



Streets and Utilities Committee

MEETING AGENDA

Berryville-Clarke County Government Center

101 Chalmers Court, Second Floor

Main Meeting Room

Regular Session

September 22, 2020

1:30 PM

Item

Page

1. Call to Order

2. Approval of Agenda

3. Unfinished Business

Update: Project to Repair Drainage Pipe on Virginia Ave.	3
Update: Stormwater Management Preliminary Engineering Reports	4
Update: Rockcroft Subdivision Water Project	8
Update: TAP Application for Mosby Blvd. Sidewalk	10
Discussion: Southeast Collector	12

4. New Business

Discussion: Water/Sewer Billing and Water/Sewer Billing Outsourcing 25

Discussion: Pedestrian Improvements in Fairfax Street Area 26

5. Other

6. Closed Session

7. Adjourn

Project to repair drainage pipe on Virginia Avenue

Project

While Public Works personnel were addressing a concern about street pavement subsidence, a significant problem was discovered in the pipe that conveys water from the entrance of Virginia Avenue to the Town Run.

To address this matter the Town hired a contractor to remove the old pipe, install a new pipe, and repave Virginia Avenue from Main Street to the Town Run. Because Virginia Avenue is quite narrow, the portion of the street between Main Street and the Town Run bridge will be closed to all traffic for the duration of the project. A detour that will permit residents a way in and out during the project will be established.

Schedule

Work will begin on the project at 7:00 a.m. on September 21, 2020. The Town has granted permission for the contractor to work beyond typical work hours in the hope that the project can be completed in one day. If the contractor is unable to complete the project on September 21, work would begin again at 7:00 a.m. on September 22, 2020. The Town does not expect that the work will extend beyond September 22.

Next Steps

With this project complete, staff will work to finalize that which needs to be done to address the drainage issue that was discussed under the previous item. If possible, staff would like to propose that the remainder of the street be paved as a part of the drainage project. Staff would like to discuss the matter of establishing a turnaround at the end of the street with the Committee.

Prior to proceeding these next steps, staff needs to engage the Council in a discussion about the project budget.

Attachments

- No attachments to report.

Recommendation

None

Stormwater Preliminary Engineering Reports

History

In 2018, from May through December, the Town of Berryville received 54.4 inches of rain. The average rainfall for this same period is 26.5 inches. In the first half of 2019, the above-average rain continued with 27.5 inches of rain having fallen. During this period, residents in several areas of Town experienced storm water ponding on their properties and asked the Town Council to address the matter. Accordingly, the Town Council appropriated funds in the FY2019 Budget to complete two drainage related preliminary engineering reports.

The preliminary engineering reports (Dorsey/Treadwell Area and Ashby/Archer Courts drainage area) were completed in August of 2019. The estimated budget for recommended improvements totaled approximately \$240,000.

It was recommended that, prior to making a decision on whether to proceed with any or all of the drainage projects referenced above, the main stem of Town Run be examined.

In the FY2020 Budget the Town Council appropriated funds to complete a preliminary engineering report on Town Run.

The Council also appropriated funds to complete a preliminary engineering report and design for stormwater management improvements on a portion of Virginia Avenue.

Recent Developments

The Town's engineer has completed a draft of the Virginia Avenue design. The basic design is included in the packet. The PER will be available at the meeting.

The Town Run preliminary engineer report is expected to be completed by the end of October. Accordingly, this report will have to be discussed at the November 17 meeting.

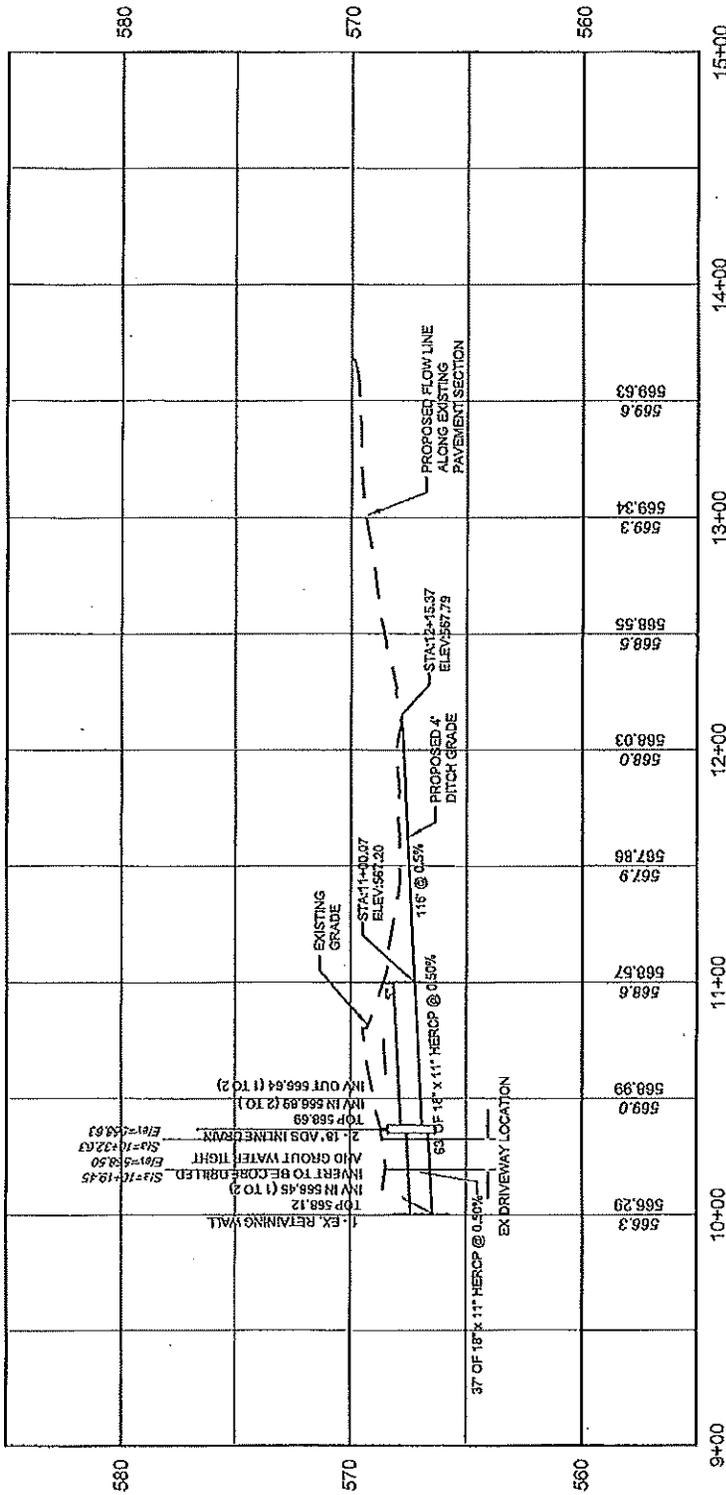
Ron Mislowsky for Pennoni will be present at the meeting to discuss this matter.

Attachments

- Preliminary design for drainage improvements on Virginia Avenue

Recommendation

Review this matter with the Town's engineer and staff to determine what should be the next steps in this process (including budgeting for work).



DITCH
 HORIZONTAL SCALE: 1" = 50'
 VERTICAL SCALE: 1" = 5'



**TOWN OF BERRYVILLE
IMPROVEMENT BOND UNIT COST LIST
BOND ESTIMATE**

PROJECT NAME: Virginia Avenue Drainage Improvements
PREPARED BY: IVM

PROJECT NUMBER: TO #27
FIRM: Pennoni Associates

DATE: 9/1/2020

ITEM	UNIT	UNIT COST	QUANTITY	EXTENSION	QUANTITY	EXTENSION	% COMPLETE
18" X 11" HERCP	LF	\$75.00	100	\$7,500			
18" ADS INLINE DRAIN	EA	\$1,800.00	1	\$1,800			
4' WIDE CONCRETE VEE DITCH	SY	\$121.00	52	\$6,345.24			
3' WIDE GRAVEL SHOULDER, 4"	SY	\$11.50	39	\$452.30			
CG-6 CURB & GUTTER	LF	\$35.00	152	\$5,305.65			
CG-9B STANDARD ENTRANCE GUTTER	EA	\$3,500.00	1	\$3,500.00			
TRANSITION FROM CONCRETE VEE DITCH TO 18" X 11" HERCP CONNECTION	LS	\$850.00	1	\$850.00			
EASEMENT AND RAW ACQUISITION AND RECORDATION	LS	\$5,000.00	1	\$5,000.00			
SUBTOTAL IMPROVEMENTS				\$25,753			
+ 25% CONTINGENCIES				\$6,438.30			
+ 20% EROSION CONTROL				\$5,150.64			
+ 15% MOBILIZATION				\$3,862.98			
GRAND TOTAL IMPROVEMENTS				\$41,205.10			

Rockcroft subdivision water project

History/Conditions

The water and sewer infrastructure of the Rockcroft subdivision was constructed 60 years ago. The water and sewer mains are, for the most part, located in back yards.

Over the past decade the Town has repaired troublesome sewer mains by lining them.

The water mains (generally 1" or 2" galvanized pipes) have not been replaced. These mains are located in narrow easements onto which fences, accessory buildings, and trees have been located. Any water main break in these rear yards it will be a challenge to repair and will be incredibly disruptive for the land owner(s) on which crews will have to work.

Along with the challenges posed by the location of mains in the development, the Town is concerned about fire protection in the area. There fire hydrants with good volume and pressure on Fairfax Street but not in the Rockcroft subdivision.

Lastly, the streets in the area are in need of paving.

Project

The project in question will accomplish the following:

- Provide access to the water system in a manner that eliminates the majority of mains in rear yards
- Provide at least one and possibly two fire hydrants in the area
- Connect homes mains extending from public streets
- Replace a valve near Fairfax Street

The extension of existing small mains into public streets is 90% complete. The remainder of this work will be completed by the end of October. Street cuts will be repaired with base asphalt before winter (on low-volume streets such as these, it is best if the road cuts are given some time to settle prior to paving).

A new hydrant is expected to be installed in the Circle Drive cul-de-sac by mid-October. Staff will explore a project to locate a fire hydrant near the intersection of Ridge Road and Rockcroft Drive.

Staff expects to meet with Rockcroft residents before the end of the year to discuss the work necessary to connect to the mains in the street and abandon the mains in rear yards. It is expected that this aspect of the project will continue through the summer of 2021.

Staff expects that the streets in Rockcroft subdivision (and west Fairfax Street) will be paved in the spring of 2021.

Attachments

- No attachments to report.

Recommendation

None

Streets and Utilities Committee Meeting Report Summary

September 22, 2020

Item Title

Transportation Update

Prepared By

Christy Dunkle

Background/History/General Information

Transportation Alternative Program Grant

The Town applied for a TAP grant from VDOT in 2019 in order to make sidewalk connections on the north side of Mosby Boulevard. These connections would accommodate existing residential development as well as new multi-family unit residents who will be moving into the Robert Regan Village. The grant is an 80/20 match, with the Town being responsible for 20% (approximately \$30,000 in costs).

McNeil Drive Into the Public System

Town staff forwarded the appropriate paperwork for the developed portion of McNeil Drive to come into the public system in June of 2019. This designation would allow the Town to receive lane mileage funding from VDOT.

Findings/Current Activity

Transportation Alternative Program Grant

The Town was contacted by VDOT in July, stating that the Town's request had been "tentatively selected for funding" and to confirm the Town's wishes to continue with the project. After discussion with Council, staff confirmed with VDOT that the Town would like to continue with final approval. The Commonwealth Transportation Board, who oversees and approves these programs for the Commonwealth, has not yet convened to officially approve the grant request. Town staff will keep Council members updated as to the status of the project.

McNeil Drive Into the Public System

Town staff has contacted the Edinburg VDOT office to receive an update on the matter. They responded and will be looking into the status of the acceptance.

Financial Considerations

Transportation Alternatives Program

The budget total submitted with the grant application was \$149,213, with the Town's share approximately \$30,000.

McNeil Drive

There are no costs associated with this request.

Schedule/Deadlines

N/A

Other Considerations

N/A

Recommendation

Update only.

Streets and Utilities Committee Meeting Report Summary

September 22, 2020

Item Title

SE Collector Transportation Study Update

Prepared By

Christy Dunkle

Background/History/General Information

The Berryville Town Council and Clarke County Board of Supervisors entered in to a Memorandum of Understanding in January of 2019 to complete a transportation study for a collector road identified in the 2015 Berryville Area Plan as the "Southeast Collector." The final draft was completed in April of 2020 and was presented by David Metcalf, Vice President of Virginia Transportation for Prime AE Group, Inc. at the joint meeting held on July 14, 2020.

Items that prompted discussion and future implementation of the study include:

- The Clarke County Business Park is fully developed;
- The collector road system as established in the Berryville Area Plan (Mosby Boulevard, Hermitage Boulevard, Fairfax Street, Jack Enders Boulevard) is critical to the connectivity of the Berryville Area;
- Access for businesses in the Clarke County Business Park to 340 was anticipated and is needed;
- Tractor trailer and general traffic impacts to East Main Street including pedestrian safety;
- Discussion of expanding business park uses; and
- At-grade railroad crossing that was originally identified the development plan for the Clarke County Business Park was questionable.

Four concepts were developed by Town and County staff which included three alternatives to extend Jack Enders Boulevard and a fourth which identified a combination of two other concepts as follows:

- Concept A: extend Jack Enders Boulevard at the Norfolk Southern tracks with an at-grade crossing.
- Concept B: Extend Jack Enders Boulevard to Smallwood Lane and improve the existing crossing at Smallwood Lane and US 340.
- Concept C: Extend Jack Enders Boulevard to US 340 and into the Southern Potential Future Growth Area as identified in the Berryville Area Plan. This is a combination of Concept A and Concept D.
- Concept D: New road in the Southern Potential Future Growth Area without a connection to Smallwood Lane.

Town and County staff worked with the consultant to determine future access in the southeast quadrant of the Town. The study, which began in May of 2019, started with the identification of the scope, information gathering, identification of stakeholders, and discussion with Norfolk Southern staff to

determine whether the at-grade crossing originally planned at the terminus of Jack Enders Boulevard would be permitted.

After several discussions with Norfolk Southern staff, the current at-grade crossing extending from the existing Jack Enders Boulevard terminus to US 340 would likely not be an acceptable configuration. Analysis of discussions with the railroad concluded that the location of a new crossing (Concept A above) is not acceptable for the following reasons:

- At least one at-grade crossing in the Town or County would need to be closed to allow for a new crossing to be built. The determination of which crossing(s) would be closed would be made through an application process to Norfolk Southern.
- Norfolk Southern staff indicated that if there were major investment in rail facilities, such as a freight terminal or spur, a crossing could be conceivable in this location. They did identify concerns about stacking and impacts to adjacent existing crossings should a terminal or spur be constructed in this area.
- Safety issues were identified due to sight distance concerns (from north to south) due to a curve in the existing tracks.
- Norfolk Southern requires that a Concept Plan be developed and submitted to the railroad for review and approval which would incur engineering fees prior to any approvals or denials.

The final concepts recommended in the study identify several variations which are detailed in the attached Executive Summary. These include iterations of Concepts B and D, which phase the future proposed development, creating a connection to Smallwood Lane across an existing at-grade crossing at US 340.

Findings/Current Activity

Town staff is requesting direction from the Community Development and Streets and Utility committees on next steps.

Elected officials have discussed associated costs with development, including road construction, that was identified in the study. The costs of these roads are usually borne by the developer not the locality. Other discussions referenced in-fill opportunities, some of which would exacerbate the issues at the intersection of Jack Enders Boulevard and East Main Street, including increased trip generation and pedestrian safety concerns.

An expansion of the current annexation area would include studying the location of the proposed development and road (and its affects in the surrounding area) which would likely take a number of years. This process would entail reconnaissance including but not limited to soils studies, identifying historical/cultural assets, utility installation (specifically water, sanitary sewer, and storm water management facilities), legal and survey work, and a number of other items. Staff is recommending that a discussion take place about next steps.

Financial Considerations

The original cost of the study was \$50,000 which was split evenly between the County and Town. There have been no updated estimates on future activity.

Schedule/Deadlines

N/A

Other Considerations

N/A

Recommendation

Discuss next steps at the meeting.

Attachment: Southeastern Collector Study Executive Summary

Executive Summary

Overview

The Town of Berryville and Clarke County, VA have long envisioned a Southeastern Collector to encourage expansion of the Clarke County Business Park. To determine how to best incorporate the existing roadway network, connect across the Norfolk Southern Rail Line and finance the collector, the Town of Berryville and Clarke County commissioned the *Southeastern Collector Transportation Study*.

Four concepts for the Southeastern Collector were developed by Town and County Staff. There are three general alternatives to extend Jack Enders Boulevard and the Business Park. The fourth concept is a combination of two other concepts. The four concepts are below:

1. Concept A. Extend Jack Enders Boulevard over NS railroad to US 340.
2. Concept B. Extend Jack Enders Boulevard to Smallwood Lane and improve Smallwood Lane to US 340.
3. Concept C. Extend Jack Enders Boulevard to US 340 and into Southern Potential Growth Area. This Concept is a combination of Concept A and D.
4. Concept D. New Road in Southern Potential Growth Area without a connection to Smallwood Lane.

See exhibits in appendix.

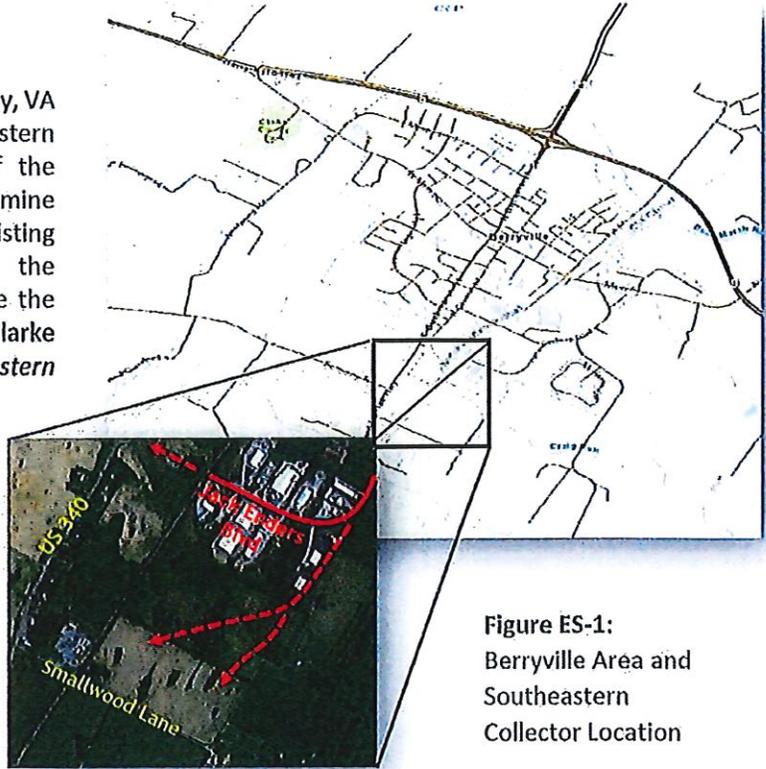


Figure ES-1:
Berryville Area and
Southeastern
Collector Location

Feasibility of New At-Grade Norfolk Southern Crossing

Although the Clarke County Business Park site plan shows an extension of Jack Enders Boulevard, the approval for a new-at-grade crossing is beyond the Town or County's control. As such, one of the objectives of this study is to determine the feasibility of a new crossing, and specifically of Concept A.

The feasibility of a new at-grade crossing depends on the answers to two key questions:

- 1) What would be necessary to obtain approval from Norfolk Southern for a new crossing?
- 2) Is the Jack Enders Boulevard extension the most optimal location for a new collector in the southeastern growth area?



Multiple conversations were held with Norfolk Southern staff. New, at grade crossings are not only highly discouraged, but also discouraged by Virginia State Statute¹. Two hypothetical scenarios were discussed with Norfolk Southern Staff to gage the feasibility of a new crossing. First, what if the Town closed two or more existing at grade crossings? Second, would Norfolk Southern be amenable if the Town created a new siding and rail related commercial area?

The Norfolk Southern staff were not amenable to these hypothetical scenarios. Norfolk Southern Staff cited Virginia State Statute, and current efforts to eliminate at grade crossings. Furthermore, the proposed location of the new at grade crossing for Concept A is located on a curve and has sight distance limitations for southbound trains and would be disruptive to local residents. Although Norfolk Southern staff were careful not to formally reject the proposed at grade crossing, they were very clear that it was not a realistic a concept².

To obtain approval of a new at grade crossing, Norfolk Southern requires a Concept Package be submitted³. Subsequent plans are normally reviewed by Norfolk Southern at the requester's expense. It is likely that the Town would need to enter into a Preliminary Engineering Agreement with Norfolk Southern and provide compensation to Norfolk Southern to continue applying the new at grade crossing.

The coordination with Norfolk Southern, research and analysis concluded:

1. The location of the new crossing for Concept A is not acceptable to Norfolk Southern. Even extraordinary efforts by the Town and County will be insufficient to overcome the general aversion to new at grade crossings, and especially in the proposed location.
2. The Town and County do not have existing crossings that can be eliminated to continue a dialog with Norfolk Southern. Nor does the Town and County have plans for major investment in a rail facility to make the new crossing part of a larger package.
3. To further pursue the new crossing for Concept A will require developing a Concept Package, and possibly enter into a Preliminary Engineering agreement with Norfolk Southern, and incur the expense of Norfolk Southern engineering reviews.
4. The location of Concept A is not superior to the other options. Concepts B and D create more developable property than Concept A. Concepts B and D have less wetland impacts than Concept A. Concept A's only advantage is lower construction cost.

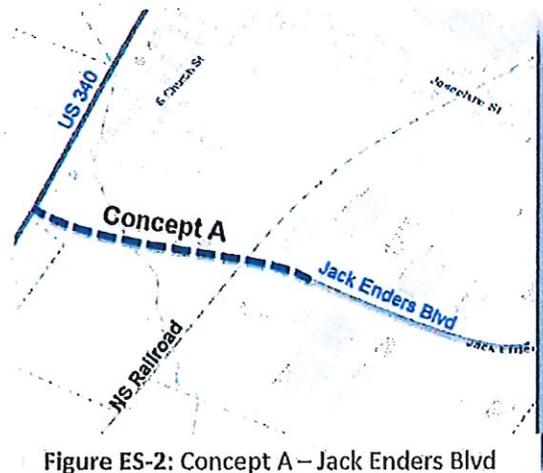


Figure ES-2: Concept A – Jack Enders Blvd Extended with new NS Railroad crossing.

¹ Va. Code Ann. § 56-363 (1996).

² Teleconference held June 19, 2019. Attendees from Norfolk Southern: Mr. Roger Bennett (NS Corp) and Mr. Scott Overbey (NS Corp).

³ Norfolk Southern Railway Company, Public Projects Manual, Rev 2; Section 4 page 3.



As such, the Study Team recommended that the Town and County discontinue consideration of Concept A as the proposed Southeastern Collector. Concept C is a combination of Concept A and Concept D; as such this concept is also eliminated.

Final Concepts Selected for Study

Concept B and Concept D were selected for further study. Within both concepts are two variations, resulting in four Concepts, shown in Figure ES-2 with a typical road profile in Figure ES-4. The northern Terminus is shown in Figure ES-5

1. Concept B1- Extend Jack Enders Boulevard into the Smallwood Property, perpendicular to Craig's Run and onto Smallwood Lane. Upgrade Smallwood Lane and Smallwood Lane's existing at grade crossing of Norfolk Southern RR.
2. Concept B2 – Similar to B1, however the roadway will run further east to take advantage of existing Smallwood Lane.
3. Concept D1 – Identical to B1, without the connection to Smallwood Lane. This alternative will not provide a crossing of Norfolk Southern for the expanded Business Park.
4. Concept D2 - Identical to B2, without the connection to Smallwood Lane. This alternative will not provide a crossing of Norfolk Southern for the expanded Business Park

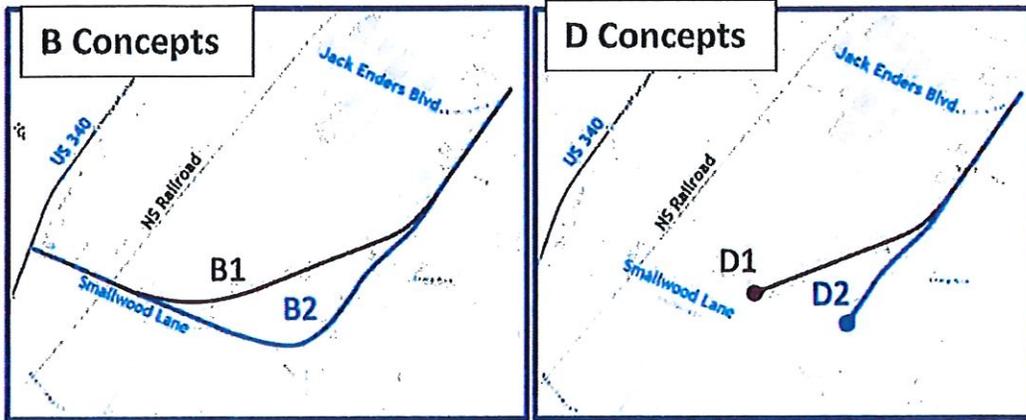


Figure ES-3: Concepts for Southeastern Collector

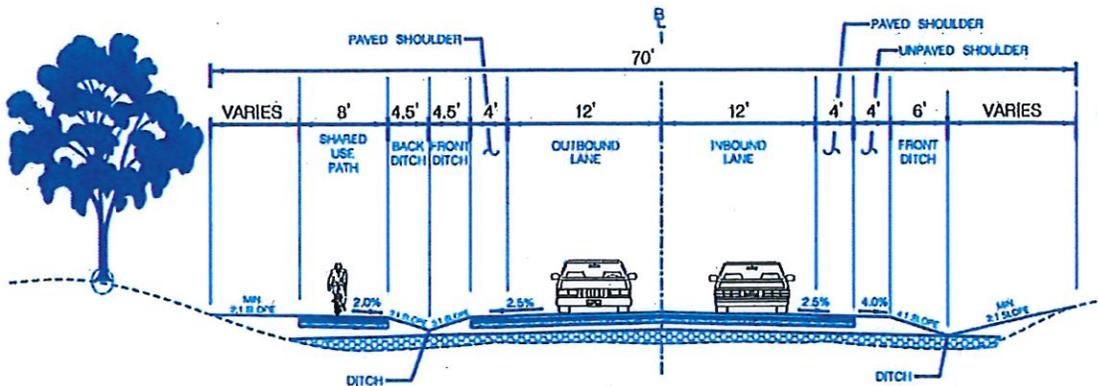


Figure ES-4: Typical Section of Southeastern Collector.



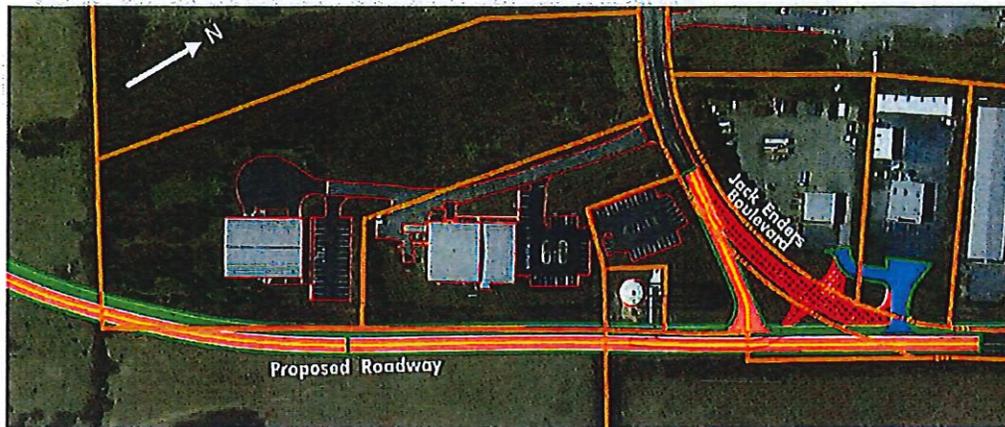


Figure ES-5: Southern Collector Northern Terminus

Changes in Travel Patterns

A microsimulation model of the Town was used to determine the changes in traffic patterns and changes in Level of Service at key intersections. The Land Use and Traffic Analysis found the following:

- The development associated with the Collector roadway is projected to be 500,000 square feet (SF) of light industrial. This development is projected to generate 340 vph *from* the area and 110 vph *to* the area (PM peak hour).
- The downtown Berryville Main Street Intersections are projected to have modest increases in traffic volume and intersection delay.
- Additional traffic from Concept D is expected to use local streets to avoid the center of Berryville. With Concept D nearly 200 vehicles during the PM peak hour are projected to divert away from the intersection of US 340 and Main Street.
- Concept B creates a route to bypass downtown Berryville. The model projects 130 vph to use Concept B as a bypass under normal conditions (PM peak hour).
- The traffic at the Jack Enders Boulevard / Main Street intersection will increase by 494 vph, over 60%, with Concept D. Current total volume is 812 vph.
- With Concept D additional capacity is needed at Jack Enders Boulevard and Main Street. A new signalized intersection with a dedicated westbound left turn lane and eastbound right turn lane will be necessary.
- Initially the negative impacts from Concept D will be manageable. A new signal at Jack Enders Boulevard will not be necessary until development is well underway.
- Traffic on Smallwood Lane will increase from 10 vph to 533 vph with Concept B. This will create the need for improvements to US 340 and, eventually, a new signal.



Environmental Impacts

Natural Environment – Both Concepts are largely located in farmland, as such impacts to habitat, forests, and endangered species are estimated to be minimal. The impacts will be limited to Craig’s Run, an intermittent stream which is surrounded by wetlands, and a freshwater forested wetland.

The B1 and D1 Concepts have the least impacts to wetlands. They were developed to have a clean, direct perpendicular crossing of Craig’s Run. Nonetheless the B2 and D2 Concepts are still estimated to impact only 1 acre of wetlands.

Historical Resources – The Concepts are not located near any state or federal registered historic properties. There are three structures impacted by Concepts B2 and D2 along Lindey Lane. These structures were determined by Clarke County to have some historic significance.

Project Costs

Table ES-1 summarizes the cost of each Concept. Concept D1 and D2 are less costly by virtue of terminating before Smallwood Lane.

Table ES-1 Comparative Costs (\$ thousands)				
	B1	B2	D1	D2
Construction Cost				
Mainline	\$8,130	\$7,950	\$5,280	\$4,820
Intersection Improvements	\$560	\$560	\$430	\$430
New Traffic Signals	\$600	\$600	\$540	\$540
At Grade Railroad Crossing	\$160	\$160	\$0	\$0
Subtotal Construction Cost⁴	\$9,460	\$9,280	\$6,250	\$5,790
ROW Cost	\$100	\$100	\$60	\$70
Total Cost	\$9,560	\$9,380	\$6,310	\$5,870

⁴ Construction cost per mile: B1 - \$9,080; B2 - \$8,670; D1 - \$10,310; D2 - \$10,200



Summary – Advantages and Disadvantages of Each Concept

Concept B1 – This Concept is the most expensive but provides the most benefit. The alignment splits the Smallwood Property providing a central roadway for the new business park. The additional connection to US 340 aids the flow of traffic from the new and existing business park.

The alignment also minimizes the impact to Craig’s Run and surrounding wetlands. However, it is the costliest Concept with an estimated cost of \$9.6 Million

Concept B2 – This Concept is a variation of B1 and uses existing Lindey Lane. Compared with B1 it is located on the edge of the Smallwood Property, and has a less direct crossing of Craig’s Run and increased environmental impacts. However, this Concept has the same traffic benefits as B1 and a slightly lower cost of \$9.4 Million.

Concept D1 – This Concept follows the B1 alignment; however, it does not provide a new connection to US 340. As such it results in additional traffic through downtown Berryville and will require an upgrade to the intersection of Jack Enders Boulevard and East Main Street. The cost is lower than either of the “B” Concepts at \$6.3 Million.

Concept D2 – As with B2 this Concept is on the edge of the Smallwood Property and will not be a central roadway for the new business park. It also has a less direct crossing of Craig’s Run, which increases the environmental impacts to Craig’s Run. However, this Concept has the lowest cost of \$5.9 Million.

	B1	B2	D1	D2
Land Use	Bisects Smallwood Property	Eastern Edge of Smallwood Property not optimal	Bisects Smallwood Property	Eastern Edge of Smallwood Property not optimal
Environmental	Minimal impact to Craig’s Run	Not as environmentally preferred crossing of Craig’s run	Minimal impact to Craig’s Run	Not as environmentally preferred crossing of Craig’s run
Traffic Flow	Improves traffic flow throughout	Improves traffic flow throughout	Large increase on Jack Enders Boulevard, traffic diversions onto Berryville streets	Large increase on Jack Enders Boulevard, traffic diversions onto Berryville streets
Implementation	More \$\$, includes new connection at US 340.	More \$\$, includes new connection at US 340.	Can be expanded after initial phase.	Can be expanded after initial phase
Total Cost	\$9,560	\$9,380	\$6,310	\$5,870



Conclusions, Implementation and Recommendations

Concept B1 best meet the needs of the Town and County. The Concept provides an upgraded crossing of the Norfolk Southern Railroad, improved traffic flow in and around Berryville and best promotes future development in the Southern Growth Area. The estimated cost is \$9.6 Million. A variety of funding sources are appropriate for this project as listed in table ES-3.

Planning, funding and building the new roadway will require a multi-pronged and multi-phased approach.

First, the Southern Growth Area, primarily on the Smallwood property, will need to be planned. With a vision of how this property will be redeveloped the Town and County can add this vision to the Comprehensive Plan and update the zoning. These initial planning steps will allow the roadway to compete for Smart SCALE funding and open the potential for grants and investment from private developers.

Table ES-3 Funding Sources	
Transportation Funds	Brief description
Smart SCALE	Primary source for roadway funding. Smart SCALE Prioritizes projects for use of transportation State and Federal funds.
Revenue Sharing	VDOT program, provides a 50% match for qualifying projects. Other funds can be used for 50% match
Public Private Partnerships	The Public Private Transportation Act enables local governments to partner with private entities to build roadways.
State Grant Funder	
Community Development Block Grant	Based upon demographics and community need
FEMA flood protection policies and regional planning	Flood education, policy enforcement, construction standard updates, ordinance review
VDOT SRTS	Safe routes to schools, walking trails, bike trails
Go Virginia, Growth and Opportunity	Tech sector partnerships to develop economy in rural areas
Federal Grant Program	
USDA/NRCS Watershed Protection grants	For water quality, water supply protection, habitat
US Forest Service Land and Water Conservation Fund	Purchase land for permanent protection
TIGER/Build grants	Public transportation program 20% for urban areas
Redismart, department of Energy	For smart grid design implementation
INFRA program	Transportation that promotes economic vitality, accountability along freight highway



Second, the Town and County need to actively pursue funds from State and Federal grants and investment from developers. An extension of Jack Enders Boulevard into the Smallwood Property, like Concept D1, will encourage some initial development on the Property. With this initial development it will be easier to attract other users or developers to the property. The site will be able to generate revenue and provide the funds to finish the Collector with either Smart SCALE or Revenue Sharing.

With a marketable vision the site and roadway will be a candidate for a Virginia Public Private Partnership (P3). This program will allow the Town and County to contract the development of the site. A private entity will assume much of the funding and risk, and in turn receive either future revenues or profits from the site.

Smart SCALE is the dominant program for allocating State and Federal transportation funds. In rural areas, the largest source of points is Economic Development. The Southern Growth Area will need to be planned for the Southeastern Collector to gain Economic Development points. Without Smart SCALE, the Town and County can also receive a 50% match using the Revenue Sharing program. With Concept B1, the Town and County will need to raise \$ 4.8 Million (one half of \$9.6 M). Other grants and private money can be used for this match.

Concept B1 could be implemented in four phases:

- I. Extend Jack Enders Boulevard into the Smallwood property to stimulate initial development.
- II. As development progresses, improve the Jack Enders Boulevard / Main Street Intersection.
- III. As development approaches 75% of buildout, extend the Connector to US 340.
- IV. When traffic warrants, add a signal at the intersection of Smallwood Lane and US 340.

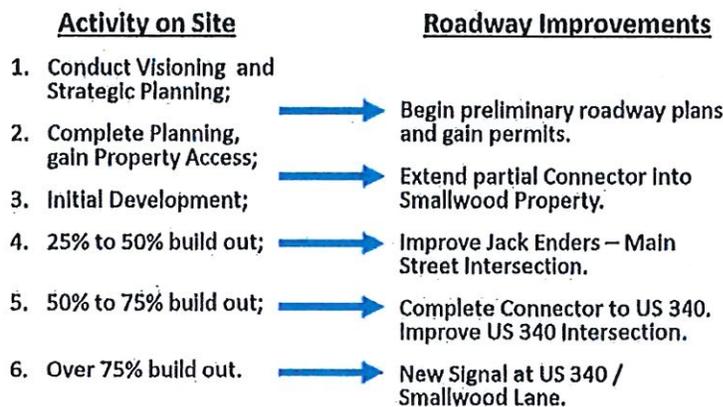


Figure ES-6: Timing of Connector Construction

The timing of the phases will depend on the type of development and corresponding number of trips generated. When development reaches 25% of full buildout approximately 125 thousand SF of development will have occurred. For a typical industrial park this will create an additional 870 new daily trips and 107 new peak hour trips. This typical scenario is not likely to trigger the need for roadway improvements, however if the new development has greater than typical trip generation or a high number of trucks then roadway improvements may be necessary.



Southeastern Collector Transportation Study

When the development reaches 50% of buildout and 250 thousand SF of development, improvements to Jack Enders Boulevard will be necessary. At this point it will also be necessary to gain environmental approvals and begin design of the Connector. By 75% of buildout and 375 thousand SF of development it will be time to complete the Connector to US 340. The final improvement is a signal at US 340 and Smallwood Lane. This improvement should be implemented when conditions warrant, likely after 75% development.

The Southeastern Collector and the accompanying development will create many benefits for the Town and County. We recommend that the Town and County select Concept B1 and begin the visioning and planning for the associated development.



Water/Sewer Billing

History

Town Council members requested that staff answer several questions about water meters, water meter reading, and water/sewer billing. Staff has prepared a presentation in which these questions are answered.

Presentation

Jodi Kern, Utilities Clerk will make a presentation to the Committee and answer questions.

Attachments

- No attachments to report (power point slides will be provided at the meeting).

Recommendation

Request any clarifications or additions to the presentation (once those clarifications and additions are made to the presentation it will be forwarded to the entire Council).

History

East Fairfax Street

East Fairfax Street has been constructed in a piecemeal fashion.

The street section in Battletown Townhouse subdivision (from Price's Lane to Page Street) was developed in the 1970's. The area was annexed in 1989. This section does not have sidewalks.

The street section from Page Street to Fairfax Street was developed in the 1980's. The area was annexed in 1989. This section was improved in the 2000's as a part of the work on the Darbybrook development. Sidewalks were constructed on one side of this street section as a part of the Darbybrook work.

The street section from North Church Street to Price's Lane is being constructed as a part of the Fellowship Square subdivision. This section will have sidewalks on both sides of the street.

West Fairfax

West Fairfax (from North Buckmarsh Street to North Church Street) was developed in the 1950's and 60's. The area was annexed in 1989. This section does not have sidewalks.

In the mid 2000's as a part of discussions about the development of the Fellowship Square property, the Town was in discussions to receive proffers that would have provided a good portion of a match (Revenue Sharing) for improvements to this street section (discussions at time included the following improvements and would have required acquisition of at least 12' of ROW along much of the road and a larger acquisition near the intersection with North Buckmarsh Street): curb and gutter on both sides, sidewalk on one side (north), and a turn lane at the intersection with North Buckmarsh Street.

That development effort failed and no such proffer agreement was reached.

Prior to submission of the current Fellowship Square development plan, the Commonwealth made significant changes to the laws governing proffers that, for all intents and purposes, eliminated them as a tool that could be used in a situation such as this.

Recent Developments

As stated above, the street section between North Church Street and Prices Lane is under construction.

Staff met with Pennoni to discuss sidewalk and related improvements on East Fairfax Street between Price's Lane and Page Street and West Fairfax Street.

East Main Street

The Town has a plan (attached) and a cost estimate for construction of this sidewalk. With contingency, the cost estimate is \$41,500.

Staff wants to discuss whether the Town Council will apply for a Revenue Sharing grant to complete this sidewalk section. As a part of that application the Council would agree to pay 50% of the project costs.

West Fairfax Street

To proceed with this project, the engineer needs to complete base mapping (property lines, utility locations, and topographic information). This base mapping would cost \$6,300. Staff has inquired as to what other design costs would follow the base mapping.

Attachments

- Design and cost estimates for East Fairfax Street sidewalk project

Recommendation

Review this matter with staff to determine what should be the next steps in this regard.

**Estimate of Probable Construction Cost
for
Sidewalk Improvements
Along Fairfax Street "East"
in
Town of Berryville, VA**

Updated - August 20, 2020

Description	Quantity	Unit	Unit Cost	Cost
Construction				
Demolition				
Remove Exist. Concrete Sidewalk	12	EA	\$ 500.00	\$ 6,000.00
Remove 54" Triple Silver Maple	1	EA	\$ 5,000.00	\$ 5,000.00
Remove Ornamental Tree	1	EA	\$ 1,200.00	\$ 1,200.00
Remove & Replace Rose Bush	1	EA	\$ 500.00	\$ 500.00
Remove 15" Gum Tree	1		\$ 1,500.00	\$ 1,500.00
Subtotal				\$ 14,200.00
Sidewalk				
Hydraulic Cement 4" Sidewalk	181	SY	\$ 90.00	\$ 16,290.00
CG-12 with Detectable Warning Surface	3	SY	\$ 150.00	\$ 450.00
Subtotal				\$ 16,740.00
General				
Maintenance of Traffic	16	HR	\$ 100.00	\$ 1,600.00
Mobilization	1	LS	\$ 5,000.00	\$ 5,000.00
Subtotal				\$ 6,600.00
Subtotal Construction				\$ 37,540.00
Contingency 10%				\$ 3,754.00
Total Construction				\$ 41,294.00