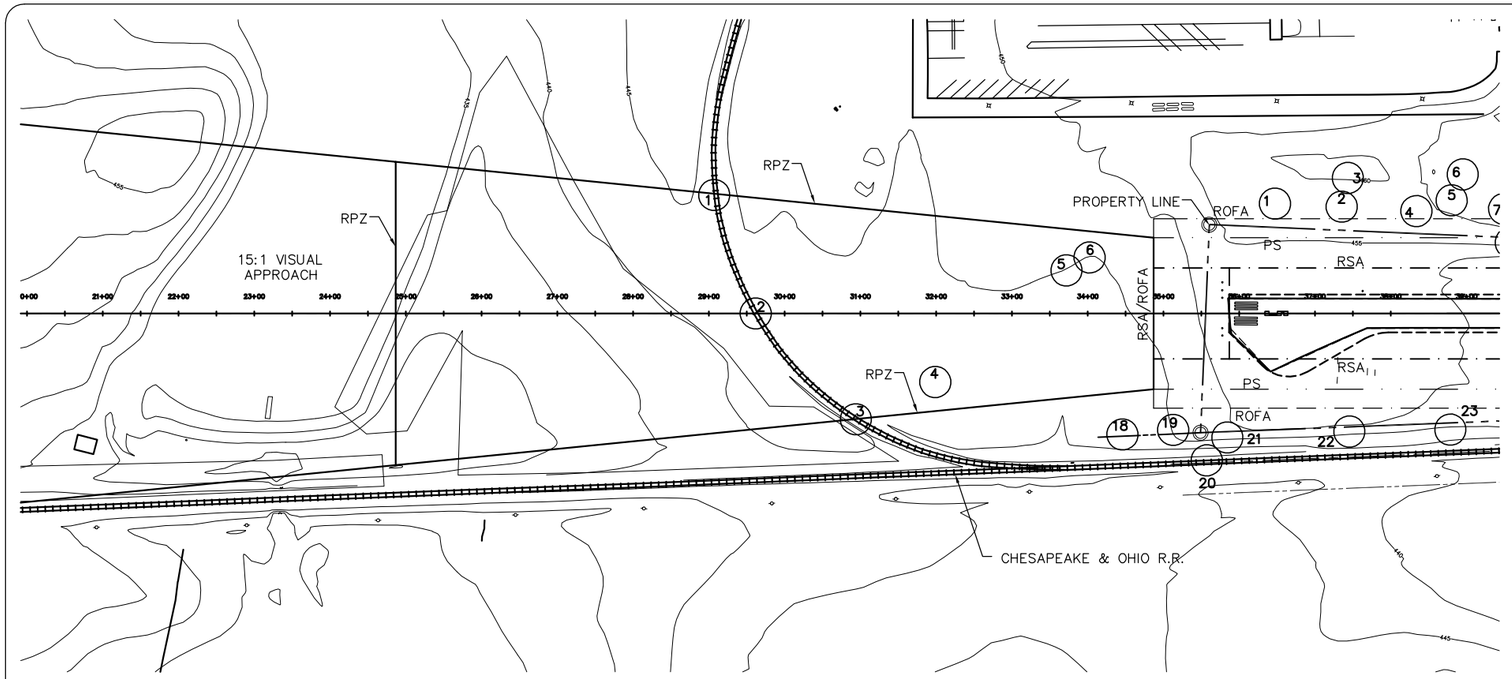
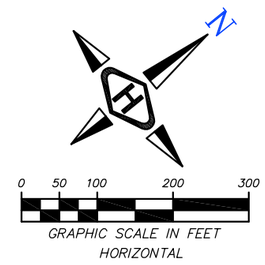
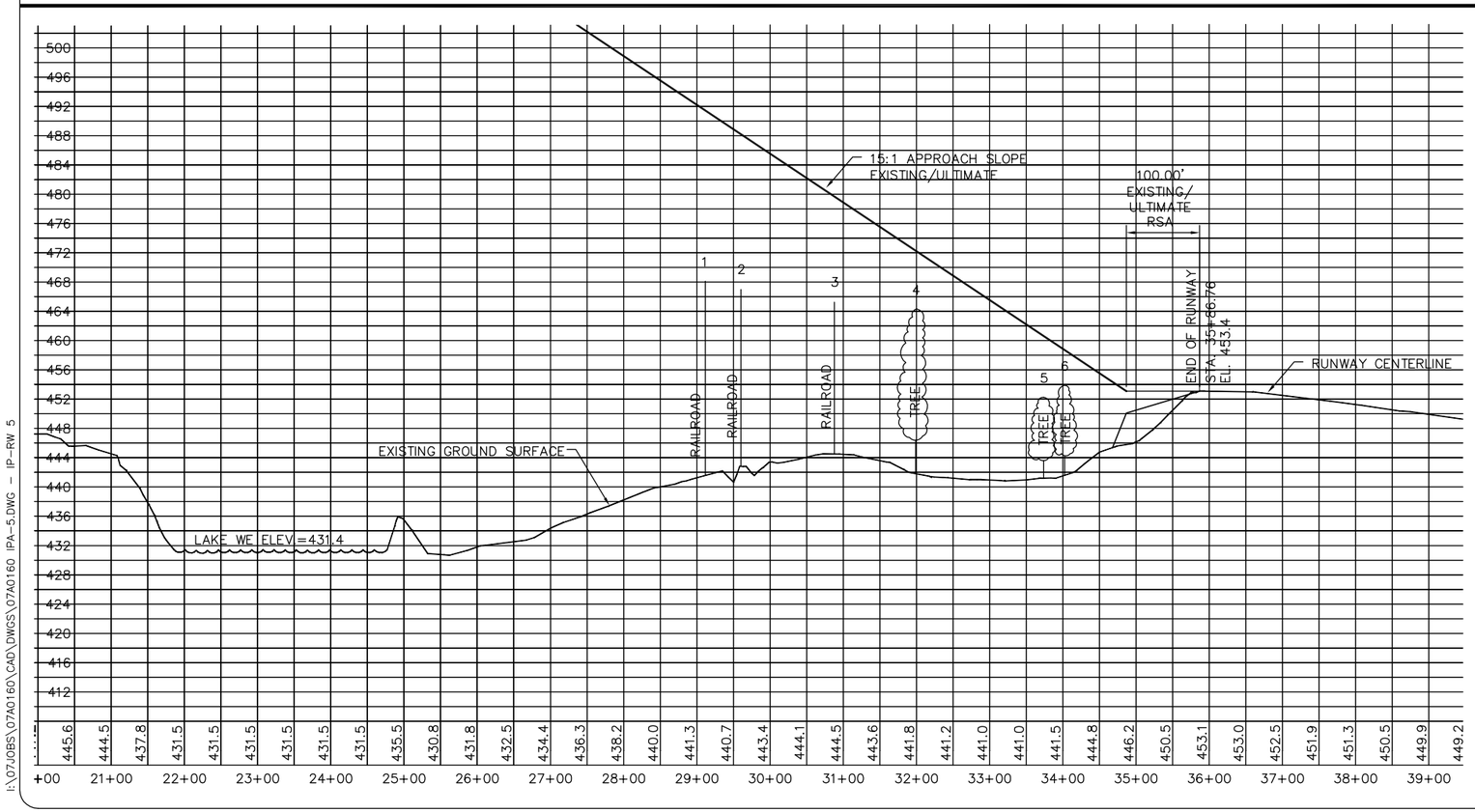




GRAPHIC SCALE IN FEET
HORIZONTAL



APPROACH TABLE

RUNWAY 5	EXISTING	ULTIMATE
TYPE OF APPROACH	VISUAL	VISUAL
PRIMARY SURFACE WIDTH	200'	200'
PRIMARY SURFACE EXTENSION	100' FROM END OF RUNWAY	100' FROM END OF RUNWAY
APPROACH SURFACE	200' X 1,200' X 5,000'	200' X 1,200' X 5,000'
RUNWAY PROTECTION ZONE (RPZ)	200' X 400' X 1,000'	200' X 400' X 1,000'
APPROACH SLOPE	15:1	15:1
TRANSITION SLOPE	5:1	5:1

OBSTRUCTION TABLE

OBJECT NO.	DESCRIPTION	STATION	CENTERLINE OFFSET (FT.)	TOP ELEV. (MSL)	FAR PART 77 (MSL)	APPR. SURF. PENET. (FT)	PROPOSED MITIGATION
1	RR	29+11.31	162.49 L	445.12+23	491	(–) 23	NONE
2	RR	29+60.11	0	440.00+23	488	(–) 25	NONE
3	RR	30+87.76	141.25 R	442.26+23	480	(–) 15	NONE
4	TREE	31+98.73	90.33 R	464.30	472	(–) 8	NONE
5	TREE	33+73.76	58.82 L	452.26	461	(–) 9	NONE
6	TREE	34+02.42	73.93 L	453.90	459	(–) 5	NONE
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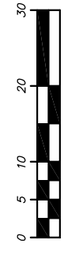
NOTE:

1. NEGATIVE (–) NUMBERS REPRESENT ELEVATIONS BELOW APPROACH SLOPE SURFACE. POSITIVE (+) NUMBERS REPRESENT ELEVATIONS ABOVE APPROACH SLOPE SURFACE.



GRAPHIC SCALE IN FEET
VERTICAL

DATE	REVISION	BY

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAC NO.: [TBD] FAA AIP NO. : [TBD]

HEI Project No. 08A0048
Filename 07A0160 IPA-5.DWG
Scale 1"=200' H, 1"=10' V
Date 4/22/08

LAYOUT	RMD	4/22/08
DRAWN	RMD	4/22/08
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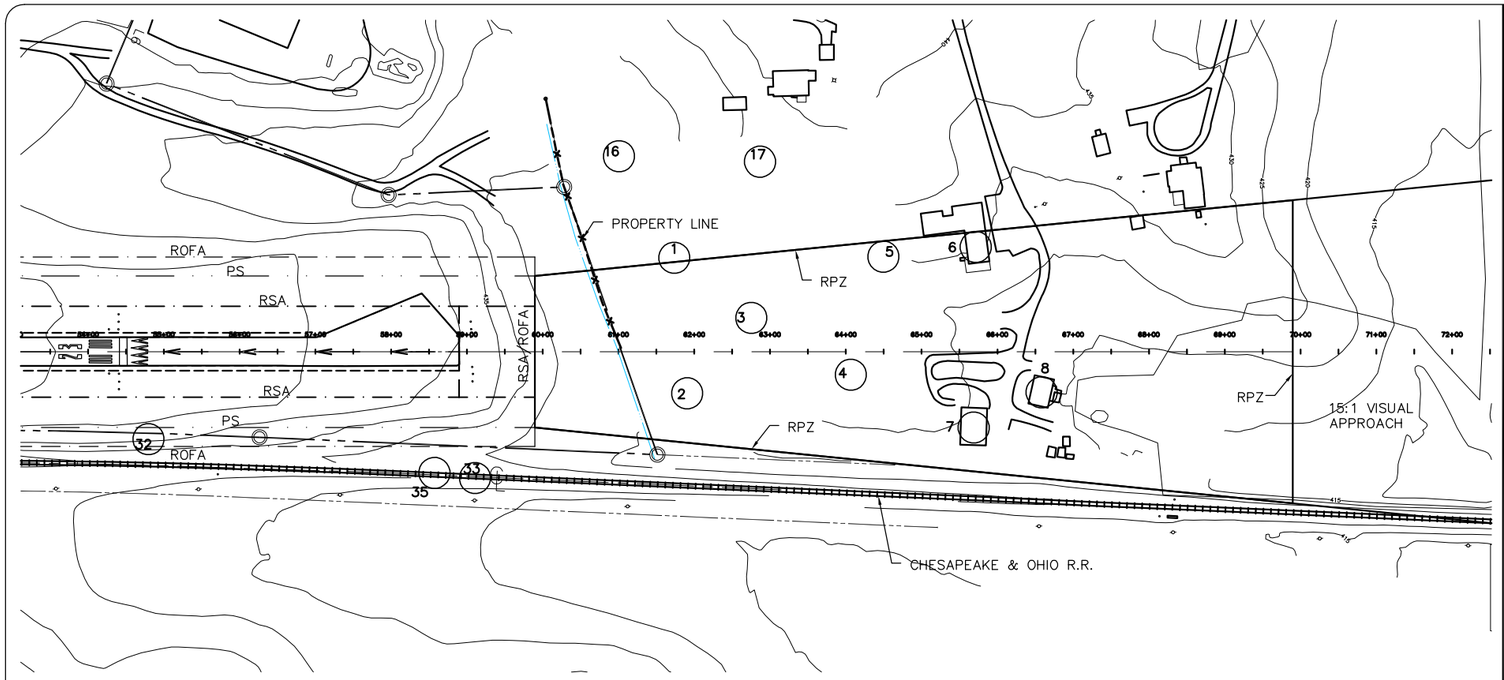
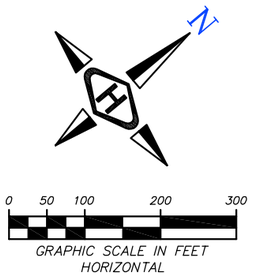
AIRPORT LAYOUT PLAN

INNER PORTION OF THE APPROACH SURFACE RUNWAY 5

4
4 of 9 sheets





APPROACH TABLE

RUNWAY 23	EXISTING	ULTIMATE
TYPE OF APPROACH	VISUAL	VISUAL
PRIMARY SURFACE WIDTH	200'	200'
PRIMARY SURFACE EXTENSION	100' FROM END OF RUNWAY	100' FROM END OF RUNWAY
APPROACH SURFACE	200' X 1,200' X 5,000'	200' X 1,200' X 5,000'
RUNWAY PROTECTION ZONE (RPZ)	200' X 400' X 1,000'	200' X 400' X 1,000'
APPROACH SLOPE	15:1	15:1
TRANSITION SLOPE	5:1	5:1

OBSTRUCTION TABLE

OBJECT NO.	DESCRIPTION	STATION	CENTERLINE OFFSET (FT.)	TOP ELEV. (MSL)	FAR PART 77 (MSL)	APPR. SURF. PENET. (FT)	PROPOSED MITIGATION
1	TREE	61+73.83	122.84 L	463.72	452	(+) 12	REMOVE
2	TREE	61+90.97	54.38 R	459.73	453	(+) 7	REMOVE
3	TREE	62+74.10	45.34 L	469.56	459	(+) 11	REMOVE
4	TREE	64+06.56	30.40 R	475.65	467	(+) 9	REMOVE
5	TREE	64+50.00	125.43 L	509.83	470	(+) 40	REMOVE
6	BUILDING	65+77.54	139.09 L	458.22	479	(−) 21	NONE
7	BUILDING	65+68.87	98.66 R	440.36	478	(−) 38	NONE
8	BUILDING	66+58.04	53.15 R	441.77	484	(−) 42	NONE
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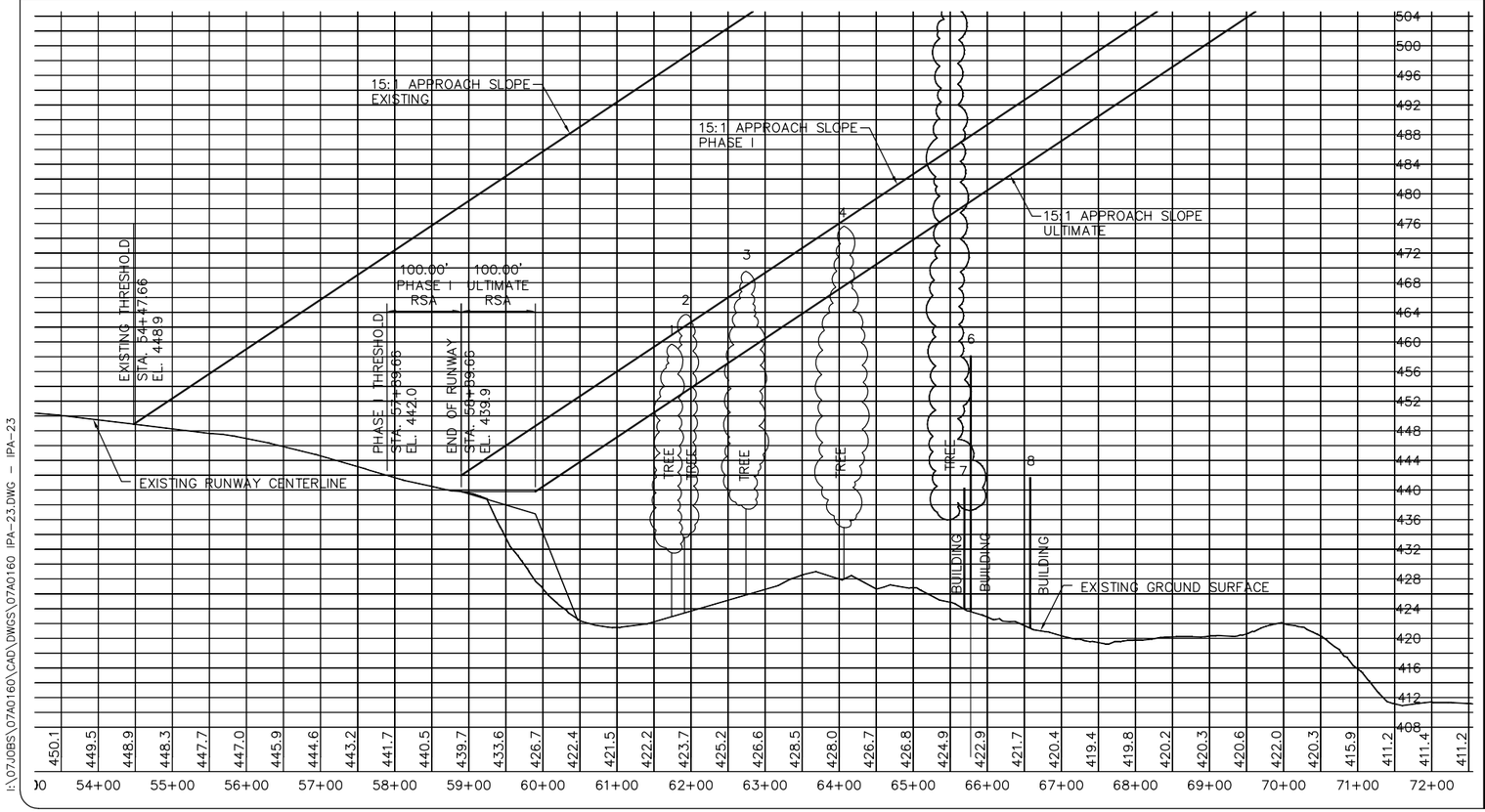

NOTE:

1. NEGATIVE (−) NUMBERS REPRESENT ELEVATIONS BELOW APPROACH SLOPE SURFACE. POSITIVE (+) NUMBERS REPRESENT ELEVATIONS ABOVE APPROACH SLOPE SURFACE.

BY	REVISION	DATE

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

FAA AIP NO. : [TBD]

DOAC NO.: [TBD]

HEI Project No. 08A0048
Filename 07A0160 IPA-23.DWG
Scale 1"=200' H, 1"=10' V
Date 4/22/08

LAYOUT	RMD	4/22/08
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AIRPORT LAYOUT PLAN

INNER PORTION OF THE APPROACH SURFACE RUNWAY 23

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5 of 9 sheets

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5:1 TRANSITION SLOPE OBSTRUCTION TABLE

OBJECT NO.	DESCRIPTION	STATION	CENTERLINE OFFSET (FT.)	TOP ELEV. (MSL)	FAR PART 77 (MSL)	APPR. SURF. PENET. (FT)	PROPOSED MITIGATION
1	TREE	36+48.59	144.39 L	458.39	461.40	(–) 3.01	NONE
2	TREE	37+34.18	141.80 L	458.35	460.42	(–) 2.07	NONE
3	TREE	37+40.79	178.34 L	475.20	467.71	(+) 7.48	REMOVE
4	TREE	38+33.04	135.69 L	459.43	457.54	(+) 1.89	REMOVE/TRIM
5	TREE	38+81.81	148.12 L	460.31	460.95	(–) 0.64	REMOVE/TRIM
6	TREE	38+95.61	181.97 L	481.13	467.65	(+) 13.48	REMOVE
7	TREE	39+56.00	140.12 L	460.35	457.42	(+) 2.92	REMOVE/TRIM
8	TREE	39+59.22	96.19 L	485.70	449.40	(+) 36.30	REMOVE
9	TREE	40+48.14	229.38 L	486.03	476.24	(+) 9.78	REMOVE
10	TREE	42+76.22	190.58 L	490.43	467.32	(+) 23.11	REMOVE
11	TREE	44+37.79	190.23 L	489.64	466.31	(+) 23.32	REMOVE
12	TREE	44+94.97	284.25 L	512.24	484.81	(+) 27.42	REMOVE
13	TREE	45+74.54	367.99 L	513.48	501.18	(+) 12.30	REMOVE
14	TREE	46+08.77	243.31 L	498.92	476.01	(+) 22.91	REMOVE
15	HANGAR	48+34.57	195.81 L	468.18	467.76	(+) 0.42	NONE
16	TREE	61+00.00	257.95 L	485.58	476.23	(+) 9.35	REMOVE
17	TREE	62+86.71	250.68 L	493.98	483.27	(+) 10.71	REMOVE
18	TREE	34+47.09	159.73 R	475.80	467.00	(+) 8.79	REMOVE
19	TREE	35+12.67	153.52 R	468.10	463.96	(+) 4.13	REMOVE
20	RAILROAD	35+58.81	193.82 R	442.03+23	471.77	(–) 6.74	NONE
21	TREE	35+84.45	164.59 R	473.04	465.79	(+) 7.25	REMOVE
22	TREE	37+46.04	154.41 R	474.86	462.89	(+) 11.97	REMOVE
23	TREE	38+77.89	154.28 R	468.12	462.15	(+) 5.97	REMOVE
24	TREE	40+47.30	143.97 R	475.03	468.79	(+) 6.24	REMOVE
25	TREE	41+79.54	133.84 R	475.41	466.77	(+) 13.93	REMOVE
26	TREE	43+42.17	129.47 R	461.35	444.45	(+) 16.90	REMOVE
27	TREE	44+89.59	127.81 R	454.95	441.40	(+) 10.55	REMOVE
28	TREE	47+91.60	117.29 R	475.01	461.08	(+) 11.97	REMOVE
29	TREE	49+28.31	112.81 R	469.83	452.34	(+) 17.49	REMOVE
30	TREE	50+65.45	112.71 R	472.35	453.55	(+) 18.80	REMOVE
31	TREE	52+42.92	113.11 R	465.03	453.69	(+) 11.34	REMOVE
32	TREE	54+78.65	114.43 R	468.79	451.53	(+) 17.26	REMOVE
33	RAILROAD	59+07.15	167.37 R	430.08+23	453.37	(–) 0.29	NONE
34	RAILROAD	41+50.00 TO	170.51 R	441.52+23	463.80	(+) 0.72	NONE
35	RAILROAD	58+57.06	160.10 R	430.70+23	452.68	(+) 1.02	NONE
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DATE	REVISION	BY

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAC NO.: [TBD] FAA AIP NO.: [TBD]

HEI Project No. 08A0048
Filename 07A0160 IPA-OBS.DWG
Scale NTS
Date 4/22/08

LAYOUT	RMD	4/22/08
DRAWN	RMD	4/22/08
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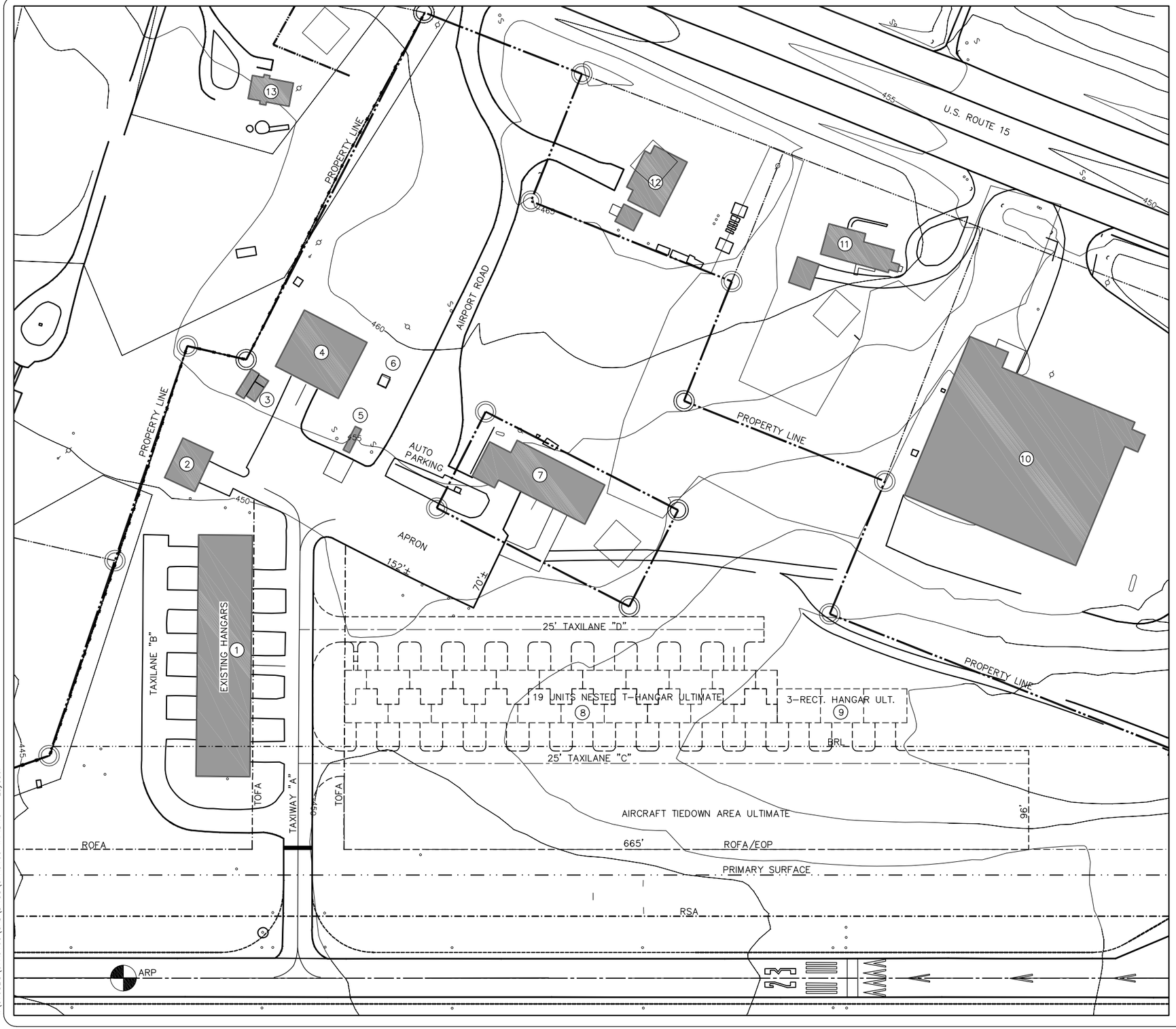
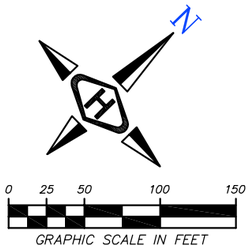
AIRPORT LAYOUT PLAN

5:1 TRANSITION SLOPE
OBSTRUCTION TABLE





BUILDING DATA TABLE

EXISTING	ULTIMATE	BUILDINGS	ELEVATION
1		T-HANGAR	468.2
2		HANGAR	463.9
3		FLIGHT SCHOOL	466.1
4		HANGAR	483.8
5		FUEL TANK	456.0
6		ROTATING BEACON	513.7
7		OLD FBO/HANGAR	474.9
8		ULTIMATE T-HANGAR	469.0
9		ULTIMATE RECTAGULAR HANGAR	469.0
10		RESIDENCE	474.6
11		RESIDENCE	477.6
12		RESIDENCE	492.2
13		RESIDENCE	469.9

BY	REVISION	DATE

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAC NO.: [TBD] FAA AIP NO. : [TBD]

HEI Project No. 08A0048
Filename 07A0160_TAP.DWG
Scale 1"=50'
Date 4/22/08

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AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN

7
7 of 9 sheets

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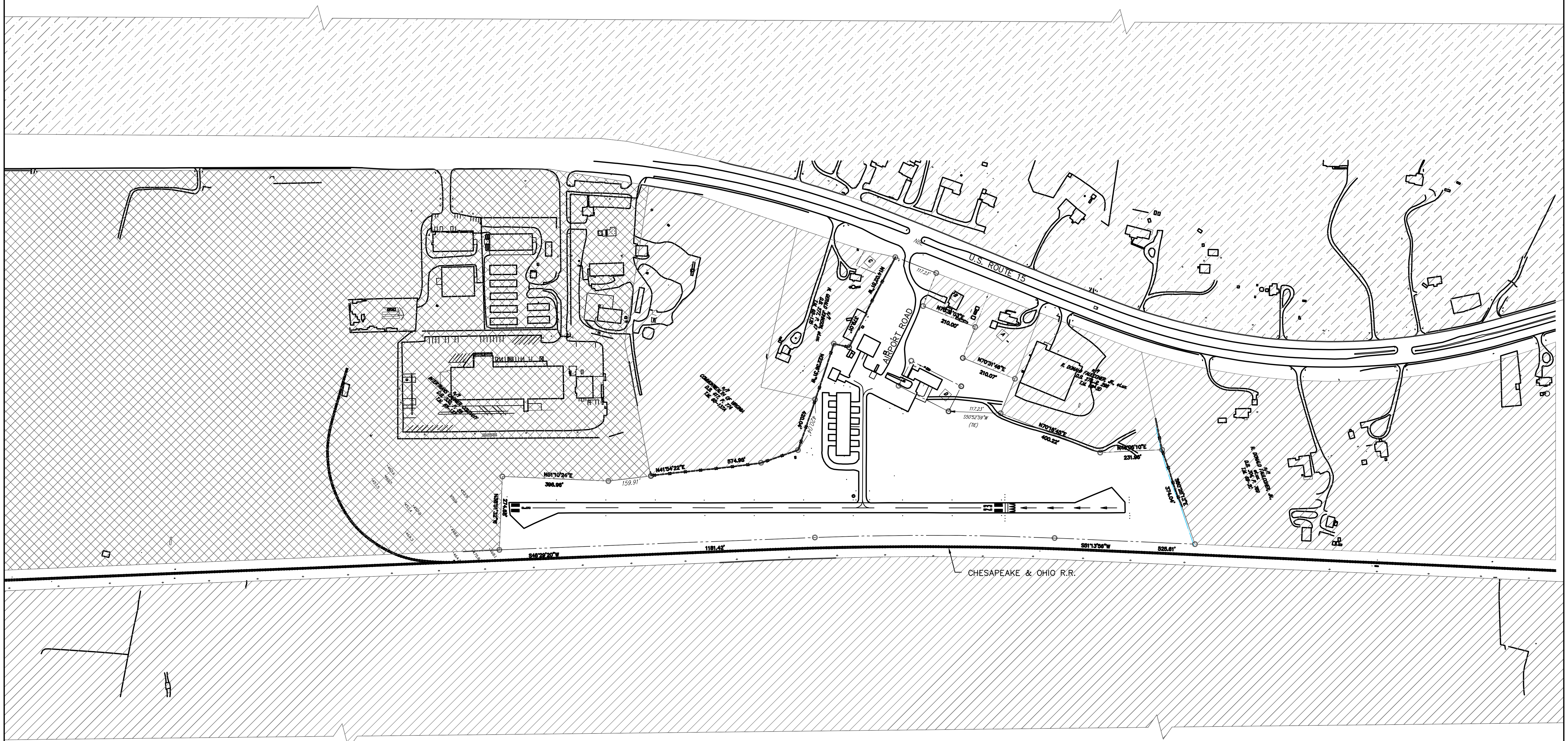

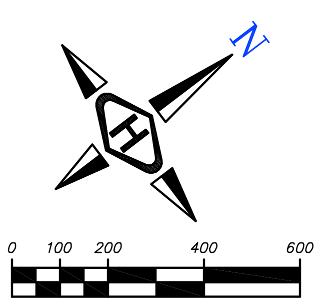

LEGEND:

AIRPORT PROPERTY BOUNDARY

ECONOMIC DEVELOPMENT

AGRICULTURAL

AGRICULTURAL CONSERVATION

GOVERNMENT USE – AIRPORT

SOURCE:
ORANGE COUNTY VIRGINIA COMPREHENSIVE PLAN, DATED MAY 09, 2006. LATEST AMENDMENT SEPTEMBER 11, 2007.

DATE	REVISION	BY

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAC NO.: [TBD] FAA AIP NO. : [TBD]

HEI Project No. 08A0048
Filename 07A0160 LUP.DWG
Scale 1"=200'
Date 4/22/08

LAYOUT	RMD	4/22/08
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AIRPORT LAYOUT PLAN

LAND USE PLAN

8

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NOTES:
1. THIS PROPERTY MAY BE SUBJECT TO ADDITIONAL EASEMENTS OF RECORD AND OTHERS UNKNOWN TO HUNTLEY, NYCE & ASSOCIATES, LTD.

2. BOUNDARY DATA SHOWN HEREON IS BASED ON DEEDS AND PLATS OF RECORD AND PHYSICAL EVIDENCE AS FOUND BY A CURRENT FIELD SURVEY.

3. TITLE REPORT NOT FURNISHED.

4. THE SUBJECT PROPERTY IS LOCATED ON FEMA FLOOD INSURANCE RATE MAP NUMBER 510203 0020 B, DATED SEPTEMBER 10, 1984. THE PROPERTY APPEARS TO BE LOCATED IN ZONE 'C' (AREAS OF MINIMAL FLOODING).

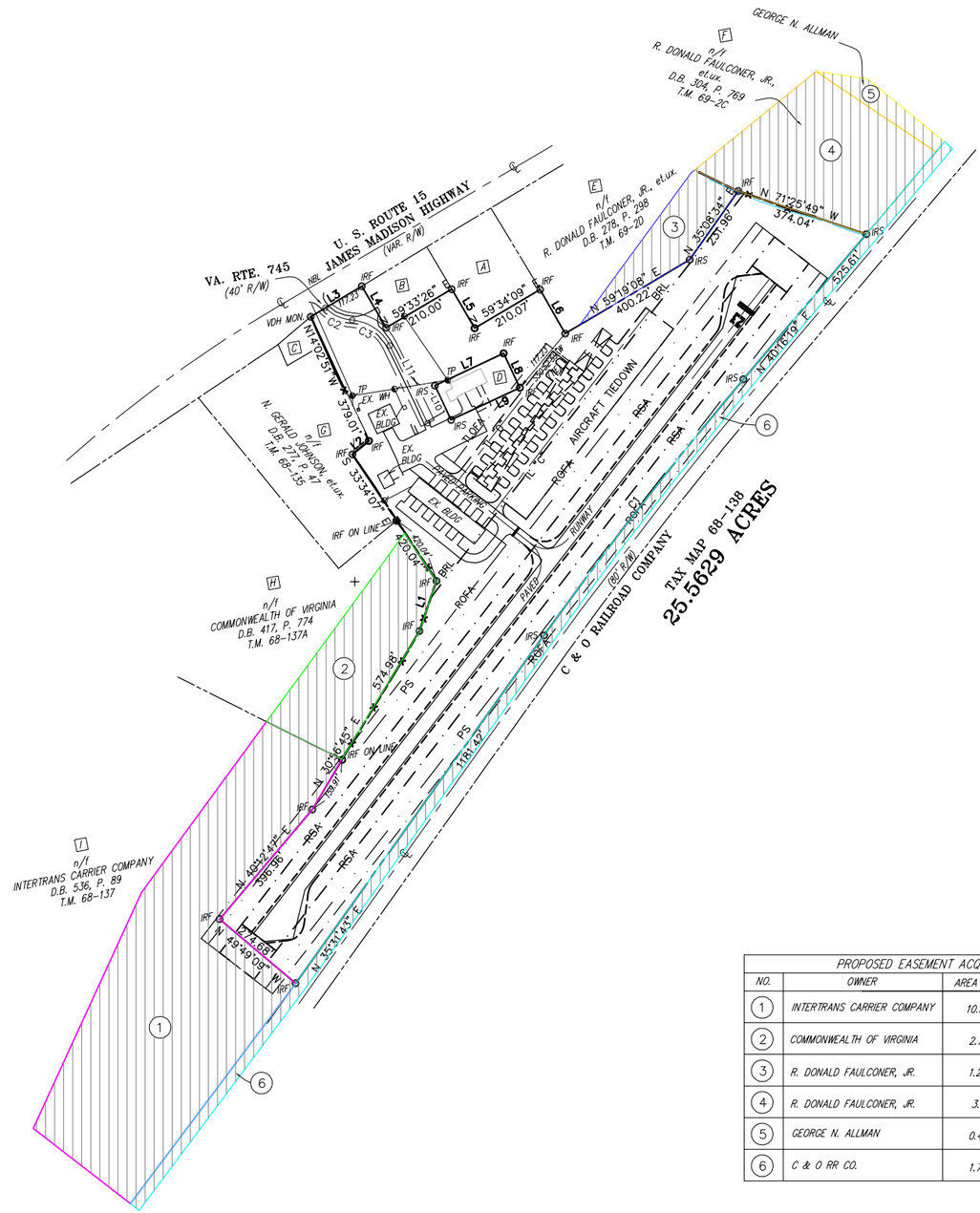
5. VA. RTE 745 IS SHOWN AS A 40' WIDE RIGHT-OF-WAY (AS SCALED FROM VDOT PLANS) HOWEVER NO CONVEYANCE WAS FOUND IN THE LAND RECORDS.

RECORD OWNER: GORDONSVILLE MUNICIPAL AIRPORT
DEED REFERENCE: DEED BOOK 108, PAGE 128
TAX MAP REFERENCE: 68-138

LEGEND:

IRF = IRON ROD FOUND
IRS = IRON ROD SET
= POWER POLE
WH = WELL HOUSE
TP = TELEPHONE PED.

AVIGATION EASEMENT



GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

LINE TABLE		
LINE	BEARING	LENGTH
L1	N29°47'31"E	146.00'
L2	N61°43'51"E	58.75'
L3	N70°02'04"E	163.78'
L4	S19°28'57"E	133.17'
L5	S19°28'57"E	125.00'
L6	S18°44'46"E	139.64'
L7	N75°48'06"E	210.00'
L8	S14°23'03"E	105.00'
L9	S75°48'06"W	209.66'
L10	N14°23'03"W	105.00'
L11	S15°01'28"E	238.87'

CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	DELTA	CHORD BEARING	CHORD
C1	897.10'	10836.49'	448.81'	04°44'36"	S48°51'38"W	896.84'
C2	83.20'	117.69'	43.42'	40°30'18"	S54°44'36"E	81.48'
C3	131.53'	125.66'	72.51'	59°58'17"	S45°00'36"E	125.61'

PROPOSED EASEMENT ACQUISATION			
NO.	OWNER	AREA (AC.)	TYPE EASEMENT
1	INTERTRANS CARRIER COMPANY	10.32	AVIGATION
2	COMMONWEALTH OF VIRGINIA	2.74	AVIGATION
3	R. DONALD FAULCONER, JR.	1.20	AVIGATION
4	R. DONALD FAULCONER, JR.	3.6	AVIGATION
5	GEORGE N. ALLMAN	0.40	AVIGATION
6	C & O RR CO.	1.70	AVIGATION

ADJOINING OWNER LIST

A — n/f CHARLES E. HIGGINS, et.ux. D.B. 301, P. 40 T.M. 68-138C

B — n/f G. MICHAEL MOUBRAY, et.ux. D.B. 286, P. 775 T.M. 68-138A

C — n/f N. GERALD JOHNSON, et.ux. D.B. 277, P. 47 T.M. 68-135A

D — n/f HARRY W. SANFORD, et.ux. D.B. 421, P. 718 T.M. 68-138B

E — n/f R. DONALD FAULCONER, JR., et.ux. D.B. 278, P. 298 T.M. 69-2D

F — n/f R. DONALD FAULCONER, JR., et.ux. D.B. 304, P. 769 T.M. 69-2C

G — n/f N. GERALD JOHNSON, et.ux. D.B. 277, P. 47 T.M. 68-135

H — n/f COMMONWEALTH OF VIRGINIA D.B. 417, P. 774 T.M. 68-137A

I — n/f INTERTRANS CARRIER COMPANY D.B. 536, P. 89 T.M. 68-137

BY	REVISION	DATE

GORDONSVILLE
MUNICIPAL AIRPORT
GORDONSVILLE, VIRGINIA

DOAC NO.: [TBD] FAA AIP NO. : [TBD]

HEI Project No. 08A0048
Filename 07A0160 APM.DWG
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AIRPORT LAYOUT PLAN

AIRPORT PROPERTY MAP

9
9 of 9 sheets

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Appendix G

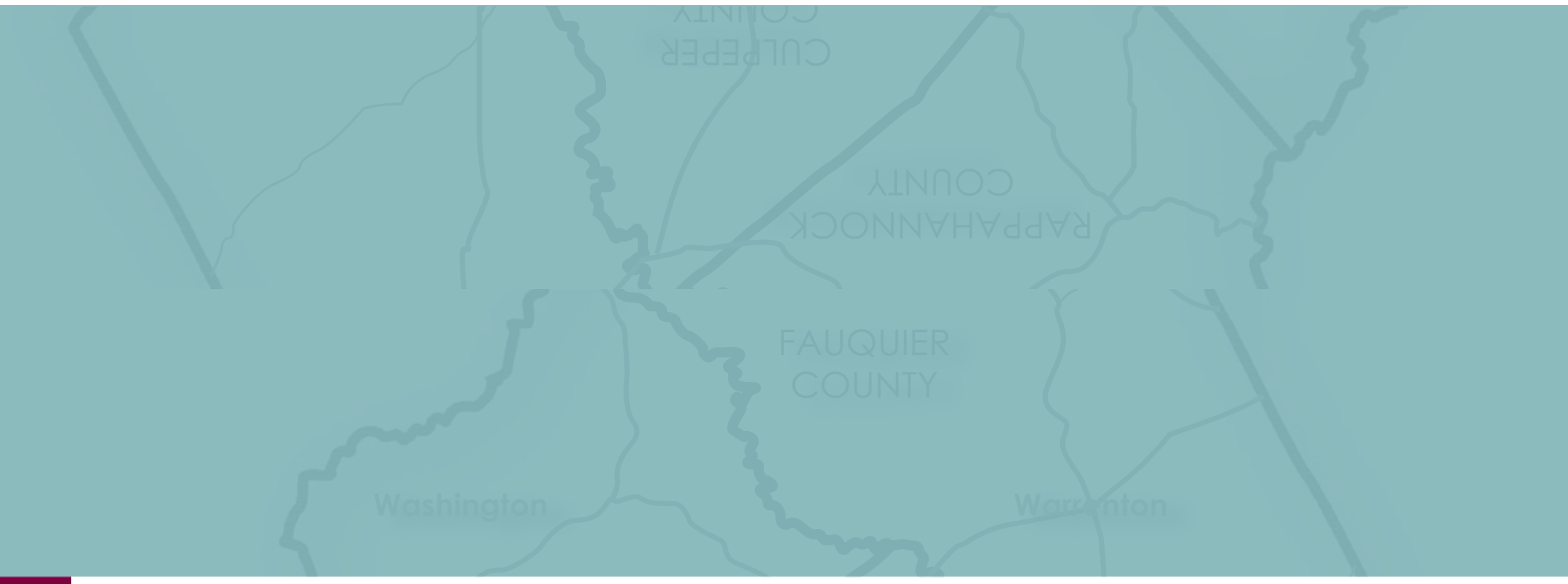
Rappahannock Rapidan Regional Commission
2035 Regional Long Range Transportation Plan

(full plan copy only available online at www.townofgordonsville.org)

2011

2035 REGIONAL LONG RANGE TRANSPORTATION PLAN

RAPPAHANNOCK-RAPIDAN REGIONAL COMMISSION



Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.

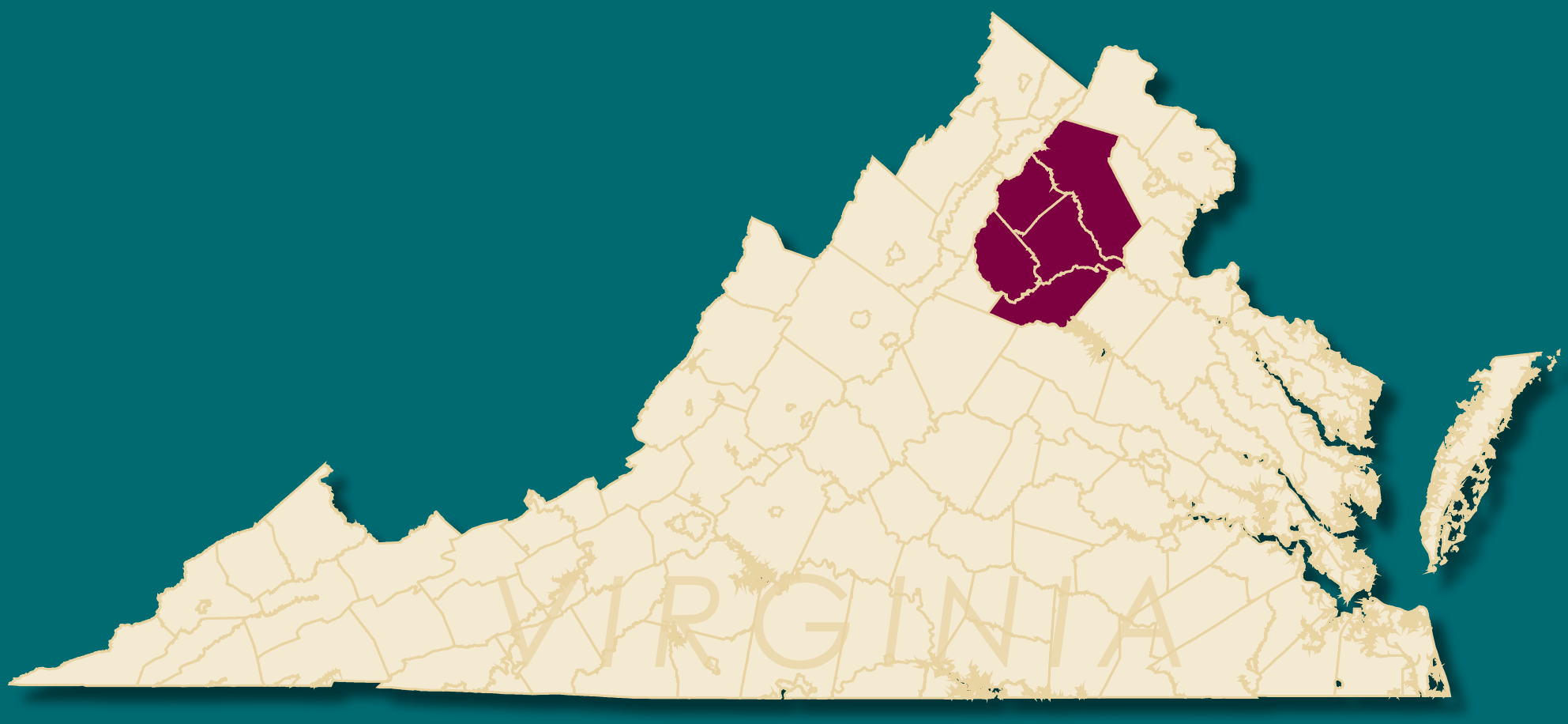
www.rrregion.org **www.virginiadot.org**

Rappahannock-Rapidan REGIONAL COMMISSION

2035 REGIONAL LONG RANGE TRANSPORTATION PLAN

VDOT Virginia Department of Transportation

RAPPAHANNOCK-RAPIDAN
REGIONAL COMMISSION



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INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multi-modal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the *2035 Surface Transportation Plan* includes proposed improvements on Virginia's federal functionally classified roadways. This *Regional Long Range Transportation Plan* is one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs) and the local governments they represent, are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia's metropolitan and small urban areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements (roadway, rail, transit, air, bicycle, and pedestrian) are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by an MPO. In the case of the Rappahannock-Rapidan region, there is no MPO and the entire transportation network within the Rappahannock-Rapidan Regional Commission (RRRC) was analyzed and addressed in this report.

Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed.

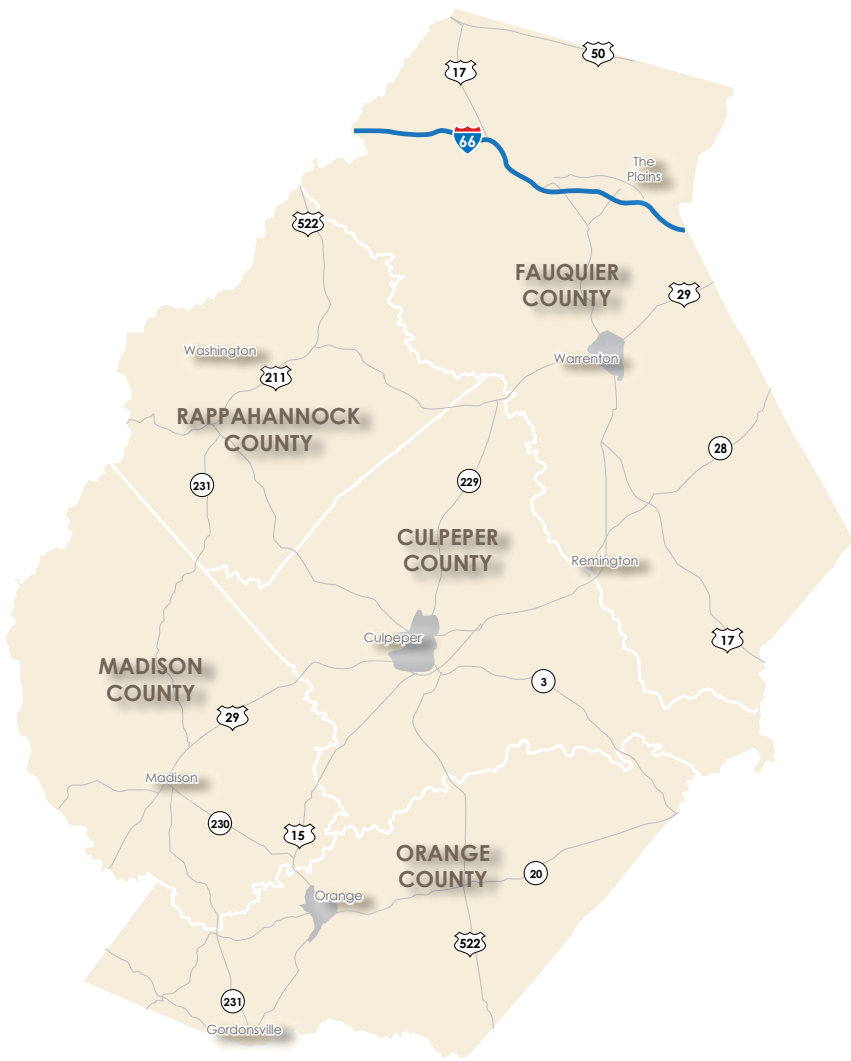
Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used to identify transportation funding priorities. Therefore, this plan is financially unconstrained and projects have not been prioritized. The needs were identified based on reviews of roadway mobility performance, safety and crash information, bridge sufficiency data, and roadway geometrics such as narrow lanes, inadequate sight distance, or availability of turn lanes.

Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

OVERVIEW OF THE REGION

Description and Function of the Rappahannock-Rapidan Regional Commission

The RRRC serves the counties of Culpeper, Fauquier, Madison, Orange, and Rappahannock and the towns of Culpeper, Gordonsville, Madison, Orange, Remington, Warrenton, and Washington. Located in the northern portion of Virginia's Piedmont region, the Rappahannock-Rapidan region is an area of approximately 1,965 square miles, with a current estimated population of over 168,000 people (Weldon, 2009). The region is defined by the Rappahannock and Rapidan rivers, which form the borders between several of the counties. The geographic setting is characterized by compact, historic towns, surrounded by rolling topography and scenic rural landscapes. The region is in itself rural, but surrounded to the north, east, and south by larger metropolitan areas: Washington DC, Fredericksburg, and Charlottesville. Fauquier County is part of the Washington, DC-Maryland-Virginia-West Virginia Metropolitan Statistical Area. Due largely to its proximity to these metropolitan areas, the region is currently experiencing population growth and additional residential and commercial development.



STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.

Goals and Objectives

Needs for each regional plan were developed based on regional and statewide goals and objectives. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the RRRC was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the *Rural Long Range Transportation Plan* for their area. Goals for the RRRC include:

GOAL 1 Promote land use patterns that maximize the efficiency of the transportation network.

GOAL 2 Establish regional transportation priorities based on consensus and consistency throughout the region, while recognizing the autonomy of each jurisdiction's planned growth and/or economic development efforts.

GOAL 3 Provide for the effective, safe, and efficient movement of people and goods.

GOAL 4 Develop an efficient regional transportation network, that provides for the efficient movement of goods and people, and improves upon the existing system to serve both local and through traffic.

GOAL 5 Develop a safe regional transportation network.

GOAL 6 Promote transportation improvements that enhance quality of life.

GOAL 7 Encourage development of multi-modal transportation such as bicycle, pedestrian, carpooling and ridesharing, public transit, air, and rail to reduce congestion, complement existing transportation facilities, and improve air quality.

Common Rural Long Range Plan Goals

In addition, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of *VTrans 2035* and are listed below:

GOAL 1 Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

GOAL 2 Provide a safe and secure transportation system.

GOAL 3 Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

GOAL 4 Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.

GOAL 5 Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

GOAL 6 Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

DEMOGRAPHIC AND LAND USE TRENDS

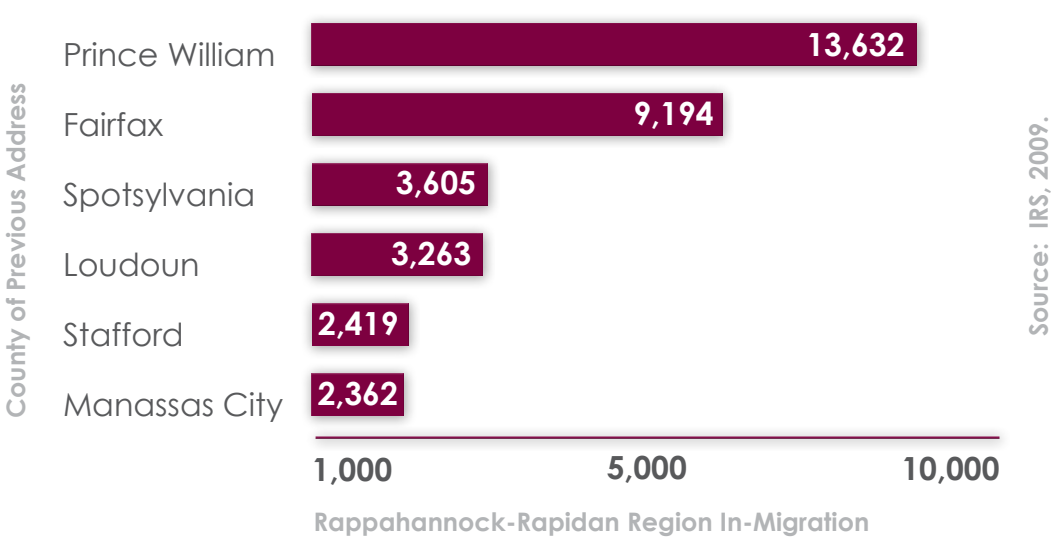
Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and the Rappahannock-Rapidan region are working to balance growth seeking new economic growth and diversification, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and the Rappahannock-Rapidan region, based particularly on proximity to urban areas. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities (including education, health care,social services, employment, and transportation) shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a new major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

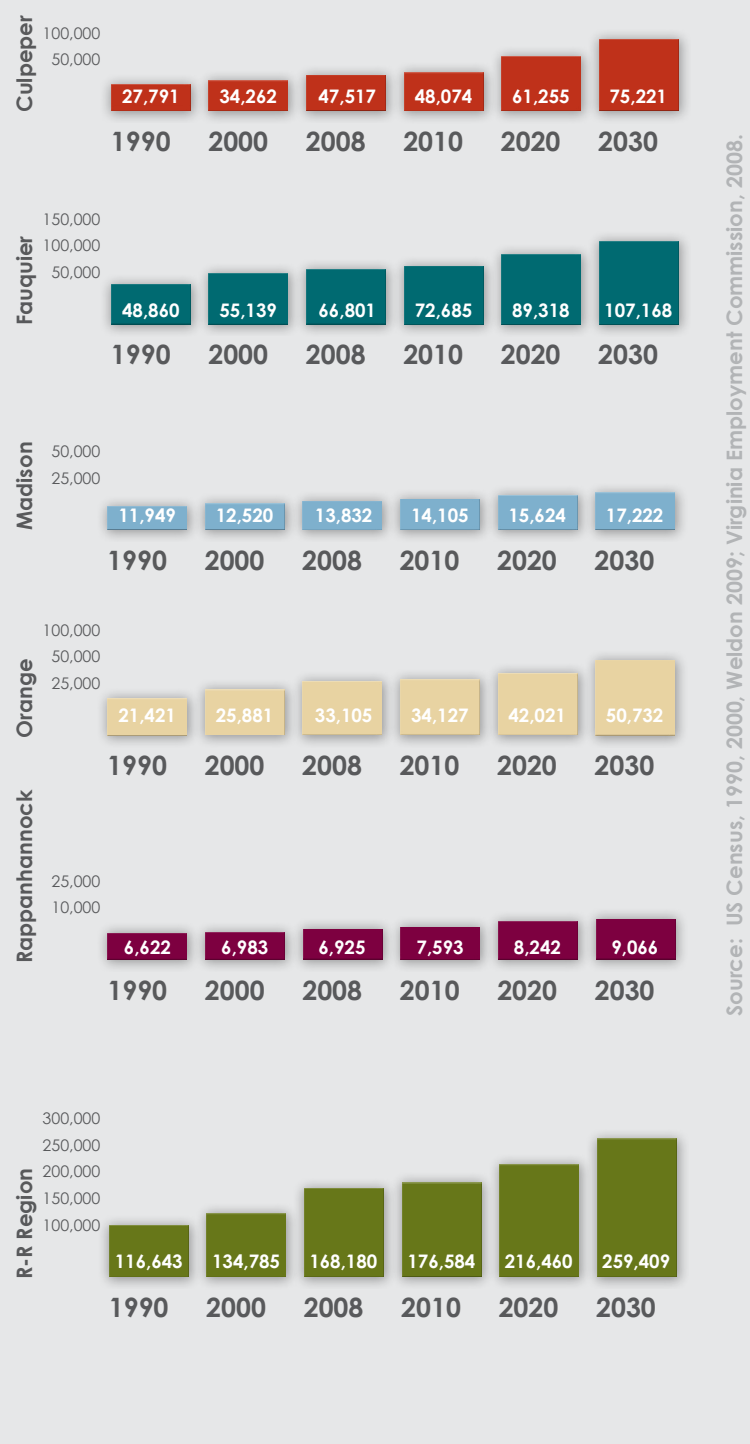
The region ranked second among all the PDCs in Virginia in terms of population growth from 2000-2008, with a growth rate of 24.8% over the eight-year period (Weldon, 2009).

Even though the Rappahannock-Rapidan region has its roots in agriculture with the associated rural landscapes and traditional small, historic towns, it is experiencing considerable growth because of its proximity to large metropolitan areas and, in particular, because people and businesses are seeking less expensive housing and land, second homes, and retirement opportunities. The region ranked second among all the PDCs in Virginia in terms of population growth from 2000-2008, with a growth rate of 24.8% over the eight-year period (Weldon, 2009). This growth has contributed to increased traffic congestion and related issues that pose challenges for county and town leaders and planners to address through their planning processes.

Regional Migration Patterns (2000-2007)



Total Population Over Time



Population Trends

Regional population increased by 24.8% between 2000 and 2008. The rate of growth was not distributed evenly throughout the region. The counties of Culpeper, Fauquier, and Orange, which border the Northern Virginia/Washington DC metropolitan area, Fredericksburg, and Charlottesville, experienced the vast majority of the growth. Population projections for the region exhibit these trends as well. The populations in Culpeper, Fauquier, and Orange counties are expected to increase by more than 50% by 2030; in Madison and Rappahannock counties, the projections are for a 25% increase.

Increase in county populations is not only due to natural increase (more births than deaths) but also due to greater in-migration to the region than out-migration from the region. Migration into the region from 2000 to 2007 primarily came from localities to the north and east of the Rappahannock-Rapidan region, with migration from the Washington, DC and Fredericksburg areas exceeding 34,000. This population growth and increased development have created changes in transportation patterns and traffic congestion.

Population trends have implications for the transportation network of any geographic area. As the population and traffic increases, mobility and safety can suffer. In the case of the Rappahannock-Rapidan region, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic between Northern Virginia and Charlottesville. US 17, US 29, US 15, and VA 20 have become alternatives to the heavily traveled interstates located east and west of the Rappahannock-Rapidan region.

Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. Currently, the counties within the region have minority populations and low-income populations at or below the state percentages of 29.9% and 9.6%, respectively. However, the portion of the population with disabilities in both Madison and Orange counties are above the state percentage of 18.1%. All of the counties, except for Fauquier County, have elderly populations in a higher proportion than the state proportions in 2000 (11.2%).

As the population and traffic increases, mobility and safety can suffer.

Transportation Implications

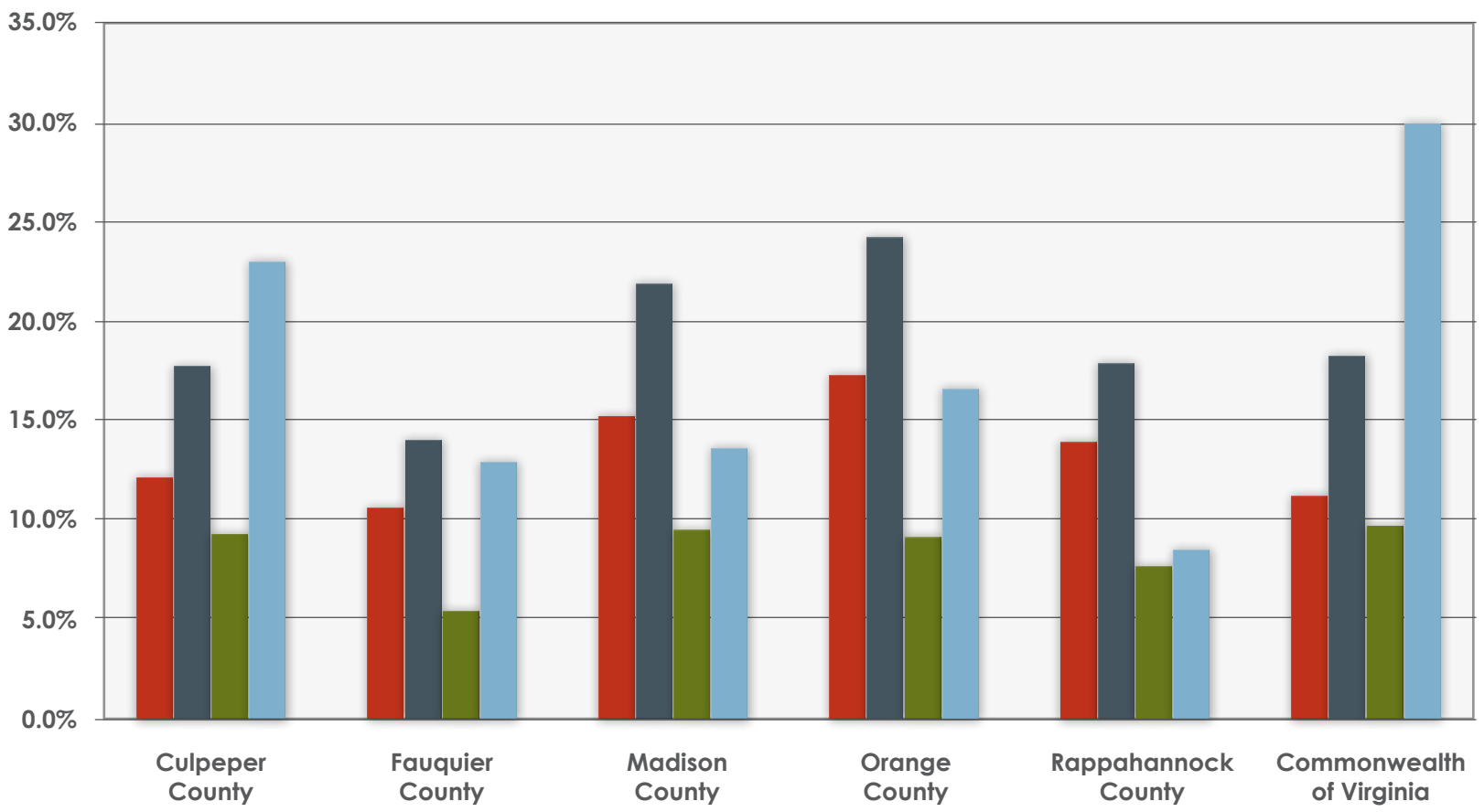
US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed route and demand responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand responsive transit in a rural area than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The RRRC, in conjunction with the Virginia Department of Rail and Public Transportation (DRPT)'s statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Additional demand responsive transit or in some cases, determining a single point of contact for providers, is a need that is being identified throughout the Commonwealth.

LEGEND

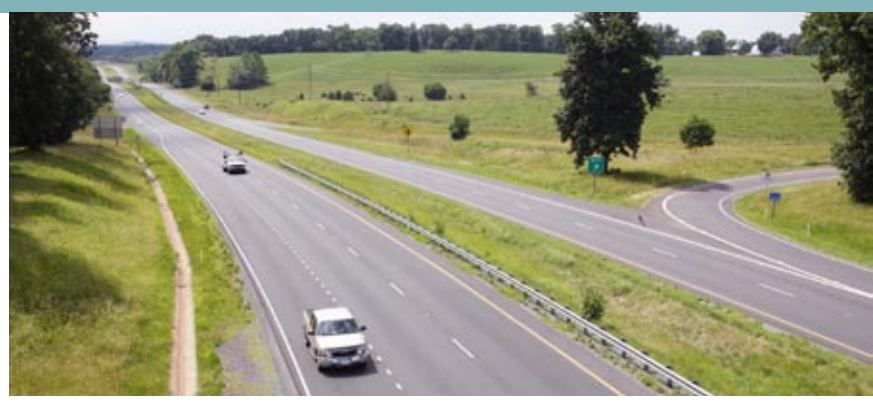
- **Elderly**
- **Disability**
- **Low-Income**
- **Minority**

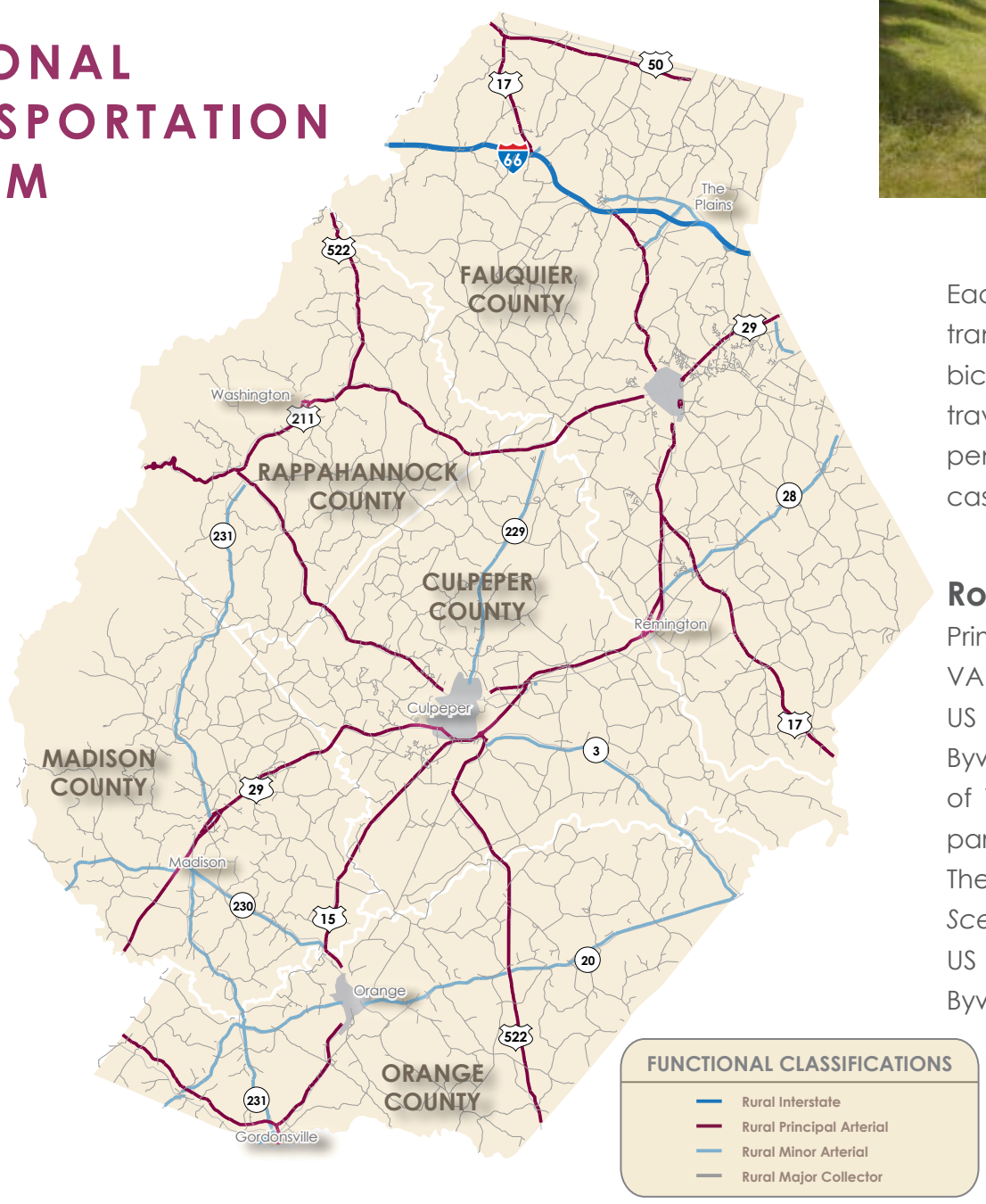
Source: US Census, 2000.
Note: Disability is based on the population over 5 years of age. Low-income is a percentage of the population for whom poverty is determined.

Elderly, Disability, Low-Income, and Minority Populations in the R-R Region



REGIONAL TRANSPORTATION SYSTEM





FUNCTIONAL CLASSIFICATIONS
- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector

Each mode of travel – roadways, human services transportation (public transportation), freight, rail, bicycle and pedestrian facilities, airports, and travel demand management – has been independently analyzed for both current and forecasted conditions.

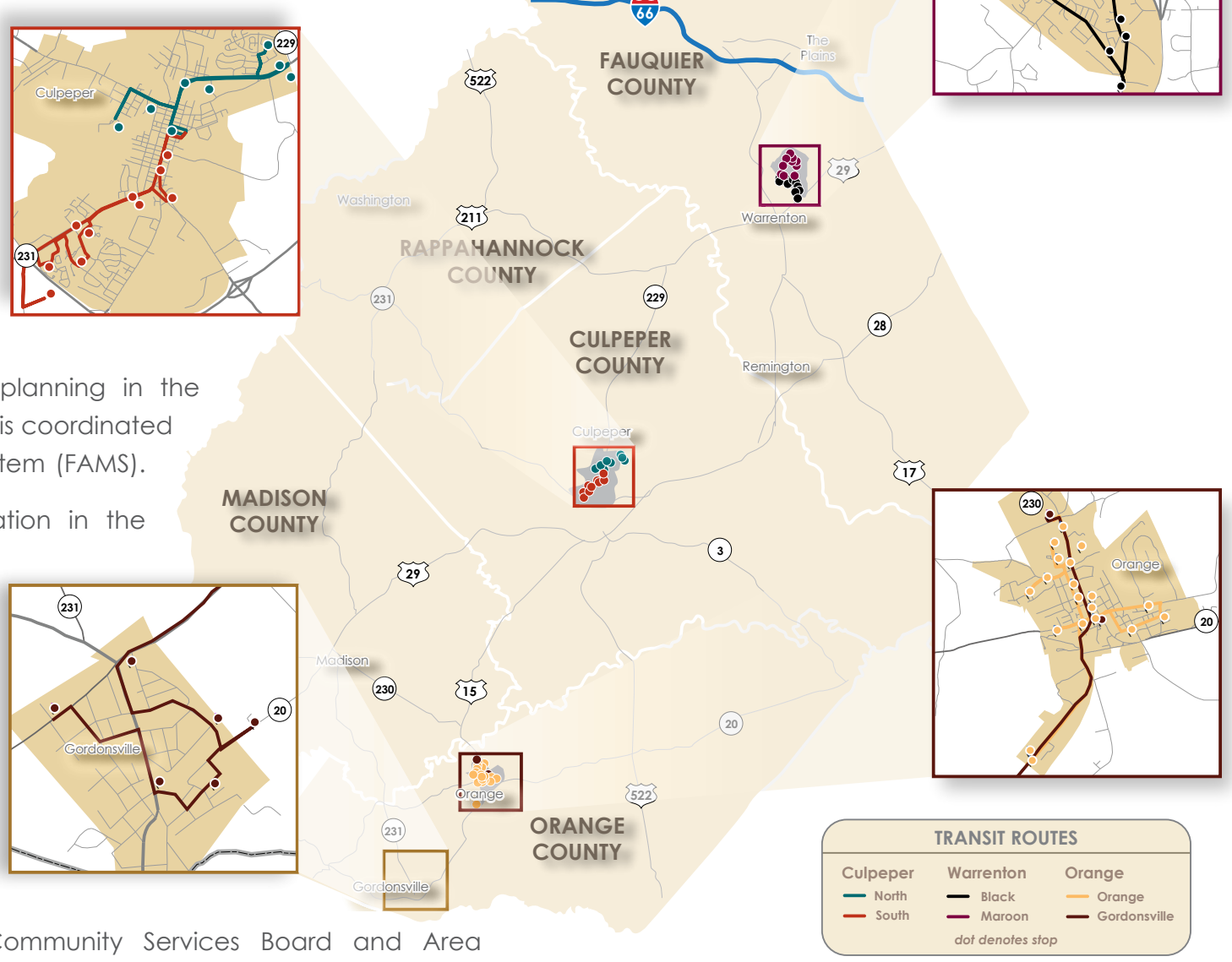
Roadways

Primary east-west corridors include: I-66, US 211, VA 3, VA 28, and VA 20; north-south corridors are US 15, US 17, US 29, US 522, and VA 231. Scenic Byways, identified by both the U.S. Department of Transportation and VDOT, are an important part of the transportation system in the region. The *Journey Through Hallowed Ground National Scenic Byway,* follows parts of VA 20, VA 231 and US 15, and there are more than 30 State Scenic Byways identified by VDOT in the region.

Human Services Transportation

Human services transportation encompasses multiple programs that serve individuals who, for various reasons, cannot or choose not to operate their own vehicles. This category of transportation includes public transit, both fixed-route and demand response, specialized demand response service, volunteer transportation, and private providers, including taxi and medical transport companies. Most public transportation programs are designed to meet the needs of elderly and low-income residents, and residents with disabilities; however, some of these services also serve the objectives of travel demand management. Human services transportation planning in the Rappahannock-Rapidan Region is coordinated by the Foothills Area Mobility System (FAMS).

All fixed-route public transportation in the region is provided by Virginia Regional Transit (VRT), which operates in the Towns of Culpeper, Warrenton, Orange and Gordonsville. VRT also provides demand response service along these fixed routes, and in the Counties of Fauquier and Culpeper. There is no inter-county public transit service. The Rappahannock-Rapidan Community Services Board and Area Agency on Aging (RRCSB/AAA) is the largest specialized demand response provider in the region. It also operates the largest volunteer transportation program.

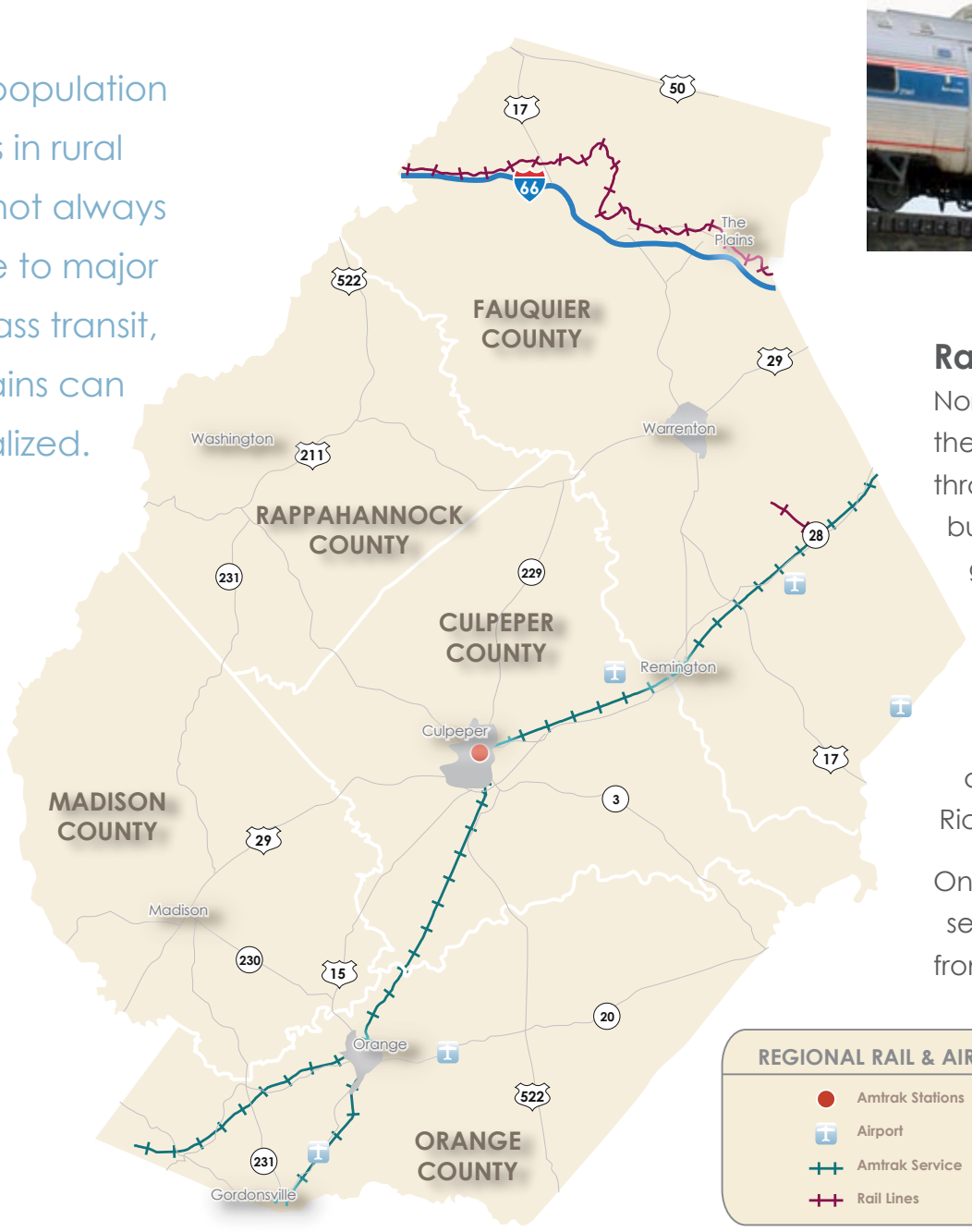


TRANSIT ROUTES

Culpeper	Warrenton	Orange
North	Black	Orange
South	Maroon	Gordonsville

dot denotes stop

While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can be realized.



REGIONAL RAIL & AIRPORTS
- Amtrak Stations
- Airport
- Amtrak Service
- Rail Lines

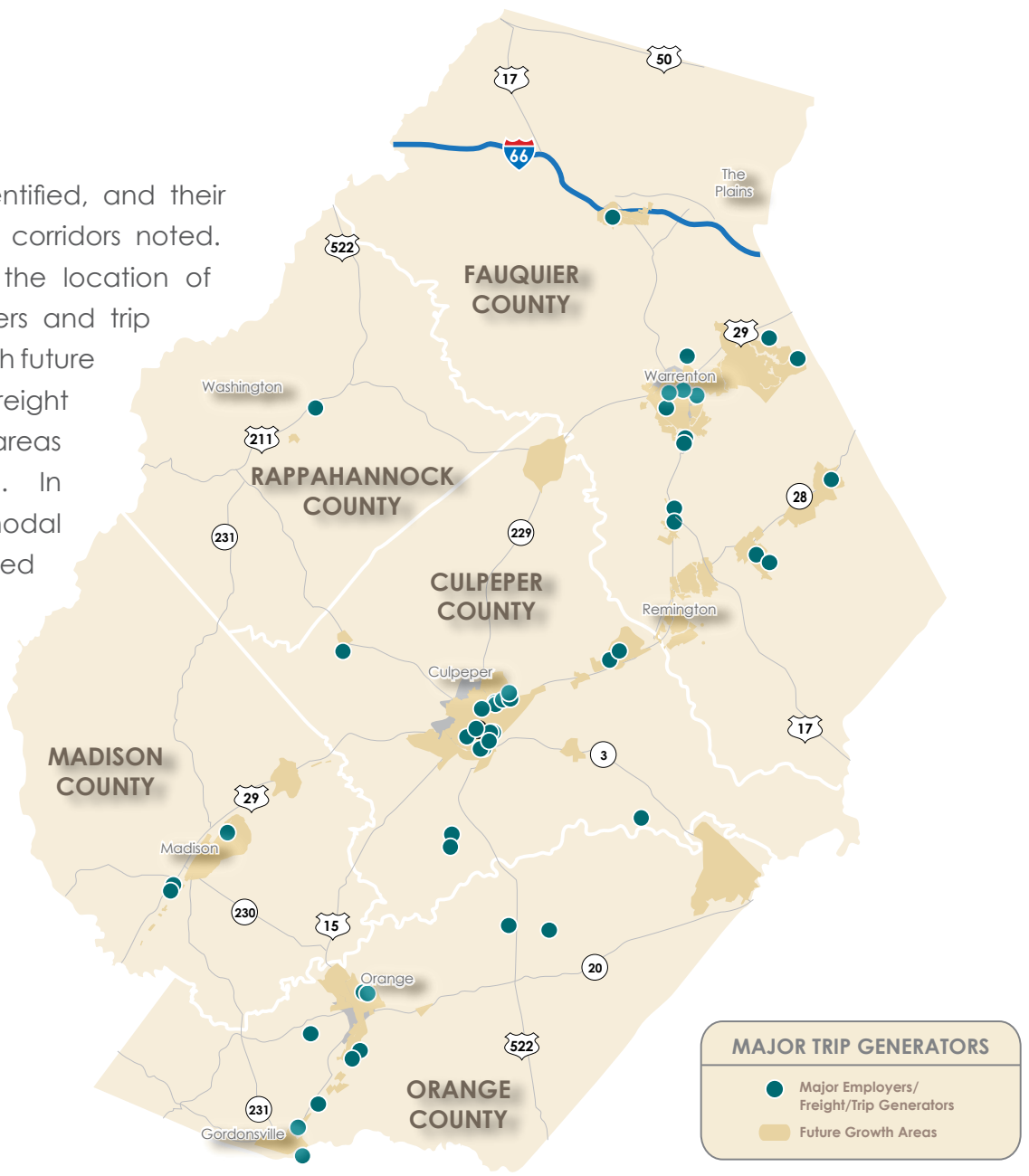
Rail and Airports

Norfolk Southern owns the freight rail lines in the region. Twelve freight trains operate daily through the region, providing service to businesses and industries. There are five general aviation facilities located in the Rappahannock-Rapidan region: in Elkwood (Culpeper Regional); Gordonsville; Midland (Warrenton-Fauquier); Orange; and Somerville. The nearest commercial airports are in Dulles, Charlottesville, and Richmond.

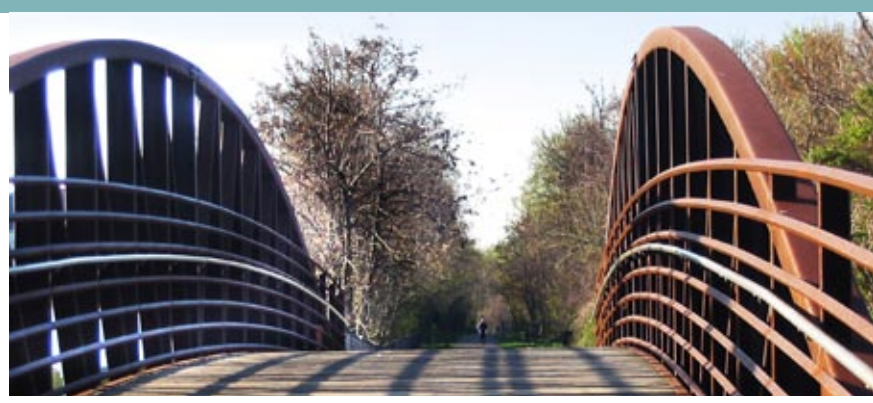
One Amtrak station, in the Town of Culpeper, serves three routes: the Crescent, which runs from New York to New Orleans, and the Cardinal/ Hoosier State, which operates between New York and Chicago three days per week. An additional daily Amtrak route originating in Lynchburg with destinations as far north as Boston began service in October 2009.

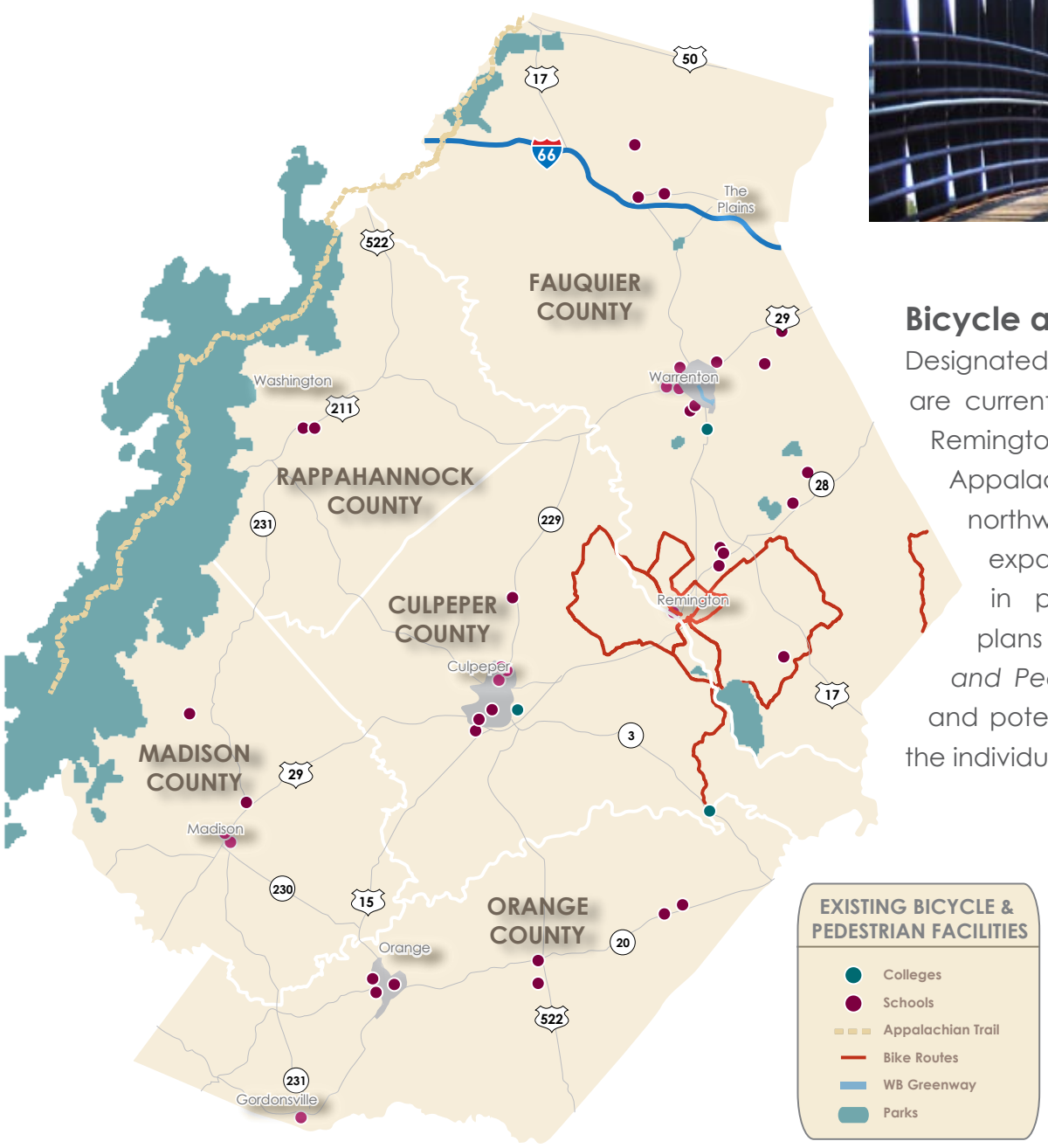
Freight and Future Growth Areas

Freight generators within the RRRC were identified, and their proximity to nearby major roadway and rail corridors noted. The RRRC, working with VDOT, determined the location of freight generators along with major employers and trip generators. These sites were mapped along with future growth areas in the region; it is clear that freight generators are generally located in and near areas identified as growth areas within the region. In collaboration with the Office of Intermodal Investment, the RRRC has prepared a detailed Regional Freight Study, which was released in 2010.



MAJOR TRIP GENERATORS
- Major Employers/ Freight/Trip Generators
- Future Growth Areas





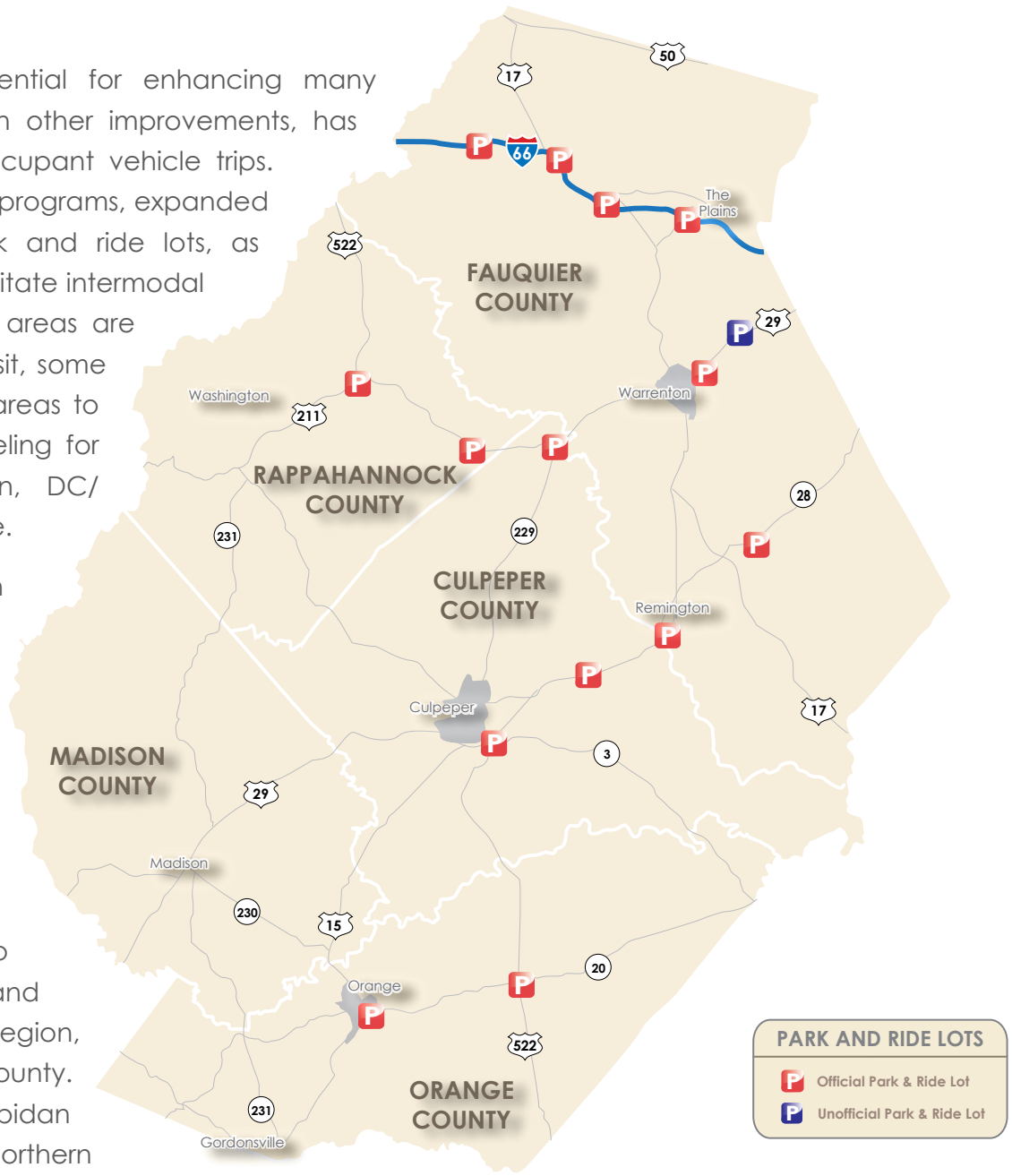
Bicycle and Pedestrian Facilities

Designated bicycle routes and pedestrian facilities are currently located in the Towns of Culpeper, Remington, and Warrenton. In addition, the Appalachian Trail runs across the entire northwest portion of the region. Plans to expand the bicycle network are underway in parts of the region. Several local plans and the *RRRC Regional Bicycle and Pedestrian Plan* (2007) detail the existing and potential future facilities for the region and the individual member jurisdictions.

Travel Demand Management

Travel demand management (TDM) holds potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can be realized. There are concentrated areas to which commuters in the RRRC are currently traveling for employment, primarily, Northern VA/Washington, DC/ Northern Virginia, Fredericksburg, and Charlottesville.

RRRC Commuter Services, made possible through funding from DRPT, provides rideshare/vanpool matching services for residents of the region, in addition to other TDM-related assistance. In addition, Commuter Services currently partnered with Scenic America, Inc. to provide and market daily commuter bus service from Culpeper and Fauquier counties to Northern Virginia and Washington, DC. The service was started in January 2009 through a demonstration grant awarded to RRRC by DRPT. There are presently 14 official and unofficial park-and-ride lots throughout the region, with approximately half of these in Fauquier County. Lots in the northern half of the Rappahannock-Rapidan region serve, in general, commuters to Northern Virginia, while those in the southern half serve commuters to Fredericksburg and Charlottesville. There is no commuter rail service in the region, but the current western terminus of the Manassas line of Virginia Railway Express (VRE) is seven miles east of Fauquier County at Broad Run/ Airport Station in Prince William County.



TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. The RRRC, in conjunction with member local jurisdictions, prepared a list of roadway priority study locations and safety assessment locations based on reviews of available data sources, input at public meetings, and information provided by local and regional officials. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. Within the R-R Region, 43 priority locations were analyzed; recommendations for these locations are identified separately in the list of recommendations that follow. Ten of these locations were identified for assessment of congestion concerns, while the remaining 33 were analyzed for safety. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.

Roadway analysis focused on safety, geometry and structure, and congestion.

The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two.

Bridge Deficiency Summary

	Functionally Obsolete			Structural Deficiency		
	REPLACE	REPAIR		REPLACE	REPAIR	
Bridge Sufficiency Rating	**0-50**	**51-80**	**80+**	**0-50**	**51-80**	**80+**
Orange	0	4	0	1	1	0
Culpeper	1	16	1	3	2	0
Fauquier	4	45	6	19	4	0
Rappahannock	2	13	4	14	3	1
Madison	3	9	1	1	2	0
PDC Total	10	87	12	38	12	1

1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance

a. Geometric Conditions

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

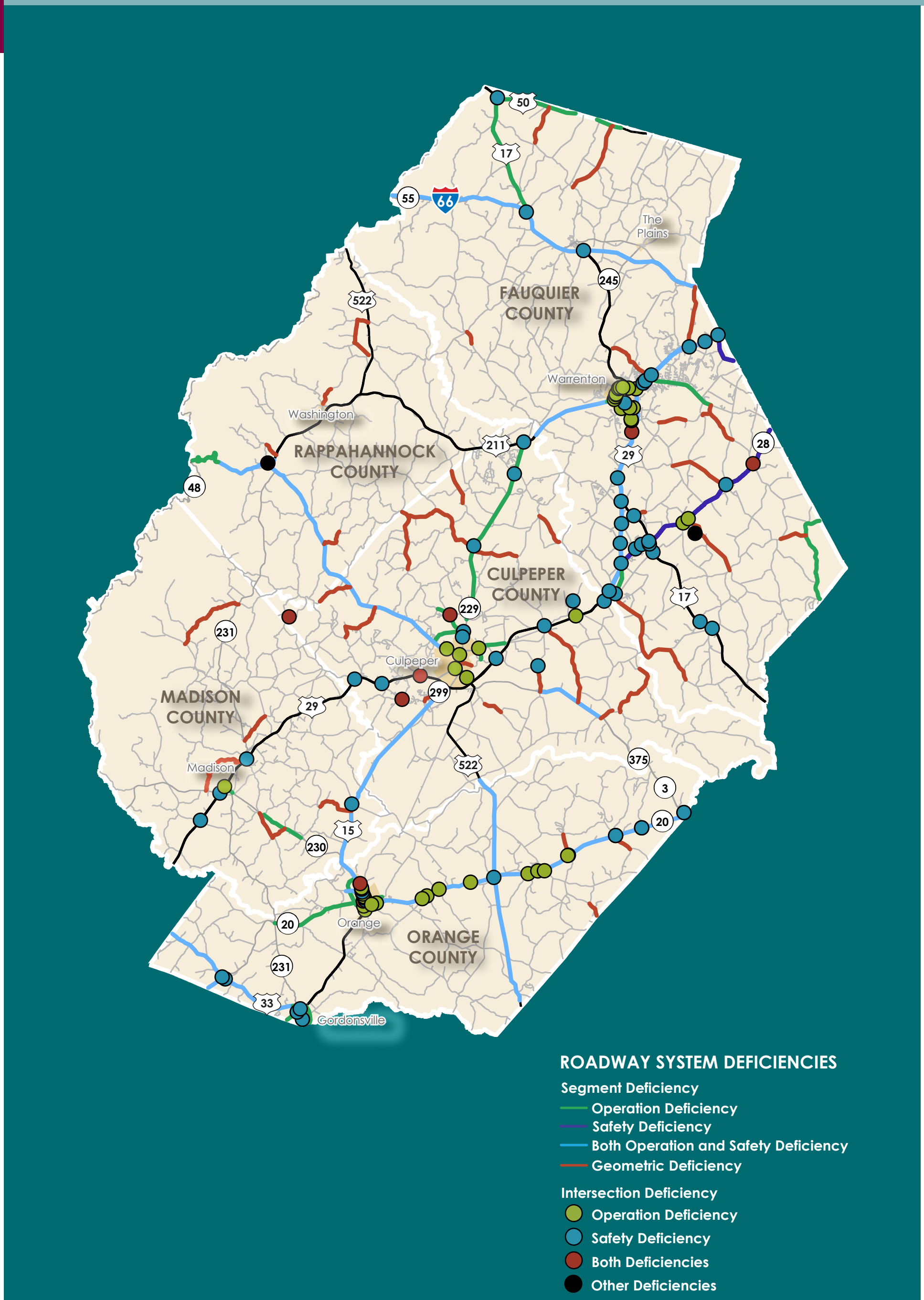
b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. Sufficiency evaluates factors such as load, visual structural deficiencies (cracks, concrete visibly missing), adequacy of the foundation, and the remaining life of the superstructure including pavement condition. These appear in a separate table by jurisdiction.

3. Capacity

Level of service analyses were performed on all functionally classified roadways in the RRRC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the RRRC and local governments as priority study locations. The recommendations to address the deficient locations are identified as operational or safety, by jurisdiction. Current Day, Mid-Term, and Long-Term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.


50
17
55
66
The Plains
245
FAUQUIER COUNTY
522
Warrenton
Washington
211
RAPPAHANNOCK COUNTY
48
29
28
CULPEPER COUNTY
229
17
231
Culpeper
299
MADISON COUNTY
29
375
522
Madison
3
20
15
230
Orange
20
ORANGE COUNTY
231
33
Gordonsville
ROADWAY SYSTEM DEFICIENCIES
Segment Deficiency
Operation Deficiency
Safety Deficiency
Both Operation and Safety Deficiency
Geometric Deficiency
Intersection Deficiency
Operation Deficiency
Safety Deficiency
Both Deficiencies
Other Deficiencies

CULPEPER COUNTY RECOMMENDATIONS

1. **US 29/VA 663 (Alanthus Rd.)**
Mid-term extend turn lanes; Reconfigure/relocate parking near the intersection.

2. **VA 666 (Greens Corner Rd.)/VA 663 (Stevensburg Rd.)**
Short-term maintenance; Long-term relocate/realign VA 663 to improve sight distance.

3. **VA 685 (Chestnut Fork Rd.)/VA 729 (Eggbornsville Rd.)**
Short-term maintenance; Long-term straighten/realign curves.

4. **VA 643 (South Merrimac Rd.)/VA 603 (White Shop Rd.)/VA 645 (Kirtley Trail)**
Short-term maintenance; Long-term reconstruct to widen all approaches.

5. **VA 604 (Emerald Hill Rd.)/VA 605 (Major Brown Rd.)**
Short-term maintenance; Long-term straighten/realign curves.

6. **US 29 (James Madison Hwy.)/VA 666 (Braggs Corner Rd./Greens Corner Rd.)**
Short-term monitor new signal's performance and consider prohibiting U-turns and right turn on red from 666 onto Rt. 29 Northbound; Mid-term add turn lanes; Long-term construct interchange.

7. **US 29/VA 718 (Mountain Run Lake Rd.)**
Short-term consolidate entrances and improve sight distance; Mid-term relocate/realign Mt. Run Lake Rd.; Long-term consider installation of traffic signal at US 29 and Granite Blvd.

8. **US 211/VA 229**
Deficiency with low priority; Continue to monitor for potential improvements.

9. **VA 229 (Rixeyville Rd.)/VA 621 (Jeffersonton Rd./ Colvin Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

10. **VA 229 (Rixeyville Rd.)/VA 785 (Richmond Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

11. **US 29/VA 609 (Hoover Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

12. **VA 229 (Rixeyville Rd.)/VA 640 (Monumental Mills Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

13. **US 15/US 29 (James Madison Hwy.)/VA 676 (Beverly Ford Rd./Berry Hill Rd.)**
Mid-term add turn lanes on Berry Hill Road.

14. **US 15/US 29/Remington Rd.**
Mid-term consider installation of traffic signal.

15. **Loop Rd. from Ira Hoffman Ln. to Keyser Rd.**
Long-term construct new roadway.

16. **Western Outer Loop from VA 729 to US 522**
Long-term construct new roadway.

17. **VA 3 from Stevensburg to Lignum**
Long-term widen to four lanes with median.

18. **US 15/29 Bus. from VA 666 to Inlet/VA 665**
Long-term widen to four lanes with median.

19. **Regional Airport/VA 677 (Beverly Ford Rd.)**
Long-term apron expansion; Hangar development; New Terminal; Expansion of water and sewer lines; Development on east side of runway based on new airport layout plan.

20. **VA 229 from VA 685 to VA 211**
Mid-term - implement safety spot improvement program for installing right and left turn lanes along entire length of route 229.

21. **VA 522 from Rappahannock Co. Line to the Western Boundary of the Town of Culpeper**
Mid-term implement spot improvement projects to add right and left turn lanes. Long-term provide full-width lanes and shoulders.

22. **VA 15 from Madison Co. Line to VA 686**
Mid-term implement spot improvement projects to add right and left turn lanes.

23. **US 29/VA 603 (White Shop Rd.)**
Short-term maintenance; Long-term lengthen turn lanes and realign VA 603 northbound to crossover.

24. **VA 729 (Eggbornsville Rd.) from VA 714 (Dunkard Church Rd.) to Rappahannock Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

25. **VA 663 (Stevensburg Rd.) from VA 3 to VA 666**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

26. **VA 647 (Revercomb Rd.) from VA 3 to VA 610**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

27. **VA 663 (Alanthus Road) from US 15 to VA 762 (Brandy Road)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

28. **VA 729 (Eggbornsville Road) from VA 638 (Alum Springs road) West to Western Outer Loop**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Continue to monitor from Western Outer Loop to VA 229 (Rixeyville Road) and widen as needed.

29. **VA 627 (Homeland Rd.) from VA 729 (Eggbornsville Rd.) to VA 640 (Monumental Mills Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

30. **VA 640 (Monumental Mills Rd.) from VA 627 (Homeland Rd.) to VA 229 (Rixeyville Rd.)**
Long-term reconstruct road to address geometric deficiencies.

31. **VA 611 (Waterford Dr.) from Rappahannock Co. Line to VA 618 (Gray Horse Ln.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

32. **VA 621 (Lakota Rd.) from VA 625 (Ryland Chapel Rd.) to Fauquier Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

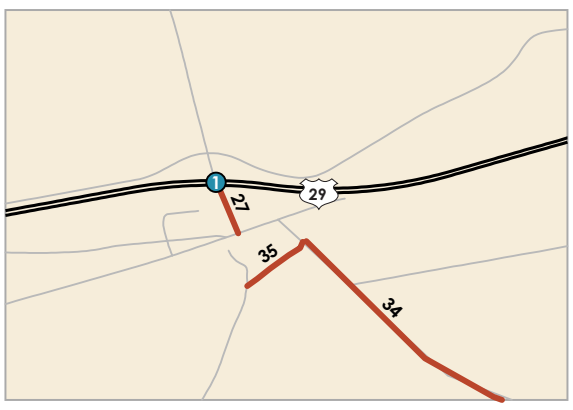
33. **VA 640 (Ryland Chapel Rd.) from VA 229 (Rixeyville Rd.) to VA 625 (Mount Zion Church Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

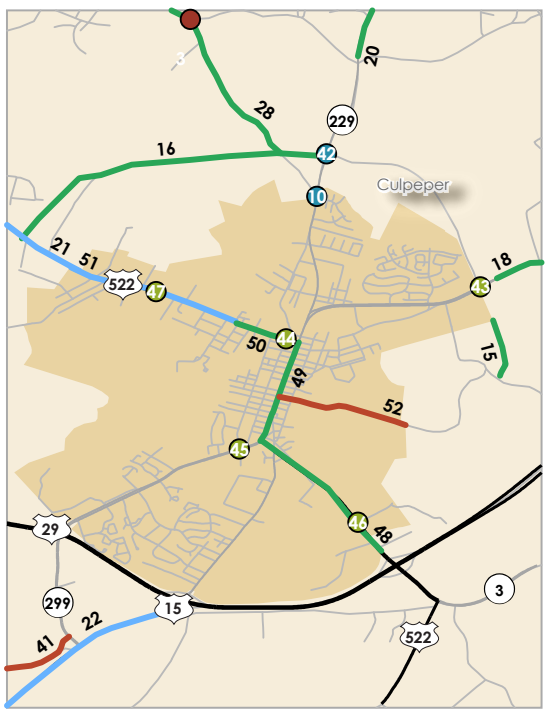
34. **VA 669 (Carrico Mills Rd.) from VA 700 (Mount Dumplin Rd.) to VA 3**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

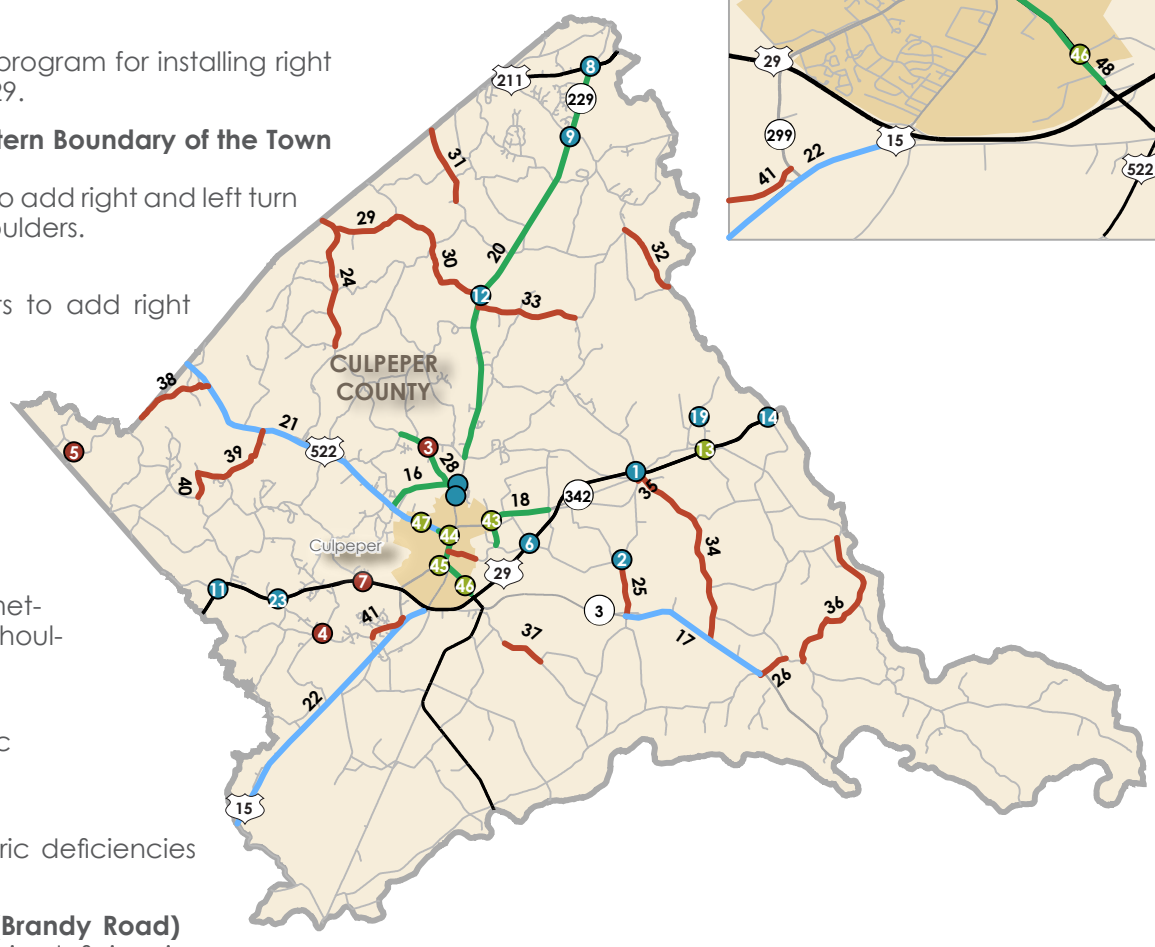
35. **VA 700 (Mount Dumplin Rd.) from VA 663 (Stevensburg Rd.) to VA 669 (Carrico Mills Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

CULPEPER COUNTY DEFICIENCIES

Intersection Deficiency	Segment Deficiency
Operation Deficiency	Operation Deficiency
Safety Deficiency	Safety Deficiency
Both Deficiencies	Geometric Deficiency
Other Deficiency	Both Operation & Safety Deficiency







CULPEPER COUNTY RECOMMENDATIONS (continued)

36 VA 620 (Edwards Shop Road) from VA 610 (Eley's Ford Road) to Fauquier County Line
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

37 VA 658 (Mount Pony Rd.) from 0.5 Mi. S. VA 656 (Woolens Ln.) to VA 661 (Blackjack Dr.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

38 VA 707 (Slate Mills Rd.) from Rappahannock Co. Line to US 522 (Sperryville Pk.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

39 VA 634 (Griffinsburg Rd.) from VA 637 (Shanktown Rd.) to US 522 (Sperryville Pk.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

40 VA 637 (Shanktown Rd.) from VA 634 (Griffinsburg Rd.) to VA 644 (Reva Rd.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

41 VA 692 (Old Orange Rd.) from VA 603 (White Shop Rd.) to VA 299 (Madison Rd.)
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

42 VA 229 (Rixeyville Rd.)/VA 694 (Ira Hoffman Ln.)
Mid-term monitor intersection to assess impact of recent upgrades on overall safety.

43 James Madison Hwy./Ira Hoffman Ln.
Mid-term add turn lanes; Long-term reconstruct intersection to improve operations and safety. (Town of Culpeper)

44 West St./Evans St.
Mid-term add turn lanes; Long-term reroute/divert left-turn traffic to Main St., and develop the Western Inner Connector. (Town of Culpeper)

45 Madison Rd./Blue Ridge Ave.
Mid-term add turn lanes. (Town of Culpeper)

46 McDevitt Dr./Fredericksburg Rd./Germanna Hwy.
Mid-term add turn lanes; Long-term reconstruct intersection to provide median space for two-stage left turns. (Town of Culpeper)

47 Blossom Tree Rd./Sperryville Pk.
Mid-term straighten/realign curves; Long-term consider installation of traffic signal. (Town of Culpeper)

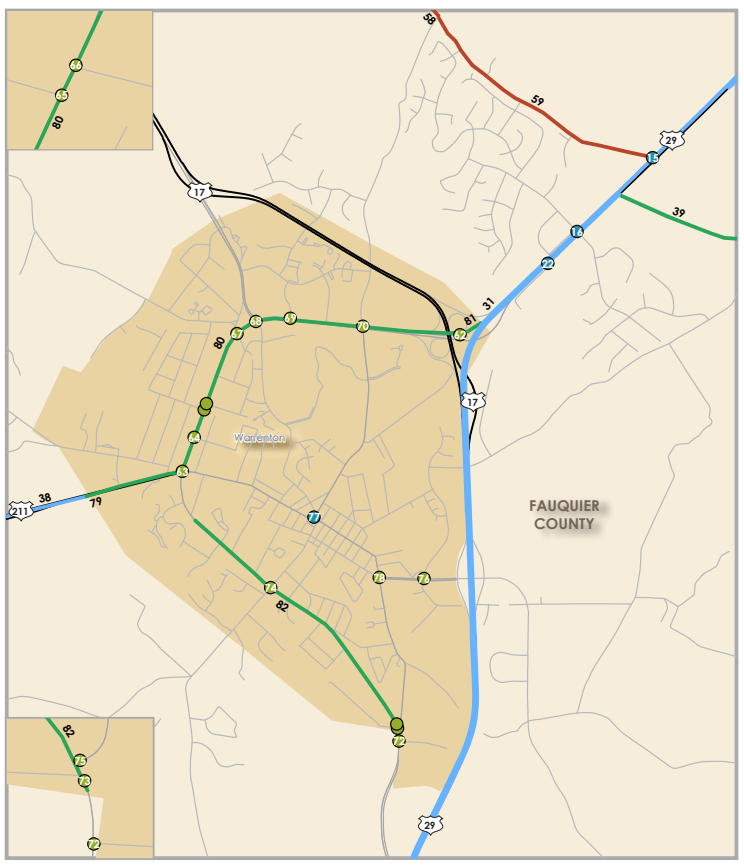
48 VA 3 from South Main St. to Southeastern Boundary of Town of Culpeper
Long-term widen to four lanes. (Town of Culpeper)

49 VA 15 (Main St.) from S. Main St. to Evans St.
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

50 VA 522 (Sperryville Pike) from Virginia Ave. to West St.
Long-term widen road to increase capacity or develop the Western Inner Connector. (Town of Culpeper)

51 US 522 from Virginia Ave. to the Western Boundary of the Town of Culpeper
Reconstruct as urban three-lane roadway. (Town of Culpeper)

52 VA 699 (Chandler St.) from East St. to the Eastern Boundary of the Town of Culpeper
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Culpeper)



FAUQUIER COUNTY RECOMMENDATIONS

1 I-66/Exit 23 (US 17) near Delaplane
Long-term lengthen merge area; Extend acceleration lane from US 17 SB to Interstate 66 eastbound.

2 I-66/Exit 28 (US 17) near Marshall
Long-term continue to move the planned improvements from the Marshall Service District Plan study through the review process. Improvements include installing roundabouts at ramp termini and adjacent intersections.

3 US 15 / US 29/VA 215 (Vint Hill Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

4 US 15/US 29/VA 651 (Freeman's Ford Rd.)
Short-term maintenance; Consider upgrading shoulder width; Mid-term reconfigure/relocate parking near the intersection and add turn lanes.

5 US 15/US 29 (James Madison Hwy.)/VA 661 (Oak Shade Rd./Botha)/ VA 786 (Okeefe Rd.)
Short-term maintenance; Mid-term extend/add turn lanes; Long-term consider installation of traffic signal or intersection reconfiguration consistent with Rt. 29 Study.

6 US 15/US 29/VA 600 (Beverlys Mill Rd./Broad Run Church Rd.)
Short-term maintenance; Mid-term monitor intersection to assess impact of recent upgrades on overall safety.

7 US 15/US 29/VA 676 (Riley Rd.)
Long-term continue to monitor intersection for safety issues and possible signalization or intersection reconfiguration consistent with Rt. 29 Study.

8 US 15/US 29 Bus. (James Madison St.)/Main St.
Short-term add crosswalks; Mid-term re-grade to address drainage issues.

9 VA 28/VA 610
Mid-term add turn lanes.

10 VA 28/VA 667 (Old Dumfries Rd.)/VA 806 (Elk Run Rd.)
Mid-term add turn lanes and consolidate/close/relocate adjacent driveways; Long-term monitor intersection to assess impact of recent upgrades on overall safety.

FAUQUIER COUNTY DEFICIENCIES

Intersection Deficiency	Segment Deficiency
Operation Deficiency	Operation Deficiency
Safety Deficiency	Safety Deficiency
Both Deficiencies	Geometric Deficiency
Other Deficiency	Both Operation & Safety Deficiency

FAUQUIER COUNTY RECOMMENDATIONS (continued)

11 **US 15/US 29/VA 651 (Lees Mill Rd.)**
Mid-term extend turn lanes; Long-term create single entrance/exit point for VA 651.

12 **US 15/US 17/US 29/VA 687(Opal Rd.)/Marsh Rd.**
Long-term construct interchange.

13 **US 17 (Marsh Rd.)/VA 28**
Short-term maintenance and consider right-turn-on-red restrictions; Mid-term relocate intersection-adjacent driveways. Long-Term construct frontage roads.

14 **VA 28/VA 616**
Short-term consider prohibiting U-turns; Mid-term add turn lanes and close/relocate driveways; Long-term realign Casanova Rd. to Bastable Mill Rd.

15 **US 29/VA 861**
Deficiency with low priority; Continue to monitor for potential improvements.

16 **US 29/VA 1405 (Nordix Rd./Cedar Run Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

17 **US 29/VA 28/VA 657**
Short-term maintenance; Mid-term improve the signal operation and extend shoulder.

18 **US 17 (Marsh Rd.)/VA 656 (Remington Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements. Intersection is southern gateway to Bealeton Service District and needs to convey entry into a town.

19 **US 17 (Marsh Rd.)/VA 859 (Village Center Dr.)**
Deficiency with low priority; Continue to monitor for potential improvements.

20 **US 17 (Marsh Rd.)/VA 637 (Shipps Store Rd./Razor Hill Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

21 **US 29/VA 663 (Covingtons Corner Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

22 **US 29/FR 973 (Comfort Inn Dr.)**
Deficiency with low priority; Continue to monitor for potential improvements.

23 **US 17 (Winchester Rd.)/US 50 (John S. Mosby Hwy.)**
Deficiency with low priority; Continue to monitor for potential improvements.

24 **US 17 (Marsh Rd.)/VA 634 (Courtneys Corner Rd.)/VA 806 (Elk Run Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

25 **VA 661 (Schoolhouse Rd.)/VA 28**
Deficiency with low priority; Continue to monitor for potential improvements.

26 **VA 661 (Oak Shade Rd.)/VA 28**
Deficiency with low priority; Continue to monitor for potential improvements.

27 **US 17 (Marsh Rd.)/VA 663 (Covingtons Corner Rd./ Old Marsh Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

28 **VA 28 /VA 649 (Germantown Rd.)**
Mid-term add turn lanes; Long-term reconstruct intersection to provide median space for two-stage left turns or consider installation of traffic signal.

29 **US 29 from S. Main St. to US 15/29 Bus. (S. of Culpeper Co. Line)**
Mid-term spot safety and intersection improvements, including the addition of turn lanes and closure/consolidation of median crossovers. Long term provide additional capacity through conversion to non-arterial roadway (i.e., no traffic signals) or widening to six lanes.

30 **Us 15/29 Bus. (Town of Remington) from US 29 to Culpeper Co. Line**
Mid-term improve to provide full-width lanes and shoulders throughout. Long term control access to support ultimate conversion to non-arterial roadway (i.e., no traffic signals).

31 **US 29 from US 17 (E. Shirley Ave.) to Prince William Co. Line**
Mid-term: spot safety and intersection improvements, including the addition of turn lanes and closure/consolidation of median crossovers. Long term: provide additional capacity through conversion to non-arterial roadway (i.e., no traffic signals), consider long term planning of new Park & Ride lots.

32 **VA 28 from US 15/29 to Prince William Co. Line**
Mid-term spot safety and intersection improvements. Long-term construct Bealeton Connector to take traffic off Route 28, apply access management techniques to the Route 28 corridor to consolidate driveways and to provide inter-parcel connectivity, and to provide safety enhancements.

33 **VA 215 from VA 15/29 to Vint Hill**
Increase capacity while respecting battlefield setting. Potential improvements include traffic calming techniques, and installation of roundabouts as opposed to widening. Desire of Co. is to delay widening to four lanes as long as possible.

34 **Fauquier/Warrenton Airport/Airport Rd./VA 28**
Long-term monitor intersection for impacts due to new terminal and hangars and improvements to entrances/exits on VA 28 and future access roads.

35 **VA 611 (Sowego Rd.) from VA 612 to Prince William Co. Line**
Long-term reconstruct road to address geometric deficiencies.

36 **VA 612 (Brent Town Rd.) from VA 610 to VA 609**
Long-term reconstruct road to address geometric deficiencies.

37 **SC 610 (Aquia Rd.) from VA 612 N. to Stafford Co. Line**
Long-term reconstruct road to address geometric deficiencies.

38 **US 211 from Culpeper Co. Line to Western Boundary of the Town of Warrenton**
Study ways to increase capacity and/or accommodate travel demand on alternative corridors or modes.

39 **SC 605 (Dumfries Road) from US 29/15 to VA Route 602 (Rogues Rd)**
Intersection and safety improvements; Possible expansion to 4 lanes.

40 **I-66 from Warren Co. Line to Prince William Co. Line**
Long-term explore ways to increase capacity and/or accommodate travel demand on alternative corridors or modes.

41 **US 17 from US 50 to I-66**
Long-term retain two lanes with minor safety improvements.

42 **US 50 from 0.25 Mi. E. US 17 to VA 611**
Long-term minor safety improvements building upon existing traffic calming measures.

43 **VA 688 (Leeds Manor Rd.) from 0.7 Mi. S. VA 647 to VA 647**
Long-term reconstruct road to address geometric deficiencies.

44 **VA 670 (Old Auburn Rd.) from VA 674 E. to VA 692**
Long-term reconstruct road to address geometric deficiencies.

45 **VA 616 from VA 28 W. to VA 643 E.**
Long-term reconstruct road to address geometric deficiencies.

46 **VA 663 (Balls Mill Rd.) from US 17 to VA 674 Green Rd.**
Long-term reconstruct road to address geometric deficiencies.

47 **VA 610 (Midland Rd.) from VA 649 to VA 806**
Long-term reconstruct road to address geometric deficiencies.

48 **VA 609 from VA 806 to VA 612**
Long-term reconstruct road to address geometric deficiencies.

49 **VA 651 from VA 820 to VA 632 E.**
Long-term reconstruct road to address geometric deficiencies and periodic flooding.

50 **VA 651 from VA 820 to Southern Boundary of the Town of Remington**
Long-term reconstruct road to address geometric deficiencies.

51 **VA 651 from Southern Boundary of the Town of Remington to US 15**
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

52 **VA 656 from VA 651 to VA 1203**
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

53 **VA 1203 from VA 656 to US 15 Bus.**
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

54 **VA 602 from VA 670 S. to VA 670 N.**
Long-term reconstruct road to address geometric deficiencies.

55 **VA 670 from VA 602 to VA 605**
Long-term reconstruct road to address geometric deficiencies.

56 **VA 667 from VA 670 to VA 603 W.**
Long-term reconstruct road to address geometric deficiencies.

57 **VA 600 from VA 55 to US 29**
Long-term reconstruct road to address geometric deficiencies.

58 **VA 605 from VA 628 to VA 672**
Long-term reconstruct road to address geometric deficiencies.

59 **VA 605 from VA 672 to US 29**
Long-term reconstruct road to address geometric deficiencies.

60 **VA 712 from VA 710 N. to US 50**
Long-term reconstruct road to address geometric deficiencies.

61 **VA 713 from VA 710 to US 50**
Long-term reconstruct road to address geometric deficiencies.

62 **US 29 Bus./US 211**
Short-term and mid-term maintenance; Long-term flatten vertical curvature on westbound lanes. (Town of Warrenton)

63 **US 17/US 211 (Frost Ave.)/Waterloo St.**
Long-term construct interchange. (Town of Warrenton)

64 **US 17/US 29/US 211 Bus. (Broadview Ave.)/Church St.**
Mid-term implement access management to consolidate private entrances and exits. (Town of Warrenton)

65 **US 17/US 29/US 211 Bus. (Broadview Ave.)/Gold Cup Dr.**
Mid-term implement access management to consolidate private entrances and exits. (Town of Warrenton)

66 **US 17/US 29/US 211 Bus. (Broadview Ave.)/Stuyvesant St.**
Mid-term implement access management to consolidate private entrances/exits; Consider right-in/right-out only operations with traffic rerouted to Chappell St. (Town of Warrenton)

67 **US 17/US 29/US 211 Bus. (Broadview Ave.) at Roebling St/Old Broadview Ave.**
Mid-term consider installation of traffic signal. (Town of Warrenton)

68 **US 15/US 29 Bus./Broadview Ave./Winchester St.**
Mid-term add turn lanes; Long-term consider construction of interchange at this location. (Town of Warrenton)

69 **US 15/US 29 Bus. (Lee Hwy.)/Branch Drive**
Short-term modify southbound approach lane configuration. (Town of Warrenton)

70 **US 15/US 29 Bus. (Lee Hwy.)/Blackwell Rd.**
Mid-term add turn lanes. (Town of Warrenton)

71 **US 15/US 29/Lord Fairfax Dr./James Madison Hwy.**
Short-term maintenance to improve safety; Long-term construct interchange. (Town of Warrenton)

72 **East Shirley Ave./Industrial Rd.**
Long-term consider grade separation if warranted. (Town of Warrenton)

73 **East Shirley Ave./Alwington Farm Blvd.**
Long-term consider modification of approach lane configuration in the future if warranted. (Town of Warrenton)

74 **Shirley Ave./Culpeper St.**
Mid-term reconstruct intersection and modify eastbound approach lane configuration to improve operations and safety. (Town of Warrenton)

75 **Shirley Ave./Falmouth St.**
Mid-term consider modifications/enhancements of traffic control at this intersection. (Town of Warrenton)

76 **Walker Drive/East Lee St.**
Mid-term consider modifications/enhancements of traffic control at this intersection. (Town of Warrenton)

77 **Waterloo St./Main St./Alexandria Pike/Winchester St.**
Short-term maintenance to improve safety; Mid-term based on current analysis, consider modifications/enhancements of traffic control at this intersection in the future. (Town of Warrenton)

78 **Main St./Falmount St./East Lee St./Metzee Rd.**
Mid-term based on current analysis, consider modifications/enhancements of traffic control at this intersection in the future. (Town of Warrenton)

79 **VA 211 (Frost Ave.) from Western Boundary of the Town of Warrenton to US 17 Bus. (Shirley Ave.)**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes. (Town of Warrenton)

80 **US 17 (Broadview Ave.) from US 211 Bus. (Waterloo St) to US 29 Bus. (Lee Hwy.)**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes. (Town of Warrenton)

81 **US 15 (Lee Hwy.) from US 17 to Northern Boundary of the Town of Warrenton**
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes. (Town of Warrenton)

82 **US 17 (West Shirley Ave.) from 0.31 Mi. S. US 211 Bus. to US 15 Bus. (Falmouth St.)**
Long-term based on current analysis, consider some degree of widening to accommodate future travel demand. (Town of Warrenton)

ORANGE COUNTY RECOMMENDATIONS

1 **US 15/US 33/High St.**
Mid-term add crosswalks and improve turning radii on all approaches; Long-term straighten/realign curves and modify traffic patterns.

2 **VA 231/High St.**
Short-term install warning signage; Mid-term improve turning radius for northbound approach; Long-term monitor need for signalization.

3 **VA 20/US 522**
Long-term relocate commercial entrances.

4 **VA 20/VA 3**
Short-term maintenance to improve safety; Long-term consider speed limit reduction.

5 **VA 611/VA 20**
No recommendation based on analysis. Continue to monitor for potential deficiencies.

6 **VA 601/VA 20**
No recommendation based on analysis. Continue to monitor for potential deficiencies.

7 **US 33/VA 20**
No recommendation based on analysis. Continue to monitor for potential deficiencies.

8 **US 33 (Spotswood Trail)/VA 20 (Constitution Hwy.)**
No recommendation based on analysis. Continue to monitor for potential deficiencies.

9 **VA 231 (Blue Ridge Tnpk./Gordon Ave.)/US 15 Bus. (Main St.)**
No recommendation based on analysis. Continue to monitor for potential deficiencies.

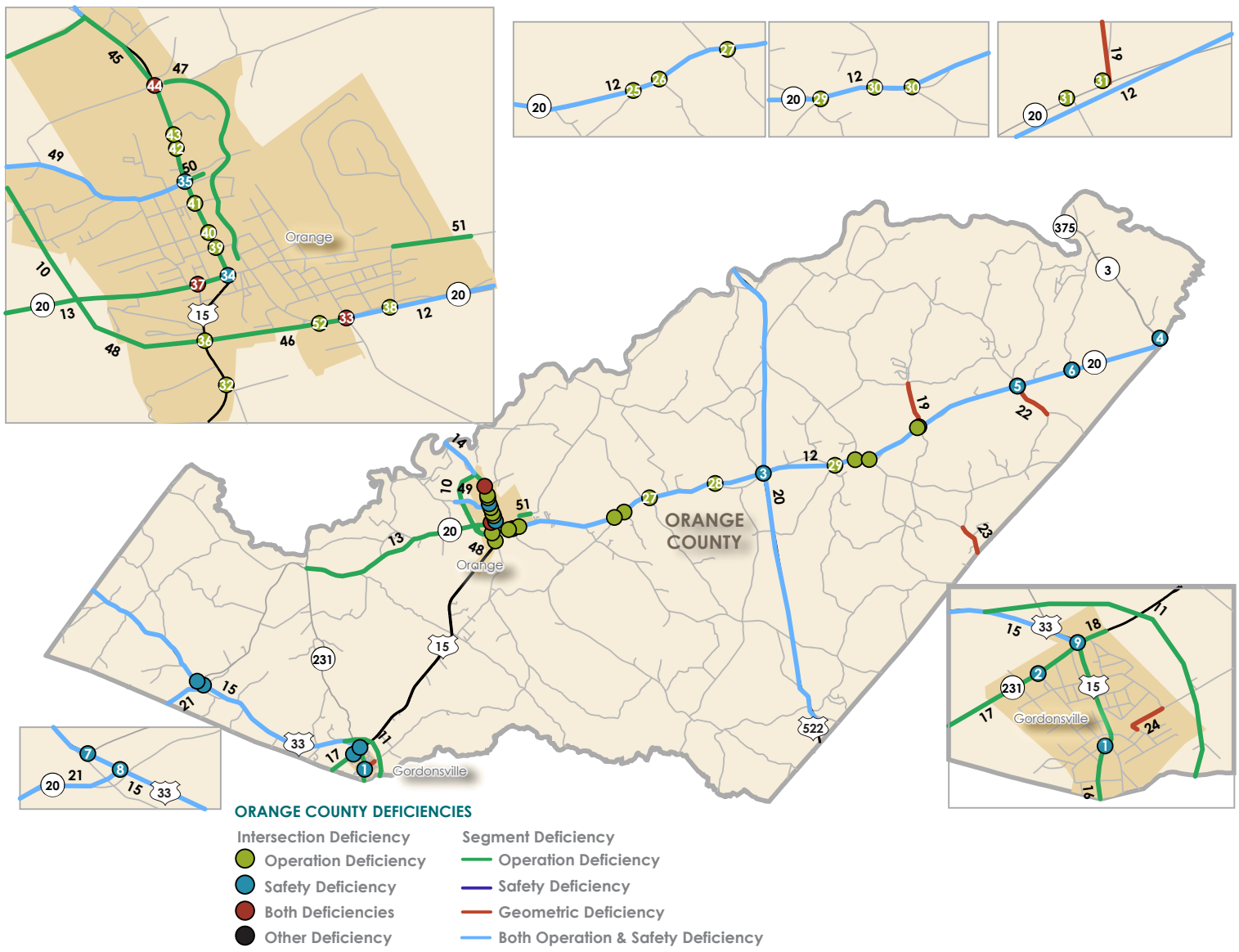
10 **Radney Road Extension-Poplar Forest-Harper from Radney Road to VA 20**
Long-term construct new roadway.

11 **US 15 (Gordonsville Bypass) from US 15 N. of Town of Gordonsville to US 15/33 S. of Town of Gordonsville**
Long-term construct new four-lane roadway.

12 **VA 20 from Eastern Boundary of the Town of Orange to VA 3**
Mid-term safety and intersection improvements. Long-term reconstruct roadway to 4 lanes with median and implement traffic calming measures in the Town of Orange.

13 **VA 20 from VA 231 to US 15 (James Madison Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the historic character of the area.

14 **US 15 from Madison Co. Line to Northern Boundary of the Town of Orange**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the historical character of the area.



ORANGE COUNTY RECOMMENDATIONS (continued)

15 **US 33 from Greene Co. Line to US 15**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

16 **US 15 from US 33/VA 231 to Louisa Co. Line**
Long-term widen to four lanes with median.

17 **VA 231 from Louisa Co. Line to US 33**
Long-term widen to four lanes with median.

18 **US 15 from US 33/231 to Northern Boundary of the Town of Gordonsville**
Long-term widen to four lanes with median.

19 **VA 692 (Burr Hill Rd.) from VA 20 E. to VA 602**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

20 **US 522 from Culpeper Co. Line to 0.47 Mi. N. Spotsylvania Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

21 **VA 20 from Albemarle Co. Line to US 33**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

22 **VA 611 from VA 20 to VA 604**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

23 **VA 608 from VA 606 to Spotsylvania Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

24 **VA 1014 (Mill St.) from VA 1013 to VA 643**
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

25 **VA 20/VA 631 (Brick Church Rd.)**
Short-term install westbound left-turn lane.

26 **VA 20/VA 625 (Porter Rd.)**
Short-term install westbound left-turn lane.

27 **VA 20/VA 600 East (Kendall Rd.)**
Short-term install eastbound right-turn lane and westbound left-turn lane.

28 **VA 20/VA 671 (Village Rd.)**
Short-term install eastbound right-turn lane.

29 **VA 20/VA 650 (Independence Rd.)**
Short-term shift intersection to the east to come in across from Rt. 741 and add turn lanes.

30 **VA 20/VA 621 S. (Mine Run Rd.) and N. (Pine Stake Rd.)**
Short-term add right and left turn lanes; Long-term consolidate east and west intersections.

31 **VA 20/VA 692 N. (Burr Hill Rd.) and S. (Grasty Gold Mine Rd.)**
Short-term consolidate east and west intersections.

32 **US 15 (James Madison Hwy.)/Old Gordonsville Rd.**
Mid-term relocate/reconfigure intersection, add turn lanes on US 15.

33 **VA 20/Monrovia Rd.**
Short-term maintenance, reconfigure/relocate parking near the intersection; Mid-term consolidate/close/relocate intersection-adjacent driveways; Long-term add turn lanes and consider the installation of a traffic signal or a roundabout. (Town of Orange)

34 **US 15 (Madison Rd.)/Main St.**
Short-term install warning signs; Mid-term relocate signal pole or ADA ramp; (Town of Orange)

35 **US 15/VA 633 (Spicers Mill Rd.)**
Mid-term improve sidewalk connectivity; Long-term consolidate/close/relocate intersection-adjacent driveways. (Town of Orange)

36 **US 15 (James Madison Hwy.)/VA 20 (Berry Hill Rd.)**
Short term lengthen the westbound right turn lane; Mid-term construct turn lanes and modify lane configurations for intersection approaches. Add sidewalk on south side of Route 20 with crosswalks. (Town of Orange)

37 **US 15 (Caroline Ave.)/VA 20 (West Main St.)**
Mid-term add turn lanes, modify lane configurations for intersection approaches; Long-term reconstruct intersection to improve turning radii. (Town of Orange)

38 **Selma Rd./VA 20 (Berry Hill Rd.)**
Mid-term modify lane configurations for intersection approaches and straighten minor street. (Town of Orange)

39 **North Madison Rd./Washington St.**
Mid-term consolidate driveways, build May-Fray Ave. Connector; Long-term widen to four lanes and consider installation of traffic signal. (Town of Orange)

40 **North Madison Rd./Newton St.**
Mid-term consolidate driveways, build May-Fray Ave. Connector; Long-term widen to four lanes. (Town of Orange)

41 **North Madison Rd./West Nelson St./Woodmark St.**
Mid-term consolidate driveways, build May-Fray Ave. Connector and install signal; Long-term widen to four lanes. (Town of Orange)

42 **North Madison Rd./South Entrance to Orange Village Shopping Center**
Mid-term prohibit left turn movement from minor street in conjunction with North Entrance improvement. (Town of Orange)

43 **North Madison Rd./North Entrance to Orange Village Shopping Center**
Mid-term consider installation of traffic signal. Long -term extend Radney road to Spicers Mill Road.

44 **North Madison Rd./Montebello Rd./Radney Rd.**
Mid-term extend turn lanes; Long-term continue to monitor intersection for safety issues and possible installation of traffic signal or install roundabout. (Town of Orange)

45 **US 15 from Northern Boundary of the Town of Orange to Montebello Rd.**
Short-term install two (2) roundabouts; Long-term widen to four lanes with median. (Town of Orange)

46 **VA 20 (Berry Hill Rd.) from VA 15S (Caroline St) to VA 612 (Monrovia Rd.)**
Long-term widen to four lanes with median. (Town of Orange)

47 **US 15 from Montebello Rd. to VA 20 (Main St.)**
Mid-term build May-Fray Avenue Connector; Long-term continue to monitor US 15 and widen to four lanes as needed.

48 **Berry Hill Rd. Extended from US 15S (Caroline St) to VA 20W near Western Town Limit.**
Long-term extend Berry Hill Rd. from US 15S (Caroline St) to VA 20W near WTL. (Town of Orange)

49 **Spicers Mill Rd. from US 15 (Madison Rd.) to Western Town Limit.**
Mid-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Orange)

50 **Spicers Mill Rd. Extended from US 15 (Madison Rd.) to May-Fray Ave. Connector.**
Mid-term extend Spicers Mill Rd. east to connect with the new May-Fray Ave. Connector. (Town of Orange)

51 **Rapidan Rd. from Selma Rd. to Western Town Limit.**
Mid-term widen to standard 2-lane urban roadway.
(Town of Orange)

52 **VA 20 (Berry Hill Rd.)/Byrd St.**
Mid-term reconstruct/reconfigure intersection. (Town of Orange)

MADISON COUNTY RECOMMENDATIONS

1. **US 29/VA 230 (Wolftown Hood Rd.)/VA 626 (Gibbs Rd.)**
Mid-term extend turn lanes; Long-term widen secondary road to 12-foot lanes and continue to monitor intersection for safety issues and possible installation of traffic signal.

2. **US 15 (James Madison Hwy.)/VA 634 (Oak Park Rd.)/VA 614 (Locust Dale Rd.)**
Short-term maintenance to improve safety; Long-term straighten/realign curves and consolidate/close/relocate intersection-adjacent driveways.

2. **US 29/VA 634 (Oak Park Rd./Washington St.)**
Mid-term extend turn lanes and straighten/realign curves.

4. **US 29/VA 662 (Shelby Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.

5. **US 29/VA 230/VA 231 (Orange Rd.)**
Mid-term add turn lanes; Long-term consider installation of traffic signal.

6. **US 15 from Orange Co. Line to Culpeper Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the historic character of the area.

7. **VA 230 from US 29 E. to VA 231 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

8. **VA 230 from VA 607 to VA 705**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

9. **VA 616 from VA 230 to VA 621**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

10. **VA 621 from VA 616 to VA 230**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

11. **VA 614 from VA 705 to US 15**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

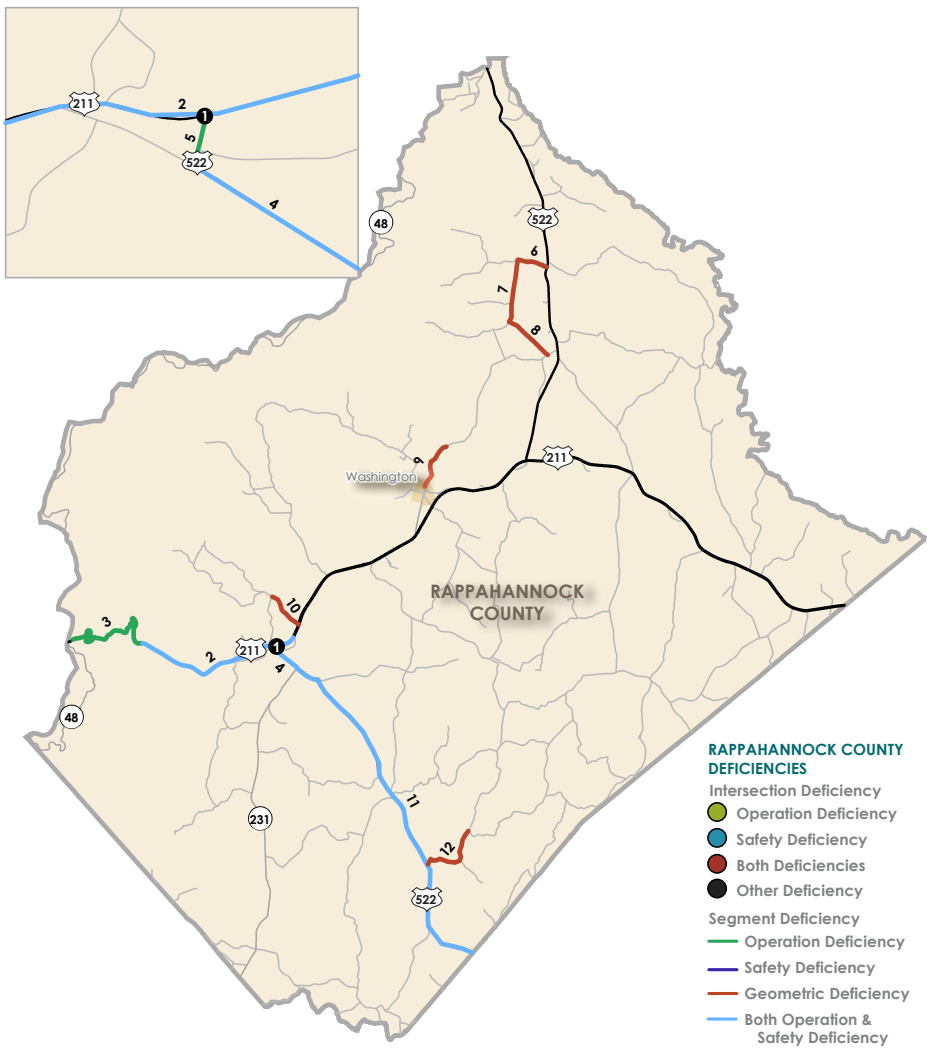
12. **VA 638 from VA 231 N. to VA 603**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

13. **VA 600 from VA 643 N. to VA 643 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

14. **VA 643 from VA 670 to VA 600 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

15. **VA 643 from VA 600 N. to VA 231**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

16. **VA 657 from VA 230 to US 29 Bus.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).



RAPPAHANNOCK COUNTY RECOMMENDATIONS

1. **US 522/Thornton River Bridge (reconstruction near intersection of US 522/211)**
Reconstruct bridge.

2. **US 211 from 3.41 Mi. E. of Page Co. Line to Sons Rd.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the existing character of the area.

3. **US 211 from 0.28 Mi. E. of Page Co. Line to 3.41 Mi. E. of Page Co. Line**
Perform traffic study to identify long term improvements such as a 4-lane rural roadway or upgrading to 2-lane roadway with turn lanes at key locations.

4. **US 522 from VA 1001 to VA 231 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the existing character of the area.

5. **US 522 from US 211 to VA 1001**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the existing character of the area.

6. **VA 630 from US 522 to VA 628**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes) balancing with the existing character of the area.

7. **VA 628 from VA 630 to VA 659**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes) balancing with the existing character of the area.

8. **VA 659 from VA 628 to VA 641**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes) balancing with the existing character of the area.

9. **VA 628 from VA 622 to 0.95 Mi. N. of the North Boundary of the Town of Washington**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) balancing with the existing character of the area.

10. **VA 612 from VA 600 E. to US 211**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

11. **US 522 from VA 231 to Culpeper Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

12. **VA 626 from US 522 to VA 616**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes) balancing with the existing character of the area.

Human Services Transportation

In the CHSM, developed in 2008, five goals and related strategies were developed based on the analysis of regional demographics and unmet needs. In addition to the initial strategies listed here, which are currently under development, other activities that meet CHSM goals are also under development by FAMS partner agencies. VRT, for example, has developed a long-range plan for transit services for the region and is pursuing expanded service with local jurisdictions. The full CHSM Plan includes mid-term and long-term recommendations as well. A more detailed discussion of the deficiencies and recommendations is located in the Technical Report.

Freight, Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined where future growth areas could be. These locations are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, water and sewer existing and future capacity, existing retail locations, and major employers. By directing development, and in particular businesses and industries, that moves freight towards these growth areas, there is the potential to maximize the future performance of the region's transportation system and protect and enhance the region's existing agricultural landscape and setting.

Conducted in conjunction with the regional long-range planning process, the RRRC has completed a regional freight study to assess the impacts of freight in and through the Rappahannock-Rapidan region. The study examines the movement of freight by truck, rail and air, originating, destined to, or passing through the region in order to identify strategies on how the region can best position itself to accommodate future freight growth while minimizing adverse impacts on the region's transportation system and environment. It also provides recommendations for future infrastructure investments and policies that enable the region's transportation system to continue to operate at the highest levels of efficiency and safety in years ahead.

The analysis of current and future freight movement in the region explores the relationships between land use, transportation, and investments. It discusses the importance of making strategic policies and investments that will improve the goods movement capabilities of local employers, the economic competitiveness of the region, and overall quality of life of its residents.

The forecast year for the local transit provider, Virginia Regional Transit, is six years.

Regional Human Services Transportation Deficiencies and Recommendations

Unmet Need/Deficiency	Recommendation	Initial Strategies
Sustained regional coordination of human services transportation. Increased outreach to human service providers on available transportation services. Attendants or escorts to provide assistance as needed. Greater safety training and oversight, including improved training of drivers in wheelchair assistance techniques.	Establish a formal regional partnership and programs to promote collaboration and effectiveness and efficiency of human services mobility.	Establish Foothills Area Mobility System (FAMS) to formalize and systematize the regional CHSM collaboration. Create Mobility Management program to oversee current and future human services transportation planning.
Effective dissemination of information on available transportation services.	Provide effective information and referral (I&R) and outreach to ensure that target populations can and will access transportation services.	Establish one-call travel center to provide information on all travel modes and directly assist targeted population with travel arrangements and training.
Expanded transportation options for non-Medicaid funded medical trips. Expanded transportation services in rural areas, especially service to Culpeper, Orange, and Fauquier Counties.	Provide flexible quality transportation options and more specialized one-to-one services through expanded use of volunteers.	Develop Volunteer Transportation Network to create incentives for county volunteer programs and offer support to improve program quality and transportation access.
Expanded transportation services in rural areas. Increased service to reduce customer ride time. More secure funding stream to support transit providers and transportation programs.	Support existing transit and human service transportation providers in their efforts to continue and improve their services.	Support collaborative efforts of VRT, RRCSB/AAA, and private providers to improve reach and efficiency of their services.
Transportation to access job opportunities that require evening and weekend shifts. Expanded transportation options for people with disabilities for recreational trips. Transportation services that do not require advance notice and are available for spontaneous trips. Expanded transportation services to medical facilities outside the area.	Identify and support implementation of new and expanded transportation services, other than volunteer programs, to meet identified needs.	Establish pilot service, operated by VRT, for persons with disabilities between Culpeper and Charlottesville for medical appointments and treatment.

The primary source of recommendations was the individual jurisdictions' bike plans and/or comprehensive plans.

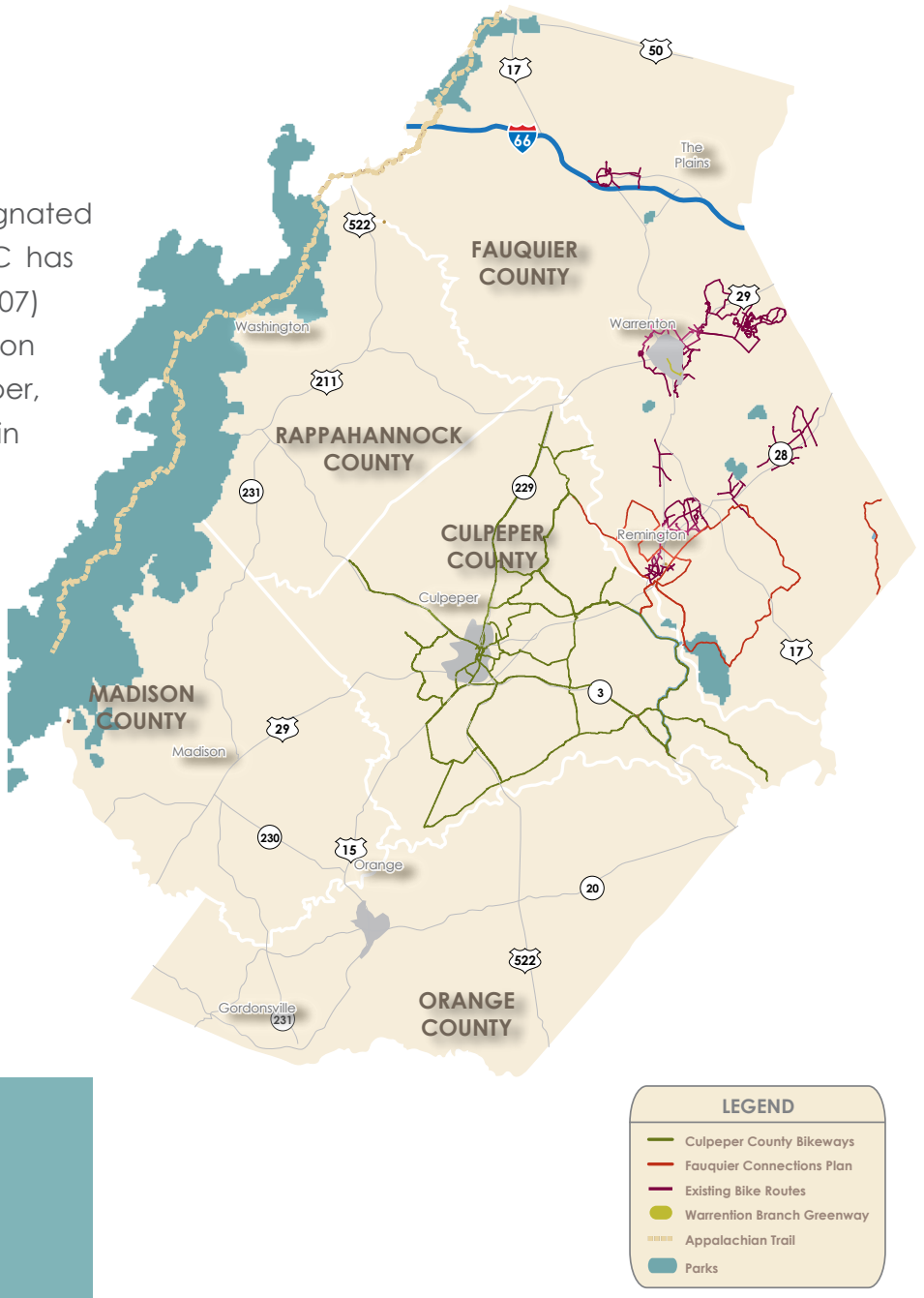
Bicycle and Pedestrian Facilities

Deficiencies in Existing Network

The towns of Warrenton, Culpeper, and Remington have designated bicycle routes and facilities in and around their towns. The RRRC has prepared a *Draft Regional Bicycle and Pedestrian Plan* (2007) that details the existing and potential future facilities for the region and the individual jurisdictions. In addition, the Town of Culpeper, Culpeper County, and Town of Warrenton/Fauquier County, in collaboration with the RRRC, have each recently completed detailed individual bicycle and pedestrian planning initiatives.

Recommendations

The primary source of recommendations was the individual jurisdictions' bike plans and/or comprehensive plans. Currently, the only jurisdiction to include specific bicycle and pedestrian routes in its comprehensive plan is Culpeper County, although adoption of proposed bicycle/pedestrian facilities is pending in several other jurisdictions.



The Towns of Warrenton, Culpeper, and Remington have established bicycle routes and facilities in and around their towns.

Airports

The *Virginia Air Transportation System Plan Update* (2003) contains future forecasts (2020) of operations and aircraft based at the airports ranging from growth of 4% of based aircraft at Culpeper Regional to no growth at Orange County. Review of regional and local planning documents identified the need for a new terminal and new hangars at the Warrenton-Fauquier Airport. Two of the roadway detailed study locations are located at access points to the Culpeper Regional Airport and the Warrenton-Fauquier Airport. The recommendations included adding a turn lane at the intersection of Berry Hill Road with US 15/US 29 in Culpeper County and adding additional turn lanes at the intersection of VA 610 with VA 28 in Fauquier County. Improvements are currently underway at Orange County Airport, including new terminal construction in accordance with the county's adopted Airport Layout Plan. The airport is accessed via VA 20 and an improved air facility could affect traffic volumes.

Travel Demand Management

The programs and services of VRT and Commuter Services of the RRRC will continue to be important tools for decreasing single-occupant vehicle trips, particularly during the peak hour. Because of the concentration of work destinations in Northern Virginia and Washington, DC, enhanced public transportation can increase usage through expanded peak period service, which is proposed for the region. Decreases in single-occupant vehicle trips are possible in and around the towns and on heavily traveled commuter routes.

Park and ride lots in the region are expected to continue to be of importance to the commuting population, particularly as in-migration from northern Virginia, Charlottesville, and Fredericksburg continues. RRRC Commuter Services staff currently monitor the lots on a quarterly basis; further monitoring will assess the need to improve or add lots. As migration from the surrounding metropolitan regions continues to affect both area land use and employment, the rideshare service currently offered by the RRRC is expected to serve an even greater role in preserving the viability of the regional transportation network. Commuting to jobs not only outside of the region but also within the region is expected to increase and therefore increase the demand for commuter services provided by the RRRC.

Although the *VRE Strategic Plan 2004-2025* identifies expansion along the Gainesville/Haymarket corridor first, expansion into the RRRC (Fauquier County) is also put forward as a future possibility. This would occur along the Norfolk Southern Piedmont main line from the current terminus at Broad Run to either Bealeton or Remington.

Commuting to jobs not only outside of the region but also within the region is expected to increase and therefore further influence the commuter services offered by the RRRC.

PLAN ADOPTION

The *2035 Regional Long Range Transportation Plan* for the RRRC could be adopted by the Regional Commission in 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the *2035 Surface Transportation Plan*. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the *2035 Surface Transportation Plan* and *VTrans 2035* can be found at www.vdot.virginia.gov

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All photographs courtesy of VDOT and the Rappahannock-Rapidan Regional Commission