



# Clarke County Planning Commission

**AGENDA – Policy & Transportation Committee Meeting**

**Wednesday, August 9, 2023 – 2:00PM**

**Berryville/Clarke County Government Center – A/B Meeting Room**

- 1. Approval of Agenda**
- 2. Approval of Minutes – June 14, 2023 Meeting**
- 3. Continued Discussion, Transportation Plan Update**
  - A. Review Initial Draft
  - B. Next Steps
- 4. Other Business**

~None scheduled
- 5. Adjourn**



# Clarke County Planning Commission

**DRAFT MINUTES** – Policy & Transportation Committee Meeting

Wednesday, June 14, 2023 – 2:00PM

Berryville/Clarke County Government Center – A/B Meeting Room

ATTENDANCE:			
Buster Dunning (White Post)	✓	Gwendolyn Malone (Berryville)	✓
Bob Glover (Millwood)	✓	George L. Ohrstrom, II (Ex Officio)	✓
Scott Kreider (Buckmarsh)	✓		

**STAFF PRESENT:** Brandon Stidham (Director of Planning)

**CALL TO ORDER:** By Mr. Stidham at 2:01PM.

## 1. Approval of Agenda

A motion to approve the agenda as presented by Staff was approved unanimously.

Motion to approve meeting agenda as presented by Staff:			
Dunning	AYE	Malone	AYE
Glover	AYE	Ohrstrom	AYE (moved)
Kreider	AYE (seconded)		

## 2. Approval of Minutes – March 22, 2023 Meeting

A motion to approve the March 22, 2023 meeting minutes as presented by Staff was approved unanimously.

Motion to approve March 22, 2023 meeting minutes as presented by Staff:			
Dunning	AYE	Malone	AYE
Glover	AYE	Ohrstrom	AYE (moved)
Kreider	AYE (seconded)		

## 3. Continued Discussion, Transportation Plan Update

Mr. Stidham began the discussion by reviewing the Committee’s work plan for the Transportation Plan Update.

Mr. Stidham noted that Virginia Department of Transportation (VDOT) staff indicated that improvement projects located entirely within town boundaries are not required to be included in the County’s transportation plan. Chair Ohrstrom asked whether improvements at the intersection of East Main Street and Jack Enders Boulevard are located entirely within Berryville town limits and Mr. Stidham replied yes. Mr. Stidham also noted that the southeastern collector road would be an example of a project located in both the Town and County. He added that it would be a good idea to include guidance language in the updated plan to determine which future projects to support and when to select projects for funding applications. Chair Ohrstrom asked if

this would be a decision tree and Mr. Stidham replied that it would be something similar. Mr. Stidham provided the example of the intersection improvement project at Route 7 and Route 601 as an issue that arose unexpectedly due to development of Bear Chase Brewery in Loudoun and increased use of the Appalachian Trail during COVID. He said having guidance in the Transportation Plan would help evaluate the need for new projects and whether they should be prioritized ahead of other projects.

Commissioner Malone asked about scheduling the next meeting and noted that she would be available to meet after the July 5 Work Session. Commissioner Kreider added that he would not be available for any meetings that week. Mr. Stidham asked about scheduling a meeting the following week. Commissioner Glover replied that he would be unavailable for that week and the next week. Mr. Stidham said that we could get most of the work done at this meeting which would leave the July meeting to wrap up loose ends before working on the initial draft. Members said that July 7 following the Business Meeting would work. Members also agreed on other meetings for Wednesday, August 9 at 2:00PM and Thursday, August 24 at 10:00AM.

Mr. Stidham reviewed the proposed outline for the revised plan and noted that it will follow a similar format to the component plans that were recently updated. Chair Ohrstrom asked about statistical information from the 2020 Census. Mr. Stidham replied that he did not think he would use different information from the 2020 Census data. He noted that some more recent data sources such as commuting would likely be skewed due to COVID.

Mr. Stidham reviewed the proposed revision to the plan objectives and strategies. Regarding Objective 1, Mr. Stidham said that the County's focus on transportation improvements is ensuring safety and efficiency, not expanding capacity by building new highways and bypasses. Chair Ohrstrom said that use of the word "efficient" could be interpreted to mean making the transportation network more effective through increased capacity. Mr. Stidham suggested changing the term to "cost-efficient" to emphasize the County working within its ability to pay and members agreed with the change.

Regarding proposed Objective 1 Strategy 2, Chair Ohrstrom asked who would be charged with evaluating the list of proposed improvement projects on an annual basis. Mr. Stidham replied that it is the Board of Supervisors and added that he always found that structure to be unusual. He also noted that other counties use a transportation committee, a joint board of supervisors/planning commission committee, or the planning commission itself in this role. He also said that the County's six-year secondary road construction budget is down to a minimal annual amount that is used primarily for hard surfacing gravel roads or small safety projects. Commissioner Glover asked if language could be added to tie to the capital improvement plan (CIP). Mr. Stidham replied that the Transportation Plan would be used to guide the prioritization of projects which then would be added to the CIP. He noted that a description of how the CIP and Transportation Plan work together can be added to the introductory section of the revised Plan.

Regarding Objective 1 Strategy 3, Commissioner Glover said that some projects are good ideas that should be documented even if funding is not available for them. Mr. Stidham noted that the Route 7 pedestrian bridge project was documented in the CIP as an unfunded project which

would be a good place to include projects for which funding is not available. Commissioner Glover asked about when unfunded projects would be added to the Transportation Plan. Mr. Stidham replied that once they have been identified, they would be added to the annual review list and also to the CIP as an unfunded project. When the five-year Transportation Plan review occurs, all projects not previously noted in the Plan would be added. Mr. Stidham noted that there is not a rush to add projects to the Plan because the VDOT process takes so long to add a project for funding and construction.

Regarding Objective 1 Strategy 4 requesting VDOT to conduct safety studies, Chair Ohrstrom asked if VDOT's Millwood study should be included. Mr. Stidham replied that the list is not intended to be all-inclusive. Regarding Objective 1 Strategy 5, Chair Ohrstrom asked what is meant by "encourage voluntary provision of recommended improvements" and suggested making the language stronger. Mr. Stidham replied that the language is purposely written this way to encourage developers and landowners to do improvements that are recommended but not required by VDOT. Chair Ohrstrom asked if this would provide the authority to turn down an application if the applicant does not provide the recommended improvements. Mr. Stidham replied that there must be other concerns with the proposed development to support a denial and not just refusal to provide the recommended improvements. Commissioner Glover said that deceleration lanes should be added to the list in addition to acceleration lanes. Chair Ohrstrom asked for an example of an off-site transportation improvement. Using the Rappahannock Electric Cooperative conditional zoning case as an example, Mr. Stidham said that a VDOT recommendation to contribute to the improvement of the U.S. 340/U.S. 522 intersection would be considered an off-site improvement. He added that neither VDOT nor the County can require off-site improvements to be provided.

Regarding Objective 2 Strategy 2, Chair Ohrstrom asked about whether there should be a policy on hard surfacing gravel public roads given that other counties want to preserve their gravel roads rather than paving them. He added that gravel roads typically have less traffic. Mr. Stidham noted that the rural rustic paving program does not include realignment of gravel roads as it is a pave-in-place program only. Commissioner Dunning noted that you drive more carefully on dirt roads and hard surfacing them in place can cause speeding dangers. Commissioner Glover suggested including language about erosion control and runoff on gravel roads. Mr. Stidham said that he would add "address stormwater impacts." Regarding the introduction to Objective 2, Chair Ohrstrom asked if this paragraph could be divided into two sentences, and Mr. Stidham replied that it can be rewritten as a bulleted list. Mr. Stidham also noted that there are not many gravel public roads remaining in the County. Commissioner Glover asked if the County has any say over which roads get paved. Mr. Stidham replied that it is our choice whether to designate rural rustic program funding to pave a gravel road and added that there is a minimum traffic threshold to qualify a road for the program. Commissioner Glover asked when residents are consulted about hard surfacing and Mr. Stidham responded that there is a public hearing required for annual adoption of the six-year secondary construction budget. Mr. Stidham also said that it would be a good idea to add language to solicit public comment from residents on whether to pave their gravel roads.

Regarding Objective 2 Strategy 3, Chair Ohrstrom asked whether it would be appropriate to add a recommendation that cyclists take measures to improve their visibility such as attaching flags

to their bikes. Mr. Stidham replied that he does not believe we should be promoting cycling on secondary roads that are narrow and unsafe for cyclists. He added that cyclists can be safety impediments themselves especially when you encounter them over a blind hill.

Chair Ohrstrom asked where Objective 2 Strategy 4 regarding private access easements came from and Mr. Stidham replied that it was his recommendation. Mr. Stidham replied that property owners wanting their private roads hard surfaced or maintained has not been a problem in the County historically but is a common problem in other counties.

Mr. Stidham stated that the changes to the objectives and strategies do not need to be finalized today and that members are welcome to add any issues that he may have missed. Regarding Objective 3 Strategy 3, Chair Ohrstrom noted that the second “in” in the second line should be changed to “of.” Mr. Stidham said that he would make the correction. Members had no other issues or concerns with the draft changes.

Mr. Stidham reviewed the chart of current and proposed projects. He noted that the seven projects in the current Plan are not prioritized and Staff has included three new projects for the Committee to consider including. He noted that most of the current projects were originally scoped in the 1990s and have not been vetted in detail for many years other than the cost estimates. He then described each project in detail.

Regarding the US 50/17 and US 340 intersection project, Mr. Stidham noted that some of the issues with the intersection may have been addressed with recent developments such as the HandyMart complex. He added that for the most part there are not a significant amount of safety concerns with this intersection. Chair Ohrstrom said that the right turn lane from US 50 to Berryville used to be an issue. Commissioner Glover said that it is a bit of a mess getting into the gas station but visibility and most turn lanes seem to be good. Mr. Stidham added that if the northeastern corner is redeveloped, the entrances and turn lanes would have to be brought up to current standards. He also said that the property on the northeastern corner could be limited to a right-in only off of US 50 and a right-out only onto US 340.

Regarding the Route 7 and Shepherds Mill Road intersection, Chair Ohrstrom asked if a traffic signal is planned. Mr. Stidham replied that VDOT is actually planning to block the intersection to prevent left turns from Shepherds Mill Road onto eastbound Route 7, requiring eastbound traffic to go west and make a U-turn at the next crossover at Hawthorne Lane.

Regarding the property at the northeastern corner of the US50/17 and US 340 intersection, Commissioner Dunning asked if the property is sold would the owner have to disclose that the property must be rezoned. Mr. Stidham replied that the property is already zoned Highway Commercial. Commissioner Dunning clarified that he was referring to the entrances having to be updated and Mr. Stidham replied that VDOT would require this at the time of redevelopment. Chair Ohrstrom said that if a new buyer operates the property in the same manner, VDOT would not require any changes. Mr. Stidham provided an example of VDOT’s current review of a potential development in Double Tollgate and the upgrades to current entrances that they will require. Regarding the Route 7 and Shepherds Mill Road intersection, Commissioner Kreider said that years ago VDOT tried to take land at the northeastern corner and lost a lawsuit against

the property owner. Mr. Stidham said that all VDOT can do now is prevent the property owner from expanding the business without providing upgrades.

Commissioner Glover suggested that the project list should be prioritized. Mr. Stidham asked what the members thought about tying prioritization to VDOT's review and recommendations on each project. He noted that aside from Route 7/Shepherds Mill Road, VDOT has not reviewed any of the projects in recent years. Chair Ohrstrom said that Objective 1 Strategy 4 would support this suggestion. Commissioner Glover said that in the meantime, the largest projects should be included at the top of the list because currently one of the smaller projects is at the top. Mr. Stidham suggested grouping them by area and Chair Ohrstrom said that Mr. Stidham should organize them how he sees fit. Mr. Stidham replied that if he were to create his own priority list, the projects would be:

1. Double Tollgate intersection (US 340/277 and US 522)
2. Route 7 and Shepherds Mill Road (Rt. 612)
3. East Main Street (Bus. Rt. 7) from Route 7 to railroad crossing in Town of Berryville
4. West Main Street (Bus. Rt. 7) from Route 7 to Hermitage Blvd. in Town of Berryville
5. Waterloo intersection (US 50/17 and US 340)
6. US 340 drainage improvements in Town of Boyce
7. Future park-and-ride lot on Route 7 one mile west of Town of Berryville

Mr. Stidham noted that the three proposed projects are each supported by a study. He added that the Route 7/Route 601 intersection improvement project was not approved for SmartScale funding. Commissioner Glover asked if VDOT was going to do some minor short-term improvements and Mr. Stidham replied yes.

Mr. Stidham stated that the Town of Berryville's southeastern collector road project is going to be a big discussion topic not just for this Plan update but also for the Berryville Area Plan update. He said that a 2020 memo containing County Staff's concerns is included for the Committee's review, adding that there is some merit to including the project in the Plan subject to some caveats. Chair Ohrstrom stated that he agrees with Staff's concerns beginning on Page 20 of 22 and added that these concerns are likely the reason why the Board of Supervisors is not interested in proceeding with the project. He added that the Town still wants this project to move forward. Mr. Stidham said that the collector road project has a larger impact than the area studied by PrimeAE and added that pass-through traffic would create issues on East Main Street as GPS would likely route eastbound traffic to the collector road. Chair Ohrstrom noted that GPS routes southbound traffic on West Main Street to Hermitage Boulevard. Commissioner Glover noted that the collector road would not be constructed because of development but to disperse traffic. Mr. Stidham noted that traffic on Jack Enders Boulevard is currently intermittent but the collector road could cause a steady stream of traffic that would impact residential areas.

Commissioner Glover said that the Town is growing as is downtown traffic and the collector road could make a difference. He added that the project should be included somewhere in the Plan. Mr. Stidham said if you were going to build the collector road, you should do the East Main Street widening project first. He added that the challenge for this project is that the south

side of East Main Street is state-owned Clermont which is in conservation easement meaning that the widening would have to come from the residential properties on the north side of the road. Mr. Stidham then asked the members how they want to deal with this project. Chair Ohrstrom suggested having it vetted through the Berryville Area Plan process. Mr. Stidham noted that the collector road project has not been reviewed by VDOT at all. Chair Ohrstrom said that the option of extending Jack Enders Boulevard into the Smallwood property and ending it in a cul-de-sac makes the most sense. He added that you have to do something with East Main Street. Commissioner Glover suggested making the statement that the collector road project should not be pursued until the East Main Street project is addressed. Commissioner Kreider said that he is concerned with the cut-through traffic but he does not know of a better area to have a collector road. Mr. Stidham said that he would contend that our local traffic is a drop in the bucket compared to the pass-through traffic.

Mr. Stidham said that he provided the project list to the Sheriff's Office and Travis Sumption recommended adding the Route 7 and Kimble Road intersection as a new project. He noted that VDOT's Route 7 corridor study did not identify any issues with this intersection. Committee members suggested that Mr. Stidham get more information from Deputy Sumption about his concerns with the intersection. Commissioner Glover said that there is a lot going on at that intersection with multiple businesses and traffic trying to cross Route 7.

Mr. Stidham asked members if they had any other questions about the draft project list or other materials discussed. Commissioner Glover asked Mr. Stidham to send out a confirmation of the upcoming meeting dates. Mr. Stidham noted that the Committee finished reviewing all of the materials today and he anticipated that the July meeting would be needed to finish the materials. He suggested not having the July meeting and authorizing Staff to develop an initial draft for review in August. Members agreed with this approach.

Commissioner Kreider asked if the Friant property development is on hold. Mr. Stidham provided the Committee with an update and members had a brief discussion about the project. Commissioner Malone asked about development on Route 7 west of Berryville and Chair Ohrstrom replied that this is part of the gas pipeline upgrade project that has been going on throughout the County. Commissioner Glover asked about a drainpipe on westbound Route 7 just after the Shenandoah River bridge. Commissioner Kreider replied that someone hit the drainpipe and it has been that way for years.

**ADJOURN:** Meeting was adjourned by consensus at 3:24PM.

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Brandon Stidham, Clerk



## Clarke County Planning Department

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**TO:** Policy & Transportation Committee members

**FROM:** Brandon Stidham, Planning Director

**RE:** Initial Draft, 2023 Transportation Plan

**DATE:** August 3, 2023

Enclosed for review at the August 9 Committee meeting is a complete initial draft of the 2023 Transportation Plan. This draft is a little rougher than I would have liked but should provide all of the necessary content for the Committee to evaluate and discuss. As with other draft plans we have worked with, all changes are shown in red font. For the Objectives and Strategies (Chapter II), changes made in response to your review at the last meeting are highlighted in yellow.

As a reminder, we have tentatively scheduled our next meeting for Thursday, August 24 at 10:00AM in the event that the Committee would like to take two meetings to review the draft. If you have questions in advance of the meeting or will not be able to attend, please do not hesitate to contact me.





# **2023 Transportation Plan**

**An Implementing Component Plan of the  
2022 Clarke County Comprehensive Plan**

**INITIAL DRAFT – AUGUST 2023**

## **ACKNOWLEDGEMENTS**

### **CLARKE COUNTY PLANNING COMMISSION**

George L. Ohrstrom, II, Chair (Russell Election District)  
Randy Buckley, Vice Chair (White Post Election District)  
Frank Lee (Berryville Election District)  
Gwendolyn Malone (Berryville Election District)  
Scott Kreider (Buckmarsh Election District)  
Ronnie “Ron” King (Buckmarsh Election District)  
Bob Glover (Millwood Election District)  
John Staelin (Millwood Election District)  
Pearce Hunt (Russell Election District)  
Buster Dunning (White Post Election District)  
Terri Catlett (Board of Supervisors representative)

### **PLANNING COMMISSION POLICY & TRANSPORTATION COMMITTEE**

Buster Dunning (White Post Election District)  
Bob Glover (Millwood Election District)  
Scott Kreider (Buckmarsh Election District)  
Gwendolyn Malone (Berryville Election District)  
George L. Ohrstrom, II, Ex-Officio (Russell Election District)

### **CLARKE COUNTY BOARD OF SUPERVISORS**

David Weiss, Chair (Buckmarsh Election District)  
Terri Catlett, Vice-Chair (Millwood Election District)  
Matthew Bass (Berryville Election District)  
Doug Lawrence (Russell Election District)  
Beverly B. McKay (White Post Election District)

### **CLARKE COUNTY PLANNING DEPARTMENT**

Brandon Stidham, Planning Director  
Jeremy Camp, Senior Planner/Zoning Administrator  
Lorien Lemmon, Conservation Planner/GIS Coordinator  
Alison Teetor, Natural Resources Planner; CCEA Coordinator  
Kristina Maddox, Office Manager/Zoning Officer

Clarke County Planning Department  
101 Chalmers Court, Suite B  
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**DATE OF PLANNING COMMISSION PUBLIC HEARING AND ADOPTION:**

**To be determined**

**DATE OF BOARD OF SUPERVISORS PUBLIC HEARING AND ADOPTION:**

**To be determined**

# INITIAL DRAFT – AUGUST 2023

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## I. INTRODUCTION

### A. Executive Summary

The Clarke County Transportation Plan is an implementing component of the ~~2022~~ ~~2013~~ Clarke County Comprehensive Plan. *This iteration is an update of the 2013 Transportation Plan which was the first standalone plan document. Prior to the 2013 version, transportation planning objectives and strategies were included as a chapter within the Comprehensive Plan.*

The *purpose of the* Transportation Plan *is to identify and prioritize short and long-term transportation network needs as they relate to the management of growth by the County and its incorporated towns. The Plan* is designed to comply with the requirements of Code of Virginia §15.2-2223 which *states the following* ~~outlines specific transportation elements that must be included as part of a jurisdiction's comprehensive plan. These required elements include:~~

- ~~• An inventory of the County's transportation system.~~
- ~~• Planning assumptions to support the County's policies and proposed improvement projects.~~
- ~~• A needs assessment that compares the existing transportation system with the County's land use policies to determine how future growth will affect the system.~~
- ~~• Proposed improvement projects (see Transportation Facilities and Improvement Projects Map in Appendix) with cost estimates that address the County's transportation needs.~~

*As part of the comprehensive plan, each locality shall develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, but not be limited to, roadways, bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, freight corridors, and public transportation facilities. The plan shall recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors. In developing the plan, the locality shall take into consideration how to align transportation infrastructure and facilities with affordable, accessible housing and community services that are located within the territory in order to facilitate community integration of the elderly and persons with disabilities. The Virginia Department of Transportation shall, upon request, provide localities with technical assistance in preparing such transportation plan.*

*Transportation plans are required by State code to be consistent with the Commonwealth Transportation Board's Statewide Transportation Plan, the Six-Year Improvement Program, and the location of routes to be followed by roads comprising systems of state highways pursuant.*

The ~~2022~~ ~~2013~~ Comprehensive Plan's Objective 12 on Transportation directs the specific recommendations that are provided by this Transportation Plan. The Objective includes the following policies:

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*Ensure that the County's transportation system provides safe and efficient means for all modes of travel for citizens and visitors through coordinated land use decision-making and judicious use of limited fiscal resources.*

***1. Maintain a transportation plan that includes an inventory of the County's existing transportation network, planning assumptions, needs assessment, and recommended future improvements.***

~~1. Create and maintain a transportation plan that includes an inventory of the County's existing transportation network, planning assumptions, needs assessment, and recommended future improvements. Conduct an annual review of this plan to ensure consistency with the County's Six-Year Secondary Road Improvement Plan and Budget and with the Commonwealth Transportation Board's Statewide Transportation Plan.~~

2. *Develop specific strategies for prioritizing transportation projects, responding to new State and Federal projects in the County, and identifying new projects to improve safety or increase capacity of the public road system. Include policies on bicycle and pedestrian facilities and commuter facilities.*

3. *Maintain the existing primary road system at its present level and upgrade it only for safety purposes or planned traffic increases to the extent funds are provided by the Virginia Department of Transportation.*

4. *Establish specific transportation planning policies in the area plans for the County's designated growth areas including but not limited to policies on walkability, bicycle and pedestrian mobility, interconnected street networks, traffic calming, and other modern techniques that support high quality communities and neighborhoods.*

5. *Carefully assess the short- and long-range fiscal impacts of transportation improvements when land-use decisions and plans are made.*

6. ***Continue to Develop and*** maintain a County bicycle and pedestrian plan.

***The Transportation Plan should be used in concert with the Comprehensive Plan and relevant component plans to guide land use decisions and to prioritize investments in transportation infrastructure. Objectives and strategies found in the Plan's Chapter II provide specific guidance and recommendations on implementation. Chapter III contains a list of current County-wide project priorities including scoping and planning-level cost estimates.*** Policies and required transportation planning elements for the Town of Berryville are found in the Town's comprehensive plan and in the Berryville Area Plan for the designated annexation areas. Elements for the Town of Boyce may be found in the Boyce Comprehensive Plan.

~~As an implementing component plan, the Transportation Plan will be evaluated for potential updating following the five-year scheduled review of the County's Comprehensive Plan. The Transportation Plan will also be reviewed periodically to determine whether new impacts and land use decisions warrant an interim evaluation of the document.~~

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## **B. Summary Statement of Transportation Philosophy**

*As described in the Comprehensive Plan, Clarke County’s land use philosophy focuses residential and commercial development into designated growth areas where it can be best served by public infrastructure. These growth areas include the Towns of Berryville and Boyce and the business intersections of Waterloo and Double Tollgate, all of which are served by primary highways. This philosophy has successfully prevented sprawl and unplanned growth which adds to congestion and reduces level of service within the transportation network.*

*Hand in hand with directing growth to designated areas is the preservation of rural areas for agriculture and open space. Tools such as sliding-scale zoning and the County’s conservation easement program have ensured that rural areas have not become dotted with subdivisions and unplanned business areas. An expectation has been established over many years that residents and property owners in the County’s rural areas will have a rural level of service for infrastructure including transportation. Increasing the capacity of roads and constructing new roads in rural areas is unnecessary and can facilitate development pressures.*

*The County’s transportation philosophy can be summarized as follows:*

- 1. The Commonwealth of Virginia, through the Virginia Department of Transportation (VDOT), is responsible for ensuring that Clarke County has a safe and efficient public road network through professional guidance and provision of funding opportunities.*
- 2. The capacity of existing public roads outside of the Towns and designated business intersections, including the County’s primary highways, should not be expanded – even to accommodate growth generated by adjoining jurisdictions. The County’s land use philosophy ensures that no unplanned growth will be generated to require road capacity expansion in the rural areas.*
- 3. The County will invest in road improvements to support existing towns and business intersection areas which are consistent with the Comprehensive Plan and applicable component plans. Road improvements in rural areas shall be limited to safety and functional improvements.*
- 4. Private roads are the sole responsibility of the landowners and easement holders that use them. Public funds shall not be used to maintain private roads or to upgrade them to public roads.*

## **C. Scope of Current Revision**

*The Clarke County Planning Commission adopted a resolution on January 4, 2019 to initiate a review of the 2013 Transportation Plan. This resolution directed the review to include the following issues:*

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- 1. Integrate new transportation funding programs adopted or modified since 2014, including the Commonwealth of Virginia’s “Smart Scale” program, into the Transportation Plan.*
- 2. Evaluate each priority improvement project to determine whether the project remains relevant and would address current County needs, along with the likelihood of being funded through State and/or Federal programs such as “Smart Scale.”*
- 3. Evaluate whether to include new priority projects including the Town of Berryville’s proposed southeastern collector road that may involve the extension of Jack Enders Boulevard to U.S. 340.*
- 4. Determine whether to integrate recommendations from the 2014 Town of Berryville-Clarke County Bicycle and Pedestrian Plan into the Transportation Plan.*
- 5. Determine whether to request the Virginia Department of Transportation to conduct new transportation studies, such as a crossover study of the County’s four-lane divided primary highways, to aid in developing future project and funding priorities.*
- 6. Coordinate any proposed changes to Comprehensive Plan Objective 12 (Transportation) with any revised recommendations in the Transportation Plan.*

*In addition to these issues, the 2013 Plan’s strategies have been expanded into a more detailed objectives/strategies format. This revision also addresses changes and new information generated since 2013 including population and growth data from the 2020 Census.*

### **D. Statistics and Growth Assumptions**

As described in detail in the ~~2022~~ ~~2013~~ Clarke County Comprehensive Plan, the County’s land use philosophy focuses residential and business growth into the incorporated towns of Berryville and Boyce and utilizes robust land use controls and programs to ensure preservation of open lands and agricultural operations in the unincorporated areas of the County. Subdivision of land outside of the incorporated towns is limited by the County’s sliding-scale zoning system and regulations to ensure that large parcels are maintained. The County also has an active conservation easement purchase program and, together with the efforts of the Virginia Outdoors Foundation and other preservation organizations, have facilitated the placement of approximately ~~20%~~ ~~20%~~ 25% of the total land area of Clarke County in permanent conservation easement. This approach to growth management has resulted in the County experiencing a much lower growth rate over the past few decades compared to surrounding jurisdictions.

The County’s land use policies also focus commercial growth into the incorporated towns and two designated business growth areas at intersections of primary highways -- Waterloo (U.S. 50/17 and U.S. 340) and Double Tollgate (U.S. 340 and U.S. 522). The County has been disciplined over the years in ensuring that commercial growth occurs predominantly in these locations and at a scale that can be managed with minimal upgrades to the County’s infrastructure. Public water and sewer – the primary catalyst for commercial growth – is



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provided within the incorporated towns, the Waterloo intersection (*U.S. 340 and U.S. 50/17*), and the Village of Millwood. Public water is provided to the Village of White Post. *Plans to extend public water and public sewer from Frederick County to the Double Tollgate intersection (U.S. 340/Va. 277 and US 522) are also underway.* Focusing public water and sewer into designated growth areas helps to prevent haphazard commercial growth outside of these areas.

As depicted in the tables below, Clarke County’s growth rate has been much slower and is expected to continue be slower in the future compared to our neighboring jurisdictions:

**TABLE 1 – Population and Growth Rates, 1950-2020**

<i>Jurisdiction*</i>	<i>1950</i>	<i>1960</i>	<i>1970</i>	<i>1980</i>	<i>1990</i>	<i>2000</i>	<i>2010</i>	<i>2020</i>
<i>Clarke</i>	<i>7,074</i>	<i>7,942</i> <i>(12.2%)</i>	<i>8,102</i> <i>(2.0%)</i>	<i>9,965</i> <i>(23.0%)</i>	<i>12,101</i> <i>(21.4%)</i>	<i>12,652</i> <i>(4.5%)</i>	<i>14,034</i> <i>(10.9%)</i>	<i>14,783</i> <i>(5.3%)</i>
<i>Loudoun</i>	<i>21,147</i>	<i>24,549</i> <i>(16.1%)</i>	<i>37,150</i> <i>(51.3%)</i>	<i>57,427</i> <i>(54.6%)</i>	<i>86,129</i> <i>(50.0%)</i>	<i>169,599</i> <i>(96.9%)</i>	<i>312,311</i> <i>(84.1%)</i>	<i>420,959</i> <i>(34.8%)</i>
<i>Frederick/City of Winchester</i>	<i>31,378</i>	<i>37,051</i> <i>(18.1%)</i>	<i>48,322</i> <i>(30.4%)</i>	<i>54,367</i> <i>(12.5%)</i>	<i>67,686</i> <i>(24.5%)</i>	<i>82,794</i> <i>(22.3%)</i>	<i>104,508</i> <i>(26.2%)</i>	<i>119,539</i> <i>(14.4%)</i>
<i>Warren</i>	<i>14,801</i>	<i>14,655</i> <i>(-1.0%)</i>	<i>15,301</i> <i>(4.4%)</i>	<i>21,200</i> <i>(38.6%)</i>	<i>26,142</i> <i>(23.3%)</i>	<i>31,584</i> <i>(20.8%)</i>	<i>37,575</i> <i>(19.0%)</i>	<i>40,727</i> <i>(8.4%)</i>
<i>Fauquier</i>	<i>21,248</i>	<i>24,066</i> <i>(13.3%)</i>	<i>26,375</i> <i>(10.0%)</i>	<i>35,889</i> <i>(36.1%)</i>	<i>48,860</i> <i>(36.1%)</i>	<i>55,139</i> <i>(12.9%)</i>	<i>65,203</i> <i>(18.3%)</i>	<i>72,972</i> <i>(11.9%)</i>
<i>Fairfax</i>	<i>98,557</i>	<i>275,002</i> <i>(179.0%)</i>	<i>454,275</i> <i>(65.2%)</i>	<i>598,901</i> <i>(31.8%)</i>	<i>818,584</i> <i>(36.7%)</i>	<i>969,749</i> <i>(18.4%)</i>	<i>1,081,726</i> <i>(11.5%)</i>	<i>1,150,309</i> <i>(6.3%)</i>
<i>Berkeley, WV</i>	<i>30,359</i>	<i>33,791</i> <i>(11.3%)</i>	<i>36,356</i> <i>(7.6%)</i>	<i>46,775</i> <i>(28.7%)</i>	<i>59,253</i> <i>(26.7%)</i>	<i>75,905</i> <i>(28.1%)</i>	<i>104,169</i> <i>(37.2%)</i>	<i>122,076</i> <i>(17.2%)</i>
<i>Jefferson, WV</i>	<i>17,184</i>	<i>18,665</i> <i>(8.6%)</i>	<i>21,280</i> <i>(14.0%)</i>	<i>30,302</i> <i>(42.4%)</i>	<i>35,926</i> <i>(18.6%)</i>	<i>42,190</i> <i>(17.4%)</i>	<i>53,498</i> <i>(26.8%)</i>	<i>57,701</i> <i>(7.9%)</i>

*Source: US Census 2020*

*\*County government unless otherwise specified*

**TABLE 1—Population and Growth Rates, 1950-2010**

<b>Jurisdiction</b>	<b>1950</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
<b>Clarke</b>	<b>7,074</b>	<b>7,942</b> <b>(12.2%)</b>	<b>8,102</b> <b>(2.0%)</b>	<b>9,965</b> <b>(23.0%)</b>	<b>12,101</b> <b>(21.4%)</b>	<b>12,652</b> <b>(4.5%)</b>	<b>14,034</b> <b>(10.9%)</b>
<b>Loudoun</b>	<b>21,147</b>	<b>24,549</b> <b>(16.1%)</b>	<b>37,150</b> <b>(51.3%)</b>	<b>57,427</b> <b>(54.6%)</b>	<b>86,129</b> <b>(50.0%)</b>	<b>169,599</b> <b>(96.9%)</b>	<b>312,311</b> <b>(84.1%)</b>
<b>Frederick/City of Winchester</b>	<b>31,378</b>	<b>37,051</b> <b>(18.1%)</b>	<b>48,322</b> <b>(30.4%)</b>	<b>54,367</b> <b>(12.5%)</b>	<b>67,686</b> <b>(24.5%)</b>	<b>82,794</b> <b>(22.3%)</b>	<b>104,508</b> <b>(26.2%)</b>
<b>Warren</b>	<b>14,801</b>	<b>14,655</b> <b>(-1.0%)</b>	<b>15,301</b> <b>(4.4%)</b>	<b>21,200</b> <b>(38.6%)</b>	<b>26,142</b> <b>(23.3%)</b>	<b>31,584</b> <b>(20.8%)</b>	<b>37,575</b> <b>(19.0%)</b>
<b>Fauquier</b>	<b>21,248</b>	<b>24,066</b> <b>(13.3%)</b>	<b>26,375</b> <b>(10.0%)</b>	<b>35,889</b> <b>(36.1%)</b>	<b>48,860</b> <b>(36.1%)</b>	<b>55,139</b> <b>(12.9%)</b>	<b>65,203</b> <b>(18.3%)</b>
<b>Fairfax</b>	<b>98,557</b>	<b>275,002</b> <b>(179.0%)</b>	<b>454,275</b> <b>(65.2%)</b>	<b>598,901</b> <b>(31.8%)</b>	<b>818,584</b> <b>(36.7%)</b>	<b>969,749</b> <b>(18.4%)</b>	<b>1,081,726</b> <b>(11.5%)</b>
<b>Berkeley Co., WV</b>	<b>30,359</b>	<b>33,791</b> <b>(11.3%)</b>	<b>36,356</b> <b>(7.6%)</b>	<b>46,775</b> <b>(28.7%)</b>	<b>59,253</b> <b>(26.7%)</b>	<b>75,905</b> <b>(28.1%)</b>	<b>104,169</b> <b>(37.2%)</b>
<b>Jefferson Co., WV</b>	<b>17,184</b>	<b>18,665</b> <b>(8.6%)</b>	<b>21,280</b> <b>(14.0%)</b>	<b>30,302</b> <b>(42.4%)</b>	<b>35,926</b> <b>(18.6%)</b>	<b>42,190</b> <b>(17.4%)</b>	<b>53,498</b> <b>(26.8%)</b>

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Source—US Census 2010

**TABLE 2 – Population Projections, 2020-2045**

<i>Jurisdiction</i>	<i>2020*</i>	<i>2025**</i>	<i>Growth % 2020-2025</i>	<i>2035**</i>	<i>Growth % 2025-2035</i>	<i>2045**</i>	<i>Growth % 2035-2045</i>
<i>Clarke</i>	<i>14,783</i>	<i>14,894</i>	<i>.8%</i>	<i>15,560</i>	<i>4.5%</i>	<i>16,123</i>	<i>3.6%</i>
<i>Loudoun</i>	<i>420,959</i>	<i>492,696</i>	<i>17.0%</i>	<i>611,954</i>	<i>24.2%</i>	<i>726,245</i>	<i>18.7%</i>
<i>Frederick/City of Winchester</i>	<i>119,539</i>	<i>127,265</i>	<i>6.5%</i>	<i>142,917</i>	<i>12.3%</i>	<i>157,526</i>	<i>10.2%</i>
<i>Warren</i>	<i>40,727</i>	<i>42,108</i>	<i>3.4%</i>	<i>45,679</i>	<i>8.5%</i>	<i>48,930</i>	<i>7.1%</i>
<i>Fauquier</i>	<i>72,972</i>	<i>75,046</i>	<i>2.8%</i>	<i>81,775</i>	<i>9.0%</i>	<i>87,928</i>	<i>7.5%</i>
<i>Fairfax</i>	<i>1,150,309</i>	<i>1,203,264</i>	<i>4.6%</i>	<i>1,276,124</i>	<i>6.1%</i>	<i>1,340,323</i>	<i>5.0%</i>
<i>Berkeley Co., WV</i>	<i>122,076</i>	<i>128,196***</i>	<i>5.0%</i>	<i>144,886***</i>	<i>13.0%</i>	<i>No data</i>	<i>No data</i>
<i>Jefferson Co., WV</i>	<i>57,701</i>	<i>62,463***</i>	<i>8.3%</i>	<i>68,245***</i>	<i>9.3%</i>	<i>No data</i>	<i>No data</i>

**Sources:**

\* US Census (2020)

\*\* University of Virginia’s Weldon-Cooper Center (projections)

\*\*\* West Virginia University’s Bureau of Business and Economic Research unpublished data, published by the WV Solid Waste Management Board

**TABLE 2—Population Projections, 2000-2030**

<i>Jurisdiction</i>	<i>2010*</i>	<i>2020**</i>	<i>Growth % 2010-2020</i>	<i>2030**</i>	<i>Growth % 2020-2030</i>	<i>2040**</i>	<i>Growth % 2030-2040</i>
-	-	-	-	-	-		
<i>Clarke</i>	<i>14,034</i>	<i>15,025</i>	<i>7.1%</i>	<i>15,871</i>	<i>5.6%</i>	<i>16,631</i>	<i>4.6%</i>
<i>Loudoun</i>	<i>312,311</i>	<i>397,272</i>	<i>27.2%</i>	<i>482,234</i>	<i>21.4%</i>	<i>567,195</i>	<i>17.6%</i>
<i>Frederick</i>	<i>78,305</i>	<i>97,192</i>	<i>24.1%</i>	<i>119,419</i>	<i>22.9%</i>	<i>145,938</i>	<i>22.2%</i>
<i>City of Winchester</i>	<i>26,203</i>	<i>27,967</i>	<i>6.7%</i>	<i>29,449</i>	<i>5.3%</i>	<i>30,781</i>	<i>4.5%</i>
<i>Warren</i>	<i>37,575</i>	<i>41,856</i>	<i>11.4%</i>	<i>45,818</i>	<i>9.5%</i>	<i>49,709</i>	<i>8.5%</i>
<i>Fauquier</i>	<i>65,203</i>	<i>74,118</i>	<i>13.7%</i>	<i>83,312</i>	<i>12.4%</i>	<i>93,028</i>	<i>10.4%</i>
<i>Fairfax</i>	<i>1,081,726</i>	<i>1,182,609</i>	<i>9.3%</i>	<i>1,271,995</i>	<i>7.6%</i>	<i>1,350,245</i>	<i>6.2%</i>
<i>Berkeley Co., WV</i>	<i>104,169</i>	<i>128,550***</i>	<i>23.4%</i>	<i>155,566***</i>	<i>21.0%</i>	<i>n/a</i>	<i>n/a</i>
<i>Jefferson Co., WV</i>	<i>53,498</i>	<i>62,691***</i>	<i>17.2%</i>	<i>71,208***</i>	<i>13.6%</i>	<i>n/a</i>	<i>n/a</i>

**Sources:**

\* US Census (2010 population)

\*\* University of Virginia’s Weldon-Cooper Center (projections)

\*\*\* West Virginia University’s Bureau of Business and Economic Research (WV projections)

The County expects to continue to strengthen this philosophy in the coming years so growth rates will continue to be well below those of our neighboring jurisdictions. As noted in Table 2 above, the County is projected to add approximately **1,340 2,600** new residents through the year **2045 2040**.

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The County’s growth rate and land use approach translates into a conservative philosophy in regards to transportation planning. As a matter of practice, the County focuses its limited transportation funds on projects that provide substantial safety improvements or improve gravel-surface roads as opposed to projects that expand the capacity of the public road network. The County supports efforts by the incorporated Towns to expand the safety and efficiency of their internal road networks as the County’s designated growth areas. The County also supports ~~localized, developer-funded~~ capacity and safety improvements to support new business growth at the intersections of Waterloo and Double Tollgate *in partnership with developers, landowners, and VDOT.*

One of the major challenges in the future will be to balance the County’s transportation and land use philosophies with increasing impacts generated by neighboring localities. The County is generally opposed to expanding the capacity of its public road network including the State and Federal primary highways as these projects could attract additional growth that would be inconsistent with the County’s land use philosophies. Alternatives to adding capacity, including expansion of commuting opportunities, should be pursued.

## **E. Existing Transportation Network**

Clarke County is a rural, agricultural county with an area of ~~178~~ 174 square miles and is located in the Northern Shenandoah Valley. It is bordered by Frederick County to the west, Warren County to the south, Loudoun and Fauquier Counties to the east, and Jefferson County, West Virginia to the north. The County is bisected by the Shenandoah River and the eastern portion of the County falls within the Blue Ridge Mountains. Population is centered in the two incorporated towns of Berryville and Boyce along with the unincorporated villages of Millwood, White Post, and Pine Grove. Business growth areas are designated at the intersections of Waterloo and Double Tollgate.

Clarke County is not included in any metropolitan planning organization (MPO) study area but is bordered by the Winchester-Frederick MPO to the west and the National Capital Region *Transportation Planning Board (TPB) area* ~~TCB~~ to the east.

### **IA. Public Road System<sup>1</sup>**

The County’s major public road infrastructure consists of the following:

<i><b>Federal Primary Highways</b></i>	
<i><b>U.S. 50/17 – John Mosby Hwy</b></i>	<i><b>-- Frederick County line to Fauquier County line -- Four-lane divided minor arterial</b></i>
<i><b>U.S. 340 – Lord Fairfax Hwy</b></i>	<i><b>-- Four-lane divided other principal arterial from West Virginia state line to Va. Rt. 7 (Harry Byrd Highway) -- Two-lane minor arterial from Va. Rt. 7 to U.S. 522 (Stonewall Jackson Highway) -- Four-lane minor arterial from U.S. 522 to Warren County line (runs concurrently with U.S. 522)</b></i>

<sup>1</sup> Source for functional classification is the Virginia Department of Transportation (VDOT) 2005 Functional Classification map.

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<i>U.S. 522 – Stonewall Jackson Hwy</i>	<i>-- Four-lane minor arterial from Warren County line to Frederick County line (runs concurrently with U.S. 340 from Warren County line to Double Tollgate intersection)</i>
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*Federal Primary Highways*

- ~~● U.S. 50/17 – John Mosby Highway (Frederick County line to Fauquier County line). Four-lane divided urban minor arterial.~~
- ~~● U.S. 340 – Lord Fairfax Highway (Warren County line to West Virginia State line).
 
  - ~~○ Four-lane divided urban principal arterial from West Virginia State line to Virginia Route 7 (Harry Byrd Highway).~~
  - ~~○ Two-lane urban minor arterial from Virginia Route 7 (Harry Byrd Highway) to U.S. 522 (Stonewall Jackson Highway).~~
  - ~~○ Four-lane urban minor arterial from U.S. 522 (Stonewall Jackson Highway) to Warren County line (runs concurrently with U.S. 522 along this segment).~~~~
- U.S. 522 – (Stonewall Jackson Highway). Four-lane urban minor arterial from Warren County line to Frederick County line (runs concurrently with U.S. 340 from Warren County line to Double Tollgate intersection).

<i>State Primary Highways</i>	
<i>Route # and Name</i>	<i>Segment, design, and classification</i>
<i>Va. 7 – Harry Byrd Hwy</i>	<i>-- Frederick County line to Loudoun County line -- Four-lane divided other principal arterial</i>
<i>Va. 7 Business – West Main St and East Main St (Town of Berryville)</i>	<i>-- Two-lane major collector</i>
<i>Va. 255 – Bishop Meade Rd</i>	<i>-- Lord Fairfax Hwy (U.S. 340) to John Mosby Hwy (U.S. 50/17) -- Two-lane major collector</i>
<i>Va. 277 – Lord Fairfax Hwy</i>	<i>-- Double Tollgate intersection to Frederick County line -- Two-lane minor arterial</i>

*State Primary Highways*

- ~~● Route 7 – Harry Byrd Highway (Frederick County line to Loudoun County line). Four-lane divided urban principal arterial.~~
- ~~● Route 7 Business – West Main Street/East Main Street (Town of Berryville). Two-lane urban collector.~~
- ~~● Route 255 – Bishop Meade Road (U.S. 340 to U.S. 50/17). Two-lane rural major collector.~~
- Route 277 – Lord Fairfax Highway (Double Tollgate intersection to Frederick County line). Two-lane urban minor arterial.

<i>Classified Secondary Roads – Major Collectors</i>		
<i>#</i>	<i>Name</i>	<i>Segment From/To</i>
<i>611</i>	<i>Summit Point Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) to West Virginia state line</i>
<i>612</i>	<i>Shepherds Mill Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) to Harry Byrd Hwy (Va. 7)</i>

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615	<i>First St</i>	<i>East Main St (Va. Business 7) to Liberty St</i>
616	<i>South Church St</i>	<i>South Buckmarsh St (U.S. 340) to East Main St (Va. Business 7)</i>
616	<i>North Church St</i>	<i>East Main St (Va. Business 7) to Liberty St (Rt 1005)</i>
620	<i>Browntown Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) to Bishop Meade Rd (Va. 255)</i>
628	<i>Berrys Ferry Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) White Post Rd (Rt 658)</i>
632	<i>Crums Church Rd</i>	<i>Old Charles Town Rd (Rt 761) to Harry Byrd Hwy (Va. 7)</i>
632	<i>Triple J Rd</i>	<i>Harry Byrd Hwy (Va. 7) to Senseny Rd (Rt 657)</i>
636	<i>Westwood Rd</i>	<i>West Main St (Va. Business 7) to Senseny Rd (Rt 657)</i>
638	<i>Howellsville Rd</i>	<i>John Mosby Hwy (U.S.50/17) to Warren County line</i>
657	<i>Senseny Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) to Frederick County line</i>
658	<i>White Post Rd</i>	<i>Lord Fairfax Hwy (U.S. 340) to Carters Line Rd (Rt 627)</i>
723	<i>Old Winchester Rd</i>	<i>North Greenway Ave (U.S. 340) to Frederick County line</i>
723	<i>Millwood Rd</i>	<i>Bishop Meade Rd (Va 255) to John Mosby Hwy (U.S. 50/17)</i>
761	<i>Old Charles Town Rd</i>	<i>Frederick County line to West Virginia state line</i>
1005	<i>Liberty St</i>	<i>First St (Rt 615) to N. Church St (Rt 616)</i>
1035	<i>Mosby Blvd</i>	<i>N. Buckmarsh St (U.S. 340) and West Main St (Va. Business 7)</i>
1041	<i>Jackson St</i>	<i>Mosby Blvd (Rt 1035) to West Main St (Va. Business 7)</i>

### Classified Secondary Roads

This inventory does not include secondary roads that are located exclusively within the limits of the Town of Berryville. There are no secondary roads designated as rural principal or rural minor arterial routes.

### Rural Major Collectors

- ~~Route 611 (Summit Point Road) from Lord Fairfax Highway (U.S. 340) to West Virginia State line.~~
- ~~Route 612 (Shepherds Mill Road) from Lord Fairfax Highway (U.S. 340) to Harry Byrd Highway (Route 7).~~
- ~~Route 620 (Browntown Road) from Lord Fairfax Highway (U.S. 340) to Bishop Meade Road (Route 255).~~
- ~~Route 628 (Berrys Ferry Road) from Lord Fairfax Highway to White Post Road (Route 658).~~
- ~~Route 632 (Crums Church Road) from Old Charles Town Road (Route 761) to Harry Byrd Highway (Route 7).~~
- ~~Route 632 (Triple J Road) from Harry Byrd Highway (Route 7) to Senseny Road (Route 657).~~
- ~~Route 638 (Howellsville Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.~~
- ~~Route 657 (Senseny Road) from Lord Fairfax Highway (U.S. 340) to Frederick County line.~~
- ~~Route 658 (White Post Road) from Lord Fairfax Highway (U.S. 340) to Carters Line Road (Route 627).~~

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- ~~Route 723 (Old Winchester Road) from Frederick County line to North Greenway Avenue (U.S. 340).~~
- ~~Route 723 (Millwood Road) from North Greenway Avenue (U.S. 340) to U.S. 50/17 (John Mosby Highway).~~
- ~~Route 761 (Old Charles Town Road) from Frederick County line to West Virginia State line.~~

<i>Classified Secondary Roads – Minor Collectors</i>		
<i>#</i>	<i>Name</i>	<i>Segment From/To</i>
<i>601</i>	<i>Blue Ridge Mountain Rd</i>	<i>Harry Byrd Hwy (Va. 7) to John Mosby Hwy (U.S. 50/17)</i>
<i>601</i>	<i>Raven Rocks Rd</i>	<i>Harry Byrd Hwy (Va. 7) to West Virginia state line</i>
<i>606</i>	<i>River Rd</i>	<i>Harry Byrd Hwy (Va. 7) to Frogtown Rd (Rt 649)</i>
<i>606</i>	<i>Mt. Carmel Rd</i>	<i>John Mosby Hwy (U.S. 50/17) to Frogtown Rd (Rt 649)</i>
<i>608</i>	<i>Wickliffe Rd</i>	<i>Harry Byrd Hwy (Va. 7) to West Virginia state line</i>
<i>613</i>	<i>Springsbury Rd</i>	<i>Jack Enders Blvd (Rt 700) to Possum Hollow Rd (Rt 647)</i>
<i>615</i>	<i>First St</i>	<i>Liberty St (Rt 1005) to East Fairfax St (Rt T-1015)</i>
<i>616</i>	<i>North Church St</i>	<i>Liberty St (Rt 1005) to Bundy St (Rt 616)</i>
<i>616</i>	<i>Bundy St</i>	<i>North Church St (Rt 616) to North Buckmarsh St (U.S. 340)</i>
<i>617</i>	<i>Briggs Rd</i>	<i>Bishop Meade Rd (Va. 255) to Lockes Mill Rd (Rt 618)</i>
<i>624</i>	<i>Red Gate Rd</i>	<i>John Mosby Hwy (U.S. 50/17) to Warren County line</i>
<i>644</i>	<i>Gun Barrel Rd</i>	<i>John Mosby Hwy (U.S. 50/17) to Lord Fairfax Hwy (U.S. 340)</i>
<i>649</i>	<i>Frogtown Rd</i>	<i>River Rd (Rt 606) to Mt. Carmel Rd (Rt 606)</i>
<i>653</i>	<i>Kimble Rd</i>	<i>Harry Byrd Hwy (Va. 7) to Stringtown Rd (Rt 654)</i>
<i>658</i>	<i>Sugar Hill Rd</i>	<i>White Post Rd (Rt 658) to Warren County line</i>
<i>661</i>	<i>Brucetown Rd</i>	<i>Swimley Rd (Rt 672) to Frederick County line</i>
<i>672</i>	<i>Swimley Rd</i>	<i>Brucetown Rd (Rt 661) to Old Charles Town Rd (Rt 761)</i>
<i>700</i>	<i>Jack Enders Blvd</i>	<i>East Main St (Va. Business 7) to Springsbury Rd (Rt 613)</i>

### *Rural Minor Collectors*

- ~~Route 601 (Raven Rocks Road) from Route 7 (Harry Byrd Highway) to West Virginia State line.~~
- ~~Route 601 (Blue Ridge Mountain Road) from Route 7 (Harry Byrd Highway) to Route 50/17 (John Mosby Highway).~~
- ~~Route 606 (River Road) from Route 7 (Harry Byrd Highway) to Route 649 (Frogtown Road).~~
- ~~Route 606 (Mt. Carmel Road) from Route 649 (Frogtown Road) to U.S. 50/17 (John Mosby Highway).~~
- ~~Route 613 (Springsbury Road) from Berryville Town limits to Route 618 (Lockes Mill Road).~~
- ~~Route 617 (Briggs Road) from Route 255 (Bishop Meade Road) to Route 618 (Lockes Mill Road).~~
- ~~Route 618 (Lockes Mill Road) from Route 617 (Briggs Road) to Route 613 (Springsbury Road).~~

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- ~~Route 615 (Boom Road) from Berryville Town limits to End of State Maintenance.~~
- ~~Route 624 (Red Gate Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.~~
- ~~Route 644 (Gun Barrel Road) from U.S. 50/17 (John Mosby Highway) to U.S. 340 (Lord Fairfax Highway).~~
- ~~Route 649 (Frogtown Road) from Route 606 (River Road) to Route 606 (Mt. Carmel Road).~~
- ~~Route 653 (Kimble Road) from Route 7 (Harry Byrd Highway) to Route 654 (Stringtown Road).~~
- ~~Route 658 (White Post Road) from Route 627 (Carters Line Road) to Warren County line (name changes to Sugar Hill Road before crossing into Warren County).~~
- ~~Route 660 (Russell Road) from Route 7 (Harry Byrd Highway) to Route 674 (Cather Road).~~
- ~~Route 672 (Swimley Road) from Route 761 (Old Charles Town Road) to Frederick County line.~~

A complete road classification table is located in Appendix B.

*The County also has 22 unpaved public roads or road segments that are maintained by VDOT totaling approximately 24.35 miles. Most of these roads have gravel surfaces with limited or nonexistent shoulders and drainage areas. Below is a breakdown of the general location and characteristics of these unpaved public roads. A full list is included in Appendix D.*

- *East of the Shenandoah River – 5 roads, approximately 6.85 miles*
- *West of the Shenandoah River – 17 roads, approximately 17.5 miles*
- *Unpaved segments of paved roads – 7 roads, approximately 9.75 miles*
- *Through roads (connects two paved public roads) – 11 roads, approximately 18.66 miles*
- *Dead end roads – 11 roads, approximately 5.69 miles*

*VDOT's Rural Rustic Roads program provides funding to hard surface unpaved public roads which meet the following criteria:*

- *Must currently be in the State Secondary System of public roads*
- *Maximum traffic of 1,500 vehicles per day*
- *Must be used predominately for local traffic*
- *Must have minimal anticipated traffic growth*
- *Board of Supervisors must pass a resolution designating the road as a Rural Rustic Road*

*Funding for the Rural Rustic Roads program can come from the locality's annual six-year secondary road construction budget or via direct application for funding, the latter of which requires a public involvement process. Roads approved for funding would be paved with a compacted or impervious surface with reestablishment of existing associated ditches and shoulders. Trees, vegetation, side slopes, and open drainage along the roadway are typically*



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*left undisturbed. Project costs are minimized by not requiring project engineering or acquiring right-of-way from property owners.*

## **2B. Private Roads**

There are *over 300* ~~currently 343~~ private roads in the County that are recognized with an official County road name by virtue of serving three or more addressable structures. Private roads are maintained solely by the property owners that access the road or by an organized homeowners association. As a long standing policy, the County does not expend public funds to maintain and repair private roads or to accept private roads into the public road system. The County Subdivision Ordinance requires all new subdivisions *that will* ~~to~~ be served by private roads to include a note on the plat indicating that the private road will never be maintained by Clarke County or the Virginia Department of Transportation.

*A complete list of private roads is located in Appendix C.*

## **3C. Bicycle and Pedestrian Facilities**

*In 2014, the Town of Berryville and Clarke County accepted a joint Bicycle and Pedestrian Plan which was produced by the Northern Shenandoah Valley Regional Commission (NSVRC). NSVRC staff developed the Plan under the guidance of a steering committee consisting of Town and County staff members, the Town's chief of police, and a representative from the County Planning Commission. The Plan contains a comprehensive overview of the existing transportation network, recommendations for bicycle and pedestrian enhancements, and outdoor recreational opportunities in the Town and County. It also contains an analysis of the interconnectivity among on-street bicycle accommodations, pedestrian facilities, trails, parks, and other points of interest or tourist destinations. The goal of the Plan is to inform future planning efforts and tourism, marketing, and economic development initiatives. The Plan has not been reviewed or updated since its 2014 completion.*

The County currently does not have any *Federal or* state-designated bicycle routes. ~~The County has plans to develop and implement a bicycle plan in the near future.~~

Pedestrian facilities in the form of sidewalks and walking paths are found predominantly in the incorporated towns and the business intersections at Waterloo and Double Tollgate. The Appalachian Trail is located along the eastern portion of the County.

## **4D. Railroads**

The County is served by two rail lines. The primary line is a Norfolk Southern line that runs from Warren County in the southeast to the West Virginia State line in the northeast portion of the County. This line passes through both the Town of Berryville and Boyce with sidings serving existing businesses located in Berryville. A second line, operated by CSX, passes through the northern tip of the County from West Virginia to Frederick County near the community of Wadesville.

There is no passenger train access in the County.



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### **5E. Airports**

There are no public airports in the County although there are a handful of private airstrips that are recognized by the Federal Airport Administration. The closest public airports are Winchester Regional Airport in eastern Frederick County and Washington Dulles International Airport in Loudoun County.

### **6F. Commuter Facilities**

The Virginia Department of Transportation (VDOT) maintains two park-and-ride lots. The larger of the two is located in Waterloo near the intersections of U.S. 50/17 and U.S. 340. This facility contains 165 spaces and contains pick-up areas for commuter vans. The second lot is located on the east side of U.S. 522/340 at the Virginia Department of Corrections facility. This lot contains 24 spaces. RideSmart provides commuter assistance for residents of Clarke County and the Northern Shenandoah Valley.

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## II. PLAN OBJECTIVES AND STRATEGIES

*This Chapter contains the 2023 Transportation Plan’s Objectives and Strategies. The Objectives are statements of the County’s transportation planning philosophy and the Strategies are recommended action items to be followed in order to implement the Objectives. The Objectives and Strategies are consistent with the guidance set forth in the 2022 Comprehensive Plan.*

### Objective 1

*Plan for a safe, cost-efficient, and cost-effective County-wide transportation network.*

#### Strategy 1

*Conduct a formal evaluation of the Transportation ~~component~~ Plan in conjunction with each ~~the~~ five-year review of the County’s Comprehensive Plan.*

#### Strategy 2

*Between five-year reviews of the Comprehensive Plan, evaluate the Transportation Plan’s list of proposed improvement projects on an annual basis to gauge whether new impacts or funding opportunities may impact the need or priority of the projects. Consult with the Virginia Department of Transportation (VDOT) and Clarke County Sheriff’s Office for input on these evaluations.*

#### Strategy 3

*Consider supporting new projects which may not be on the Plan’s list of projects but that arise between five-year review periods due to new or changed impacts or new funding opportunities. Such projects shall be recommended for implementation by VDOT staff and have a strong likelihood of receiving State and/or Federal funding.*

#### Strategy 4

*Request VDOT to conduct new or update current safety studies along primary highways, secondary roads, and intersections with safety concerns including but not limited to:*

- *Lord Fairfax Highway (U.S. 340) corridor*
- *Harry Byrd Highway (Va. Route 7) corridor*
- *John Mosby Highway (U.S. 50/17) corridor*
- *Double Tollgate intersection – U.S. 340/Va. 277 and U.S. 522*
- *Waterloo intersection – U.S. 50/17 and U.S. 340*

*Request that VDOT provide recommendations on safety improvements including implementation strategies, cost estimates, and likelihood of funding through VDOT’s Smart Scale funding process and other programs.*

#### Strategy 5

*Ensure that developers mitigate impacts of their development projects on the safety and functionality of the transportation network by providing required improvements.*

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*Encourage voluntary provision of recommended improvements such as right-of-way dedication, sight distance improvements, turn lane and acceleration/deceleration lanes, and off-site transportation improvements.*

~~Perform interim evaluations of the Transportation Plan to gauge how any new impacts or funding challenges may impact the Plan's approach.~~

## Objective 2

Continue to focus the County's limited transportation funds *and resources* on projects that:

- *Improve traffic safety, improve and functionality within the Towns and business intersections;*
- *Add compatible bicycle or pedestrian features;*
- *Provide new or enhance existing commuting opportunities, or*
- *Replace existing gravel public roads or road segments with new hard surfaces.*

## Strategy 1

*Prioritize projects that would serve designated growth areas and either have a committed funding source or would be a strong candidate for transportation funding through programs such as Smart Scale.*

## Strategy 2

*Apply the County's limited six-year secondary road construction funding towards projects that improve safety, address stormwater impacts, or that hard-surface existing gravel public roads. For projects to hard-surface gravel roads, solicit and evaluate public comments from property owners and users of these roads before construction is authorized.*

## Strategy 3

*Projects that add or improve the safety of bicycle and/or pedestrian accommodations in designated growth areas should be supported. Bicycle and pedestrian projects along secondary roads in the rural areas shall not require significant road widening, in particular along the County's scenic byways.*

## Strategy 4

*Private roads and access easements are the responsibility of the property owners that use them. Public funds shall not be used for hard surfacing or other improvements, nor shall public funds be used to bring these private roads and access easements into the public road system for State maintenance.*

~~Support projects that improve safety, functionality, and capacity of the public road network that serves the Towns of Berryville and Boyce and the business growth areas of Waterloo and Double Tollgate.~~

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## Objective 3

*Improvements to the transportation network shall be consistent with the County's land use philosophy and the recommendations of the Comprehensive Plan.*

### Strategy 1

Oppose public and private efforts to expand capacity of the County's road network outside of the incorporated towns and business growth areas including the State and Federal primary highways. *Improvement projects which may adversely impact properties in conservation easement or the County's scenic byways shall be avoided.*

### Strategy 2

*Support those projects contained within the corporate limits of and proposed by the Towns of Berryville and Boyce that are consistent with the comprehensive plans of these towns and compatible with the County's land use and transportation philosophy.*

### Strategy 3

*Projects that propose new public roads or significant improvements to existing public roads in designated growth areas shall be consistent with guidance from the following component plans:*

- *Berryville annexation areas – Berryville Area Plan*
- *Double Tollgate – Double Tollgate Area Plan*
- *Waterloo – Waterloo Area Plan*

~~Develop and maintain a clearinghouse of County traffic data, in conjunction with the Virginia Department of Transportation, to aid the governing bodies in making land use decisions and allocating transportation funding to specific projects.~~

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## **III. PROJECT PRIORITIES AND PLANNING-LEVEL COST ESTIMATES**

The project priorities ~~included in this Transportation Plan~~ are specifically designed to support the planned growth within the two incorporated towns of Berryville and Boyce along with the business intersections of Waterloo and Double Tollgate. The priorities list *also* includes projects to improve safety conditions outside of the growth areas along the County’s Federal and State primary routes and to provide alternatives to single-occupant vehicle traffic.

*Aside from a few noted exceptions, the majority of these projects have not been evaluated in detail for many years. The County should request that VDOT study each project over the upcoming Plan term and provide the following guidance:*

- *Whether there is still a need for the project*
- *Whether the project scope should be modified*
- *Whether the project estimate is accurate*
- *The likelihood of each project being competitive for Federal and State funding, in particular Smart Scale funding*

Note that the project costs provided below are planning-level estimates only and do not reflect actual costs derived from preliminary engineering work. Cost estimates were *developed using VDOT’s taken from the Virginia Department of Transportation’s* Statewide Planning Level Cost Estimates *tool* (January ~~2015~~ 2009).

### **A. Current Project Priorities**

#### **13. Intersection of US Route 340/277 (Lord Fairfax Highway) and US Route 522 (Stonewall Jackson Highway) at Double Tollgate.**

##### **Scope:**

*Turn lane, safety, and capacity improvements at primary highway intersection -- approximately 3000 feet 4-lane divided rural (U.S. 340/522) and 2300 feet 3-lane rural (U.S. 340, Va. 277)*

**Planning Cost Estimate:**      *3000 feet, 4-lane divided rural: \$6,290,000 -- \$9,480,000*  
   *2300 feet, 3-lane rural: \$2,720,000 -- \$4,100,000*  
   *\$2,100,000*

##### **Assessed Need/Description:**

This dangerous intersection has experienced an increase in traffic of over 30% since 2001 and has insufficient turn lanes and through lane capacity. The Double Tollgate intersection is one of the County’s two designated business growth areas and currently contains a gas station/ convenience store, church, flea market, and tourist attraction (Dinosaur Land). *Both passenger vehicle and truck* traffic is expected to increase in the coming years as large-scale residential development occurs in nearby Lake Frederick (2,000+ units in Frederick County) *and industrial growth continues around the Virginia Inland Port in Warren County* ~~in addition to further development in Frederick and Warren Counties along the corridor.~~

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*Planned extension of public water and public sewer from Frederick County to the Double Tollgate area in Clarke to serve the recently-expanded business intersection area is also likely to increase both traffic counts and the priority for safety and capacity improvements. It is anticipated that some of the necessary improvements will be constructed by the private sector as new development occurs.*

This project was first added to the County's priorities list in 1997.

Recommendation:

~~Project—Safety and capacity improvements at intersection. Improve existing right and left turn lanes to current urban design standards and the reconfiguration of the north and south sides of the intersection to add through capacity when new development occurs.~~

**2. Intersection of Va. Route 7 (Harry Byrd Highway) and Route 612 (Shepherds Mill Road), approximately 3 miles east of Berryville.**

Scope:

*Construct turn lane, safety, and capacity improvements at primary highway intersection.*

Planning Cost Estimate: \$1,100,000

Assessed Need/Description:

Shepherds Mill Road (Route 612) is a high-volume shortcut for commuter traffic traveling to and from West Virginia via Route 7 and U.S. 340. The intersection has serious safety issues due to insufficient sight distance and substandard turn lanes. An existing convenience store on the northeast corner of the intersection has an entrance located within the right turn lane, creating additional conflict points.

*In 2019, VDOT completed a corridor safety study for Va. Route 7 which included a detailed evaluation of this intersection. The report confirmed issues with the intersections and recommended the following counter measures:*

- *Improve sight distance to the east by removing vegetation, cutting back the slope on the north side of Va. Route 7.*
- *Install signing to encourage traffic to use Va. Route 7 and U.S. 340 instead of Shepherds Mill Road as a shortcut to West Virginia.*
- *Install optical speed bars on Va. Route 7 westbound to possibly reduce the speed of traffic approaching the intersection.*
- *Install centerline in the crossover.*
- *Refresh the stop bar on Shepherds Mill Road.*
- *Widen and extend the westbound right turn lane to Shepherds Mill Road north.*
- *Modify the crossover to allow eastbound traffic to turn north onto Shepherds Mill Road but not allow southbound traffic to cross the westbound lanes to turn east onto Va. Route 7. Close westbound left turn to Va. Route 7 eastbound and extend westbound left turn lane at Hawthorne Lane.*

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- *Raise the grade of the sag vertical curve in the westbound lanes east of the intersection.*

*As of August 2023, VDOT had implemented several of the recommended counter measures and was in the process of implementing the crossover modifications.*

*Recommendation:*

~~Project— Safety improvements at intersection of state primary and rural major collector. Upgrade two existing turn lanes to VDOT standards.~~

~~In 2013, a project to perform safety improvements (UPC 104352) at this intersection was added to the FY2013–2014 secondary road construction budget by the Board of Supervisors. The planning level cost estimate adds the upgrade of two existing turn lanes to VDOT standards to the safety improvement project.~~

### *3. Intersection of Va. Route 7 (Harry Byrd Highway) and Route 601 (Blue Ridge Mountain Road)*

*Scope:*

*Construct turn lane, safety, and capacity improvements at primary highway intersection.*

*Planning Cost Estimate:*                      *\$2,650,000*

*Assessed Need/Description:*

*A recent increase in traffic resulting from construction of a brewery/event center on Route 601 in Loudoun County as well as increased usage of the Bears Den overlook and Appalachian Trail has produced safety and capacity deficiencies at this intersection. A 2022 study by VDOT recommended implementation of an “R-CUT” intersection design which would replace current left turn movements at this intersection with east and westbound U-turn movements at other downslope crossovers. This design was not supported by the Board of Supervisors so VDOT proposed a smaller safety improvement project that does not mandate U-turns. A Smart Scale application to fund these necessary improvements was filed in 2023 but was not selected for funding. Applications for this project should be pursued in future Smart Scale funding rounds.*

### *4. Va. Route 7 – Appalachian Trail Pedestrian Bridge*

*Scope:*

*Construct a 300’ X 8’ pedestrian bridge over Va. Route 7 near the intersection with Route 679 (Pine Grove Road) including 450 square feet of retaining wall and 490 feet of new trail.*

*Planning Cost Estimate:*                      *\$5,400,000 -- \$7,200,000*

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Assessed Need/Description:

*This project was identified at the same time as the intersection improvement project at Va. Route 7 and Route 601 above. It is intended to provide Appalachian Trail visitors who park at the Pine Grove Road parking area with a safe means of crossing Va. Route 7. VDOT conducted a collaborative study of this project which resulted in consensus on a recommended bridge design in 2023. Funding sources for this project have not yet been identified.*

- 56. Va. Route 7 Business (East Main Street) from Va. Route 7 (Harry Byrd Highway) to Norfolk Southern Railroad crossing (~~approximately 0.94 miles of primary highway~~).**

Scope:

*Reconstruct 0.94 miles of primary highway to improve capacity and safety, add drainage improvements, add bicycle/pedestrian facilities.*

Planning Cost Estimate:                      ~~\$5,890,000 -- \$8,850,000~~ \$7,700,000

Assessed Need/Description:

The roadway serves as a major route for truck traffic to several industrial businesses on the east side of town including the County’s industrial park and a major (800 employees) publishing company. The project area is located predominantly within the Town of Berryville.

*In 2023, the Town of Berryville was selected to receive Smart Scale funding to construct sidewalk improvements in two phases (Phase 1 -- \$4.089 million, Phase 2 -- \$4.274 million). Should the southeastern collector road project be pursued (see below), the need for capacity improvements on East Main Street should be determined and funding identified.*

This project has been on the County’s list of priorities since 1995.

Recommendation:

~~Project— Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct East Main Street with a three-lane section where feasible along with utility relocations, drainage improvements, and new sidewalk construction.~~

- 64. Va. Route 7 Business (West Main Street) from Va. Route 7 (Harry Byrd Highway) to Hermitage Boulevard in the Town of Berryville (~~approximately 1.2 miles of primary highway~~).**

Scope:

*Reconstruct approximately 1.2 miles of primary highway to improve capacity and safety, add drainage improvements, and add bicycle/pedestrian facilities.*

Planning Cost Estimate:                      ~~\$7,520,000 -- \$11,300,000~~ \$3,800,000



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## Assessed Need/Description:

This section of Route 7 Business serves five public school buildings, the County’s Parks and Recreation Facility, and the Ruritan Fairgrounds in addition to serving as the main western route into the Town of Berryville. The original project concept was to upgrade the current two-lane section to three lanes with turn lanes, drainage, and safety improvements at major intersections, and sidewalks and bike lanes/trails ~~should be added~~ to facilitate pedestrian and bicycle traffic. ~~With The recent~~ construction of ~~the new~~ Clarke County High School and extension of Mosby Boulevard to West Main Street, ~~included the construction of~~ a roundabout ~~has been added at this new intersection~~ and new sidewalks added along ~~the corridor the north side of West Main Street~~ in addition to other improvements. Additionally, the Mosby Boulevard extension now provides a new route for traffic between the west end of town and the north end of town at U.S. 340. The scope of this project, particularly along the segment in the Town, will need to be evaluated ~~to determine whether it remains necessary for possible changes in the near future as traffic data is accumulated at the new intersection and along Mosby Boulevard.~~

This project was first added to the County’s priorities list in 1992.

## Recommendation:

~~Project— Safety/capacity improvements, drainage improvements, and addition of bicycle/ pedestrian facilities to state primary route. Reconstruct the segment of West Main Street from Route 7 to the roundabout at Mosby Boulevard to a three lane section with sidewalk on the north side, along with safety and drainage improvements on the remaining section from the roundabout to Hermitage Boulevard.~~

## **74. Intersection of US Route 340 (Lord Fairfax Highway) and US Routes 50/17 (John Mosby Highway) at Waterloo.**

### Scope:

*Turn lane, safety, and capacity improvements at primary highway intersection. Includes improving two existing right turn lanes.*

Planning Cost Estimate: ~~\$3,500,000 -- \$5,580,000~~ \$2,100,000

## Assessed Need/Description:

The Waterloo intersection is one of the County’s two designated business growth areas and additional safety and capacity improvements are necessary to facilitate economic development. Some functional improvements were added to the intersection in conjunction with development of a convenience store/gas station complex on the southeast quadrant. As new development occurs at the intersection, the scope and type of improvements should be evaluated based on the projected traffic to be generated by the new uses. The cost of some portions of this project could be assumed by the development community as part of their projected traffic impacts.

This project was first added to the County’s transportation priorities list in 1992. Partial funding for engineering design was approved (UPC 54384) ~~but and~~ full funding ~~is sought to~~ complete the design phase of the project ~~was not identified~~. *This project should be evaluated by VDOT to*

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*determine whether the project scope should be re-defined, in particular to account for improvements made by developers since the project was originally identified in 1992. Historical and projected traffic volumes should also be considered in evaluating the scope and prioritizing the need for this project.*

Recommendation:

~~Project—Safety and capacity improvements at intersection. Improve two existing right turn lanes to current urban design standards and reconfigure the north and south sides of the intersection to add capacity when new development occurs.~~

**85. US Route 340 (Greenway Avenue) Drainage Issues in the Town of Boyce.**

Scope:

*Construct drainage improvements along corridor.*

Planning Cost Estimate: \$750,000 (2013 estimate)

Assessed Need/Description:

The project is necessary in order to replace existing drainage swales that are insufficient to handle runoff from US Route 340 and cause frequent flooding on nearby properties. Some drainage improvements were made in conjunction with a recent residential development project on the south end of town. The Town should re-evaluate the scope of the project taking into consideration these improvements. The project area is located entirely within the Town of Boyce.

The project was first added to the County’s priorities list in 2003.

Recommendation:

~~Project—Drainage improvements.~~

**97. Park and Ride Lot, Va. Route 7 (Harry Byrd Highway) near intersection of Va. Route 7 Business one mile west of Berryville.**

Scope:

*Construct new commuter parking facility.*

Planning Cost Estimate: \$2,500,000 for 250 space facility.

Assessed Need/Description:

Route 7 is a major east-west commuter route between the Winchester area and employment centers in the Washington metropolitan area. Commuter traffic has increased more than 50% along this route since 2001 and will continue to increase with new residential growth in Winchester, Frederick County, and surrounding jurisdictions. Alternatives to single-occupancy vehicle commuters must be developed to avoid increasing the capacity of Route 7 and a park and ride lot at this location would help with this effort.

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The facility should be designed similar to the park and ride facility at Waterloo on U.S. 50 with a higher capacity to support the greater traffic demand along with accommodations for commuter buses and vans. The location on the west side of Berryville would help maximize convenience for Town and County residents who choose to commute.

Recommendation:

~~Project—Addition of a new commuter facility.~~

**B. Other Unprioritized Projects**

*Southeastern Collector Road, Town of Berryville.*

Scope:

*Construct a new collector road from Jack Enders Boulevard to Lord Fairfax Highway (U.S. 340) including upgrading a segment of Smallwood Lane (Route 680), expanding an existing railroad crossing, and constructing a new signalized intersection.*

Planning Cost Estimate:     *\$9,600,000 (estimate from 2020 PrimeAE study)*

Description:

*This Town of Berryville project proposes to construct a new collector road that would provide more direct access for Clarke County Business Park traffic to U.S. 340 and would reduce truck traffic through East Main Street and downtown.*

*The Town and County jointly undertook a study in 2020 with consultant PrimeAE to determine the optimum route for the collector road including the most feasible means to cross the Norfolk Southern railroad. The Town and County for many years had planned to extend Jack Enders Boulevard from its current terminus to U.S. 340 near the southern end of South Church Street. Work by PrimeAE staff with Norfolk Southern determined that this would be infeasible and would not be approved by the railroad. PrimeAE ultimately recommended extending Jack Enders Boulevard from a point near the entrance to the Business Park southeast to Smallwood Lane. The collector road would then merge with Smallwood Lane and extend to a new signalized intersection at U.S. 340, making use of an existing rail crossing with required improvements.*

*This proposed collector road project requires additional study to determine whether it would have an adverse impact on the capacity and safety of existing Jack Enders Boulevard, East Main Street, and East Main Street's intersection with Va. Route 7. If the collector road is constructed, it is possible that a significant amount of "pass-through" traffic attempting to go eastbound on Va. Route 7 from U.S. 340, and southbound on U.S. 340 from westbound Va. Route 7, would use the collector road as an alternative route. This would be especially true if GPS routing identifies the collector road as the shortest route for this traffic pattern. Additional study should be done to determine whether the capacity of Jack Enders Boulevard and East Main Street could support this "pass-through" traffic in addition to regular local traffic.*

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*Construction of a new signalized intersection at U.S. 340 and upgrades to the existing railroad crossing on Smallwood Lane present additional challenges. The current intersection borders a large farm in permanent conservation easement to the south and an existing business to the north. A new and much larger signalized intersection with turn lanes and tapers at this location would likely require private property to be acquired, potentially through eminent domain, on both sides of U.S. 340. Land cannot be obtained from the farm in conservation easement which could require the intersection to be relocated to the north. Similar challenges exist at the railroad crossing as the property at the northwestern quadrant of this crossing is VDOT's maintenance facility. Two small residential lots of 1.6 acres and 0.64 acres respectively occupy the southwestern and northeastern quadrants of the crossing. Significant land acquisition will be needed in order to accommodate a larger at-grade crossing to serve a much larger collector road.*

*Given these challenges it is likely that the ultimate project cost would be significantly higher than PrimeAE's estimate of \$9,600,000. Absent significant private sector funding, this project would have to be funded using State or Federal transportation funding. The most likely funding source is VDOT's Smart Scale program. This competitive process awards funding for new projects based on five criteria – safety, congestion mitigation, accessibility, environmental quality, and economic development. The collector road project would likely score highest as an economic development project compared to other new road construction projects. Those new road construction projects that are awarded funding, particularly for economic development purposes, must be "shovel-ready." This means that the project is included in the locality's comprehensive plan and transportation plan, the area impacted by the project has been rezoned for development, and site plans for construction of businesses to be served by the new road have been approved. Significant work by the Town and County, and potentially financial investment, would be needed in order to make this project competitive for Smart Scale funding.*

*Solutions to these challenges must be identified before this project can be included in the priority list of projects.*

### **CB. Local Six Year Secondary Road Construction Project Priorities**

The Clarke County Board of Supervisors works with ~~Virginia Department of Transportation (VDOT)~~ on an annual basis to prioritize state funding for improvement projects in the County's secondary road system. State secondary system funds are allocated to a locality based on their population and land area. These system funds compose the majority of secondary road funds made available to localities and are also vary based upon the adopted state transportation budget. Other funds are available for specific project types such as upgrading unpaved roads with a hard surface (e.g., Pave in Place and Rural Rustic Roads programs) and bridge improvements.

Because secondary road construction funding varies from year to year and project requirements can change, the secondary road construction priorities are not included in the Transportation Plan.

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## **IV. Conclusions**

Clarke County’s approach to transportation planning mirrors the County’s unique land use philosophies. Safety, functionality, and limited capacity improvements are encouraged in the incorporated towns and business growth intersections to maximize the efficiency of the road network. Capacity expansion in the unincorporated areas is strongly opposed in order to reduce future development pressures and to maintain the County’s rural, agrarian, and historic character. Modest improvements to add hard surfaces to unpaved secondary roads and improve traffic safety in the unincorporated areas are generally supported.

*While new development within the County does not regularly impact the transportation network, development in adjoining localities can have a significant impact particularly on the County’s primary highways and collector roads. The County should continue to rely on the Virginia Department of Transportation to identify solutions to address safety and functionality issues and to assist in funding these solutions.*

*It is also recommended that the Transportation Plan be reviewed on a five-year review schedule to ensure projects are accurately scoped and prioritized, objectives and strategies are up to date, and the Transportation Plan overall is consistent with the Comprehensive Plan. The five-year review should be conducted according to the following process:*

- 1. On a five-year schedule from the adoption date of the current Transportation Plan, the Planning Commission shall adopt a resolution addressing the status of the Plan, whether it should be updated, and to what degree it should be updated. This resolution may come in one of the following forms:*
  - A finding that the current Plan recommendations are sufficient and that no amendment is necessary.*
  - A finding that changes in the community warrants a comprehensive review and update of the Plan. An example would be the release of decennial Census data and growth projections.*
  - A finding that the Plan does not address, or inadequately addresses, a specific topic area or areas warranting a focused update of the Plan. While the update may have a specific purpose, the review should remain comprehensive to ensure that all impacts are carefully evaluated.*
  
- 2. It is recommended that at the beginning of year four in the five-year schedule, the Commission should begin work evaluating the Plan status. This can be accomplished as a committee of the whole or by designating a special subcommittee. Plan status should be evaluated by considering factors including, but not limited to:*
  - Recent release of updated demographics.*
  - Recent updates to the County Comprehensive Plan.*
  - Impact of new development projects since the previous Plan update.*
  - Impact of recently completed capital projects or transportation improvements.*
  - Any other subject not addressed or inadequately addressed by the current Plan.*

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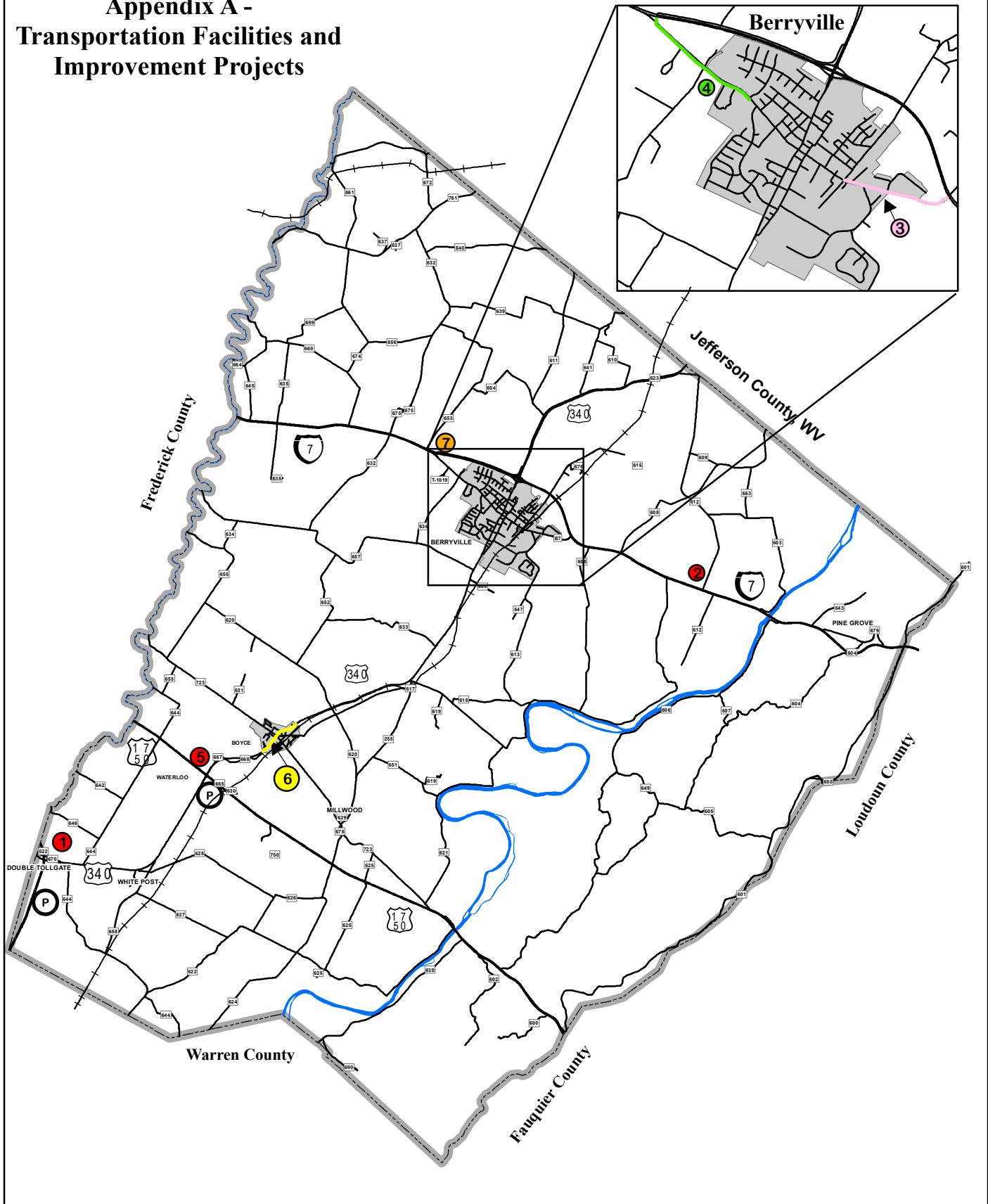
*While not recommended, a proposal may be considered to amend the Plan outside of the scope of the Plan’s five-year review cycle. Frequent, piecemeal changes to the Plan are strongly discouraged as they can result in the document becoming fragmented and inconsistent. It can also devalue the importance of the document as a long-range planning guideline. For these reasons, interim amendments are strongly discouraged.*

In summation, below are five strategies that can help to further the County’s transportation objectives:

1. Conduct a formal evaluation of the Transportation component plan in conjunction with the five-year review of the County’s Comprehensive Plan. Perform interim evaluations of the Transportation Plan to gauge how any new impacts or funding challenges may impact the Plan’s approach.
2. Continue to focus the County’s limited transportation funds on projects that improve traffic safety, improve functionality, add bicycle or pedestrian features, provide new or enhance existing commuting opportunities, or replace existing gravel public roads or road segments with new hard surfaces.
3. Oppose public and private efforts to expand capacity of the County’s road network outside of the incorporated towns and business growth areas including the State and Federal primary highways.
4. Support projects that improve safety, functionality, and capacity of the public road network within the Towns of Berryville and Boyce and the business growth areas of Waterloo and Double Tollgate.
5. Develop and maintain a clearinghouse of County traffic data, in conjunction with the Virginia Department of Transportation, to aid the governing bodies in making land use decisions and allocating transportation funding to specific projects.



# Appendix A - Transportation Facilities and Improvement Projects



1 0.5 0 1 Miles



Clarke County GIS  
August 1, 2023

P:\arcgis\_maps\comp\_plan\transportation.mxd

2023 Clarke County Transportation Plan



### Legend

- Incorporated Town
- Shenandoah River
- County Boundary
- Railroads
- State Roads
- Park and Ride Lot
- Planned Improvement Project (See Transportation Plan text for project descriptions)

**APPENDIX B -- FUNCTIONAL CLASSIFICATION TABLE**  
**Public Road System (Clarke County and Towns of Berryville and Boyce)**

<b>Route</b>	<b>Facility Name</b>	<b>From</b>	<b>To</b>	<b>Functional Class</b>
7	HARRY BYRD HWY	FREDERICK CL	LOUDOUN CL	Other Principal Arterial
7	WEST MAIN ST	HARRY BYRD HWY	N BUCKMARSH ST	Major Collector
7	EAST MAIN ST	N BUCKMARSH ST	HARRY BYRD HWY	Major Collector
50	JOHN MOSBY HWY	FREDERICK CL	FAUQUIER CL	Minor Arterial
255	BISHOP MEADE RD	JOHN MOSBY HWY	LORD FAIRFAX HWY	Major Collector
277	LORD FAIRFAX HWY	FREDERICK CL	STONEWALL JACKSON HWY	Minor Arterial
340	LORD FAIRFAX HWY	STONEWALL JACKSON HWY	HARRY BYRD HWY	Minor Arterial
340	LORD FAIRFAX HWY	HARRY BYRD HWY	WEST VIRGINIA SL	Other Principal Arterial
522	STONEWALL JACKSON HWY	FREDERICK CL	WARREN CL	Minor Arterial
601	BLUE RIDGE MOUNTAIN RD	JOHN MOSBY HWY	LOUDOUN CL	Minor Collector
601	RAVEN ROCKS RD	LOUDOUN CL	WEST VIRGINIA SL	Minor Collector
606	MOUNT CARMEL RD	JOHN MOSBY HWY	FROGTOWN RD	Minor Collector
606	RIVER RD	HARRY BYRD HWY	FROGTOWN RD	Minor Collector
608	WICKLIFFE RD	HARRY BYRD HWY	WEST VIRGINIA SL	Minor Collector
611	SUMMIT POINT RD	LORD FAIRFAX HWY	WEST VIRGINIA SL	Major Collector
612	SHEPHERDS MILL RD	HARRY BYRD HWY	JOHN MOSBY HWY	Major Collector
613	SPRINGSBURY RD	JACK ENDERS BLVD	POSSUM HOLLOW RD	Minor Collector
615	FIRST ST	E MAIN ST	LIBERTY ST	Major Collector
615	FIRST ST	LIBERTY ST	E FAIRFAX ST	Minor Collector
616	S CHURCH ST	S BUCKMARSH ST	E MAIN ST	Major Collector
616	N CHURCH ST	E MAIN ST	LIBERTY ST	Major Collector
616	N CHURCH ST	LIBERTY ST	BUNDY ST	Minor Collector
616	BUNDY ST	N CHURCH ST	N BUCKMARSH ST	Minor Collector
617	BRIGGS RD	LOCKES MILL RD	BISHOP MEADE RD	Minor Collector
620	BROWNTOWN RD	BISHOP MEADE RD	LORD FAIRFAX HWY	Major Collector
624	RED GATE RD	JOHN MOSBY HWY	WARREN CL	Minor Collector



**APPENDIX B -- FUNCTIONAL CLASSIFICATION TABLE**  
**Public Road System (Clarke County and Towns of Berryville and Boyce)**

<b>Route</b>	<b>Facility Name</b>	<b>From</b>	<b>To</b>	<b>Functional Class</b>
628	BERRYS FERRY RD	LORD FAIRFAX HWY	WHITE POST RD	Major Collector
632	TRIPLE J RD	SENSENY RD	HARRY BYRD HWY	Major Collector
632	CRUMS CHURCH RD	HARRY BYRD HWY	OLD CHARLES TOWN RD	Major Collector
636	WESTWOOD RD	W MAIN ST	SENSENY RD	Major Collector
638	HOWELLSVILLE RD	JOHN MOSBY HWY	WARREN CL	Major Collector
644	GUN BARREL RD	JOHN MOSBY HWY	LORD FAIRFAX HWY	Minor Collector
649	FROGTOWN RD	MT CARMEL RD	RIVER RD	Minor Collector
653	KIMBLE RD	HARRY BYRD HWY	STRINGTOWN RD	Minor Collector
657	SENSENY RD	FREDERICK CL	LORD FAIRFAX HWY	Major Collector
658	SUGAR HILL RD	WARREN CL	WHITE POST RD	Minor Collector
658	WHITE POST RD	LORD FAIRFAX HWY	CARTERS LINE RD	Major Collector
658	WHITE POST RD	CARTERS LINE RD	SUGAR HILL RD	Minor Collector
661	BRUCETOWN RD	SWIMLEY RD	FREDERICK CL	Minor Collector
672	SWIMLEY RD	OLD CHARLES TOWN RD	BRUCETOWN RD	Minor Collector
700	JACK ENDERS BLVD	E MAIN ST	SPRINGSBURY RD	Minor Collector
723	OLD WINCHESTER RD	FREDERICK CL	LORD FAIRFAX HWY	Major Collector
723	MILLWOOD RD	BISHOP MEADE RD	JOHN MOSBY HWY	Major Collector
761	OLD CHARLES TOWN RD	FREDERICK CL	WEST VIRGINIA SL	Major Collector
1005	LIBERTY ST	FIRST ST	N CHURCH ST	Major Collector
1035	MOSBY BLVD	N BUCKMARSH ST	JACKSON DR	Major Collector
1041	JACKSON DR	W MAIN ST	MOSBY BLVD	Major Collector

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Alder Ln	Retreat Rd	643
Allegheny Ridge Ln	Wadesville Rd	661
America Ln	River Rd	606
Anamaria Ln	Manor Rd	690
Ancient Oak Ln	Crums Church Rd	632
Annfield Farm Ln	Annfield Rd	633
Antique Ln	Withers Larue Rd	640
Ashley Ln	John Mosby Hwy	50/17
Ashley Woods Ln	Blue Ridge Mtn Rd	601
Ashwood Ln	Withers Larue Rd	640
Aspen Ln	Cedar Ln/Holly Ln (private roads)	n/a
Audley Ln	Harry Byrd Hwy/Boom Rd	7/615
Azalea Ln	Retreat Rd	643
Balsam Ln	Cedar Ln/Holly Ln (private roads)	n/a
Banjo Ln	Good Shepherd Rd	604
Barbour Ln	Moose Rd	635
Barker Ln	Blue Ridge Mtn Rd	601
Barred Owl Ln	Calmes Neck Ln (private road)	n/a
Bedrock Ln	Garden Rd	675
Beechwood Ln	Alder Ln (private road)	n/a
Bee Line Ln	Harry Byrd Hwy	7
Bell Hollow Ln	Ebenezer Rd	604
Bell Ln	Parshall Rd	608
Bellevue Ln	Old Winchester Rd	723
Bellringer Ln	Westwood Rd	636
Bench Ln	Ebenezer Rd	604
Beydler Ln	Allen Rd	639
Bittersweet Ln	Chilly Hollow Rd	621
Black Oak Ln	Cedar Ln/Holly Ln (private roads)	n/a
Blakemore Ln	Trapp Hill Rd	729
Blandy Farm Ln	Blandy Farm Ln/Berrys Ferry Rd	750/628
Blue Bird Ln	Calmes Neck Ln (private road)	n/a
Bolden Ln	Frogtown Rd	649
Boyer Ln	Lewisville Rd	641
Brecklyn Ln	Brooke Ln	676
Bridge Ln	River Rd	606
Bristow Ln	Castleman Rd	603
Broad View Ln	Possum Hollow Ln	647
Bryarly Ln	Lord Fairfax Hwy	340
Bungalow Ln	Westwood Rd	636
Burch Ln	Kennel Rd	625
Burleson Ln	Old Charles Town Rd	761
Burner Ln	Kimble Rd	653
Bushland Ln	Senseny Rd	657
Butler Ln	Gun Barrel Rd	644
Calmes Neck Ln	Mount Carmel Rd	606
Cardinal Ln	Calmes Neck Ln (private road)	n/a
Carefree Ln	Wildcat Hollow Rd	602

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Carter Hall Ln	Bishop Meade Rd	255
Castlerock Ln	Russell Rd	660
Cedar Ln	Beechwood Ln/Holly Ln (private roads)	n/a
Cedar Hall Ln	Parshall Rd	608
Cedarwood Ln	Sugar Hill Rd	658
Chapel Ln	Bishop Meade Rd	255
Chapel Hill Ln	Lord Fairfax Hwy	340
Chapman Ln	Manor Rd	690
Cherry Ln	Retreat Rd	643
Chestnut Ln	Shepherds Mill Rd	612
Chestnut Coombe Ln	Blue Ridge Mtn Rd	601
Chilcott Ln	Feltner Rd	606
Childrens Ln	Chilly Hollow Rd	621
Clay Hill Farm Ln	Clay Hill Rd	651
Clermont Ln	East Main St	7
Cliff Ln	Horseshoe Ln (private road)	n/a
Clifton Farm Ln	Clifton Rd	610
Colonial Ln	Bishop Meade Rd	255
Concert Ln	Chilly Hollow Rd	621
Cool Spring Ln	Castleman Rd	603
Coulson Ln	Mount Weather Rd	650
Country Ln	Hawthorne Ln (private road)	n/a
Country Club Ln	Millwood Rd	723
Cunningham Ln	Bishop Meade Rd	255
Cunningham Ln	Millwood Rd	255
Dairy Ln	Summit Point Rd	611
Davis Ln	Lord Fairfax Hwy	340
Dearmont Hall Ln	Gun Barrel Rd	644
Deer Haven Ln	Frogtown Rd	649
Deer Wood Ln	Withers Larue Rd	640
Dogwood Ln	Timber Ln/Pine Crest Ln (private roads)	n/a
Doleman Ln	Clifton Rd	610
Dorsey Orchard Ln	Shepherds Mill Rd	612
Double Wood Ln	Ebenezer Rd	604
Duke Ln	Ebenezer Rd	604
Eagle Point Ln	Calmes Neck Ln (private road)	n/a
Eagle Rock Ln	Blue Ridge Mtn Rd	601
Earhart Ln	accessed from West Virginia	n/a
Easy Ln	Morgans Mill Rd	605
East Huntingdon Ln	N Greenway Ave	340
Edenbrook Ln	Old Charles Town Rd	761
Edgewood Ln	Lord Fairfax Hwy/Gun Barrel Rd	340/644
Elm Spring Ln	Janeville Rd	652
Elmington Ln	Lord Fairfax Hwy	340
Evergreen Ln	Retreat Rd	643
Fairfield Ln	Lord Fairfax Hwy	340
Fairview Ln	Longmarsh Rd	656
Farms Ridge Ln	Manor Rd (private road)	n/a

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Farnley Ln	Sugar Hill Rd	658
Fire Trail Rd	accessed from Warren County	n/a
Flint Spring Ln	Retreat Rd	643
Forest Ridge Ln	Blue Ridge Mtn Rd	601
Fox Ln	Vista Ln	1070
Fox Woods Ln	Calmes Neck Ln (private road)	n/a
Frankford Ln	Shepherds Mill Rd	612
Gillions Ln	Mercer Farm Ln (private road)	n/a
Glebe Ln	Castleman Rd	603
Glen Orchard Ln	Wickliffe Rd	608
Glen Owen Ln	Parshall Rd	608
Goat Hill Ln	Lord Fairfax Hwy	340
Good Success Ln	John Mosby Hwy	50/17
Gordons Ridge Ln	Harry Byrd Hwy	7
Gorham Ln	White Pine Ln (private road)	n/a
Grafton Ln	Wickliffe Rd	608
Granddaddy Ln	Senseny Rd	657
Grand View Ln	Parshall Rd	608
Green Bourne Ln	John Mosby Hwy	50/17
Greenfields Ln	White Post Rd	658
Greenstone Ln	Wildcat Hollow Rd	602
Grigsby Ln	Parshall Rd	608
Grouse Ridge Ln	Ebenezer Rd	604
Hackberry Ln	Beechwood Ln (private road)	n/a
Hampton Ln	Springsbury Rd	713
Harmony Ln	Flint Spring Ln (private road)	n/a
Harvue Ln	Longmarsh Rd	656
Hawthorne Ln	Harry Byrd Hwy	7
Heart Trouble Ln	Blue Ridge Mountain Rd	601
Helmley Ln	Senseny Rd	657
Hemlock Ln	Beechwood Ln (private road)	n/a
Hickory Ln	Retreat Rd	643
Hickory Green Ln	Berrys Ferry Rd	628
Hidden Hollow Ln	Mount Carmel Rd	606
Hidden Valley Ln	Alder Ln (private road)	n/a
Hideaway Ln	Carefree Ln (private road)	n/a
Highland Ridge Ln	Blue Ridge Mtn Rd	601
Hill And Dale Ln	Parshall Rd	608
Hollow Brook Ln	Ebenezer Rd	604
Holly Ln	Beechwood Ln (private road)	n/a
Honey Ln	Harry Byrd Hwy	7
Honeysuckle Ct	Honeysuckle Ln (private road)	n/a
Honeysuckle Ln	Retreat Rd	643
Horseshoe Ln	Morgans Mill Rd	605
Hunting Ridge Ln	Chilly Hollow Rd	621
Huntingdon Ln	N Greenway Ave	340
Huntover Ln	Red Gate Rd	624
Island Farm Ln	Tilthammer Mill Rd	621

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Jenkins Ln	Morgans Mill Rd	605
Journeys End Ln	Blue Ridge Mtn Rd	601
Juniper Ln	Wildcat Hollow Rd	602
Katharbrine Ln	Lord Fairfax Hwy	340
Kave Ln	Harry Byrd Hwy	7
Kelly Ln	Pine Grove Rd	679
Kent Farm Ln	River Rd	606
Kentland Ln	Harry Byrd Hwy	7
Kentmere Farm Ln	Millwood Rd	723
Kersey Ln	Swift Shoals Rd	622
Keystone Ln	Harry Byrd Hwy	7
Kinderhook Ln	Salem Church Rd	655
Kingsbury Ln	Crums Church Rd	632
Kinsky Ln	Parshall Rd	608
Kitchen Ln	Gun Barrel Rd	644
Lafayette Ln	Blue Ridge Mtn Rd	601
Lakeview Ln	Carefree Ln (private road)	n/a
Lakeville Farm Ln	John Mosby Hwy	50/17
Lander Ln	Senseny Rd	657
Laurel Ln	Timber Ln/Dogwood Ln	n/a
Laurel Wood Ln	Crums Church Rd	632
Leeds Manor Ln	River Rd	606
Leslie Ln	Wrights Mill Rd	645
Lewin Hill Ln	Frogtown Rd	649
Lewis Farm Ln	Lockes Mill Rd	613
Liberty Hill Ln	Liberty Hill Ln	600
Lindey Ln	Smallwood Ln	680
Linster Ln	Lockes Mill Rd	613
Lions Ln	Howellsville Rd	638
Little River Ln	Calmes Neck Ln (private road)	n/a
Llewellyn Ln	Lord Fairfax Hwy	340
Lloyds Ridge Ln	Mt. Carmel Rd	606
Lockesly Ln	Millwood Rd	723
Locust Ln	Old Ferry Ln (private road)	n/a
Lois Ln	River Park Ln (private road)	n/a
Long Branch Ln	Bordens Spring Rd/Nelson Rd	622/626
Long Field Ln	Pastoral Ln (private road)	n/a
Longwood Ln	Harry Byrd Hwy	7
Loyola Ln	Blue Ridge Mountain Rd	601
Lost Boys Ln	Eagle Rock Ln (private road)	n/a
Majestys Prince Ln	Walnut Hall Ln (private road)	n/a
Manor Rd	Manor Rd	690
Maple Ln	Beechwood Ln (private road)	n/a
Marsh Ln	Lord Fairfax Hwy	340
Meadowbrook Ln	Hawthorne Ln (private road)	n/a
Meadows Ln	Farnley Ln (private road)	n/a
Mercer Farm Ln	Feltner Rd	606
Middle Cottage Ln	Senseny Rd	657

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Mighty Turn Ln	Walnut Hall Ln (private road)	n/a
Mill Ln	Chapel Ln (private road)	n/a
Milton Valley Ln	Lord Fairfax Hwy	340
Minniewood Ln	Triple J Rd	632
Misty Hill Ln	Swimley Rd	672
Montalegre Ln	Harry Byrd Hwy	7
Montana Hall Ln	Bordens Spring Rd	622
Morgan Ln	Wildcat Hollow Rd	602
Morning Star Ln	Good Success Ln (private road)	n/a
Mount Airy Farm Ln	Bishop Meade Rd	255
Mount Prospect Ln	Swift Shoals Rd	622
Mountain Lake Ln	Mount Carmel Rd	606
Mountain Ridge Ln	Pine Grove Rd	679
Mountaineer Ln	Ebenezer Rd	604
Naylee Ln	Withers Larue Rd	640
Nellie Custis Ln	Audley Ln (private road)	n/a
Noble Ln	Crums Church Rd	632
Northfield Ln	Kennel Rd	625
North Hill Ln	Harry Byrd Hwy	7
Oak Cliff Ln	Calmes Neck Ln (private road)	n/a
Oakland Ln	Lord Fairfax Hwy	340
Oakleaf Ln	Longwood Ln (private road)	n/a
Old Barn Ln	Red Gate Rd	624
Old Blue Ridge Rd	Blue Ridge Mountain Rd	601
Old Ferry Ln	River Rd	606
Old Oak Ln	Manor Rd	690
Old Tavern Ln	Crums Church Rd	632
Old Tuley Ln	John Mosby Hwy	50
Page Brook Ln	Page Brook Ln	631
Paris Heights Ln	Blue Ridge Mountain Rd	601
Parker Ln	Harry Byrd Hwy	7
Pastoral Ln	Chilly Hollow Rd	621
Peaceful Hollow Ln	Ebenezer Rd	604
Pearl Ln	Calmes Neck Ln (private road)	n/a
Persimmon Ridge Ln	Crums Church Rd	632
Pine Crest Ln	Timber Ln (private road)	n/a
Piney Ridge Ln	Cliff Ln (private road)	n/a
Pioneer Ln	Lions Ln (private road)	n/a
Pleasant Ln	Wickliffe Rd	608
Pond Quarter Ln	Senseny Rd	657
Pope Ln	Crums Church Rd	632
Poplar Ln	Beechwood Ln (private road)	n/a
Poppy Ln	Wind Whistle Ln (private road)	n/a
Poston Ln	Frogtown Rd	649
Powhatan Ln	Millwood Rd	723
Princess Ln	Summerville Rd	652
Prospect Spring Ln	Browntown Rd	620
Providence Ln	Frogtown Rd	649

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Quarter Horse Ln	Clay Hill Rd	651
Quartermoon Ln	Kennel Rd	625
Queenship Ln	Swimley Rd	672
Ramsburg Ln	Westwood Rd	636
Randleston Ln	River Rd/Ebenezer Rd	606/604
Ratcliffe Ln	Ebenezer Rd	604
Ray Of Hope Ln	Stonewall Jackson Hwy	340
Redbud Ln	Beechwood Ln/Holly Ln (private road)	n/a
Ridgewood Ln	Manor Rd	690
River House Ln	John Mosby Hwy	50/17
River Park Ln	Feltner Rd	606
River View Farm Ln	River Rd/Ebenezer Rd	606/604
Riverside Farm Ln	Castleman Rd	603
Robin Ln	Calmes Neck Ln (private road)	n/a
Rock Dale Ln	Russell Rd	660
Rock Gate Ln	White Post Rd	658
Rock Hall Farm Ln	Harry Byrd Hwy	7
Rocky Bank Ln	Bishop Meade Rd	255
Rose Airy Ln	John Mosby Hwy	50
Rose Hill Ln	Harry Byrd Hwy	7
Ross Ln	Harry Byrd Hwy	7
Running Bear Ln	Calmes Neck Ln (private road)	n/a
Rutherford Ln	Harry Byrd Hwy	7
Scaleby Ln	Millwood Rd	723
Seltenhorst Ln	Harry Byrd Hwy	7
Shady Ford Ln	Wildcat Hollow Rd	602
Shady Grove Ln	Shepherds Mill Rd	612
Shan Hill Ln	Shan Hill Ln	619
Sheets Ln	John Mosby Hwy	50
Shenandoah River Ln	Howellsville Rd	638
Shepherd Ln	Anamaria Ln (private road)	n/a
Shepherds Ford Ln	River Rd	606
Silent Hill Ln	Stonewall Jackson Hwy	340/522
Silver Ridge Ln	Featherbed Rd	644
Sipe Hollow Ln	Boom Rd	615
Skyhorse Ln	Mount Weather Rd	650
Slate Ridge Ln	Mount Carmel Rd	606
Sleepy Hollow Ln	Frogtown Rd	649
Smithfield Ln	Wickliffe Rd	608
Soldiers Ln	Summit Point Rd	611
Solitude Ln	Carefree Ln (private road)	n/a
South Gate Ln	Millwood Rd	723
Springfield Ln	Crums Church Rd	632
Spring House Ln	Hawthorne Ln (private road)	n/a
Springsbury Farm Ln	Briggs Rd/Springsbury Rd	621/713
Stella Mae Ln	Frogtown Rd	649
Stock Ln	Berrys Ferry Rd	628
Stone Hill Ln	Harry Byrd Hwy	7

**APPENDIX C -- PRIVATE ROADS, UNINCORPORATED AREAS OF THE COUNTY**

<b>Private Road</b>	<b>Public/Private Road Accessed by</b>	<b>Public Road Route #</b>
Stone Quarter Ln	White Post Rd	658
Stone Ridge Ln	John Mosby Hwy	50/17
Stonebrier Ln	Harry Byrd Hwy	7
Stonecrest Ln	Mount Weather Rd	650
Stonefield Ln	Salem Church Rd	655
Stubblefield Ln	Briggs Rd	617
Summer Springs Ln	John Mosby Hwy	50
Sunny Canyon Ln	Pyletown Rd	620
Sunset Ln	Browntown Rd	620
Sycamore Ln	Rocky Bank Ln	678
Tadpole Ln	Frogtown Rd	649
Taylor Hill Ln	Ebenezer Rd	604
Throwleigh Ln	Pyletown Rd	620
Timber Ln	Retreat Rd	643
Toy Hill Ln	Ebenezer Rd	604
Tuleyries Ln	Berrys Ferry Rd	628
Turtle Ln	Allen Rd	639
Valley Springs Ln	Harry Byrd Hwy	7
Valley View Ln	Blue Ridge Mtn Rd	601
Victory Ln	Thornton Rd	625
Victory Farm Ln	Frogtown Rd	649
Village Ln	Pine Grove Rd	679
Vita Bella Ln	Ebenezer Rd	604
Walnut Hall Ln	Summerville Rd	652
Warfield Ln	John Mosby Hwy	17
Warner Washington Ln	Lord Fairfax Hwy	340
Westfield Farm Ln	Lord Fairfax Hwy	340
Whispering Knolls Ln	Boom Rd	615
White Oak Ln	Retreat Rd	643
White Pine Ln	Solitude Ln (private road)	n/a
Wickliffe Farm Ln	Wickliffe Rd	608
Wiley Mountain Ln	Morgans Mill Rd	605
Wilkins Ln	Blandy Farm Ln	750
Williamstead Ln	Jack Enders Blvd	700
Willow Lake Ln	Feltner Rd	606
Wind Spring Ln	Senseny Rd	657
Wind Whistle Ln	Raven Rocks Rd	601
Windwood Ln	Blue Ridge Mtn Rd	601
Wolfe Ln	Boom Rd	615
Woodberry Ln	Shepherds Mill Rd	612
Woodley Ln	Briggs Rd	617
Worthington Ln	River Rd	606
York Ln	Lord Fairfax Hwy	340



## APPENDIX D -- UNPAVED PUBLIC ROADS

<u>Route</u>	<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
600	Liberty Hill Ln	John Mosby Hwy (US 50/17)	Liberty Hill Ln (PR)	0.65
602	Wildcat Hollow Rd	Carefree Ln (PR)	Greenstone Ln (PR)	0.89
603	Castleman Rd	Shepherds Mill Rd (Rt. 612)	Glebe Ln (PR)	2.13
604	Ebenezer Rd	River View Farm Ln (PR)	Saw Mill Hill Rd (Rt. 607)	1.00
605	Morgans Mill Rd	Blue Ridge Mountain Rd (Rt. 601)	Frogtown Rd (Rt. 649)	2.61
606	Feltner Rd	Mercer Farm Ln (PR)	Mt. Carmel Rd (Rt. 606)	1.70
619	Shan Hill Ln	Clay Hill Rd (Rt. 651)	Shan Hill Ln (PR)	0.60
621	Ellerslie Rd	Clay Hill Rd (Rt. 651)	Briggs Rd (Rt. 621)	2.00
621	Briggs Rd	Ellerslie Rd (Rt. 621)	Lockes Mill Rd (Rt. 618)	1.30
621	Lockes Mill Rd	0.96 mi east of Parshall Rd (Rt. 608)	Chilly Hollow Rd (Rt. 621)	1.08
622	Bordens Spring Rd	Sugar Hill Rd (Rt. 658)	Red Gate Rd (Rt. 624)	2.09
622	Swift Shoals Rd	Boat landing	Mt. Prospect Ln (PR)	2.20
625	Thornton Rd	John Mosby Hwy (US 50/17)	Millwood Rd (Rt. 723)	0.53
630	Iron Rail Ln	John Mosby Hwy (US 50/17)	Dead end	0.20
637	Linaburg Ln	Old Charles Town Rd (Rt. 761)	Dead end	0.30
637	Windy Hill Ln	Old Charles Town Rd (Rt. 761)	Dead end	0.15
644	Featherbed Rd	Lord Fairfax Hwy (US 340)	Sugar Hill Rd (Rt. 658)	2.07
644	Stonebridge Rd	Sugar Hill Rd (Rt. 658)	Warren County line	1.08
663	Auburn Rd	Castleman Rd (Rt. 603)	Wickliffe Rd (Rt. 608)	1.00
664	Neill Rd	Wrights Mill Rd (Rt. 645)	Dead end	0.30
678	Rocky Bank Ln	Bishop Meade Rd (Rt. 255)	Rocky Bank Ln (PR)	0.13
680	Smallwood Ln	Lord Fairfax Hwy (US 340)	Lindey Ln (PR)	0.34
			<b>TOTAL (approximate)</b>	<b>24.35</b>

PR -- Private Road

SOURCE: Virginia Department of Transportation County GIS