MULLINS LAW GROUP PLLC

Transportation Solutions for the 21st Century

2001 L Street NW, Suite 720
Washington, DC 20036

William A. Mullins
wmullins@mullinslawgroup.net
mullinslawgroup.net

Telephone: (202) 663-7850
Direct: (202) 663-7823
Facsimile: (202) 464-9123

October 5, 2026

VIA E-FILING
Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington DC 20423-0001

312652

ENTERED
Office of Chief Counsel
October 5, 2026
Part of
Public Record

Re: Norfolk Southern Railway Company – Abandonment Exemption – In Rockingham, Shenandoah, and Warren Counties, VA, AB-290 (Sub-No. 425X)

Dear Chief of Case Administration:

Pursuant to 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments and Discontinuances Norfolk Southern Railway Company ("NSR") is filing a verified abandonment of service notice of exemption permitting NSR to abandon rail service over approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. A $5,300.00 filing fee has been paid via Pay.gov. If there are any questions about this matter, please contact me directly, either by telephone at (202) 663-7823 or by email at wmullins@mullinslawgroup.net. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Respectfully submitted,

/s/ William A. Mullins

William A. Mullins
Attorney for Norfolk Southern Railway Company

F I L E D
October 5, 2026
SURFACE
TRANSPORTATION BOARD

Enclosures

FEE RECEIVED
October 5, 2026
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 W Peachtree St N.W.
Atlanta, GA 30308
Tel: (470) 571-5208

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
MULLINS LAW GROUP PLLC
2001 L St., N.W.
Suite 720
Washington, D.C. 20036
Tel.: (202) 663-7831

Attorneys for Norfolk Southern Railway Company

October 5, 2026

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

INTRODUCTION

Norfolk Southern Railway Company ("NSR") hereby submits this verified notice of exemption pursuant to 49 C.F.R. part 1152, subpart F (Exempt Abandonments and Discontinuances) for NSR to abandon rail service over approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA.[1] The Line has been out of service for over two years.[2] Although authority is sought to abandon the line, NSR does not

[1] The Line was constructed in the late 1800s and remained owned by Virginia Midland Railway Company, with the Strasburg, VA to Broadway, VA segment of the Line operated under lease by the Baltimore and Ohio Railroad Company, until Southern Railway Company ("SRC") acquired Virginia Midland Railway Company on June 21, 1898. See 37 Val. Rep. at 215, 667. SRC remained in control of the Line until 1982, when it merged with Norfolk and Western Railway Company to form the Norfolk Southern Railway Company.

[2] NSR and its predecessor SRC have already received the Interstate Commerce Commission's ("ICC") and the Surface Transportation Board's (the "STB" or "Board") authority to discontinue service over the Line. See Norfolk Southern Railway Company – Discontinuance Exemption – In Shenandoah and Warren Counties, VA, AB-290 (Sub-No. 421X) (STB served July 28, 2025) (receiving Board authority to discontinue service "between milepost B 51.0 +/- in Front Royal, VA, and milepost B 62.0 +/- in Strasburg, VA"); Norfolk Southern Railway Company – Discontinuance of Service Exemption – In Shenandoah County, VA, AB-290 (Sub-No. 383X) (STB served July 15, 2016) (receiving Board authority to discontinue service "from milepost B 62.0 (at Strasburg, VA) to milepost B 78.9 (near Edinburg, VA)"); Southern Railway Company – Discontinuance Exemption – Operations Between Mount Jackson and Edinburg, VA, AB-290 (Sub-No. 51X) (ICC served February 14, 1989) (receiving Board authority to discontinue service "between milepost B-84.0 at Mount Jackson, VA and milepost B-78.9 at Edinburg, VA"); Norfolk Southern Railway Company – Discontinuance of Service Exemption – In Rockingham and Shenandoah Counties, VA, AB-290 (Sub-No. 391X) (STB served December 23, 2016)

presently intend to remove the rail, ties, or other track materials. As such, following abandonment, NSR will not be salvaging the rail or track material; the contour of the existing roadbed will remain unchanged, and existing drainage systems will remain intact. NSR is exploring opportunities to transfer or sell the Line, and any salvage activities will be deferred pending those efforts. Any purchasing entity will assume all responsibility for the existing assets and any future salvage of those assets. Because NSR is not removing ballast or conducting new soil disturbance, and no digging or burying of any kind will occur, no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required.

The Line extends over the following United States Postal Zip Code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815. The Line is located within Rockingham, Shenandoah, and Warren Counties, VA. No customers have been served on the Line for over two years.

Per the requirements of 49 C.F.R. §§ 1152.50(b) and (d), NSR provides the following information in support of this notice of abandonment:

Certification: 49 C.F.R. § 1152.50(b)

NSR certifies that the Line satisfies the criteria for abandonment under the exemption provisions at 49 C.F.R. part 1152, subpart F. See Exhibit A, Certification and Verification of Michael McClellan, Vice President. During the past two years, no local traffic has moved over the Line and any

(receiving Board authority to discontinue service "from milepost B-84.0 at Mt. Jackson, VA, to milepost B-99.5 at Broadway, VA").

In 1989, the ICC also authorized the Chesapeake Western Railway (CW) to lease and operate on approximately 28 miles of SRC's "line of railroad between milepost B-112.0 at Harrisonburg, VA and milepost B-84.0 at Mount Jackson, VA." See Chesapeake Western Railway – Lease and Operation Exemption – Southern Railway Co., FD 31339 (ICC served February 14, 1989). In 2017, CW received the Board's authority to discontinue service over a segment of the leased line from milepost CW 84.0 to milepost CW 99.5. See also Chesapeake Western Railway – Discontinuance of Service – In Rockingham and Shenandoah Counties, VA, AB-290 (Sub-No. 387X).

Accordingly, NSR has received ICC and Board authority to discontinue operations over the entirety of the Line it seeks to abandon in this proceeding.

overhead traffic on the Line can be rerouted over other lines, and no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the ten-year period.

Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)

The proposed abandonment will be consummated on or after November 24, 2026 (50 days after filing the notice of exemption).

Additional Information Required: 49 C.F.R. §§ 1152.22(a)(1)-(4), (7)-(8) and (e)(4)

Exact name of applicants (49 C.F.R. § 1152.22(a)(1)):

Norfolk Southern Railway Company

Whether applicants are common carriers by railroad (49 C.F.R. § 1152.22(a)(2)):

Norfolk Southern Railway Company is a common carrier railroad subject to the Board's jurisdiction under 49 U.S.C. Subtitle IV.

Relief sought (49 C.F.R. § 1152.22(a)(3)):

NSR, as owner of the Line, has elected to invoke the Board's class exemption procedures to abandon the Line. Pursuant to this notice of exemption, NSR hereby invokes the Board's two-year-out-of-service class exemption procedures to abandon rail service over approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA. All of the track is located in Rockingham, Shenandoah, and Warren Counties, VA. The Line extends over the following United States Postal Zip Code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815.

Map (49 C.F.R. § 1152.22(a)(4)):

A detailed map showing the location of the Line is attached hereto as Exhibit B.

Applicant's representatives (49 C.F.R. § 1152.22(a)(7)):

NSR's representatives to whom correspondence should be sent are as follows:

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
MULLINS LAW GROUP PLLC
2001 L St., NW, Suite 720
Washington, DC 20036
Tel: (202) 663-7831

USPS ZIP codes (49 C.F.R. § 1152.22(a)(8)):

The Line extends over the following United States Postal Zip Code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815.

Suitability of the Line for Other Public Purposes (49 C.F.R. § 1152.22(e)(4)):

NSR's ownership of the right-of-way underlying the Line proposed for abandonment is in fee simple; thus, NSR may have a corridor available for redeployment of alternative public use(s). The Line does not contain any federally granted right-of-way. As appropriate, NSR is willing to promptly make available any information in its possession to anyone so requesting it.

Labor Protection

Because the Line has been inactive for over two years, no railroad employees will be adversely affected by the exercise of abandonment authority. Nevertheless, NSR's employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions set forth in Oregon Short Line R. Co – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

Attached hereto as Exhibit C are Certificates of Service and Publication certifying compliance with the advance notice and newspaper publication requirements set forth at 49 C.F.R. § 1152.50(d)(1) and 49 C.F.R. § 1105.12, respectively. Attached as part of Exhibit D is a certificate of compliance with the advance notice requirements for Environmental and Historic Reports ("E&HR") as set forth at 49 C.F.R. § 1105.11.

Environmental and Historic Report

As reflected in the certificate of compliance with the provisions of 49 C.F.R. § 1105.11 (see Exhibit D), NSR has prepared a combined E&HR in anticipation of the proposed abandonment, which conforms to the requirements of 49 C.F.R. §§ 1105.7 and 1105.8. A copy of the E&HR is attached hereto as Exhibit D (§ 1105.11 certification).

Respectfully submitted,

/s/ William A. Mullins

Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 West Peachtree St., NW
Atlanta, GA 30308
Tel: (470) 571-5208

October 5, 2026

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
MULLINS LAW GROUP PLLC
2001 L St., NW
Suite 720
Washington, DC 20036
Tel: (202) 663-7831

Attorneys for Norfolk Southern Railway Company

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT A

CERTIFICATION AND VERIFICATION

CERTIFICATION AND VERIFICATION

Michael McClellan makes oath and says that he is Vice President at Norfolk Southern Railway Company ("NSR"); that the approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA, over which service is to be abandoned, is subject to his supervision and direction; that no local traffic has moved over the Line for at least two (2) years and any overhead traffic on the Line can be rerouted over other lines and that no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the two-year period.

I, Michael McClellan, Vice President at NSR, under penalty of perjury, further declare that the foregoing certification and the statements contained in the Notice are true and correct to the best of my knowledge. Further, I certify that I am qualified and authorized to make such certification and verification on behalf of NSR in connection with this proceeding before the Surface Transportation Board.

Executed this 1st day of October 2026



Michael McClellan
Vice President
Norfolk Southern Railway Company

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

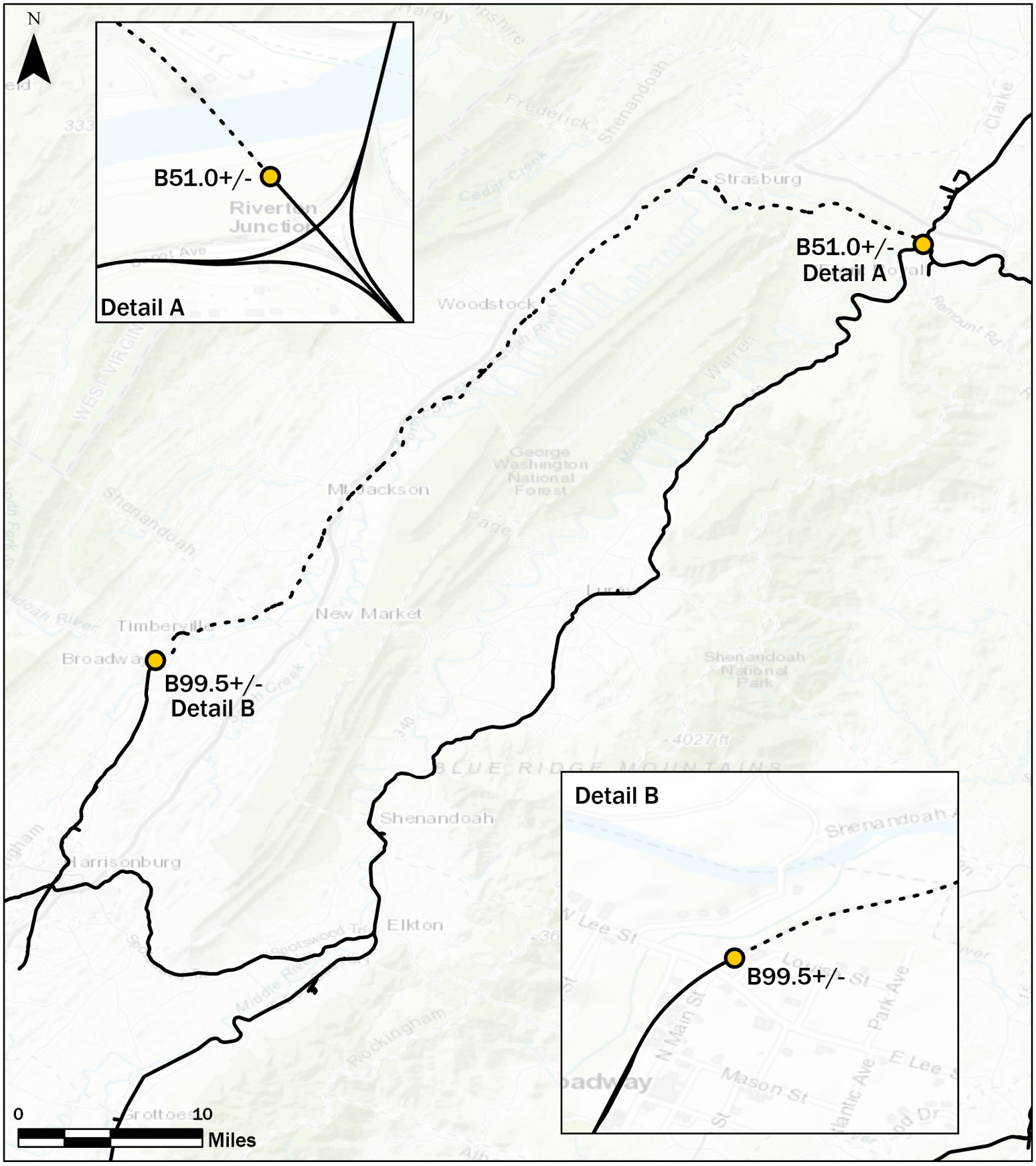
NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT B

MAP



NORFOLK SOUTHERN

Shenandoah Valley B-Line
Exhibit A
AB-290 (Sub.No. 425x)

Norfolk Southern Track

Proposed Abandonment

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT C

CERTIFICATES OF SERVICE/PUBLICATION

Certificate of Service of Advance Notice

49 C.F.R. § 1152.50(d)(1) – Notice

I certify that, on September 25, 2026, in keeping with 49 C.F.R. § 1152.50(d)(1), I caused the following parties to be served with the written notice of intent of Norfolk Southern Railway Company to in invoke the Board's notice of exemption procedures to abandon rail service over approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. I further certify that the Line does not contain any federally granted right-of-way.

Public Service Commission, et al.

Virginia State Corporation Commission
Division of Utility & Railroad Safety
P.O. Box 1197
Richmond, VA 23219

Emily Stock
Chief of Rail Transportation
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Department of Defense (Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program)

Sean Neef
Headquarters Military Surface Deployment and Distribution Command
Transportation Engineering Agency
Railroads for National Defense Program
1 Soldier Way, Rm 3129
Scott AFB, IL 62225-5006

The National Park Service, Recreation Resources Assistance Division

Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344

Washington, DC 20240

U.S. Department of Agriculture, Chief of the Forest Service

Tom Schultz, Chief
Forest Service
U.S. Department of Agriculture
Sidney R. Yates Federal Building
201 14th Street SW
Washington, DC 20024

October 5, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

Certificate of Newspaper Publication

49 C.F.R. § 1105.12 – Newspaper Notice

I certify that a "Notice of Intent to Abandon Rail Service" was published in the form prescribed by the Board for abandonment notices of exemption (49 C.F.R. § 1105.12). The notice was published one time on September 30, 2026, in The Northern Virginia Daily, a newspaper of general circulation in Shenandoah and Warren Counties, VA and on September 30, 2026 in the Daily News Record for Rockingham County, VA.

October 5, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

Daily News-Record

AFFIDAVIT OF PUBLICATION

See Proof on Next Page

State of New Jersey
County of Camden

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Daily News-Record.
THIS IS TO CERTIFY THAT the attached advertisement of: B-Line Abandonment Newspaper Notice

appeared in
THE DAILY NEWS-RECORD
on the following dates:
Sep. 30, 2026

PUBLICATION FEE: $339.68

Anjana Bhadoriya

(Signed)_____

SHARONN E THOMAS-POPE
NOTARY PUBLIC
STATE OF NEW JERSEY
My Commission Expires January 23, 2027

VERIFICATION

State of New Jersey
County of Camden

Subscribed in my presence and sworn to before me on this: 10/02/2026

_____
Notary Public
Notarized remotely online using communication technology via Proof.

NOTICE OF INTENT TO ABANDON RAIL SERVICE
AB 290 (Sub-No. 425X)

Norfolk Southern Railway Company ("NSR") provides notice that on or about October 5, 2026, it intends to file with the Surface Transportation Board ("Board"), Washington, DC, a Notice of Exemption pursuant to 49 C.F.R Part 1152 Subpart F – Exempt Abandonments , permitting NSR to abandon rail service over approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. The Line extends over the following United States Postal Zip Code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815 . There are no customers served on the Line, which has been out of service for over two years. The proceeding will be docketed as AB 290 (Sub No. 425X).

The Board's Office of Environmental Analysis ("OEA") generally will prepare an Environmental Assessment ("EA"), which normally will be available 25 days after the filing of the abandonment notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public. Such comments will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, SW, Washington, D.C. 20423, or by calling that office at (202) 245-0295.

Appropriate offers of financial assistance ("OFA") to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails public use, and OFA) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 C.FR. §§ 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR § 1104.12(a)]. Questions regarding OFA, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Copies of any comments or requests for specific Board action should be served on the applicant's representative: William A. Mullins, Mullins Law Group, 2001 L Street N.W., Suite 720, Washington, D.C. 20036; phone: 202-663-7823.

9/30

PROOF OF PUBLICATION

NVD Northern Virginia Daily
NSR | Notice of Intent to Abandon | 9/30/26
Notices & Legals

I certify that the attachment hereto contains a true and accurate copy of what was published in NVD Northern Virginia Daily in consecutive issues on the following dates:

9/30/2026

Affiant further says that That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Mike Gochenour
Authorized Agent

State of Virginia County of Frederick

Signed and sworn to me this 9/30/2026.

Deborah M Burke
Notary Public

My commission expires: 9/30/27

DEBORAH M. BURKE NOTARY PUBLIC REG. #184135 MY COMMISSION EXPIRES 9/30/27 COMMONWEALTH OF VIRGINIA

Customer No: 168559
Affidavit Contact Name: Spencer Naake
Affidavit Contact Address: Mullins Law Group
2001 L Street NW
Suite 720
WASHINGTON, DC 20036
Affidavit Batch ID: 2823
Affidavit ID: 6732

COPY OF ADVERTISEMENT

NOTICE OF INTENT TO ABANDON RAIL SERVICE AB 290 (Sub-No. 425X)

Norfolk Southern Railway Company ("NSR") provides notice that on or about October 5, 2026, it intends to file with the Surface Transportation Board ("Board"), Washington, DC, a Notice of Exemption pursuant to 49 C.F.R Part 1152 Subpart F – Exempt Abandonments, permitting NSR to abandon rail service over approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. The Line extends over the following United States Postal Zip Code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815. There are no customers served on the Line, which has been out of service for over two years. The proceeding will be docketed as AB 290 (Sub No. 425X).

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BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

AB-290 (Sub-No. 425X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT D

CERTIFICATE OF COMPLIANCE WITH ENVIRONMENTAL AND HISTORIC REPORT REQUIREMENTS

Certificate of Compliance

49 C.F.R. § 1105.11 – Advance Distribution of Environmental and Historic Report

I hereby certify that, on August 19, 2026, a copy of Norfolk Southern Railway Company's Consolidated Environmental and Historic Report for the proposed abandonment encompassed by AB-290 (Sub-No. 425X), accompanied by a transmittal letter conforming to the requirements of 49 C.F.R. § 1105.11, was served upon the following entities as prescribed by 49 C.F.R. § 1105.7(b) and 1105.8(c):

Mayor Lori A. Cockrell
City of Front Royal
102 E Main Street
Front Royal, VA 22630

Casey Armstrong,
County Administrator
Rockingham County
20 E. Gay Street
Harrisonburg, VA 22802

Jane Meadows, Interim County Administrator
Warren County
220 N. Commerce Avenue
Suite 100
Front Royal, VA 22630

USDA Natural Resources
Conservation Service
1400 Independence Avenue, SW
Room 5204-S
Washington, DC 20250

Edwin Martinez
Virginia State Conservationist
1606 Santa Rosa Road, Suite 209
Richmond, VA 23229

Roger Kirchen
Director, State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Mayor Dave Jordan
City of Broadway
116 Broadway Avenue
P.O. Box 156
Broadway, VA 22815

Mayor Donald Delaughter
City of Timberville
392 S. Main Street
Timberville, VA 22853

Mayor Donnie Pifer
City of Mount Jackson
5901 Main Street
Mount Jackson, VA 22842

Mayor Daniel J. Harshman
City of Edinburg
101 Town Hall Avenue
Edinburg, VA 22824

Mayor Jeremy D. McCleary
Town of Woodstock
135 N. Main Street
Woodstock, VA 22664

Mayor Brandy Hawkins Boies
City of Strasburg
174 E. King Street
Strasburg, VA 22657

Evan Vass, County Administrator
Shenandoah County
600 North Main Street, Suite 102
Woodstock, VA 22664

US EPA
Ariel Rios Building
Mail Code 1101-A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Amy Van Blarcom-Lackey
Regional Administrator, Region 3 (Mid-Atlantic)
United States Environmental Protection Agency
1600 JFK Blvd.
Philadelphia, PA 19103-2029

Helen Mahan, Regional Program Manager
Rivers and Trails Conservation Program
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Sharon Marino
Acting Regional Director, Northeast Region
United States Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Colonel Sonny B. Avichal
United States Army Corps of Engineers
Commander, Norfolk Regulatory District
803 Front Street
Norfolk, VA 23510

Bob Ratcliffe, Chief
Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

Kennon A. White
Regional Conservationist – Southeast Region
USDA National Resources Conservation Service
4407 Bland Road
Raleigh, NC 27609

Ryan Green, Program Manager
Virginia Coastal Zone Management Program
P.O. Box 1105
Richmond, VA 23218

Communications and Outreach Branch, NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

Mike Rolband, Director
Virginia Department of Environmental Quality
P.O. Box 1105
Richmond, VA 23218

Brandon Kiracofe – Regional Director
Virginia Department of Environmental Quality
Valley Regional Office
4411 Early Road
Harrisonburg, Virginia 22801

Nikkie Rowner, Director
Virginia Department of Conservation and Recreation
600 East Main Street, 24th Floor
Richmond, VA 23219-2094

Vince Maiden, Director
Virginia Department of Energy
Washington Building / 8th Floor
1100 Bank Street
Richmond, Virginia 23219

Jen Nersesian, Regional Director
Region 1 (National Capital Area)
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Emily Stock
Chief of Rail Transportation
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Virginia State Corporation Commission
Division of Utility & Railroad Safety
P.O. Box 1197
Richmond, VA 23219

October 5, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

ATTACHMENT 1

ENVIRONMENTAL AND HISTORIC REPORT
INCLUDING SAMPLE TRANSMITTAL LETTER

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
MULLINS LAW GROUP PLLC
2001 L St., N.W., Suite 720
Washington, D.C. 20036
Tel.: (202) 663-7831
Attorneys for Norfolk Southern Railway Company

Revised October 5, 2026

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

Norfolk Southern Railway Company ("NSR") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, in connection with NSR's proposed abandonment of approximately 48.5 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA.[1]

[1] The Line was constructed in the late 1800s and remained owned by Virginia Midland Railway Company, with the Strasburg, VA to Broadway, VA segment of the Line operated under lease by the Baltimore and Ohio Railroad Company, until Southern Railway Company ("SRC") acquired Virginia Midland Railway Company on June 21, 1898. See 37 Val. Rep. at 215, 667. SRC remained in control of the Line until 1982, when it merged with Norfolk and Western Railway Company to form the Norfolk Southern Railway Company.

ENVIRONMENTAL REPORT

49 CFR 1105.7(e)(1)

Proposed Action and Alternatives

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

RESPONSE: NSR is seeking to abandon approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. There are nineteen (19) structures (bridges) on the Line. No customers have been served on the Line for at least two years.[2]

[2] NSR and its predecessor SRC have already received the Interstate Commerce Commission's ("ICC") and the Surface Transportation Board's (the "STB" or "Board") authority to discontinue service over the Line. See Norfolk Southern Railway Company – Discontinuance Exemption – In Shenandoah and Warren Counties, VA, AB-290 (Sub-No. 421X) (STB served July 28, 2025) (receiving Board authority to discontinue service "between milepost B 51.0 +/- in Front Royal, VA, and milepost B 62.0 +/- in Strasburg, VA"); Norfolk Southern Railway Company – Discontinuance of Service Exemption – In Shenandoah County, VA, AB-290 (Sub-No. 383X) (STB served July 15, 2016) (receiving Board authority to discontinue service "from milepost B 62.0 (at Strasburg, VA) to milepost B 78.9 (near Edinburg, VA)"); Southern Railway Company – Discontinuance Exemption – Operations Between Mount Jackson and Edinburg, VA, AB-290 (Sub-No. 51X) (ICC served February 14, 1989) (receiving Board authority to discontinue service "between milepost B-84.0 at Mount Jackson, VA and milepost B-78.9 at Edinburg, VA"); Norfolk Southern Railway Company – Discontinuance of Service Exemption – In Rockingham and Shenandoah Counties, VA, AB-290 (Sub-No. 391X) (STB served December 23, 2016) (receiving Board authority to discontinue service "from milepost B-84.0 at Mt. Jackson, VA, to milepost B-99.5 at Broadway, VA").

In 1989, the ICC also authorized the Chesapeake Western Railway (CW) to lease and operate on approximately 28 miles of SRC's "line of railroad between milepost B-112.0 at Harrisonburg, VA and milepost B-84.0 at Mount Jackson, VA." See Chesapeake Western Railway – Lease and Operation Exemption – Southern Railway Co., FD 31339 (ICC served February 14, 1989). In 2017, CW received the Board's authority to discontinue service over a segment of the leased line from milepost CW 84.0 to milepost CW 99.5. See also Chesapeake Western Railway – Discontinuance of Service – In Rockingham and Shenandoah Counties, VA, AB-290 (Sub-No. 387X).

Accordingly, NSR has received ICC and Board authority to discontinue operations over the entirety of the Line it seeks to abandon in this proceeding.

Although authority is sought to abandon the Line, NSR does not presently intend to remove the rail, ties, or other track materials. As such, following abandonment, NSR will not be salvaging the rail or track material, the contour of the existing roadbed will remain unchanged, and existing drainage systems will remain intact. NSR is exploring opportunities to transfer or sell the Line and any salvage activities will be deferred pending those efforts. Any purchasing entity will assume all responsibility for the existing assets and any future salvage of those assets. Because NSR is not removing ballast or conducting new soil disturbance, and no digging or burying of any kind will occur, no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. NSR would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained.

A map depicting the Line is attached as **Appendix A**. An example of NSR's letter to federal, state, and local government agencies, along with a list of the consulting agencies that NSR has contacted, is attached as **Appendix B.** Comments received as a result of NSR's written requests for feedback can be found in **Appendix C.** A bridge list is attached as **Appendix D**. Topographical Maps and Color Photographs are included in **Appendix E.**

49 CFR 1105.7(e)(2) Transportation system.

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

RESPONSE: Effects of the proposed action on regional or local transportation systems and patterns would be negligible. There is no NSR rail freight or passenger traffic originating or

terminating on the Line. Thus, no passenger or freight traffic would be diverted to other systems or modes because of the proposed abandonment.

49 CFR 1105.7(e)(3) Land use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

RESPONSE: NSR believes that the proposed abandonment is consistent with, and would promote, existing land use plans. The land adjoining the Line consists of a combination of rural, residential, and commercial areas. By letters dated August 19, 2026, copies of this Report have been mailed to the appropriate local and state contacts, including representatives of the Towns of Broadway, Timberville, Mount Jackson, Edinburg, Woodstock, Strasburg, and Front Royal, VA. and the Counties of Rockingham, Shenandoah, and Warren, VA, for their information and to provide local and state contacts an opportunity to comment. See Appendix B. In response NSR's August 19, 2026 letter, the Towns of Timberville, Toms Brook Mount Jackson, Edinburg, Woodstock, Strasburg, and Front Royal, VA as well as Warren County, VA, provided response letters[3] that indicated a collective stance that while the Towns and the County did not oppose the abandonment of rail service by NSR, the Towns strongly supported the preservation of the Line through federal railbanking or any other method that would keep the Line intact for future transportation uses. The Towns of Timberville, Woodstock, Strasburg, and Front Royal also indicated that their respective Town's comprehensive plans mention the Line's utilization as a rail-to-trail with the Town of Edinburg and Warren County providing a copy of their respective

[3] Letters were received by NSR's counsel from the Town of Timberville on September 5, 2026; the Town of Toms Brook on September 7, 2026; the Town of Mount Jackson on September 1, 2026; the Town of Edinburg on September 3, 2026; the Town of Woodstock on September 3, 2026; the Town of Strasburg on September 1, 2026; the Town of Front Royal on September 8, 2026; and the County of Warren on September 9, 2026.

2021 Resolutions supporting the "Acquisition and Conversion of Out-of-Serve Railroad Right-of-Way to a Trail for Alternative Transportation and Recreation." In a correspondence dated September 10, 2026, from Rockingham County, however, it was stated that "Rockingham County has no concerns regarding the proposed rail line abandonment," and that the "proposed action appears consistent with existing land use conditions within the County." See Appendix C.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

RESPONSE: NSR does not believe the abandonment will have any adverse impact on prime agricultural land. By letter dated August 19, 2026, a copy of this Report was mailed to the United States Department of Agriculture Natural Resources Conservation Service ("USDA NRCS") for its information and to provide USDA NRCS an opportunity to comment. See Appendix B.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

RESPONSE: The Line is not located near or in proximity to a coastal zone. Nevertheless, by letter dated August 19, 2026, a copy of this Report was mailed to the Virginia Coastal Zone Management ("CZM") Program for its information and to provide the Virginia CZM Program an opportunity to comment. See Appendix B.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

RESPONSE: NSR holds the right-of-way underlying the line in fee simple; thus, NSR may have a corridor available for redeployment for alternative public use(s) under 49 U.S.C. § 10905. The Line does not contain any federally granted right-of-way.

49 CFR 1105.7(e)(4) Energy.

(i) Describe the effect of the proposed action on the transportation of energy resources.

RESPONSE: Development and transportation of energy resources will not be affected by the abandonment. There is no NSR rail freight or passenger traffic originating or terminating on the Line.

(ii) Describe the effect of the proposed action on recyclable commodities.

RESPONSE: Movement or recovery of recyclable commodities will not be affected by the abandonment. There is no recyclable freight traffic originating or terminating on the Line.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

RESPONSE: The proposed action will not result in any material impact in overall energy efficiency because there is no NSR rail freight or passenger traffic originating or terminating on the Line.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:
(A) 1,000 rail carloads a year; or
(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption, and show the data and methodology used to arrive at the figure given.

RESPONSE: The diversion of traffic to motor carriers will not exceed the thresholds set forth at 49 CFR §1105.7(e)(4) as no diversions will occur. Accordingly, there is no need to produce data on diverted traffic or to quantify the net change in energy consumption.

49 CFR 1105.7(e)(5) Air.

(i) If the proposed action will result in either:
(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
(B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or
(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

RESPONSE: The above thresholds will not be exceeded.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will

result in either:
(A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,
(B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or
(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

RESPONSE: The Line is not currently located within a designated non-attainment area, and therefore, the above-stated thresholds are inapplicable. Nevertheless, the above thresholds will not be exceeded.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon®) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

RESPONSE: Not applicable.

49 CFR 1105.7(e)(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:
(i) An incremental increase in noise levels of three decibels Ldn or more; or
(ii) An increase to a noise level of 65 decibels Ldn or greater.
If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

RESPONSE: None of the thresholds in item 5(i) of this section will be exceeded.

49 CFR 1105.7(e)(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

RESPONSE: Abandonment of the Line will have no adverse impact on public health and safety.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to

form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

RESPONSE: Not applicable.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

RESPONSE: NSR has no knowledge of hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, except one spill from a fuel line on a third-party truck that crossed a railroad crossing at Duck Street in Front Royal, VA in 2016. Impacts from the spill were addressed by the trucking company's contractor.

49 CFR 1105.7(e)(8) Biological Resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

RESPONSE: NSR does not believe the proposed abandonment will have any adverse effect on endangered or threatened species or areas designated as a critical habitat. By letter dated August 19, 2026, a copy of this report was mailed to U.S. Fish and Wildlife Service ("USF&W") to ascertain any impacts to surrounding habitats and species. See Appendix B.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

RESPONSE: Having consulted available maps, NSR has determined that the Line does not pass through state parks or forests, national parks or forests, or wildlife sanctuaries, but portions of the Line are near the George Washington National Forest. As no physical activity is planned to occur as a result of the proposed abandonment, no adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated. Regardless, by letter dated August 19,

2026, a copy of this report was mailed to the United States National Park Service ("NPS") to confirm. See Appendix B.

49 CFR 1105.7(e)(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State, or local water quality standards. Describe any inconsistencies.

RESPONSE: NSR is not removing or altering the contour of the roadbed underlying the Line to be abandoned by way of excavation or other ground-disturbance activity. Accordingly, no soils will be disturbed as a result of the proposed abandonment, and no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required. NSR is not undertaking in-stream work, nor dredging and/or using any fill materials in connection with the proposed abandonment, so, for this reason also, the proposed abandonment will not result in water quality impacts. Nevertheless, consultation was requested from the Virginia Department of Environmental Quality ("Virginia DEQ") and the United States Environmental Protection Agency ("EPA Region 3"), and both were provided a copy of this Report via a letter dated August 19, 2026. See Appendix B. In a correspondence dated August 27, 2026, from Virginia DEQ, it was stated that, "[w]e are not aware of any DEQ waste regulations requiring the removal and disposal of abandoned railroad track, ties, soil, ballast, etc. To our knowledge, the abandoned rail line can remain in place as is." Moreover, since NSR does not presently intend to salvage the Line, EPA Region 3, in a correspondence dated September 11, 2026, similarly provided "no comment" on the draft E&HR. See Appendix C.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

RESPONSE: NSR believes that: (1) no permits under section 404 of the Clean Water Act

will be required for the proposed abandonment, and (2) no designated wetlands or 100-year flood plains will be affected. The geometry of the roadbed will not be altered, and no in-stream work is contemplated. No discernible effects on either 100-year flood plains or designated wetlands are expected in connection with the proposed abandonment. By letter dated August 19, 2026, a copy of this Report was mailed to the U.S. Army Corps of Engineers Norfolk District ("USACE") with a request for consultation. See Appendix B.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

RESPONSE: NSR is not removing or altering the roadbed underlying the Line to be abandoned, undertaking in-stream work, or dredging or using any fill materials. There will be no excavation or other ground-disturbance activity, and, because no soils will be disturbed, no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required. NSR anticipates that the abandonment will not affect water quality and that permitting under Section 402 will not be required. Nevertheless, NSR has requested input from the Virginia Department of Natural Resources and EPA Region 3, and by letter dated August 19, 2026, both were provided a copy of this Report. See Appendix B.

49 CFR 1105.7(e)(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

RESPONSE: Abandonment of the Line is not expected to produce adverse environmental impacts for the reasons set forth above. No physical activity is planned to occur as a result of the proposed abandonment, as NSR is not pursuing salvage or removal of rail, ties, and other railroad appurtenances. Regardless, NSR will undertake all reasonable mitigation associated with these activities as directed by the Board to assure the abandonment does not produce adverse

environmental impacts, including consulting with federal, state, and/or local agencies on any mitigation measures they may recommend to the Board.

HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

NSR is seeking to abandon approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. There are nineteen (19) structures (bridges) on the Line. No customers have been served on the Line for at least two years.

Although authority is sought to abandon the line, NSR does not presently intend to remove the rail, ties, or other track materials. As such, following abandonment, NSR will not be salvaging the rail or track material, the contour of the existing roadbed will remain unchanged, and existing drainage systems will remain intact. NSR is exploring opportunities to transfer or sell the Line, and any salvage activities will be deferred pending those efforts. Any purchasing entity will assume all responsibility for the existing assets and any future salvage of those assets. Because NSR is not removing ballast or conducting new soil disturbance, and no digging or burying of any kind will occur, no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. NSR would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained. A map depicting the Line is attached as **Appendix A**.

ADDITIONAL INFORMATION

49 CFR 1105.8(d):

(1) U.S.G.S. Topographic Map – U.S.G.S. topographic maps depicting the location of the proposed abandonment are attached in **Appendix E.** These topographic maps were furnished to the State Historic Preservation Officer at the Virginia Department of Historic Resources as part of a complete copy of this report on August 19, 2026. See **Appendix B**.

(2) Written Description of Right of Way – The right-of-way width is generally 66 feet wide along the main track centerline (25 feet on each side of the centerline). The right-of-way is in Rockingham, Shenandoah, and Warren Counties, Virginia. Pursuant to Surface Transportation Board policy, the railroad right-of-way will constitute the Area of Potential Effect ("APE") for this undertaking.

(3) Photographs – There are nineteen (19) structures (bridges) on the Line. Photographs of the structures are included in **Appendix E.**

(4) Date of Construction of Structures – NSR has provided the best information it has in its records regarding the date of construction of the nineteen (19) structures on the line. The bridge list is attached as **Appendix D**.

(5) History of Operations and Changes Contemplated - The Line proposed for abandonment is approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA.

The Line was originally part of the Virginia Midland Railway Company ("Virginia Midland Ry. Co.") with the Strasburg, VA, to Front Royal, VA, segment being originally part of

the Line constructed by the Manassas Gap Railroad Company in 1854[1] and the Strasburg, VA, to Broadway, VA, segment of the Line being constructed by the Washington City, Virginia Midland and Great Southern Railway in 1873.[2] The Manassas Gap Railroad was consolidated with the Orange and Alexandria Railroad in 1867, becoming the Orange, Alexandria and Manassas Gap Railroad ("OA&MGR"). The Virginia and North Carolina Railroad was organized in 1872 to consolidate the OA&MGR with the Lynchburg and Danville Railroad. In 1873, the Virginia and North Carolina Railroad was renamed the Washington City, Virginia Midland and Great Southern Railway. In 1881, the Washington City, Virginia Midland and Great Southern Railway was reorganized as the Virginia Midland Ry. Co.[3] The Line remained owned by Virginia Midland Ry. Co., with the Strasburg, VA to Broadway, VA segment operated under lease by the Baltimore and Ohio Railroad Company,[4] until Southern Railway Company ("SRC") acquired Virginia Midland Ry. Co. on June 21, 1898.[5] SRC remained in control of the Line until 1982, when it merged with Norfolk and Western Railway Company to form the Norfolk Southern Railway Company.

(6) Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic – While plans may be available for some of the nineteen (19) structures (bridges) on the Line, it is most likely that any such plans are standard plans used for the construction of similar structures on the dates of construction.

(7) Opinion Regarding Criteria For Listing In The National Register Of Historic Places

There are nineteen (19) structures (bridges) within the APE for this project. The structures on the Line are common examples of transportation infrastructure from their period of construction and

[1] See 37 Val. Rep 223.
[2] Id. at 224.
[3] Id. at 661.
[4] Id. at 667.
[5] Id. at 215.

do not possess characteristics that distinguish them from structures on other similarly situated rail corridors in the region. Further, no portion of the Line is listed in, or has been determined eligible for listing in, the National Register of Historic Places. Accordingly, NSR believes that none of the structures on the Line nor the Line itself meets the criteria for listing in the *National Register of Historic Places.* NSR has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the Line proposed for abandonment. Nevertheless, NSR has requested input from the State Historic Preservation Officer at the Virginia Department of Historic Resources ("DHR"). In a correspondence dated September 14, 2026, the Virginia DHR stated that, [b]ased on the information provided in the Historic Report, ***DHR does not concur*** with NSR's recommendation that the Line and its associated structures lack the characteristics necessary for listing the National Register of Historic Places (NRHP)" and recommend a Historic Preservation Condition to the STB. See Appendix C.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery

Based on its records, NSR is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the Line will not affect any potential archaeological resources. The subsurface of the right-of-way was initially disturbed in the construction of the railroad line by grading and filling. Abandonment of the Line will not result in activities below the surface, or below the level of initial disturbance, as no salvage is being performed.

(9) Follow-Up Information – Additional information will be provided as appropriate.

BEFORE THE
SURFACE TRANSPORTATION BOARD

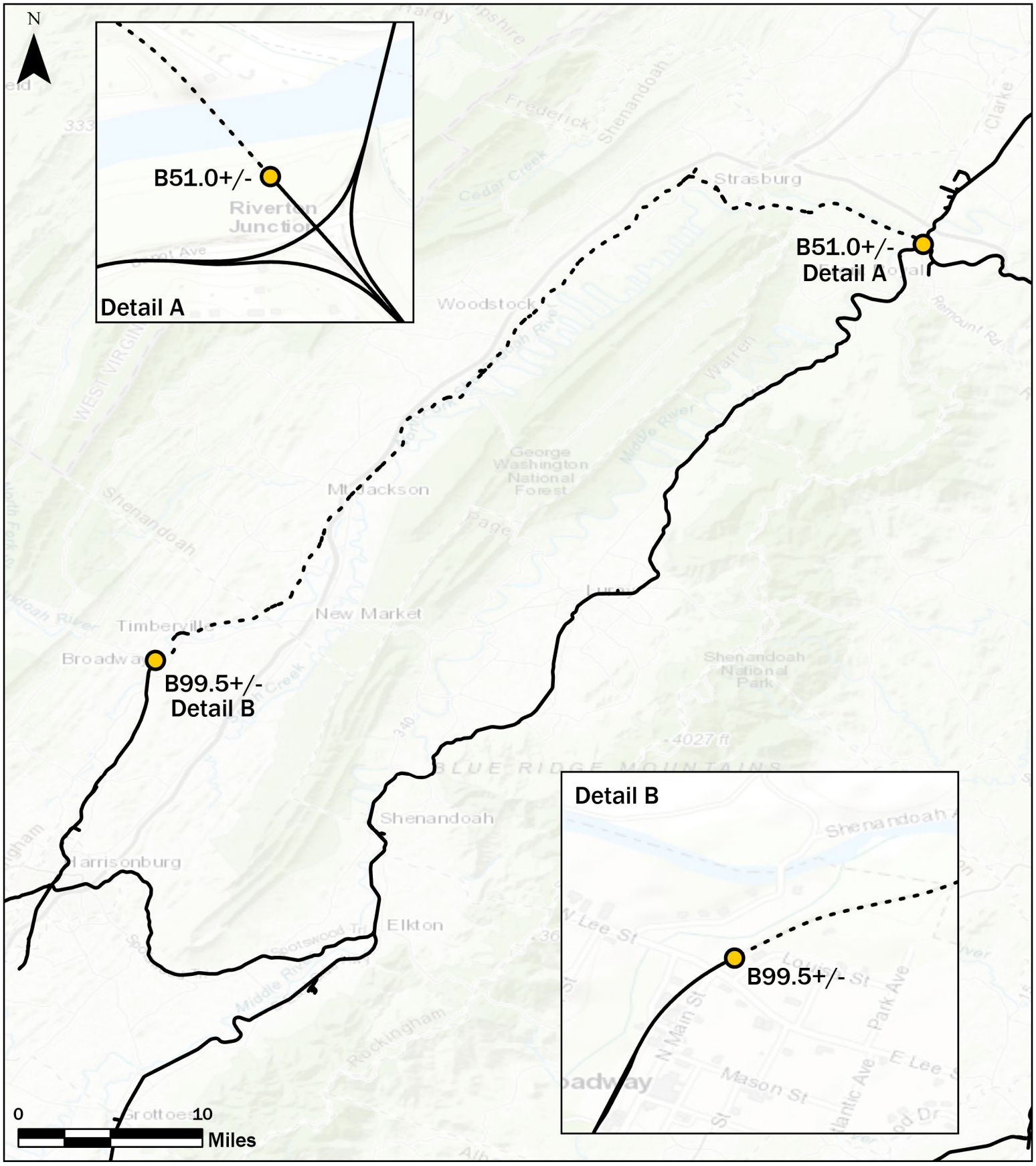
AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

APPENDIX A

MAP



NORFOLK SOUTHERN

Shenandoah Valley B-Line
Exhibit A
AB-290 (Sub.No. 425x)

Norfolk Southern Track

Proposed Abandonment

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
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APPENDIX B

SAMPLE CONSULTATION LETTER & RECIPIENT LIST

MULLINS LAW GROUP PLLC

Transportation Solutions for the 21st Century

2001 L Street NW, Suite 720
Washington, DC 20036

William A. Mullins
wmullins@mullinslawgroup.net
mullinslawgroup.net

Telephone: (202) 663-7850
Direct: (202) 663-7823
Facsimile: (202) 464-9123

August 19, 2026

[ENTITY}

RE: Norfolk Southern Railway Company – Abandonment Exemption – In Rockingham, Shenandoah, and Warren Counties, Virginia, AB-290 (Sub-No. 425X)

[GREETING]

Norfolk Southern Railway Company ("NSR") is seeking to abandon approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA (the "Line"). The Line is currently owned by NSR and extends over the following zip code territories: 22657, 22630, 22660, 22644, 22664, 22824, 22842, 22844, 22847, 22853, and 22815. In accordance with procedures set forth in 49 C.F.R. 1105.7 and 1105.8, NSR is required to submit the following consolidated Environmental and Historic Report ("E&HR" or "Report").

Enclosed is the E&HR, which describes the proposed abandonment, discontinuance, and other pertinent information. A map of the proposed track abandonment can be found in **Appendix A** of this report. **Appendix B** of this report lists the various agencies receiving it. **Appendix C** of this report lists various agency responses NSR has received. **Appendix D** of this Report provides a list of structures (bridges) on the Line. Topographical Maps and Color Photographs are included in **Appendix E.**

Although authority is sought to abandon the line, NSR does not presently intend to remove the rail, ties, or other track materials. As such, following abandonment, NSR will not be salvaging the rail or track material, the contour of the existing roadbed will remain unchanged, and existing drainage systems will remain intact. NSR is exploring opportunities to transfer or sell the Line and any salvage activities will be deferred pending those efforts. Any purchasing entity will assume all responsibility for the existing assets and any future salvage of those assets. Because NSR is not removing ballast or conducting new soil disturbance, and no digging or burying of any kind will occur, no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the Surface Transportation Board ("STB").

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Office of Environmental Analysis (OEA) by telephone at (202) 245-0245 or by mail to: Surface Transportation Board, 395 E Street, S.W., Room 1106, Washington, D.C. 20423-0001, and refer to AB-290 (Sub-No. 425X).

Questions regarding the abandonment process generally, offers of financial assistance, and/or public use or trail use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Based on information in our possession, the Line does not contain federally granted rights-of-way. However, any documentation in NSR's possession will be made available promptly to those requesting it. Please refer to the above Docket when contacting the STB. Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, NSR must receive your comments within three weeks. Please provide information to NSR's counsel by email: wmullins@mullinslawgroup.net; or by telephone: (202) 663-7823 or by mail at: Mullins Law Group PLLC, Attn: William A. Mullins, 2001 L St., N.W., Suite 720 Washington, D.C. 20036. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Best regards,

/s/ William A. Mullins

William A. Mullins

Attachment

RECIPIENT LIST - AB-290 (Sub-No. 425X)

Proposed abandonment of an approximately 48.5-mile rail line in Rockingham, Shenandoah, and Warren Counties, Virginia.

Mayor Dave Jordan
City of Broadway
116 Broadway Avenue
P.O. Box 156
Broadway, VA 22815

Mayor Donald Delaughter
City of Timberville
392 S. Main Street
Timberville, VA 22853

Mayor Donnie Pifer
City of Mount Jackson
5901 Main Street
Mount Jackson, VA 22842

Mayor Daniel J. Harshman
City of Edinburg
101 Town Hall Avenue
Edinburg, VA 22824

Mayor Jeremy D. McCleary
Town of Woodstock
135 N. Main Street
Woodstock, VA 22664

Mayor Brandy Hawkins Boies
City of Strasburg
174 E. King Street
Strasburg, VA 22657

Mayor Lori A. Cockrell
City of Front Royal
102 E Main Street
Front Royal, VA 22630

Evan Vass, County Administrator
Shenandoah County
600 North Main Street, Suite 102
Woodstock, VA 22664

Casey Armstrong,
County Administrator
Rockingham County
20 E. Gay Street
Harrisonburg, VA 22802

Jane Meadows, Interim County Administrator
Warren County
220 N. Commerce Avenue
Suite 100
Front Royal, VA 22630

USDA Natural Resources
Conservation Service
1400 Independence Avenue, SW
Room 5204-S
Washington, DC 20250

Edwin Martinez
Virginia State Conservationist
1606 Santa Rosa Road, Suite 209
Richmond, VA 23229

Roger Kirchen
Director, State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

US EPA
Ariel Rios Building
Mail Code 1101-A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Amy Van Blarcom-Lackey
Regional Administrator, Region 3 (Mid-Atlantic)
United States Environmental Protection Agency
1600 JFK Blvd.
Philadelphia, PA 19103-2029

Ryan Green, Program Manager
Virginia Coastal Zone Management Program
P.O. Box 1105
Richmond, VA 23218

Communications and Outreach Branch, NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

Mike Rolband, Director
Virginia Department of Environmental Quality
P.O. Box 1105
Richmond, VA 23218

Brandon Kiracofe – Regional Director
Virginia Department of Environmental Quality
Valley Regional Office
4411 Early Road
Harrisonburg, Virginia 22801

Nikkie Rowner, Director
Virginia Department of Conservation and Recreation
600 East Main Street, 24th Floor
Richmond, VA 23219-2094

Vince Maiden, Director
Virginia Department of Energy
Washington Building / 8th Floor
1100 Bank Street
Richmond, Virginia 23219

Jen Nersesian, Regional Director
Region 1 (National Capital Area)
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Helen Mahan, Regional Program Manager
Rivers and Trails Conservation Program
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Sharon Marino
Acting Regional Director, Northeast Region
United States Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Colonel Sonny B. Avichal
United States Army Corps of Engineers
Commander, Norfolk Regulatory District
803 Front Street
Norfolk, VA 23510

Bob Ratcliffe, Chief
Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

Kennon A. White
Regional Conservationist – Southeast Region
USDA National Resources Conservation Service
4407 Bland Road
Raleigh, NC 27609

Emily Stock
Chief of Rail Transportation
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Virginia State Corporation Commission
Division of Utility & Railroad Safety
P.O. Box 1197
Richmond, VA 23219

BEFORE THE
SURFACE TRANSPORTATION BOARD

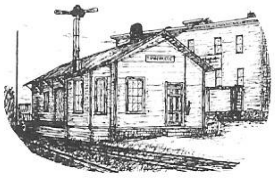
AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

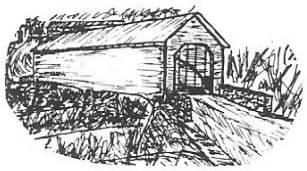
APPENDIX C

AGENCY COMMENTS/RESPONSES



Town of Timberville

392 S. Main Street
Timberville, VA 22853
540-896-7058
Fax 540-896-7055
www.townoftimberville.com



September 5, 2026

William A. Mullins
2001 L Street NW, Suite 720
Washington, DC 20036

Dear Mr. Mullins,

The Town of Timberville would like to acknowledge receipt of the letter from Mullins Law Group PLLC regarding Norfolk Southern Railway Company – Abandonment Exemption – In Rockingham, Shenandoah, and Warren Counties, Virginia, AB-290 (Sub-No. 425X). In response to this letter the town would like to offer the following comments.

1. The town is well aware of the significant historic and economic importance of the rail corridor and strongly supports the preservation of this corridor for future public transportation use.

2. Understanding that no customers have been served on the line for at least two years, the town does not oppose the abandonment process proposed by Norfolk Southern Railway Company if preservation of the corridor can be achieved. Protecting this asset for future use, in whatever form that may be, should be of the utmost importance.

3. The town would support preservation of the corridor through federal railbanking or any other method that would keep the corridor intact for future transportation uses. Abandonment combined with some type of corridor preservation would be consistent with the Town of Timberville Comprehensive Plan, a copy of which has been included for reference. The plan identifies rail use and the rail corridor throughout the document but primarily in the transportation section.

Thank you for providing the opportunity for the Town of Timberville to comment on this proposed abandonment. Please feel free to contact me should you have any questions or need clarification on any of the information I have provided.

Sincerely,

Austin C. Garber II
Town Manager

TOWN OF TIMBERVILLE

COMPREHENSIVE PLAN

THROUGH 2040

ADOPTED
MARCH 9, 2023

PREPARED BY
TOWN OF TIMBERVILLE
PLANNING COMMISSION

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INTRODUCTION

Providing for the future is an important endeavor for any community. The comprehensive plan serves as a framework by which a locality can identify its needs and rationally allocate its resources to meet those needs.

The procedure by which a locality in Virginia prepares a comprehensive plan is delineated in the Code of Virginia. All aspects of community development are dealt with in a comprehensive plan. The plan may include, but need not be limited to: (1) designating areas for various types of public and private development; (2) designating a comprehensive system of transportation facilities; (3) delineating a system of community service facilities; and (4) designating areas for renovation and other special community programs. The comprehensive plan is general in nature, in that it designates the approximate location and character of each feature shown on the plan. The plan should present the long-range recommendations for the general development of the territory covered by the plan.

Once a plan is adopted by the local governing body, a comprehensive plan has the following legal status:

> *...it shall control the general or approximate location, character, and extent of each feature shown on the plan. Thereafter no... (improvement) whether publicly or privately owned shall be established, constructed, or authorized, unless and until... submitted to and approved by the local commission as being substantially in accord with the adopted comprehensive plan or part thereof.*

Therefore, the plan is the general guideline for community development and, once adopted, the local commission has the authority to approve or disapprove proposals for development based on conformance of the proposal with the plan. The comprehensive plan is the basic planning document upon which other implementation documents, such as the official map, zoning ordinance, and subdivision regulations, should be based.

The above indicates that the comprehensive plan has two primary functions: (1) to serve as the basis for the more detailed ordinances developed to implement the plan; and (2) to provide a general plan scheme within which the planning commission has full authority and a reasonable basis upon which to evaluate and reject or accept development proposals. A further sate requirement that "at least once every five years the comprehensive plan, or the completed parts of it, shall be reviewed by the local commission to determine whether it is advisable to amend the plan." This requirement insures that current conditions are reflected in the plan.

The Town of Timberville adopted its first comprehensive plan on March 20, 1980. In June 1981, the Town adopted a revised zoning ordinance. The revisions to the ordinance were made from recommendations from the plan. On June 9, 1988, the Town adopted the first update to its original plan. As required by the State Code, the 2012 plan is being updated. This revision of the comprehensive plan will serve to reflect existing conditions, as well as the changes that have occurred in the years since the plan was adopted. It will also reflect the impact that these changes will have on the future of the Town of Timberville.

TIMBERVILLE'S MISSION & VISION

A mission statement is a written declaration of an organization's core purpose and focus that normally remains unchanged over time. Properly crafted mission statements (1) serve as filters to separate what is important from what is not, (2) clearly state which markets will be served and how, and (3) communicate a sense of intended direction to the entire organization.

A vision statement is an aspirational description of what an organization would like to achieve or accomplish in the mid-term or long-term future. It is intended to serves as a clear guide for choosing current and future courses of action.

GOAL

By 2023, the Town Council, with assistance from the Planning Commission, will develop mission and vision statements that define Timberville and explain how the town is expected to look in the future.

GOVERNMENT STRUCTURE AND FUNCTION

Standards

The Town administration functions under the Timberville Code and Charter which was adopted March 17, 1884, and was revised on February 21, 1894; March 1, 1962; March 27, 1972; March 9, 1977; and most recently on March 9, 2007 when the Virginia General Assembly approved a revision moving the town elections from May to November.

Personnel

Since the last revision of the comp plan there have been three (3) full-time positions added to the Town of Timberville staff bringing the total number of full-time employees to fourteen (14). There are three (3) departments in which the full-time employees are located: administration, public works and public safety (police department). The administrative positions are classified as Town Manager, Town Clerk/Treasurer, Assistant Treasurer, and a Marketing & Events Coordinator. The public works department is composed of a Maintenance Supervisor and three (3) Maintenance/Equipment Operators. The police department is made up of a Chief of Police, one (1) Sergeant, and four (4) patrol officers.

Training

Members of the Town administration attend classes to assist them in their job duties. The water treatment operators, maintenance crew members and the police officers also attend classroom and hands on training to assist them in performing their duties.

Space

The Town Office is located on the corner at 392 South Main Street and McCauley Drive, and measures approximately 64 feet wide by 49 feet deep. This facility includes the administrative offices and Council chambers.

Organization

Timberville is governed under the Council-Manager form of government. The Town Council, the legislative body of the town, consists of a mayor, who is elected at large and serves a two year term, and six council members who serve staggered four year terms. The Town Manager is directly responsible to the Town Council. The Town Manager is appointed by the Town Council to act as the administrative head of the town. The manager serves at the pleasure of the council to carry out its policies, direct business procedures, and has the power to appoint and remove all town employees except the Town Attorney, Town Clerk and Police Chief, who are also appointed by the Council. Duties and responsibilities of the Town Manager include the preparation, submission and administration of the annual budget, advising the Council on the affairs of the town, handling citizen complaints, maintaining all personnel records, enforcing the town charter, and directing and

supervising all departments. The Town Manager also acts as the zoning administrator and subdivision agent for the town.

Growth and planning for the Town of Timberville are handled by the Timberville Planning Commission which was established February 8, 1968. The Planning Commission is responsible for the development and updates to the Comprehensive Plan as well as formulating recommendations to the Town Council on issues such as lot line revisions, special/conditional use requests, and making determinations on complaints of blighted areas.

Finances

The Town of Timberville has several sources of income. These include taxes, fees, charges, and other revenues. The "liabilities" category also indicates some of the expenditures of the Town, long-term debt, and accounts payable. Table 3-1 presents a comparison of total assets and total liabilities for Fiscal Years 2012 and 2021. As shown in this table, the long-term debt for 2012 was $166,217. This debt has since increased to a total of $699,321 as the Town has incurred additional long-term debts to finance significant improvements to water and sewer infrastructure. The Town originally borrowed $1.5 million in 2013 to finance these improvements.

TABLE 3-1
TOWN OF TIMBERVILLE BALANCE SHEETS
JUNE 30, 2012 and 2021

ASSETS	2012	2021	DOLLAR CHANGE	PERCENT CHANGE
TOTAL ASSETS	$3,127,489	$6,340,873	$3,213,384	102.7%
LIABILITIES				
Long-Term Debt	$166,217	$699,321	$533,104	320.7%
TOTAL LIABILITIES	$ 511,884	$ 2,403,795	$1,891,911	369.6%

SOURCE: Town of Timberville.

Tax Rates & Assessments

Table 3-2 depicts the tax rates for the Town of Timberville. All properties are required by State law to be assessed at 100 percent of fair market value.

TABLE 3-2
TOWN OF TIMBERVILLE
TAX RATES - 2022

	NOMINAL TAX RATE PER $100	ASSESSMENT RATIO	EFFECTIVE TAX RATE PER $100
REAL ESTATE	$0.105	100%	$0.105
MACHINERY & TOOLS	-	-	$0.30
PERSONAL PROPERTY	-	-	$0.30

Town and County Government

In the Commonwealth of Virginia, a town is an incorporated municipality similar to a city with a smaller required minimum population. While cities are independent by Virginia law, towns are contained within a county. The Town of Timberville and Rockingham County share a special relationship that strengthens the delivery of services to both Town and County residents. The Town of Timberville provides enhanced service levels for police protection, recreation, public works, and planning and zoning. The town also provides water and sewer services to its residents. In turn, Rockingham County provides schools, courts, and social services to the residents of the town. The county also operates a landfill where the solid waste from the town is disposed of for a fee.

HISTORY AND CULTURAL CONSERVATION

The early settlers of Timberville, like the rest of the Shenandoah Valley, were mostly immigrants from Pennsylvania composed of native Germans or people of German extraction. These immigrants brought with them the religions, habits, and customs of their ancestors. The settlement of Timberville was originally called Williamsport, then Thompsons Store and Riddles Tavern. The town followed about the same lines as the early settlements elsewhere in Virginia by being developed along a waterway. When James I, King of England, granted charters for settling colonies in Virginia, he also gave instructions as to the proposed governing. Included in these instructions were: "To use means to convert the heathen; each town to teach some children fit for college; to plant corn and an abundance of vines; to put prentices to trade and not let them forsake their trades for planting tobacco or any such useless commodity; to build water mills and block houses on the banks of rivers; to make salt, pitch, tar, soap, and oyl of walnuts and employ apothecaries in distilling of beer; to be industrious and self-supporting..."

About 1750, a log house was built on the western bank of the Shenandoah River. Daniel Zigler's father moved into this property in 1814. Also, the first store was opened by Abraham Williamson in 1814. At that time the settlement was known as Williamsport. In 1872, William G. Thompson took over the running of the store and the area was known as Thompson's Store. A few years later, Nathaniel Bare found the store was too small and built a larger store building further up the street. This building is still standing and is used for a warehouse.

In 1827, a post office was established. The large forest of trees lying to the north suggested the name Timberville and that name lasted. The Town of Timberville was first chartered on March 17, 1884, with a Town size of approximately 126 acres. Through annexations in 1950, 1968, 2000, 2007, and 2018, the Town now encompasses approximately 867 acres and has a population of approximately 2,963.

In 1744, the Colonial Government of Virginia concluded a treaty with the Indians which permitted the white man to settle as far as the Ohio River. Even after this agreement and the final departure of the Indian tribes, it is known that they returned in large bodies on several occasions to plunder and murder. These expeditions were usually led by white renegades.

To afford protection from these raiders, the first settlers used forts as places of security. These frontier forts were usually large enclosures built of logs situated near water. The enclosed areas were called "stockades." Inside the stockade were cabins or other buildings. Farmers nearby would hurry their families and farm animals into the stockade when they heard the Indians were on the warpath.

Several such forts were located in what is now Rockingham County. Fort Run was an old stone fort near Simmers Garage at Timberville. This fort was built over a spring. Near the Timberville bridge by the old Zigler house was an unnamed fort. As well as can be determined, this fort was torn down in 1880, but W. O. Mowbray writes that there was one at this location which had bullet holes and port holes.

The Town continued to grow with the rest of the area; businesses flourished and faded. In 1814, John Zigler ran a tannery which, at the time of his death in 1856, was the largest tannery in Rockingham County. A hemp mill was built by Mr. Zigler near his tannery. In 1830, a pottery works was located on the site of the marble works formerly run by Rife Brothers. There was a harness and saddle maker’s shop and a shoemaker’s shop. In 1830, Tobias Schull opened a blacksmith shop and in 1831, a mill was built and operated by Mr. Carner. Ownership was passed

on to Charles E. Fahrney about 1900. About 1885, a livestock handling firm, C. Driver & Company, was organized. Timberville shipped about $600,000 worth of livestock annually. Farm machinery, fertilizer, and seeds were handled by E. M. Minnick and W. H. Arehart in 1886. Groceries, merchandise, eggs, butter, and other farm produce were delivered by wagon in 1893 by D. S. Wampler Grocery and Dry Goods Store.

A star route postal delivery was begun that started in New Market, went to Timberville, and then on to Cherry Grove and Cootes Store. Mr. Karnick was mail carrier on this once-a-week route. In 1902, three rural free mail routes were established.

The Farmers and Merchants Bank opened for business in August 1908, and was housed in a new brick building on Main Street. Ten rooms outfitted for guests and, known as The Rockingham Hotel, housed the visitors in the area. Timberville was becoming more and more "industrious and self-supporting." The Town became known for its wealthy residents, large homes, beautiful gardens, and fine orchards.

When the B & O Railroad provided passenger and express service in 1868, the river transportation was ended. Five bridges rose and fell over the Shenandoah River. The dates of the first two bridges are unknown. The third bridge was constructed in 1840 and was destroyed by a flood in 1843. For about the next 40 years the only way to get to the other side was by fording the river which was relatively easy because of the gently sloping river bank at this point. The most picturesque of the bridges was then built in 1884. The Timberville covered bridge, which was 312 feet in length (each half was 156 feet long supported in the middle by a stone pier), was torn down in 1938. The current bridge was constructed in 1938 and underwent major renovations in 1996 in which the entire bridge was almost completely rebuilt.

The first schoolhouse was a single room, 15 x 18 feet, with 3 small windows. It was located near the Shenandoah River. The pupils sat on slab benches. In 1871, a 20 x 25 foot school was built and H. W. Rife was the first schoolmaster. Already Timberville was teaching "some children fit for college."

Dr. A. W. Vaughan, grandson of Adam Lichliter and the first post master, established a drug store in conjunction with his medical practice in 1896. Dr. Welty B. Fahrney started practicing dentistry in 1898.

There seems to be a difference of opinion where the first recorded church service was held in Timberville. Some say that the Rader Lutheran Congregation is the oldest congregation, and a record as early as 1762 shows a joint meeting between the Lutherans and the Reforms in an old log building. Other historians note the first recorded church service was held in 1819, when a group of people gathered for service in John Zigler's barn where the German Baptists worshipped. Regardless of which is right, it is apparent that King James' instructions in 1621 "to use means to convert the heathen" was still a guideline in community settlements. The Timberville Church of the Brethren was constructed in 1878-79. It burned down in 1928, and a new building was constructed in 1929. It was reported as being the first church built in Timberville.

The Church of the Brethren maintained an Old Folk's Home which was located in Timberville. The initial steps toward providing such an institution were taken in 1888 when Michael Zigler, S. F. Miller, and N. W. Berry were appointed a committee by the Second District of Virginia to take the matter under advisement. In 1892, a committee had raised $23,772.38 and 30 acres of land near Timberville.

Near the Old Folk's Home, the Church of the Brethren also maintained an Orphan's Home which was established in the 1905. The plan was for a home and industrial school for orphan children regardless of religious affiliation. The building for the home was constructed in 1909 and

still stands today. The original trustees of the institution were D. H. Zigler, J. W. Wampler, M. J. Cline, and P. S. Thomas. In 1938, the home was closed due to financial difficulties.

The descendants of the early settlers still living in Timberville have much in common with their ancestors. They are a peaceable, industrious people with respect for civil authority and their God.

_____

Parts reprinted from "The Heartland" with special written permission of Nancy B. Hess.

GOAL

Preserve the history of the Town of Timberville so future generations can learn about the town's past and their heritage.

OBJECTIVES

1. Protect and preserve historical buildings and areas that existed or continue to exist and publicize events of historical significance that occurred in the town.

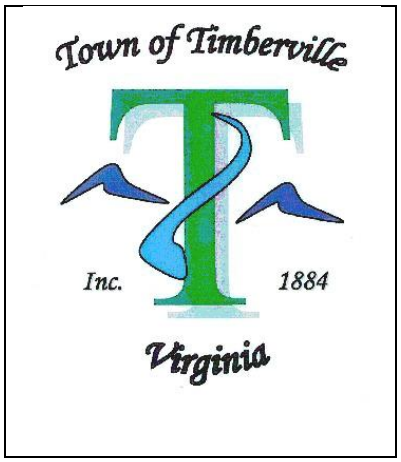
   Recommendations

   a. Continue installation of historical markers throughout the town.

   b. Continue to support the Plains District Memorial Museum and efforts by other individuals, groups or organizations to preserve and showcase the town's history.

TOWN LOGO

The official town logo was adopted by the town council on February 8, 2007. The logo was designed by Timberville resident Philip Ritchie, Sr. and incorporates many of the natural features associated with Timberville. The large "T" represents the timber for which the town was named; the green coloring denotes the valley heritage; the flowing blue characterizes the waters of the North Fork of the Shenandoah River; and the purple is indicative of the protective mountains that surround the valley.



NATURAL FEATURES AND RESOURCES

Location

The Town of Timberville is located in Rockingham County in the Shenandoah Valley of Virginia, west of the Blue Ridge Mountains (See Figure 5-1 at end of chapter). The community is approximately 110 miles northwest of Richmond, the State Capitol, and 13 miles north of Harrisonburg, the County Seat for Rockingham County. Timberville is 3 miles south of the Rockingham/Shenandoah County line along State Route 42. Timberville can be reached by following Route 211 from Interstate 81 at New Market, State Route 259 northwest from the Interstate 81 Mauzy Exit, State Route 42 northeast from Harrisonburg, or State Route 42 southwest from Woodstock in Shenandoah County.

Physiography

The physiography of an area is a description of the nature or natural phenomena of the area or the general geography. Each physiographic province of a natural topographic division of a continent is controlled basically by its structural geology and has land forms and water supply in addition to common climate, soil, and vegetation which differ from other physiographic provinces. The province surrounding Timberville is called the Valley-Ridge Province lying between the Blue Ridge Province to the east and the Appalachian Province to the west.

This natural topographic division is part of the Appalachian Valley, an old geosyncline in which sediments were deposited, consolidated, and later folded and eroded to form the topography existing today. This province, controlled by its structural geology, is distinct from its neighboring provinces.

Climate

Timberville enjoys a moderate climate as described herein. Daytime temperatures during the summer average 80°(F) with nighttime lows averaging in the 50s. The average temperature is approximately 54°(F) with recorded extremes of 101°(F) and -16°(F).

The growing season averages 166 days with the last frost occurring around April 30th and the first frost occurring around October 10th. Freezing temperatures have occurred, however, as late as May 25th and as early as September 21st.

Average annual precipitation is 37 inches. Annual rainfall averages 34 inches and snowfall averages 29 inches. Studies indicate that 30 percent of the annual precipitation leaves the watershed in the form of runoff.

Prevailing winds are southerly to northwesterly at an average velocity of 10 miles per hour; however, during storms winds are generally from the northeast with maximum wind velocities in the 80 miles per hour range not uncommon.

Topography

The topography of the area is characterized by rolling hills and valleys, paralleled by mountains to the east and west. Slopes range from 0-45° with elevations ranging from 980 to 1,120 feet in Timberville. Maximum relief, therefore, is approximately 140 feet in Timberville. This community is located along the floodway fringe of the North Fork of the Shenandoah River.

GOAL FOR NATURAL FEATURES AND RESOURCES

Preserve and utilize the natural amenities and resources in and around Timberville to the town's greatest benefit.

OBJECTIVES

1. Preserve and enhance the quality and usefulness of the North Fork of the Shenandoah River.

   Recommendations

   a. Coordinate with the Army Corps of Engineers to dredge the river and re-establish a defined waterway making the river more navigable.

   b. Construct and develop access points to the river for fishing, boating and other recreational purposes.

   c. Continue establishment of riparian buffers along waterways to prevent erosion and deterioration of stream and river banks.

2. Preserve and enhance the beauty of the natural setting of Timberville.

   Recommendations

   a. The town should continue to plant trees and beautify landscapes through other types of plantings and developers should be encouraged to do the same.

   b. Create a comprehensive beautification plan, which includes development of attractive entrances to the town, that will guide the actions of the town in determining the need for plantings.

   c. Develop standards that would either require or encourage developers to achieve a certain level of landscaping.

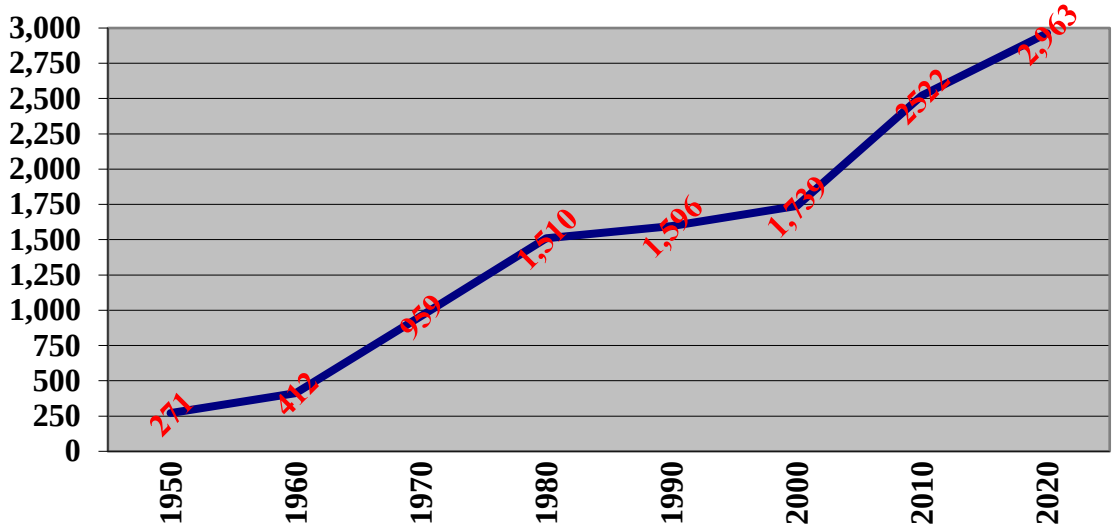
POPULATION, HOUSING, & COMMUNITY DESIGN

Planning decisions are related to the analysis of population and housing demands. Future demands on public facilities, community services, and land are directly linked to population. Consequently, studies of population characteristics are important in planning for the needs of the community.

Past Population Trends

Between 1950 and 2020, the Town of Timberville's population increased 831 percent (see Figure 6-1). The large increases in population can be attributed to annexations in 1950, 1968, 2000 and 2007. The Town's population shows continued growth. Figures from the 2020 decennial census indicate a population of 2,963.

Figure 6-1



SOURCE: U.S. Census Bureau.

Population Characteristics

The 2020 Census further details Timberville's population by race, age, and sex. In 2020, 2,516 of Timberville's residents identify as white and 447 identify as non-white.

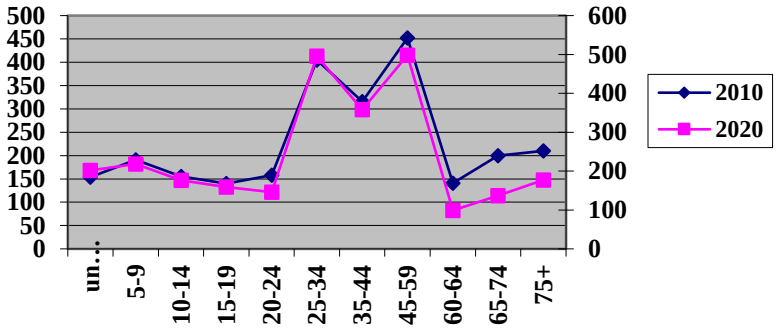
Table 6-1 presents a breakdown of Timberville's population by age and gender while Figure 6-2 shows a graphic comparison of these numbers. As seen in this table, 22.4 percent of the residents in 2020 can be classified as youth (ages 19 and under), 59.9 percent as working force (ages 20-64), and 11.8 percent as elderly (ages 65+). The youth category increased 18 percent from 2010, while the elderly category decreased 23 percent from 2010. Females are more numerous in seven of the eleven categories but that trend is more common in the higher age range categories.

TABLE 6-1
POPULATION BY AGE AND GENDER
2010 AND 2020

AGE	FEMALE			MALE			TOTAL		
	2010	2020	CHANGE	2010	2020	CHANGE	2010	2020	CHANGE
Under 5	72	50	-31%	82	152	85%	154	202	31%
5-9	98	127	30%	93	91	-2%	191	218	14%
10-14	80	48	-40%	75	128	71%	155	176	14%
15-19	66	81	23%	74	78	5%	140	159	14%
20-24	85	84	-1%	73	62	-15%	158	146	-8%
25-34	209	246	18%	196	250	28%	405	496	22%
35-44	158	144	-9%	158	214	35%	316	358	13%
45-59	232	252	9%	220	246	12%	452	498	10%
60-64	75	54	-28%	66	45	-32%	141	99	-30%
65-74	113	89	-21%	87	48	-45%	200	137	-32%
75+	134	125	-7%	76	52	-32%	210	177	-16%
TOTAL	1,322	1,300	-2%	1,200	1,366	14%	2,522	2,666	6%

Source: U.S. Census Bureau, 2010 Census and 2020 American Community Survey

Figure 6-2



Comparison of 2010 & 2020 population ranges

Housing Characteristics

The Town of Timberville has a variety of housing types. Overall, the condition of the housing is good. Due to high inaccuracies in the results of the 2020 Decennial Census some information is extrapolated from previous Census trends while other data is based on actual physical counts. The housing stock in Timberville has grown from 1,166 units in 2010 to 1,216 units in 2022, an increase of 4.29 percent. Erroneous Census data prohibited accurate calculation of the number of inhabitants per dwelling for owner and renter occupied units.

In 2010, 683 (58.6%) units were owner occupied, while 384 (32.9%) units were renter occupied and the number of vacant units was 99 (8.5%). Since 2010, the housing stock has increased but historical trends would indicate that owner and renter occupied percentages would still be close to the percentages of 2010. In the town's best estimation the vacant units would have

decreased considerably since 2010, based on utility billing information and inquiries the town received about available rental housing.

Additional housing characteristics for the Town of Timberville are shown in Table 6-2. In reviewing this table, it can be seen that the housing stock in Timberville is, on the whole, fairly old. Over fifty percent of the housing units are 30 years old or older. Depending on the continued maintenance of older structures, this can be seen as an influential factor in the future.

TABLE 6-2
AGE OF HOUSING STOCK
TOWN OF TIMBERVILLE

YEAR	NUMBER OF UNITS BUILT AND/OR ANNEXED	PERCENTAGE
2010 or later	50	4.11
2000 to 2010	225	18.50
1990 to 1999	102	8.39
1980 to 1989	211	17.35
1970 to 1979	304	25.00
1960 to 1969	70	5.76
1940 to 1959	155	12.75
1939 and Earlier	99	8.14
TOTAL	1,216	100.0

SOURCE: Bureau of the Census & Actual Physical Counts.

GOAL #1

The town should strive to be identified as a diverse community that welcomes all persons while growing at a managed and maintained rate so as not to place an undue burden on aging infrastructure of all types.

OBJECTIVES FOR GOAL #1

1. Timberville should put emphasis on increasing its stock of housing opportunities to attract people of upper-middle class to upper class income levels.
   Recommendations

   a. Utilize proper zoning procedures and regularly review and update the Timberville Land Development Regulations.

   b. Encourage development of various types and levels of housing to match the needs of all citizens through well designed and livable neighborhood environments with the focus migrating toward a larger stock of single family residences.

c. Encourage the use of vacant property and adaptive reuse of existing structures for a variety of uses.

GOAL #2

Residents and visitors of Timberville will enjoy an enhanced quality of life that is characterized by the town's history, beauty, healthy environment, safe streets and neighborhoods, well rounded educational opportunities, diverse and affordable housing, and quality social and recreational activities and support systems.

OBJECTIVES FOR GOAL #2

1. Timberville will retain and redevelop the friendly small town atmosphere, which includes the religious and historic characteristics, keys to the town's uniqueness, while providing modern conveniences and amenities.

   Recommendations

   a. Maintain or develop ordinances that direct residential construction to be similar in character to existing styles.

   b. Initiate dialogue with appropriate parties to bring modern telecommunications technology, such as internet hotspots, to town.

2. Redefine Timberville's identity and strive to be recognized as a community dedicated to supporting and promoting the arts and culture through social activities and events that will bring residents together and foster pride in their community.

   Recommendations

   a. Continue with beautifying the town and promote opportunities for residents to take part in these efforts fostering a sense of ownership.

   b. Establish regular social activities that will provide individuals and families entertainment opportunities within the town limits.

   c. Continue with a festival that celebrates the town's heritage and provides the community members a venue in which to showcase their talents.

3. Ensure safety through the provision of public services and maintenance activities.

Recommendations

a. Develop partnerships between the police department and local organizations to ensure safe streets and neighborhoods.

b. Continue mutual aid agreements with neighboring towns and the county.

c. Encourage police officer and maintenance crew training above required federal or state standards to provide a comfortable and safe environment.

4. The town should promote the idea of a healthy, inviting environment and cohesive community in which to raise a family.

Recommendations

a. Develop good working relationships with influences outside the municipal boundaries and other governmental agencies to provide for a healthy environment within the town.

b. Market the town focusing on its beautiful landscaping and surrounding scenic views indicative of its location in the plains of the Shenandoah Valley.

c. Create/support a committee to coordinate town events and activities.

COMMUNITY FACILITIES

This segment of the plan deals with those elements of the Town of Timberville collectively known as community facilities. These elements are varied and include utilities, schools, recreation facilities, law enforcement, library facilities, the post office, and emergency services.

UTILITIES

Water System

The Town of Timberville owns and operates a central water system serving approximately 1,400 connections (see Fig. 7-1 at the end of chapter). The town's water is supplied primarily by a groundwater well that produces approximately 225 gallons per minute. This "big" well can also be supplemented by another 110 gallon per minute groundwater well and a spring. Use of any of the 3 sources is treated by liquid chlorination and has fluoride added as recommended by the Virginia Department of Health (VDH). Use of the spring requires additional treatment using filtration equipment as it has been deemed surface influenced by VDH. Subsequently, there exists an interconnection between the town's distribution system and Food Processors Water Cooperative's distribution system, a privately owned system, that can provide water to the town in case of an emergency. After treatment the water goes into the town's distribution system with excess stored in one of two bolted steel, glass lined, ground storage tanks. The town's distribution system contains approximately 124,000 feet or 23.5 miles of water main lines. The first tank has a capacity of 297,490 gallons and is 33 feet in diameter and 46.5 feet to the overflow. In 2016, the town constructed a new tank to replace an existing tank that had been in use since 1960. The new tank has a capacity of 340,000 gallons and is 39 feet in diameter and 38 feet in height. Average metered sales in Timberville are approximately 160,000 gallons per day.

Sewer System

The Timberville Sewer Collection System, which was started in the 1940's, contains approximately 64,000 feet or 12 miles of 4 inch through 10 inch gravity and force main sewer line and five pump stations of approximately 100 gallons per minute each (see Fig. 7-2 at end of chapter).

The town's wastewater is treated at a regional wastewater treatment facility. That facility was purchased by the Town of Broadway in 2008 after the original owner and builder of the facility was forced to file bankruptcy because of its inability to manage the facility financially and operationally.

There are approximately 1,250 sewer connections currently on the Timberville Collection System. Charges for water and sewer service are shown in Table 7-1.

TABLE 7-1
TOWN OF TIMBERVILLE
CONNECTION FEES AND USER CHARGES
WATER AND SEWER - EFFECTIVE JULY 1, 2022

IN-TOWN	**WATER**	**SEWER**
Connection Fee	$4,500.00	$4,500.00
0 – 5,000 Gallons	$27.67	$38.30
5,001 - 15,000 Gallons	$3.49/1,000 Gallons	$4.00/1,000 Gallons
15,001 - 25,000 Gallons	$3.84/1,000 Gallons	$4.34/1,000 Gallons
25,001 - 50,000 Gallons	$4.14/1,000 Gallons	$4.68/1,000 Gallons
50,001 - 100,000 Gallons	$4.49/1,000 Gallons	$5.01/1,000 Gallons
Over 100,000	$4.81/1,000 Gallons	$5.37/1,000 Gallons
OUT-OF-TOWN	**WATER**	**SEWER**
Connection Fee	$5,000.00	$5,000.00
0 - 3,000 Gallons	$33.57	$46.46
3,001 - 15,000 Gallons	$4.23/1,000 Gallons	$4.86/1,000 Gallons
15,001 - 25,000 Gallons	$4.65/1,000 Gallons	$5.27/1,000 Gallons
25,001 - 50,000 Gallons	$5.05/1,000 Gallons	$5.68/1,000 Gallons
50,001 - 100,000 Gallons	$5.44/1,000 Gallons	$6.08/1,000 Gallons
Over 100,000 Gallons	$5.84/1,000 Gallons	$6.51/1,000 Gallons

Gas System

Gas service to the Town of Timberville is provided by Columbia Gas of Virginia.

GOAL FOR UTILITIES

Timberville's expanse of water and sewer facilities will continue to provide premier service to its customers.

OBJECTIVES

1. Ensure water capacity to satisfactorily serve current and future customers

Recommendations

a. Continue to use current sources of water including the spring and 2 wells.

b. Search for potential water sources to supplement future growth.

c. Secure capacity from the Food Processors Water Cooperative which the town could purchase as another source of water.

d. Continue and expand practice of replacing leaking water lines instead of just patching leaks.

e. Appropriately plan and design town water infrastructure to accommodate future land use patterns and population growth.

2. Ensure collection system and sewer capacity allocated at Broadway Regional Waste Water Treatment Facility can adequately service Timberville.

Recommendations

a. Continue repairs of collection system and implement plan to address Inflow and Infiltration issues.

b. Institute savings plan for purchase of future capacity at Broadway's facility or to construct a Timberville owned treatment plant.

c. Design future sewer facilities and infrastructure to accommodate future growth and which can be operated economically.

PUBLIC SCHOOLS

Students attending Broadway High School and John C. Myers Elementary School come from the Plains and Linville Districts. Communities making up the attendance area of the middle and high schools include Bergton, Fulks Run, Cootes Store, Broadway, Timberville, Linville-Edom, Lacey Springs, Tenth Legion, and Singers Glen.

Broadway High School

Broadway High School was opened in January 1998. 894 students, grades 9-12, attended the school in the 2022-2023 school year. Transportation is provided for all county students to school.

A student shall be eligible for graduation upon successful completion of the graduation requirements, including passing of the Minimum Competency test set forth by the Virginia State Board of Education and the Rockingham County School Board. Students entering 9th grade may

elect to receive either a 23 or 26 unit diploma (see Table 7-2). Further expanding the school's offerings, the Massanutten Vocational Technical Center offers vocational courses in which Broadway High School students may participate. The Center is located in Pleasant Valley in Harrisonburg.

TABLE 7-2
ROCKINGHAM COUNTY PUBLIC SCHOOLS
HIGH SCHOOL DIPLOMAS

	23 UNITS	26 UNITS
English	4	4
Math	3	4
Science	3	4
History/Social Science	3	4
Foreign Language	0	3
Physical Ed./Health	2	2
Economics/Finance	1	1
Fine or Practical Arts	1	1
Electives	6	3

The curriculum at Broadway High School provides general, vocational, and college preparatory courses. Students plan their schedules with the assistance of guidance counselors, teachers, and parents. The curriculum is flexible enough that if a student's interests and/or needs change, usually he/she is able to adjust his program accordingly and is, therefore, not "locked" into a particular program for the duration of high school.

J. Frank Hillyard Middle School

J. Frank Hillyard Middle School began operating as an intermediate school in August 1998. Prior to becoming the middle school, the building was originally built as Broadway High School in 1952. The transition to an intermediate school occurred when the new high school was opened in early 1998 and the original John C. Myers Middle School became an elementary school. J. Frank Hillyard Middle School houses grades six through eight.

The curriculum is designed for middle age students, and to educate the total child. The intellectual, physical, emotional, and social development of each pupil is promoted. The curriculum includes exploratory courses for sixth, seventh, and eighth graders including art, music, guidance, home economics, and shop. Since the creation of the original middle school the entire curriculum has undergone vast changes as the needs, interests, and concerns of the students have changed. The enrollment for the 2022-2023 school year was 672 students.

Plains Elementary School

Plains Elementary School enrollment for the 2022-2023 school year was 453 children. The students are transported by bus from a 12-mile radius. The school facility is located in Timberville, Virginia.

In 1968, Rockingham County was involved in a consolidation of small, rural schools during the time of the *Needs Assessment Study*. Three schools (Timberville Elementary, Tenth Legion Elementary and Broadway Elementary) were being closed in the spring of 1972, and the newly constructed Plains Elementary School was to be opened. The local school division chose to build a 67,505 square foot, open-space school at Plains to initiate a program to meet identified needs of the elementary students in the school attendance area. More recently the open space idea was abandoned and the school underwent renovations to divide the open areas into individual classrooms.

Plains Elementary School consists of children from kindergarten through grade 5, but also offers a pre-school program. The school's instructional spaces provide areas for reading, math, science, language arts, music, art, and other activities.

Pupils with special needs are accommodated through programs such as learning disabilities, educable mentally handicapped, Title I Reading Classes, speech pathology, or a fifth grade reading and math program. These children are then mainstreamed back into the classroom to participate in daily activities with their peers. There is a large instructional materials center (IMC) with books, educational games, audio-visual equipment, publications, and toys to further learning. There are also teachers at Plains in the specialty areas of physical education, music, and Bible (off campus).

GOAL FOR EDUCATION

To have high quality educational and training opportunities and facilities available to the residents of Timberville, northern Rockingham County and southern Shenandoah County.

OBJECTIVE

1. Support and cooperate with Rockingham County and other local institutions of higher learning on planning and decisions affecting the education and training of residents in northern Rockingham County and southern Shenandoah County.

Recommendations

a. Continue and increase the participation of the town in mentorship programs.

b. Confer with the county on large developments that could affect school populations.

c. Offer the use of town facilities for school functions at little or no cost to the school.

d. Encourage the placement of a vocational or community college facility to conveniently serve the residents of northern Rockingham County and southern Shenandoah County.

Parks & Recreation

A well-planned park and open-space system is an essential part of any sound community development plan. This park system should provide for recreational opportunities within the community and a more attractive community appearance. The parks and open-space system for the Town of Timberville should be planned to accommodate the projected population growth. The following recreational facilities are now available for the residents of the Town and the surrounding area.

1. Plains District Memorial Park: A 12 acre park, owned by the Town of Timberville, contains the following facilities and equipment:

   a. A sports complex with a 32' x 65' structure that contains restrooms and storage space. Outside the building is a full size basketball court with 6 goals and 2 pickleball courts.

   b. Two softball fields.

   c. Three picnic shelters (as follows):

      - 24 foot x 90 foot accessible structure with stone fireplace and two restrooms.
      - 22 foot x 60 foot accessible structure
      - 20 foot x 45 foot structure

   d. Playground area equipped with slides, swings, and 2 large play structures installed in the fall of 2006.

   g. A small pavilion with 4 porch style swings.

   h. Fishing and boating is available as the North Fork of the Shenandoah River borders the park.

2. American Legion property: On December 14, 2017, the town acquired 6.389 acres of land that was formerly the American Legion Post #278. The land is located adjacent to the Plains Elementary School property. The town agreed that this land would be developed into and remain a park for perpetuity. There is a former stable building with 42 stalls and a 30 foot x 50 foot accessible pavilion that is used for town and private events.

3. Plains Elementary School, J. Frank Hillyard School, and Broadway High School provide the following facilities for general public use:

    a. open space;
    b. tennis courts;
    c. baseball and softball fields;
    d. walking and running tracks
    e. playground equipment.

4. There is also green area provided in the Timber Hills and Legion Hills Subdivision for their residents.

GOAL

Maintain and develop recreational facilities which are conveniently located, well used and best fulfill the needs of the residents of Timberville and the surrounding area.

OBJECTIVES

1. Take advantage of the benefits the Plains District Memorial Park has to offer.

    Recommendations

    a. Market the park through a public education campaign to make the park a more common destination for outings.

    b. Continue to upgrade and add playground equipment and remove equipment that is outdated, unused or unsafe.

    c. Continue to provide significant police presence to prevent vandalism and property destruction.

    d. Seek alternate forms of funding, such as grants, to increase the amenities at the park.

2. Cooperate with the Rockingham County Parks and Recreation Department to increase use and awareness of the Plains District Community Center.

    Recommendations

    a. Advertise events and programs being held at the community center.

    b. Continue to support the center by hosting town functions at the facility.

Public Works

Timberville's public works department consists of four full-time maintenance crew members who operate out of the public works building located at 181 South C Street. Construction of this 50 foot x 80 foot building was completed in April of 2007. The building consists of an office with restroom, 3 regular parking bays each of which can accommodate parking for 2 vehicles deep, and a wash bay.

Besides the public works building other major assets include: 2008 Chevrolet, 2010 Dodge, and 2019 Ford 3/4 ton 4 wheel drive pick-up trucks; 2016 and 2022 Ford 3/4 ton 4 wheel drive pick-up trucks with utility bodies; a 2007 Ford 1 ton 4 wheel drive pick-up with dump bed; a 2006 GMC single axle full-size dump truck; a 2002 Ford bucket truck; a 1995 Case 2 wheel drive backhoe; a 2017 Caterpillar mini excavator; a 2021 skid loader; a sewer jet machine; a sewer line video inspection system; and multiple sizes and varieties of mowers and trailers.

Library Facilities

Library facilities are provided for the Timberville-Broadway area by the Massanutten Regional Library's Village Library. The library is located in Broadway at 175 N. Main St. and is given yearly contributions by the Town of Timberville and Broadway and by local organizations and individuals. Besides book lending services the Village Library also offers children's reading programming, book clubs for adults, public access computers, free wireless internet, and online driver improvement courses and testing. Libraries are also available for students at the public schools.

Plains District Memorial Museum

The Plains District Memorial Museum was established in 1998. The museum was originally located in the building directly behind the town office but relocated to 176 N. Main Street in the summer of 2008 after the purchase of the old Rockingham Milling Company was finalized. The museum houses historical items from the entire Plains District of Rockingham County and features rotating displays of artifacts of historical significance. The museum also hosts a lecture series on a wide variety of historical events and topics. The museum is staffed entirely by volunteers and is open Thursday thru Sunday from 1:00 p.m. – 4:00 p.m.

Plains District Community Center

In January 2003, Pilgrim's Pride donated the building located at 233 McCauley Drive for development of the Plains District Community Center. Lantz Construction began working on the building in November of 2003. The estimated cost for renovations to the building was $1,000,000. The center opened to the public in the spring of 2004. The center is operated by the Rockingham County Parks and Recreation Department.

The community center houses two multi-purpose activity rooms, a full service kitchen, a teen activity center equipped with billiard tables, ping pong games, video games and seating for card playing and gathering. Rooms are available for rent for activities such as banquets, parties, receptions, and meetings. The community center hosts many scheduled programs such as physical

activity classes, creative arts and crafts classes and health and wellness seminars. The center is home to the Timberville-Broadway Senior Center where individuals over 60 years of age can participate in programs that keep them physically, mentally and socially active. The senior citizens have full-time access to two rooms, three days a week. The local Meals on Wheels program also operates out of the center and provides a significant service to the northern Rockingham County community. The lower level of the building is used by the Broadway Community Little League as a batting and practice facility which is called the Strike Zone.

Post Office

The Timberville Post Office, located at the corner of South Main Street and West Riverside Drive, was built in 1973. The facility adequately served the Timberville area until an annexation took place in 2007. Since that time there is one area inside of Timberville's corporate boundaries that continues to be serviced by the Broadway post office and retains the Broadway ZIP code even though many attempts have been made to change the ZIP code to Timberville's. Expansion or relocation of this facility will become necessary in the near future as Timberville's vacant land continues to be developed.

The determination for the need of a community post office is established by national policy. Expansion of post office facilities has been limited in recent years by Federal guidelines which require the eventual financial independence of the postal service. Postal stations should be located at focal points of shopping. They may be in government-owned buildings, but post office policy calls for leased quarters as a general rule. Post offices, stations or branches are established when the existing facilities cannot give adequate service to the area it serves.

Police Department

The Town of Timberville currently has six (6) full-time law enforcement officers, paid entirely by the Town. Currently, these six (6) officers provide 24 hour police protection and services. The police department is located behind the town office building at the intersection of South Main Street and McCauley Drive. The police department moved to this building in 2010 when it was renovated after the Plains District Memorial Museum relocated. This space, renovated in 2022, consists of a semi-open floor plan with separate offices for the chief of police and police sergeant, evidence processing and storage facilities, a conference/interview room, and restroom. Parking is provided for day-to-day police transactions.

The service area for the Timberville Police Department is primarily within the Town Limits, unless otherwise requested by another law enforcement agency. Timberville has entered into an umbrella mutual aid agreement with the Rockingham County Sheriff's Department which allows Timberville's officers to assist or respond to calls in the other jurisdictions, if necessary, and vice versa.

Since there are no jail facilities in Timberville, police officers utilize the Harrisonburg-Rockingham Regional Jail for detention purposes. The regional jail is located at 25 South Liberty Street in Harrisonburg.

Timberville Volunteer Fire Department

The Timberville Fire Department, formed in 1948, is a volunteer organization with a membership of 35 active members and 12 life members. The Fire Department operates under its own by-laws, as well as the by-laws set by the Rockingham County Firemen's Association and the Underwriter's Fire Code. The Timberville Fire Department has both administrative officers and line officers and a board of directors. The Fire Department has mutual aid agreements with the Broadway Fire Department and other fire departments in Rockingham County and the City of Harrisonburg. The organization also works with the fire departments in Shenandoah County. They work and train with the Broadway Emergency Squad. Some of the members of the Fire Department are also members of the Broadway Emergency Squad.

The Timberville Fire House is located at 217 South Main Street. The building consists of approximately 12,000 square feet. The building consist of ten rooms including two truck rooms, one kitchen, one lounge/television room, wash bay area, meeting/training room, three restrooms (one with shower), and several storage rooms. The fire department owns, among other equipment, 2 fire engines, 2 1,500 gallon tankers, a 4 wheel drive brush truck, a first responder vehicle, and a utility van. Each vehicle has a variety of other firefighting equipment such as hoses, ladders, nozzles, tools, etc. Protective clothing "turnout gear" is assigned to full members for fire fighting. The Fire Department continues to upgrade fire fighting vehicles and equipment as funds allow.

Anyone wishing to become a member of the Timberville Fire Department must submit an application to the membership committee. If approved by the membership committee, the applicant is placed on a one year probation. After receiving training during the probation year, the applicant must be voted on by the entire membership to become a full member with all rights and privileges of the other members. All probationary members are required to attend a State approved fire school during their year of probation. Regular training sessions are held at the firehouse or the surrounding area at least twice a month. Additional drills are held with the Broadway Emergency Squad and the Broadway Fire Department.

The budget for the Fire Department is provided for by several methods whereby the local fire company raises money. They have an annual lawn party in June and chicken barbeques during the year. The Fire Department sends solicitation letters to the persons residing in the area that is served. Rockingham County furnishes approximately $30,000 and maintenance to certain equipment to supplement operating costs each year. The Town of Timberville supplies $5,000.00 annually. Donations are received from various insurance companies, as well as individuals, businesses and industries.

The volunteers are always on an active status and on call 24 hours a day. There are normally 8 to 10 members to respond during the daylight hours and 20 to 25 members at night. All emergency calls are handled by Harrisonburg-Rockingham Emergency Operations Center in Harrisonburg. Fire Department members are alerted of all calls by the Emergency Operations Center through a paging system and voice receivers worn by the members.

Broadway Emergency Squad

The Broadway Emergency Squad, Inc. was founded in 1953. The squad serves the Towns of Broadway and Timberville, plus the surrounding area for a service area of approximately 280

square miles. From Broadway, the squad covers Timberville north to the Shenandoah County line, east to Tenth Legion and Lacey Spring, south to Wengers Mill on Route 42, and west to the West Virginia line.

The main squad building is located in Broadway, Virginia and houses 6 ambulances, 1mini crash truck, and 1 mass casualty crash truck. There is a substation also located in Bergton, Virginia. There are over 40 active members including 15 active life members and 12 Rockingham County career firefighters/EMTs. Most of the members have monitors and are notified of a call in their area so they can get to the scene and give first aid before an ambulance arrives from Broadway or Bergton.

GOAL FOR PUBLIC FACILITIES AND SERVICES

Provide and support premier public services and facilities that benefit the residents and community of Timberville.

OBJECTIVE

1. Ensure police, fire and other emergency services that adequately protect the Town of Timberville.

Recommendations

a. Develop an all-encompassing disaster/emergency plan.

b. Donate to the emergency services organizations monetarily to the extent the town's finances will afford.

c. Continue to allow town employees who are members of the volunteer emergency service organizations to respond to calls while on duty with the town.

d. Use town media and information outlets to advertise organization fundraising events.

2. Support private organizations (museums, libraries, etc.) that provide services of a public nature.

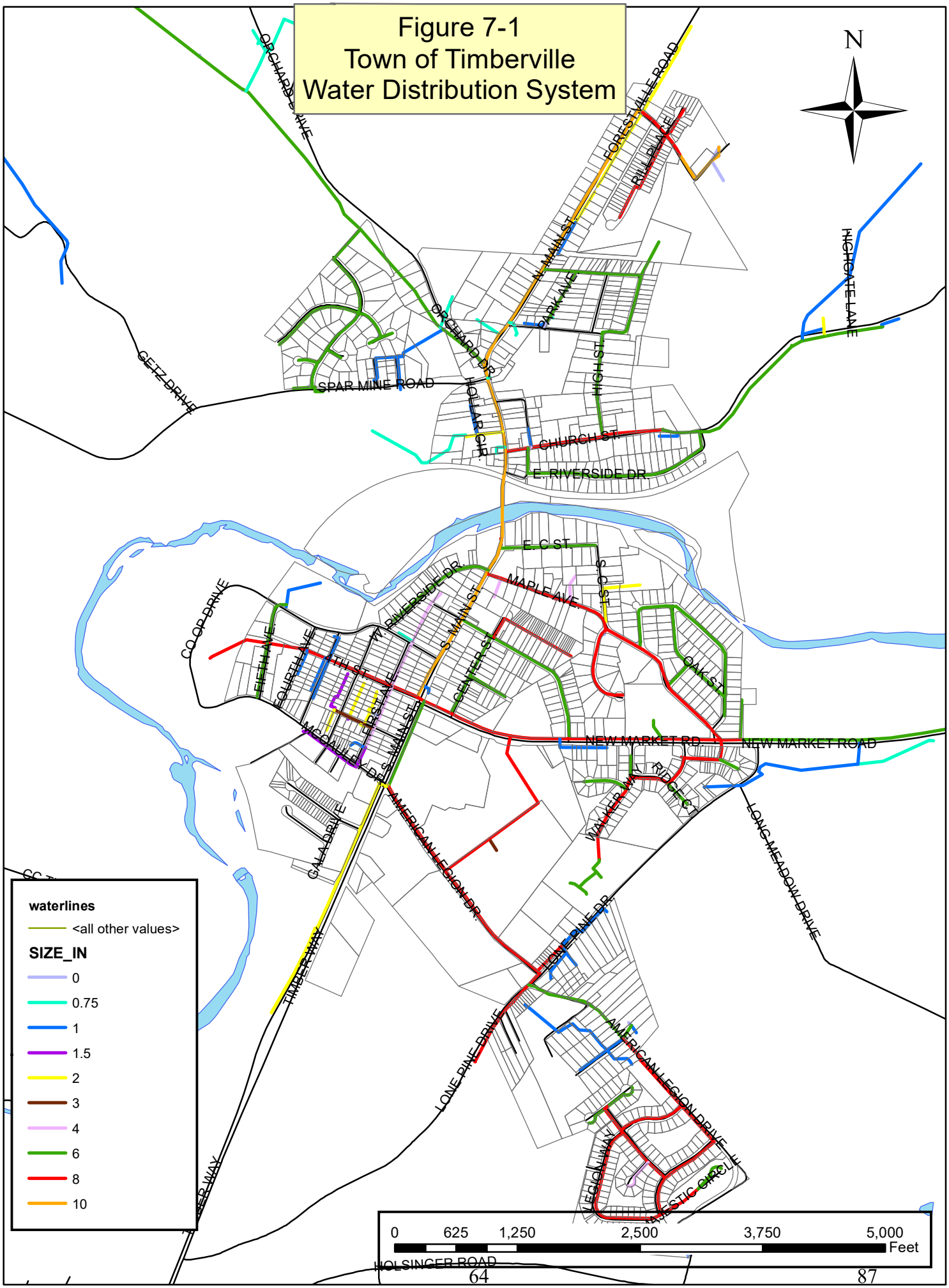
Recommendations

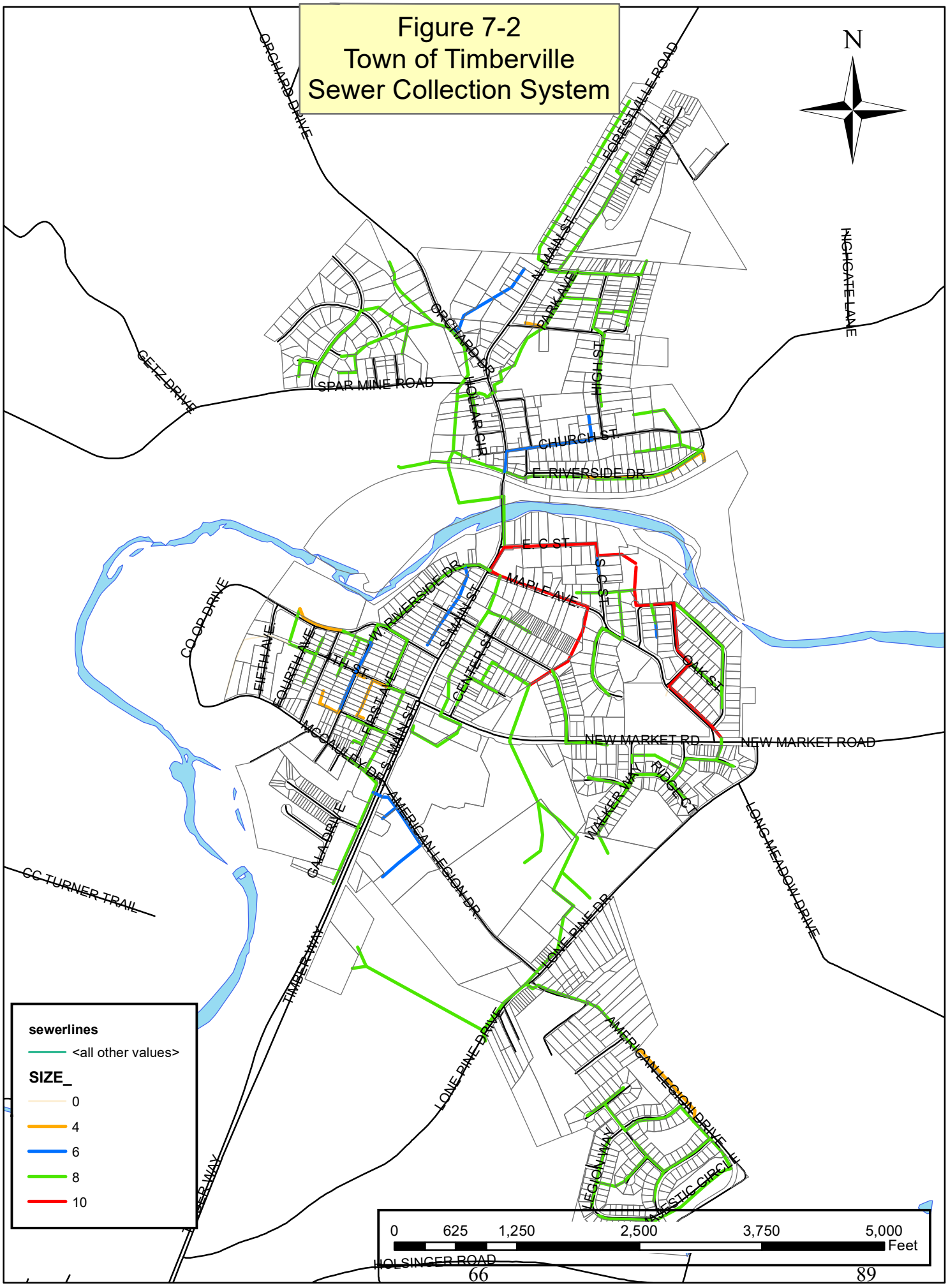
a. Financially support organizations to extent town budget will allow.

b. Provide town staff to assist with special projects/events as long as it doesn't take away from town projects and the organization event will directly/indirectly benefit the town.

c. Advertise special organization events through town media outlets.

Figure 7-1
Town of Timberville
Water Distribution System




Figure 7-2
Town of Timberville
Sewer Collection System
N
ORCHARD DRIVE
FOREST HILL ROAD
HIGHGATE LANE
GETZ DRIVE
SPAR MINE ROAD
N. MAIN ST.
PARK AVE.
HIGH ST.
CHURCH ST.
E. RIVERSIDE DR.
E. C ST.
MAPLE AVE.
W. RIVERSIDE DR.
S. MAIN ST.
CENTER ST.
OAK ST.
CO-OP DRIVE
FIFTH AVE.
FOURTH AVE.
E. E ST.
E. S ST.
MCCAULEY DR.
NEW MARKET RD.
NEW MARKET ROAD
WALKER WAY
RIDGE CT.
LONG MEADOW DRIVE
GALA DRIVE
AMERICAN LEGION DR.
CC TURNER TRAIL
TIMBER WAY
LONE PINE DR.
LONE PINE DRIVE
AMERICAN LEGION DRIVE
LEGION WAY
MAJESTIC CIRCLE
HOLSINGER ROAD
sewerlines
<all other values>
SIZE_
0
4
6
8
10
0
625
1,250
2,500
3,750
5,000
Feet

TRANSPORTATION

The goal of the transportation system is to provide for the safe and efficient movement of people and goods across all modes and ability levels. Fulfilling this basic need, the transportation system plays a vital role in local and regional economic growth and development. In compliance with Virginia Code §15.2-2223, the following Transportation chapter includes:

- A comprehensive inventory of Timberville's transportation facilities and infrastructure,
- Sound planning assumptions for how the Town is expected to grow and change over the next 25 years and how that is expected to affect the transportation system,
- An assessment of the Town's current and future transportation needs, and
- Recommended transportation improvements to address the Timberville's mobility needs.

Existing Transportation Facilities

Understanding the existing conditions of Timberville's transportation system is foundational to pinpointing the community's transportation needs and identifying projects that could address those needs. This section provides an inventory and assessment of the following transportation facilities:

- Roadway Network
- Roadway Maintenance and Pavement Conditions
- Bridges and Culverts
- Traffic Volume
- Pedestrian Infrastructure
- Bicycling Facilities
- Public Transportation/Commuter Services
- Freight
- Rail Service and Facilities
- Airports

Roadway Network

Timberville's roadway network is comprised of approximately 16.5 miles of roadways. These roads form the backbone of the Town's transportation system as 99% of residents reported commuting to work in a personal or shared vehicle (U.S. Census Bureau, 2022).

VDOT's Functional Classification System provides a uniform way of classifying roadways based on their role within the transportation system. Roadways are categorized into a class that describes its character and function, with each designation serving progressively smaller service areas and more local forms of travel. From largest to smallest, these classifications include Interstates, Freeways/expressways, Arterials, Collectors, and Local Roads. Appendix Table A-1 summarizes VDOT's definitions for each Functional Classification.

As seen in Map 8-1, Timberville's road network is comprised of Principal Arterials (1.1 miles), Major Collectors (2.4 miles), Minor Collectors (0.7 miles), and Local Roads (12.3 miles).

Principal Arterials: Main Street (VA-42) south of New Market Road (VA-211) and New Market Road are designated as Principal Arterials because together they connect Timberville, Broadway, and Harrisonburg to I-81.

Major Collectors: Main Street north of New Market Road, Orchard Drive (VA-881), Church Street (VA-617), and Spar Mine Road (VA-617) are all designated as Major Collectors because they support interconnections between communities within the Shenandoah Valley.

Minor Collectors: Lone Pine Drive (VA-618) and Long Meadow Drive (VA-793) are designated as a Minor Collectors because they provide connecting links to other arterials such as Main Street and New Market Road.

Local Roads: All of Timberville's remaining roadways are classified as Local Roads.

Roadway Maintenance and Pavement Conditions

VDOT currently maintains all of Timberville's primary and secondary roads. Once Timberville's population exceeds 3,500 residents, the Town will have the option to take responsibility for maintaining its roadway network.

VDOT rates pavement conditions of VDOT-maintained roads from Very Poor to Excellent based on the age and condition of the pavement. Map 8-2 displays Timberville's current pavement conditions. The majority of Timberville's larger roads, such as its arterials and collectors, are in Fair to Good condition. The only larger roads in Poor condition are Spar Mne Road and American Legion Drive. Southbound on Main Street south of New Market Road was also listed as in Poor condition, but it has since been repaved.

The condition of Timberville's Local Roads ranges from Good to Very Poor. Local Roadways connecting Timberville's newer developments/neighborhoods off American Legion Drive generally are in Good Condition, while roadways in some of Timberville's older neighborhoods, particularly west of Main Street, are in Poor or Very Poor condition.

Bridges and Culverts

Timberville currently has three bridges and four culverts located within the Town limits (Map 8-3). Timberville's largest and most notable bridge crosses the North Fork of the Shenandoah River on Main Street adjacent to the rail line. Built in 1939, the Veterans Memorial Bridge is the only link across the river in Timberville, creating a vital connector between the northern and southern parts of town.

Timberville's two other bridges are located on:

- Orchard Drive, crossing a stream just north of the intersection of Orchard Drive and Main Street, and
- Lone Pine Drive, crossing over a storm water feature.

Based on structural safety inspections, VDOT rates the condition of each bridge and culvert to ensure facilities are properly maintained and to identify bridges that need to be repaired, rehabilitated, or replaced. Each bridge and culvert are assigned a general condition rating from 0

(Failed Condition) to 9 (Excellent Condition) based on the structural integrity and condition of the deck, substructure, and superstructure. All of Timberville's bridges and culverts were rated as being in either Fair or Good condition, with Fair indicating that bridges are structurally sound and show some minor deterioration. Map 8-3 displays the location and condition rating of each bridge and culvert.

Traffic Volume

Map 8-4 displays the average daily traffic (ADT) volume for Timberville's roadway network. The ADT characterizes Timberville's travel patterns and how the Town's roadway network is utilized by tracking the average number of vehicles that drive each road segment in a day.

Timberville's travel patterns generally correspond with VDOT's roadway classifications, as the Town's arterials and collectors experience notably higher traffic volumes. Timberville's heaviest traffic flows along Main Street (VA-42), particularly south of New Market Road (VA-211) coming to and from Broadway and Harrisonburg. This segment of Main Street supports roughly 12,000 vehicles per day. Once Main Street reaches New Market Road, the heaviest traffic splits with 5,700 vehicles continuing along Main Street, and the 4,300 vehicles traveling onto/from New Market Road.

The only other roads with an ADT over 1,000 vehicles per day are Lone Pine Drive (VA-618), providing a connection between Main Street and New Market Road; Church Street; Spar Mine Road; and Orchard Drive as it converges onto Main Street north of the Shenandoah River.

Most of Timberville's local roads experience very low traffic levels. The main exception is McCauley Drive (Co-800), which connects Main Street to the poultry processing plants. In addition to employees commuting to work, McCauley Drive is the designated route for trucks coming to and from the poultry plants. McCauley Drive's higher traffic volume continues across Main Street onto American Legion Drive as it connects to Lone Pine Drive and the new residential developments in Timberville's southeast corner.

As will be discussed in more detail in the Transportation Needs Assessment section, the higher traffic volumes along Main Street and New Market have yet to cause consistent traffic delays. Timberville currently maintains a Level of Service of C or better indicating that even in peak periods (rush hour), Timberville's traffic, generally, remains free flowing.

Pedestrian Infrastructure

Timberville's approximately 4.5 miles of sidewalks are largely comprised of walkways along both sides of Main Street (Map 8-5). The west side of Main Street has a sidewalk that runs almost uninterrupted from McCauley Drive to less than a quarter mile from the Town's northern limit. Main Street's eastern sidewalk is not as continuous, as there are five gaps between New Market Road and Church Street. These gaps force pedestrians to cross Main Street or to walk on the shoulder of the road for a quarter mile.

Most of the remaining sidewalks branch off of Main Street into surrounding neighborhoods or connect key destinations. A sidewalk along American Legion Drive between Main Street and Lone Pine Drive provides a pedestrian connection to Plains Elementary School. However, this

sidewalk does not extend to many of the neighborhoods and subdivisions farther down American Legion Drive or along Lone Pine Drive. Similarly, sidewalks along Church Street, High Street, C Street, Maple Avenue, and Granny Smith Drive connect residential areas to Main Street, but do not connect to a wider network of sidewalks that extend throughout the neighborhoods.

Timberville currently does not have any signalized crosswalks, and the majority of the Town's intersections lack unsignalized crosswalks. The only intersection that has an unsignalized crosswalk is at the intersection of the Wal-Mart access road and American Legion Drive. Pedestrian safety improvements to major intersections will be a vital part of developing a safe and connected pedestrian network in Timberville.

Bicycling Facilities

The Town of Timberville currently does not have any bike lanes, shared lanes, or multi-use paths. However, there is a proposal to turn the unused rail line that traverses the Town into a multi-use recreational trail through the Commonwealth's Rails to Trails program. The Shenandoah Valley Rail Trail would run 49 miles from Broadway to Front Royal providing a long-distance bicycling route and linear park that hopes to bolster the region's position as an outdoor recreation destination and boost economic activity at each town along the way.

If the Rail Trail is implemented, providing safe connections from the trail to Timberville's commercial centers will be a vital part of capitalizing on the tourism benefits the Trail could provide. The Memorial Park Master Plan and the Shenandoah Valley Rail Trail Feasibility study recommended the Trail's intersection with Memorial Park Drive, at the entrance to Memorial Park, as an ideal location for a Rail Trail trailhead. An alternative trailhead could be located at the Trail's intersection with Main Street, immediately north of the Veterans Memorial Bridge. Safe bike routes connecting these trailheads to grocery stores and restaurants could be a source of increased economic activity for the Town.

Public Transportation and Commuter Services

There is no fixed-route public transit service currently serving the Town of Timberville. However, there are several commuter services that currently offer Timberville residents with on-demand mobility services, also known as paratransit.

- Valley Program for Aging Services (VPAS): Provides aging adults who are no longer able to drive with transportation services to essential services like grocery shopping, doctor appointments and banking.
- Harrisonburg-Rockingham Social Services: Provides transportation services to critical health services for aging and low-income adults.
- Way to Go: Provides low-income employees in Rockingham County with a variety of transportation services.
- Pleasant View, Inc: Provides mobility services to individuals with developmental and intellectual disabilities.

Freight

Timberville's long history of food processing and manufacturing has placed a premium on freight and the movement of goods. This key economic driver generates a significant amount of

truck traffic. Timberville's transportation system needs to support the efficient movement of goods without compromising the efficacy of other modes of transportation.

Map 8-6 shows the average number of trucks that travel on Timberville's major corridors each day. Truck traffic patterns generally mirror the average daily traffic seen in Map 8-4 with the heaviest truck traffic following Main Street and New Market Road. On average, between 200 and 300 trucks travel into and out of Timberville on both Main Street and New Market Road each day. This means that 13% of vehicles entering and leaving Timberville on North Main Street are trucks. The Town's heaviest truck traffic is at the intersection of Main Street and New Market Road as roughly 500 trucks travel daily on Main Street between New Market Road and Orchard Drive. This accounts for 10.2% of daily traffic traveling through the center of Timberville.

The movement of goods is a vital part of supporting economic growth and activity, but supporting the efficient movement of goods must be balanced with ensuring truck traffic does not negatively impact the safety and comfort of bicyclists, pedestrians, and other vehicles. Due to the poultry processing plants' location on the western edge of Timberville, trucks must drive through the town center and a prominent neighborhood to access the plants. To mitigate the stress truck traffic puts on neighborhood roads and pedestrian safety, several restricted routes have been established to limit truck routes to the poultry plants. In particular, trucks are restricted on:

- 4th street from VA-42 to 4th Ave,
- Memorial Park Dr. from VA-42 to 5th Ave, and
- W. Riverside Drive from VA-42 to Memorial Park Dr.

To provide trucks with sufficient access to and from the poultry plants, McCauley Drive has been designated by VDOT as a truck route.

Rail Service and Facilities

Railroads have been an important part of Timberville's history since 1868. However, in recent years, rail service declined and has since been decommissioned. Timberville has one existing rail line that runs directly through the Town generally following the North Fork of the Shenandoah River, crossing Main Street just north of the Veterans Memorial Bridge before turning south and connecting to the poultry plants. This rail line follows the I-81 corridor, connecting Timberville to Mount Jackson and Winchester to the north and Broadway and Harrisonburg to the south. Owned by Norfolk-Southern, the rail line is currently out of use. Once an important freight link for the agricultural and poultry industries, the section through Timberville was decommissioned in 2016. Consequently, Timberville is currently not served directly by freight or passenger rail, but there are two Amtrak stations (Culpepper and Staunton) within 60 miles of Timberville.

As discussed in the Bicycle Facilities section, there is a proposal to turn the unused rail line into a multi-use recreational trail and linear park through the Commonwealth's Rails to Trails program.

There are three rail crossings in Timberville:

- N. Main Street - Equipped with Gates and Flashing Lights – Located immediately north of the Veterans Memorial Bridge.
- McCauley Drive - Equipped with Flashing Lights – Located at the south entrance to the poultry processing plants.
- Memorial Park Dr. - Located at the north entrance to the poultry processing plants.

Airports

There are no airports within Timberville's town limits. However, Timberville is located within 32 miles of two public and two private/commercial airports.

Public:

- Shenandoah Valley Regional Airport – 32 miles away
- Luray Airport – 19 miles away

Private:

- New Market Airport – 4 miles away
- Longs Airport – 19 miles away

Planning Assumptions

Sound transportation planning decisions and infrastructure investments must be based on an understanding of the growth and development trends that will shape the area's future. This section highlights how Timberville's population, economy, land use patterns, and commuter characteristics are expected to change over the next 25 years. These planning assumptions and forecasts are a key factor in identifying Timberville's critical transportation needs and developing projects and targeted investments to meet those needs.

Demographics

Travel demand is a function of the size, composition, and characteristics of the population. As Timberville's population grows and changes, so will the Town's transportation needs. Effective long-range transportation planning must account for how the population is projected to grow.

Prior to 1950, Timberville was a very small town with limited population growth. Since then, the Town has steadily grown into a thriving community. This progression accelerated rapidly in the past few decades as Timberville's population has almost doubled since 1990, including growing by 1,224 people (70.3%) in the last 20 years (Table 8-2).

Given the Town's recent expansion, as well as the growth that is expected across Rockingham County, there is no reason to expect Timberville's recent growth to slow significantly. According to the Weldon Cooper Center of Public Service, Rockingham County's population is expected to grow by 15.7% over the next 25 years. Since Timberville's population grew almost twice as fast as Rockingham County's over the past decade, it is reasonable to assume Timberville's population will equal or exceed Rockingham County's projected growth.

TABLE 8-1
TIMBERVILLE HISTORIC POPULATION GROWTH, 1940-2020

Year	Population	Percent Change
1940	253	
1950	271	7.1%
1960	412	52.0%
1970	959	132.8%
1980	1,510	57.5%
1990	1,596	5.7%
2000	1,739	9.0%
2010	2,522	45.0%
2020	2,963	17.5%

According to the 2020 Decennial Census, Timberville's population was 2,963. However, with several sizable new developments under construction or completed in the two years since the census was recorded, Timberville's population may already be notably higher. If Timberville's

population continues to grow as projected, it is expected to exceed 3,500 in the next ten years. At that point, the Town would be eligible to maintain the roadway network.

As will be discussed in more detail in the Needs Assessment, Timberville and the surrounding area's continued population growth will generate higher travel demand and more vehicle trips. The Town will need to monitor the area's congestion patterns and transportation Level of Service (LOS) to ensure the additional population does not create travel delays and congestion problems.

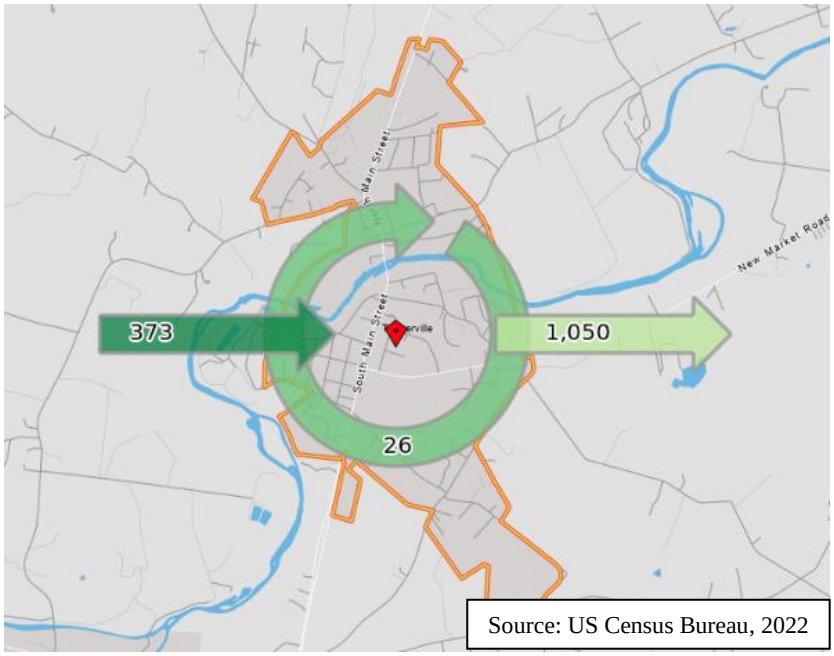
Employment and Commuting Characteristics

According to the 2020 American Community Survey, 89.7% of workers living in Timberville commute to work alone in a personal vehicle, while 9.3% carpool or commute in a shared vehicle. The remaining 1% were evenly split between walking to work and working from home.

On average, Timberville residents commute 27.7 minutes to work, which is slightly below the state average of 28.6 minutes. Over 64% of Timberville's workforce commute less than 25 miles to work, with the majority traveling south toward Broadway and Harrisonburg.

Timberville's largest employers include Pilgrim's, Cargill, and Wal-Mart. However, the majority of the Town's jobs are filled by workers commuting from outside the Town, with most coming from the south and southwest. According to the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data, very few of the Town's residents commute to jobs located in Timberville (Figure 8-1). However, this likely does not include residents who work at the poultry processing plants because Pilgrim's and Cargill are primarily located just outside of the Town limits.

FIGURE 8-1
TIMBERVILLE COMMUTING PATTERNS, INFLOW/OUTFLOW, 2019



Source: US Census Bureau, 2022

As Timberville continues to grow, commercial development is expected to expand along Timberville's major corridors bringing continued job growth to the community. Transportation improvements will be necessary to ensure residents have multimodal access to employment opportunities.

Land Use

Except for the poultry processing plants, the Town's commercial development is generally concentrated along major corridors like Main Street and New Market Road with the largest commercial center located just south of the intersection of those two corridors. Surrounding these commercial corridors are residential neighborhoods that comprise the majority of the Town's developed land. Most of Timberville's remaining land is currently undeveloped providing opportunities for continued growth and development.

As the Timberville grows over the next 25 years, the Town's land use patterns are expected to maintain a similar urban form with commercial development concentrated around major commercial corridors like Main Street and residential development filling in the spaces around and behind each corridor. However, with several new developments recently constructed, under construction, or in the planning phase, Timberville continues to grow.

Many of the town's largest new residential developments in recent years have occurred off of American Legion Drive including the Legion Hills neighborhood. Most recently, the Town approved a 40-unit development in February 2021 that would add 17 single family residences, 6 duplex buildings (12 dwelling units), and 11 townhomes just northwest of Legion Hills. Other recent examples of new residential development include the second phase of the Orchards development, which is expected to construct 36 more townhomes off of South Main Street, and the Fort Run subdivision which is currently constructing 9 more residential units in a mix of single- and multi-family homes. While space for new commercial development is relatively limited, there are opportunities for redeveloping several vacant and underutilized properties.

As development occurs, investments by the public and private sectors will be necessary to maintain and improve the Town's transportation network.

Community Facilities

Timberville has two recreational parks: Memorial Park, located off Memorial Park Drive, and American Legion Park, located off American Legion Drive. The recently completed Memorial Park Master Plan envisions upgrading and expanding park facilities. However, the park is not currently connected to the Town's pedestrian network. American Legion Park's location adjacent to Plains Elementary School provides easy vehicular and pedestrian access to the park.

In addition to the Town's public parks, Timberville's major community facilities include the Plains Community Center and the Plains Elementary School. Like Memorial Park, The Plains Community Center currently lacks direct pedestrian access. However, there is a proposed sidewalk that is expected to be constructed on McCauley Drive to connect the Community Center to Main Street.

As mentioned previously, the major transportation-related community facility that Timberville will need to consider preparing for is the Shenandoah Valley Rail Trail. This linear park and multi-use path will provide:

- An easily accessible linear park and community amenity for Timberville residents,
- Safe pedestrian access to Memorial Park,
- A pedestrian connector to North Main Street, and
- A generator of tourism and economic activity.

Technology

Historically, innovations in transportation technologies from the railroad to the automobile have played a major role in shaping not only how people travel but how communities grow. Recent and ongoing advancements including on-demand mobility services such as Lyft and Uber, the growing affordability and use of electric vehicles, and the potential development of increasingly automated vehicles have the potential to reshape our community's transportation system and development patterns.

These technological advancements are not expected to drastically change how Timberville's transportation system is designed and utilized in the short-term. However, as these technologies continue to advance and experience widespread adoption, the Town may need to consider how it will adapt to capitalize on the benefits and efficiencies these advancements may provide.

Summary of Key Assumptions

- Timberville's population is expected to continue to grow, increasing travel demand within the Town's roadway network and exceeding the 3,500-person threshold necessary for the Town to take control of its roadway network.
- Employment and commercial activity are expected to increase gradually, but the majority of the Town's workforce will likely continue to commute by car to jobs outside of the Town limits.
- Timberville's land use patterns are expected to maintain a similar urban form with commercial development concentrated around major commercial corridors like Main Street, with residential development filling much of the Town's remaining land uses.
- Technological advancement will bring opportunities for improving the transportation system. Monitoring these advancements will position the Town to provide a safer and more efficient transportation system.

Needs Assessment

As Timberville continues to grow and develop, residents' mobility needs and the demand placed on the existing transportation system will change. Identifying and tracking what these needs are and how they are expected to change over time is a foundational component of developing the Town's transportation goals and the projects that will help to meet those goals.

Based on the following needs assessment, Timberville's two most pressing transportation needs are:

1. Upgrading and expanding Timberville's pedestrian and bicycle network to ensure all residents have effective mobility options and can access essential services and points of interest regardless of their ability to own a car.
2. Improving vehicular and pedestrian safety along key corridors and at targeted intersections.

Additional transportation needs include:

3. Maintaining and upgrading the condition of Timberville's roadway network.
4. Monitoring traffic congestion and travel delays to identify roadway capacity issues as they arise, particularly along Main Street and New Market Road.
5. Pursuing possible connections to public transit systems.

Roadway Capacity and Level of Service

As Timberville continues to grow, so too will travel demand. New neighborhoods and commercial developments will generate more trips, more travel, and more traffic. Projecting how travel demand is expected to grow in the coming years is an important part of gauging when and where additional roadway capacity and infrastructure improvements may be necessary. To do this, VDOT forecasts how ADT and Level of Service (LOS) are expected to change in the next 25 to 30 years.

Map 8-7 displays Timberville's expected ADT in 2050. Comparing Map 8-4 to Map 8-7 shows that trips along most of Timberville's major corridors are expected to increase by 10% to 17% between 2020 and 2050. Travel on VA-617 (Spar Mine Drive and Church Street) is expected to grow even faster, with ADT rising by over 37%.

However, the additional traffic is not expected to cause any notable congestion problems or travel delays. Level of Service (LOS) is a measure of the quality of service a road segment provides by grading how well traffic flows on a scale from A (best) to F (worst). In other words, it grades whether travel demand exceeds roadway capacity. Roads with a LOS of A have free-flowing traffic with no peak-period travel delays, while roads with an F consistently experience major traffic congestion and extended travel delays. Based on the ADT forecasted for each roadway segment, VDOT can project the expected LOS in the future, thereby identifying roads that will need additional capacity.

Maps 8-8 and 8-9 display Timberville's LOS in 2018 and the projected LOS in 2050, respectively. In 2019, all except one of the Town's roads maintained a LOS of A, B, or C

indicating that even when there was notable traffic, the traffic typically remained relatively free flowing with limited measurable delays. The only exception to this was a short segment of Main Street between Orchard Drive and Church Street which was given a LOS of D.

Comparing Map 8-8 to Map 8-9 shows that Timberville's LOS in 2050 is expected to remain almost identical to the LOS in 2018. Even with 30% or more cars on the road, Timberville's existing roadway network has sufficient excess capacity to accommodate the additional traffic without causing measurable traffic issues. In fact, all major roadways are projected to have a LOS of C or better. New Market Road and Main Street north of Church Street are the only roads expected to have a LOS of C. All other roads will maintain a LOS of A or B. As seen in Table 8-2, only three road segments are projected to decline their LOS.

TABLE 8-2
LOS COMPARISON – ROADS WITH A DECLINING LOS, 2018 & 2050

Road Segment	LOS 2018	LOS 2050
Main Street – north of Church Street	B	C
Spar Mine Road	A	B
Church Street – Between Main Street and High Street	A	B

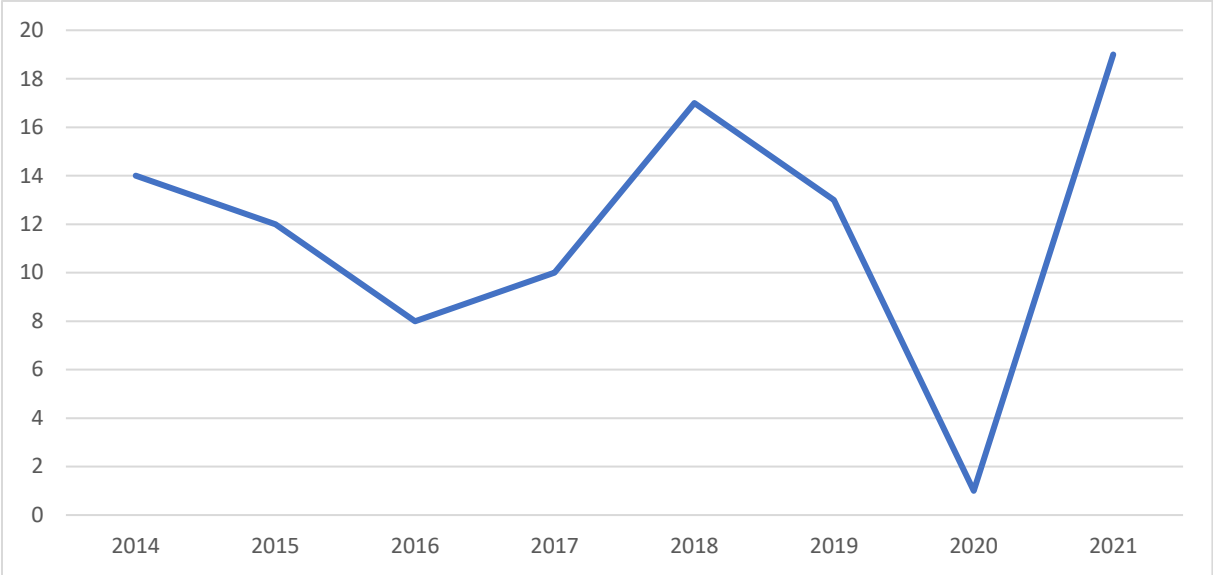
The Town of Timberville will need to continue monitoring its travel patterns to ensure the Town's growing population and employment do not cause congestion issues. Monitoring and preserving the capacity of Main Street and New Market Road will be especially important because they have a higher LOS and were identified by VTrans as corridors of significance for capacity preservation. However, roadway capacity and traffic congestion are not expected to be pressing transportation needs in the near future.

Road and Bridge Maintenance
As noted in the Existing Facilities section, the Town of Timberville has numerous roads that are in Poor or Very Poor Condition. The Town will continue to work with VDOT to maintain and upgrade the roadway network to meet or exceed VDOT condition and safety standards.

Safety
A crash analysis was performed to understand Timberville's safety needs and problem areas. VDOT's motor vehicle crash data was used to analyze the number, location, type, and severity of all vehicular crashes that have occurred in Timberville in the last eight years.

Between 2014 and 2021, there were 94 vehicular accidents in the Town of Timberville. In a typical year, Timberville experienced between 8 and 17 vehicle crashes with an average of 11.8 crashes per year. During the early stages of the COVID-19 pandemic, there was a significant reduction in vehicular crashes, as there was only one crash within the town limits in 2020. Unfortunately, crashes rebounded in 2021 as there were 19 crashes, the most of any year in the analysis (Figure 8-2).

FIGURE 8-2
VEHICLE CRASHES IN TIMBERVILLE, 2014-2021



Mapping where Timberville's recent vehicle crashes have occurred reveals that incidents are heavily concentrated around key intersections along Timberville's major corridors. Map 8-10 shows that 57 (61%) of Timberville's vehicular crashes in the last eight years occurred on Main Street, with an additional 11 (12%) incidents occurring on New Market Road. Especially notable is the number of crashes that occur at major intersections on these corridors. Almost one-third of all Timberville's crashes occurred at one of three key intersections:

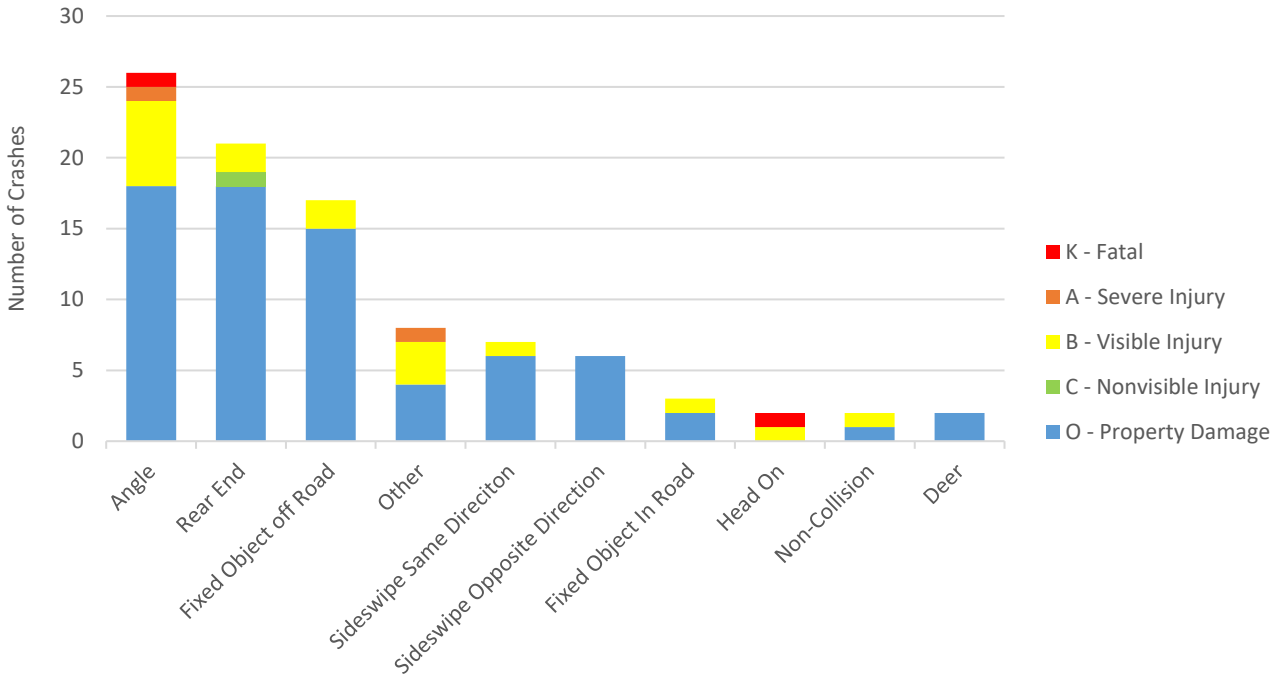
- Main Street and New Market Road – 11 crashes
- Main Street and American Legion Drive/McCauley Drive – 11 crashes
- New Market Road and Lone Pine Drive – 8 crashes

Examining the types of crashes occurring in Timberville and where severe crashes are taking place further highlights the importance these three intersections. Of the 94 crashes that have occurred in Timberville over the last eight years, 22 (23%) caused injuries or fatalities. Eleven (50%) of the severe crashes took place at or near one of the three intersections listed above.

The intersection of New Market Road and Lone Pine Drive is a particular safety concern. The intersection has had two fatal crashes and four severe injury crashes in the past eight years, which comprise over 27% of Timberville's severe crashes. Based on the crash data, VDOT classifies the intersection as a Staunton District Potential Safety Improvement (PSI) location. A PSI is a VDOT safety evaluation tool that identifies dangerous intersections by comparing the number of crashes at an intersection over a 5-year period to the expected number of crashes based on intersection characteristics (traffic volumes, roadway geometry, and roadway classification). Prioritized safety improvements to these key intersections will be a vital part improving the safety of Timberville's roadway network

Figure 8-3 breaks down Timberville's crashes by severity and crash type. Angle and rear-end crashes are the two most common types of collisions, accounting for 26 (27.7%) and 21 (22.3%) of Timberville's crashes, respectively.

FIGURE 8-3
CRASHES BY SEVERITY AND TYPE, 2014-2021



Pedestrian and Bicycle Facilities
A robust sidewalk network is a vital part of creating vibrant streetscapes and ensuring the transportation system serves every resident regardless of age, income, or ability level. Timberville's sidewalk network is generally limited to the Town's Main Street corridor, with a few additional connections along American Legion Drive to Plains Elementary School and within newly developed subdivisions. Unfortunately, Timberville's lack of sidewalk connections to neighborhoods and the poor conditions of many of the existing sidewalks makes it difficult for residents to safely navigate the Town by foot. Pedestrian infrastructure improvements to key corridors within the town will be a vital part of ensuring all residents have safe mobility options regardless of their ability to own a car.

The assessment of Timberville's sidewalk network detailed in the Existing Facilities section identified four primary pedestrian infrastructure needs.

Improving the condition of the existing sidewalk network
Many of Timberville's existing sidewalks are narrow, uneven, discontinuous, and provide little protection from the road. In addition, much of the sidewalk network is not ADA accessible. Most

notably, there are three sets of stairs on Main Street north of the Shenandoah River that make travel difficult for individuals with a disability. Consequently, even residents that are served by the existing sidewalk network may struggle to find safe routes to key destinations like schools, grocery stores, parks, and commercial centers.

Filling gaps in the existing sidewalk network
Between New Market Road and Church Street, there are five gaps in the sidewalk on the east side of Main Street. Totaling a quarter of a mile, these gaps force pedestrians to cross Main Street or to walk on the shoulder of the road. Providing the short connections to fill these gaps would go a long way to improving the connectivity of the sidewalk network and ensuring residents have safe and easy access to the Town's primary commercial corridor.

Expanding the sidewalk network to connect unserved neighborhoods and destinations
Timberville's sidewalk network is generally limited to the Town's Main Street Corridor. Consequently, much of the Town's residential development, particularly along Spar Mine Road, New Market Road, and Lone Pine Drive, do not have pedestrian access to the Town's schools and commercial centers. As new neighborhoods continue to be developed along these corridors, expanding the sidewalk network will become increasingly important to provide vital mobility connections.

Improving pedestrian safety at intersections
Timberville currently does not have any signalized crosswalks, and the majority of the Town's intersections lack unsignalized crosswalks. Consequently, crossing any of Timberville's major intersections on foot is difficult and dangerous. This means that it is challenging for anyone living east of Main Street to walk to major employment centers like the poultry processing plants. Pedestrian safety improvements to major intersections will be a vital part of developing a safe and connected pedestrian network in Timberville.

Recreational Facilities
Closely related to Timberville's need for bicycle and pedestrian safety improvements is how targeted bike infrastructure could help the Town to capitalize on the proposed recreational facilities. Once completed the Shenandoah Valley Rail Trail will be a 49-mile multi-use recreational trail that travels directly through Timberville's town center. Targeting bike/ped infrastructure to create safe connections between the trail and the Town's parks, restaurants, and grocery stores could multiply the Trail's economic impact while expanding bike/ped network to previously unserved areas.

Public Transportation
As identified in VTrans45, the Town of Timberville currently lacks public transportation. Due to Timberville's relatively small population and rural surroundings, supporting a public transit system as a means of meeting the transportation needs of the Town's disadvantaged populations would be challenging. This further highlights the need for a satisfactory bicycle/pedestrian network to provide transportation options for those who do not have a personal vehicle. For longer distance trips, evaluating the feasibility of establishing transit connections to Broadway or to Harrisonburg's transit network could be considered to provide commuter options between towns in the area.

VTrans 2045

VTrans 2045 is Virginia's statewide long-term transportation plan designed to guide VDOT's major transportation priorities and investments across the state over the next 25 years. To ensure VDOT's coordinated planning efforts and transportation investments match the characteristics and needs of each part of the state, VTrans divides the state into three types of travel markets: Corridors of Statewide Significance, Regional Networks, and Urban Development Areas.

Timberville falls within two VTrans travel markets. First, Timberville falls within a 5-mile buffer of the Crescent Corridor of Statewide Significance that follows I-81. Second, due to its location in Rockingham County and its proximity to the Harrisonburg-Rockingham Metropolitan Planning Organization, Timberville also falls within the Harrisonburg Regional Network.

Based on these designations, VTrans 2021 Midterm Needs and Priorities identified two primary needs within the Town of Timberville:

1. Lack of Transit Access – None of Timberville's primary or secondary roads have transit service
2. Capacity Preservation – Main Street and New Market Road were identified as corridors of significance within the Regional Network, and, as such, capacity will need to be preserved to ensure the efficient movement of the people and goods throughout the region.

Transportation Goals, Objectives, and Recommendations

The following Goals, Objectives and Recommendations seek to create a transportation system that will meet Timberville's current and future mobility needs.

GOAL #1 FOR TRANSPORTATION

Provide and maintain a safe and efficient transportation system that serves the Town's residents, businesses, and visitors.

OBJECTIVES

1. Support maintenance and upgrades to the transportation system to accommodate vehicular and pedestrian traffic.

   Recommendations

   a. Identify and notify VDOT of roadway issues.

   b. Communicate with VDOT on a regular basis to express the Town's opinion on annual maintenance projects.

2. Improve vehicular and pedestrian safety along Timberville's major corridors and key intersections

   Recommendations

   a. Conduct a safety study of crash-prone intersections to identify strategies to improve safety at Timberville's major intersections

   b. Prioritize safety improvements at key intersections that pose a safety hazard

3. Promote safer and more efficient truck access to industrial sites.

   Recommendations

   a. Establish "no truck traffic" areas, particularly in highly residential areas.

   b. Enforce driving and speed limit laws to control large vehicles as they enter the town's jurisdiction.

   c. Consider traffic calming improvements and speed limit adjustments to slow trucks as they enter the town limits.

4. Ensure that new development provides adequate transportation facilities to serve anticipated growth.

   Recommendations

   a. Develop and base zoning regulation modifications in accordance with VDOT's Secondary Street Acceptance Requirements (SSAR).

5. Cooperate with Rockingham County and VDOT to promote regional transportation improvements.

   Recommendations

   a. Support recommendations and planned improvements in VTRANS 2045 and the Harrisonburg-Rockingham Metropolitan Planning Organization's Long Range Transportation Plan.

   b. Support the development of the Shenandoah Valley Rail Trail

6. Prepare for the time when the town will have the option to take over maintenance of the streets within the corporate boundaries.

   Recommendations

   a. Study growth trends to anticipate when the town's population will allow transfer of responsibility from VDOT to the town.

   b. Prior to the town taking over responsibility of the streets, begin developing a plan of annual maintenance and allocating funds to compliment state funding of maintenance projects.

GOAL #2 FOR TRANSPORTATION

Enhance the connectivity and condition of the Town's multi-modal transportation network.

OBJECTIVES

1. Encourage alternative modes of transportation, such as walking, to reduce vehicular traffic on roadways and to ensure residents' mobility is not dependent on their ability to own and operate a vehicle.

Recommendations

a. Continue to require construction of sidewalks with new development

b. Infill missing sidewalk sections that will join existing pedestrian structures.

c. Improve the condition of the Town's existing sidewalks to ensure they are safe and accessible to all users.

d. Expand the sidewalk network by leveraging funding for sidewalk projects through grant programs such as VDOT's Transportation Alternatives Program and Safe Routes to School.

e. Conduct a pedestrian safety study to identify how pedestrian infrastructure could best be improved.

f. Support bicycle and pedestrian connections to the proposed Shenandoah Valley Rail Trail.

Recommended Transportation Projects

To achieve Timberville's Transportation Goals, the Town identified the projects listed in Table 8-4. The recommended projects are based on the Town's current and future transportation needs. Eight of the eleven projects proposed in the table are new sidewalks to expand Timberville's pedestrian network and provide more residents with pedestrian access to the Town's businesses and essential services. To address the Town's safety needs, a safety study is recommended to identify actionable strategies and projects the Town can pursue to improve vehicular and pedestrian safety along major corridors and at key intersections. Map 8-11 displays the location of each project.

TABLE 8-3
TIMBERVILLE PRIORITY TRANSPOTATION PROJECTS

Type	Project	Description	Cost Estimate (in 2022 dollars)
Safety Improvements	Intersection Safety Analysis	Conduct a safety analysis study to identify safety improvements to address severe crashes. The study would focus on the Main Street Corridor and/or three major intersections 1) New Market Road and Lone Pine Drive, 2) Main Street and New Market Road, and 3) Main Street and American Legion Drive.	N/A
Pedestrian Improvements	Main Street ADA Sidewalk Improvements	Improve the existing sidewalks on Main Street to ensure they are ADA accessible, including replacing the stairs with ramps.	$2.7M
	Filling Gaps in Main Street Sidewalks	Construct new sidewalks on the east side of Main Street to fill the gaps in the existing sidewalks. Includes two unsignalized crosswalks: • Across Church Street at the intersection with Main Street • Across Maple Ave at the intersection with Main Street	$780K

New Sidewalks	New Market Road Pedestrian Access Improvements	Construct a new sidewalk on the north side of New Market Road to connect several subdivisions to Main Street and the existing sidewalk network.
		Includes:
		• A signalized crosswalk at the intersection of Main Street and New Market Road
		• Two unsignalized crosswalks:
		  ○ Across Walker Way at the intersection with New Market Road
		  ○ Across Williamsport Road at the intersection with New Market Road
			$2.1M

TABLE 8-3
TIMBERVILLE PRIORITY TRANSPOTATION PROJECTS CTD.

Type	Project	Description	Cost Estimate (in 2022 dollars)
New Sidewalks	Spar Mine Road Pedestrian Access Improvements	Construct a new sidewalk on the south side of Spar Mine Road to connect the Timbercrest subdivision to Main Street and the existing sidewalk network. Includes two unsignalized crosswalks: • Across Spar Mine Rd at the intersection with Main Street • Across Orchard Drive at the intersection with Main Street to connect to the N. Main Street sidewalks	4.3M
	Memorial Park Drive Pedestrian Access Improvements	Construct a new sidewalk on the northeast side of Memorial Park Drive to connect Memorial Park to Main Street and the existing sidewalk network. Includes an unsignalized crosswalk at the intersection of Memorial Park Drive and Riverside Drive.	$790K
	American Legion Drive Pedestrian Access Improvements	Construct a new sidewalk on the southwest side of American Legion Drive to connect the Legion Hills subdivisions to Plains Elementary School and the existing sidewalk network. Includes: • An unsignalized crosswalks across American Legion Drive at the intersection with Lone Pine Drive • A mid-block crossing of Lone Pine Drive at the intersection with American Legion Drive.	$1.2M
	Lone Pine Drive Pedestrian Access Improvements	Construct a new sidewalk on the northwest side of Lone Pine Drive to connect the Timber Hill Apartments to Plains Elementary School and the existing sidewalk network.	$480K

TABLE 8-3
TIMBERVILLE PRIORITY TRANSPOTATION PROJECTS CTD.

Type	Project	Description	Cost Estimate (in 2022 dollars)
New Sidewalks	North Main Street Pedestrian Access Improvements	Construct new sidewalks on both sides of N. Main Street to extend the existing sidewalks to the Town Limits. Includes an unsignalized crosswalk across Town Reservoir Ln at the intersection with Main Street.	$1.3M
	Virginia Ave Pedestrian Access Improvements	Construct a new sidewalk on the north side of Virginia Ave to connect the Virginia Ave neighborhood to Main Street and New Market Road. Includes two unsignalized crosswalks: • Across Virginia Ave at the intersection with Main Street • Across Virginia Ave at the intersection with New Market Road	$868K
	Center Street Pedestrian Access Improvements	Construct a new sidewalk on the east side of Center Street to connect Center Point Village to Wal-Mart and the existing sidewalk network. Includes an unsignalized crosswalk across Virginia Ave at the intersection with Center Street.	$523K

The following Table 8-5 displays the Timberville projects listed in VDOT's most recent FY23-27 Six-Year Improvement Plan (SYIP). The Town will continue to work with VDOT on these projects, and future SYIP projects.

TABLE 8-4
TIMBERVILLE PROJECTS IN VDOT SYIP, FY14-22

UPC	Project Description	Total Allocation	Project Timeline
116857	Route 800 Pedestrian Access Improvements	$385,945	No dates set yet-PE Open

Appendix

Table A-1 summarizes VDOT's definitions for each Functional Classification.

TABLE A-1
VDOT FUNCTIONAL CLASSIFICATION DEFINITIONS

Functional Classifications	Definitions
Interstate	Designated as part of the Eisenhower Interstate System, limited access, divided highways with the highest level of mobility
Other Freeways and Expressways	Generally divided highways with partially or fully controlled access, serve through traffic and major circulation movements within or around urban areas. Provide connecting links between interstates, principal arterials and minor arterials
Other Principal Arterial	In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel and provides an integrated network
Minor Arterial	Provide service for trips of moderate length, and serve geographic areas that are smaller than the Principal Arterials
Major Collector	Collectors distribute trips from the arterials through to their ultimate destination and collect traffic from local streets and channel it to the arterial system
Minor Collector	Collectors collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to all other areas not served by the other classifications
Local	All other roads, not intended for long-distance travel, provide direct access to abutting land not accessible by collectors or arterials
Source: VDOT Functional Classification Comprehensive Guide, 2014	

Table A-2 lists the route number, year built, and conditions rating of each of the bridges and culverts in Timberville.

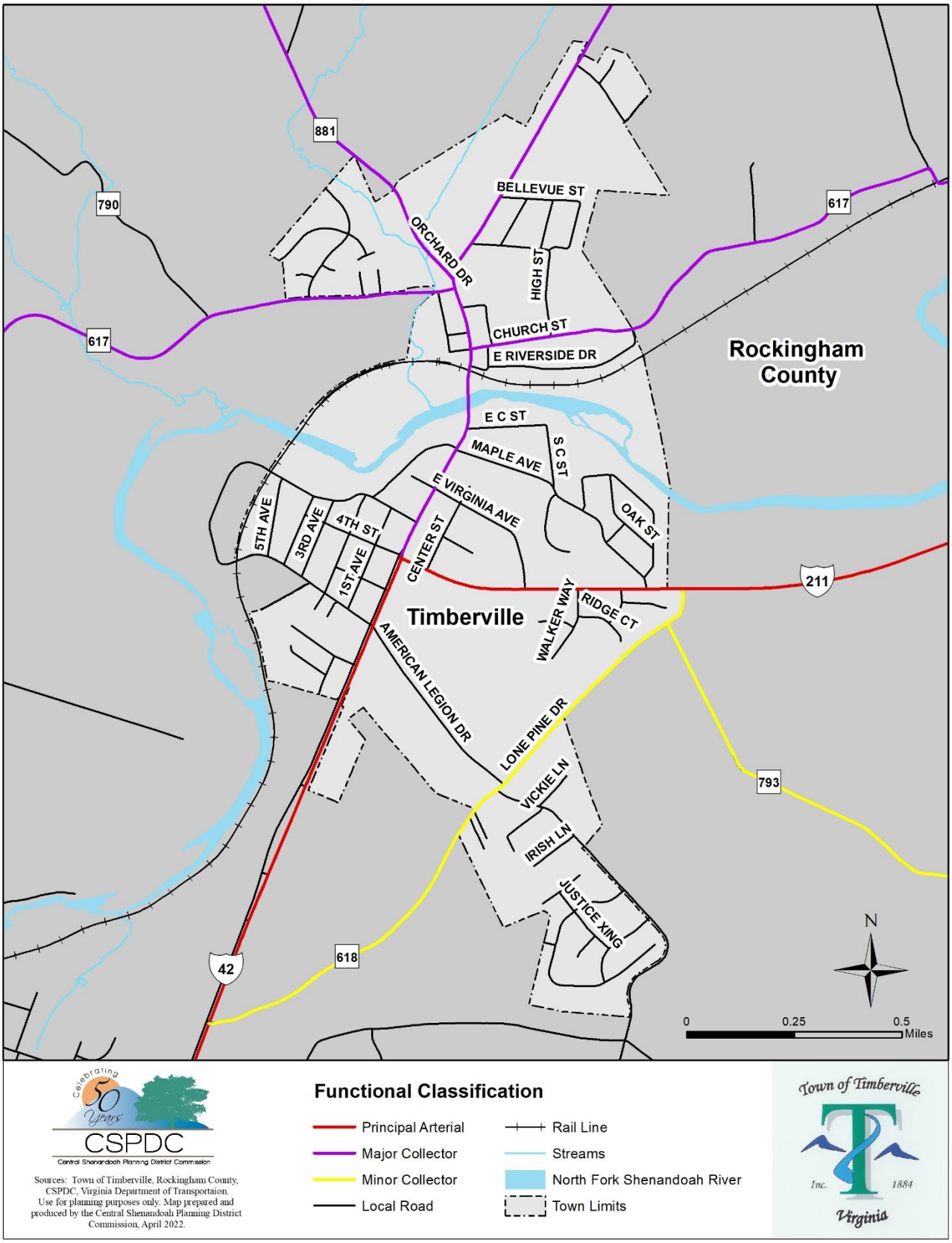
TABLE A-2
INVENTORY AND CONDITION OF TIMBERVILLE'S BRIDGES AND CULVERTS, 2022

Type	ID	Route	Year Built	General Conditions Value	General Conditions Rating
Bridges	12587	SC-881E	1930	6	Fair
	14207	SC-618N	1945	6	Fair
	25377	VA-42N	1939	7	Good
Culverts	14290	SC-617N	1955	6	Fair
	14844	VA-211E	1958	7	Good
	14882	VA-211E	1958	8	Good
	27292	SC-800N	2013	8	Good

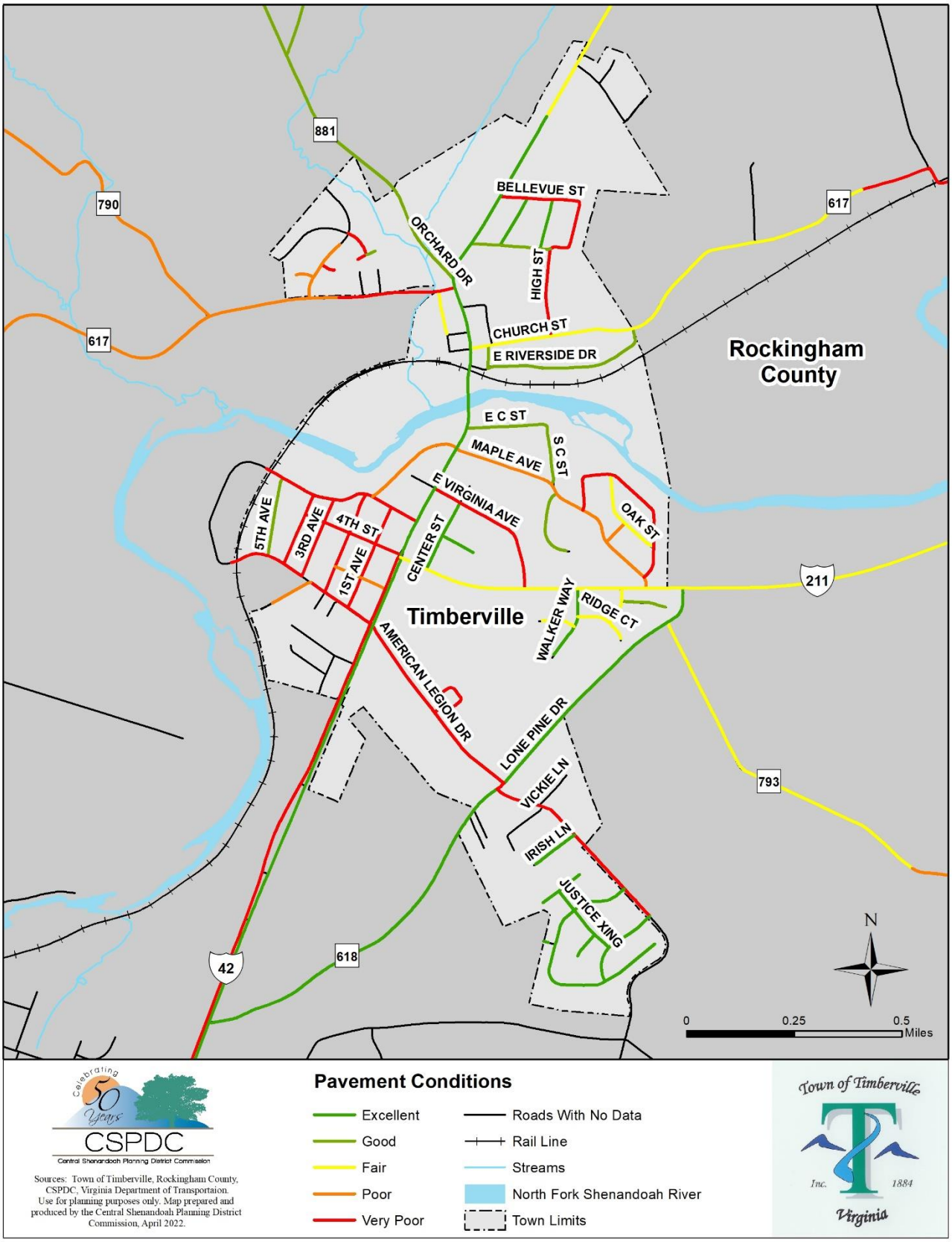
TABLE A-3
ANNUALIZED AVERAGED DAILY TRAFFIC (AADT) & LOS COMPARISON

Facility Name/Route	Segment From	Segment To	Classification	2018 AADT	2050 AADT	2018 LOS	2050 LOS
VA-42N	RTE 211	RTE T-617 South	Major Collector	5,756	6,648	A	C
VA-42N	RTE T-617 South	RTE T-617 North	Major Collector	5,756	6,266	D	A
VA-42N	RTE T-617 North	NCL Timberville	Major Collector	2,453	3,472	B	C
VA-42N	SCL Timberville	ROUTE 211	Other Principal Arterial	11,888	13,234	B	C
VA-42N	NCL Timberville	Shenandoah CL	Major Collector	1,788	2,202	B	B
VA-211E	ECL Timberville	Shenandoah CL	Other Principal Arterial	5,372	4,911	C	A
VA-211E	RTE 42	ECL Timberville	Other Principal Arterial	4,316	4,985	C	B
SC-617N (Rockingham)	RTE 1504	ECL Timberville	Major Collector	1,469	1,391	A	B
SC-617N (Rockingham)	ECL Timberville	ME Highgate LN	Major Collector	1,469	1,509	A	B
SC-617N (Rockingham)	Spar Mine Rd	Woodcreek Ln PR	Major Collector	1,184	1,368	A	C
SC-617N (Rockingham)	RTE 42 North	RTE 1504	Major Collector	1,469	1,683	A	B
SC-617N (Rockingham)	Woodcreek LN	WCL Timberville	Major Collector	1,469	2,192	A	C
SC-617N (Rockingham)	WCL Timberville	RTE 42 South	Major Collector	1,469	2,163	A	A
SC-617N (Rockingham)	Highgate LN	RTE 616	Major Collector	1,135	1,371	A	C
SC-618N (Rockingham)	RTE 793	RTE 211	Minor Collector	1,859	2,510	B	B
SC-618N (Rockingham)	WCL Timberville	Long Meadow Drive	Minor Collector	1,808	1,875	B	B
SC-618N (Rockingham)	Timber Way	WCL Timberville	Minor Collector	1,658	2,995	B	B
SC-793E (Rockingham)	RTE T-618	RTE 619	Minor Collector	267	308	A	A
SC-800N (Rockingham)	American Legion Drive	American Legion Drive	Minor Collector	3,216	6,274	B	A
SC-881E (Rockingham)	RTE 614	Honey Run Creek	Major Collector	1,684	2,286	B	A
SC-881E (Rockingham)	NCL Timberville	RTE 42	Major Collector	1,803	2,082	B	C
SC-881E (Rockingham)	Honey Run Creek	NCL Timberville	Major Collector	1,684	2,323	B	C

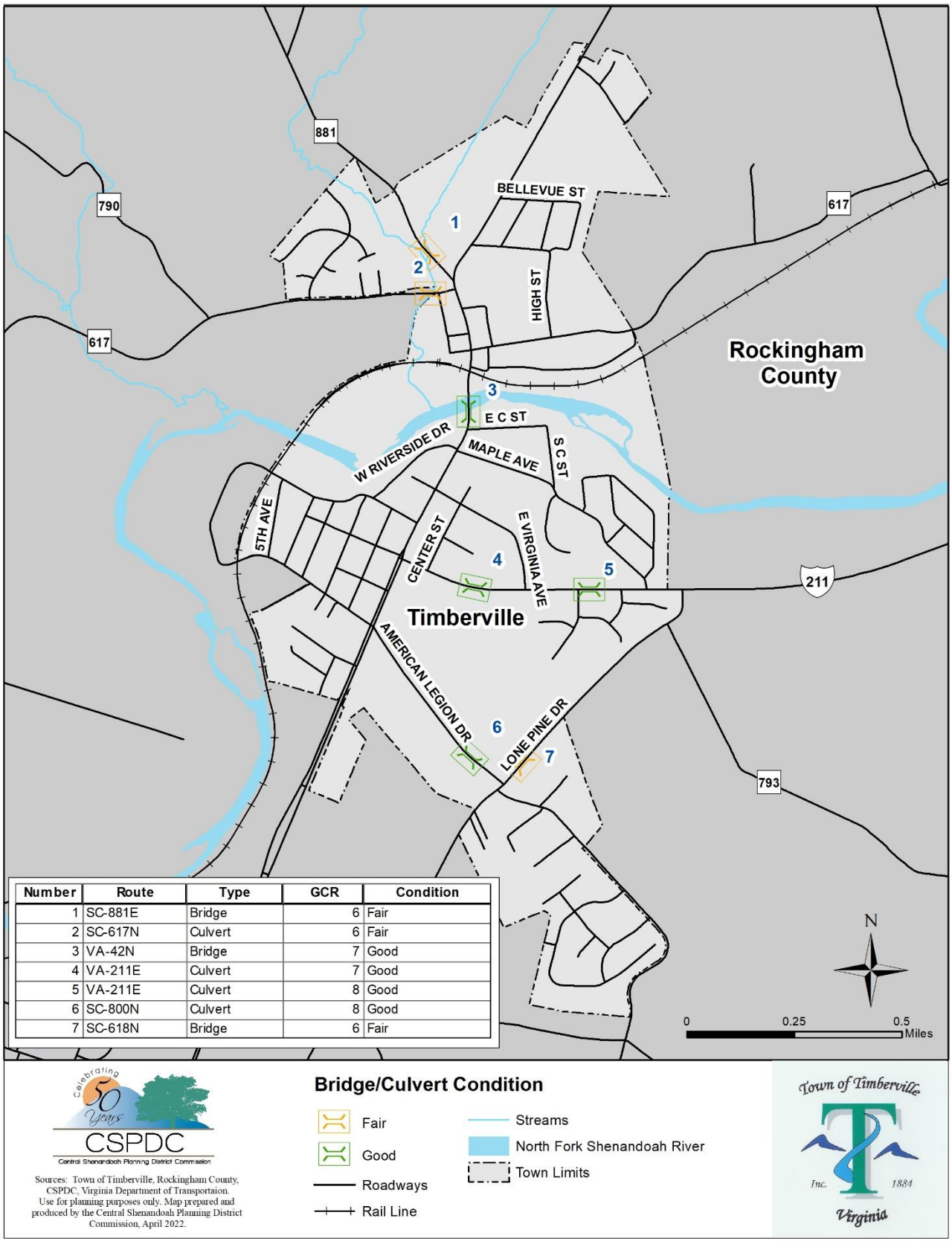
MAP 8-1
FUNCATIONAL CLASSIFICATION OF ROADWAY NETWORK



MAP 8-2
CONDITION OF ROADWAY PAVEMENT



MAP 8-3
LOCATION AND CONDITION OF BRIDGES AND CULVERTS



Number	Route	Type	GCR	Condition
1	SC-881E	Bridge	6	Fair
2	SC-617N	Culvert	6	Fair
3	VA-42N	Bridge	7	Good
4	VA-211E	Culvert	7	Good
5	VA-211E	Culvert	8	Good
6	SC-800N	Culvert	8	Good
7	SC-618N	Bridge	6	Fair

CSPDC
Central Shenandoah Planning District Commission

Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportaion. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.

Bridge/Culvert Condition

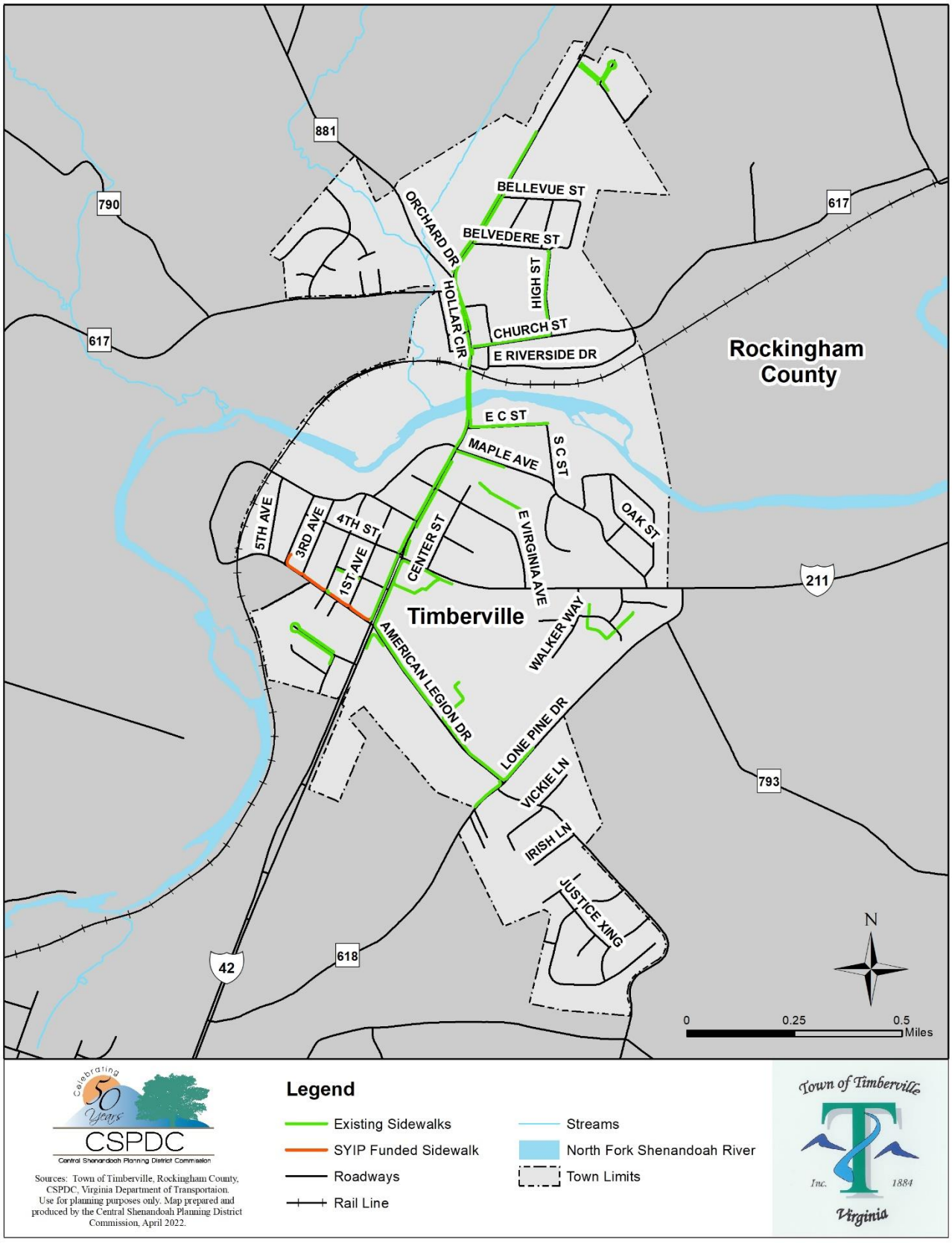
- Fair
- Good
- Roadways
- Rail Line
- Streams
- North Fork Shenandoah River
- Town Limits

Town of Timberville
Inc. 1884
Virginia

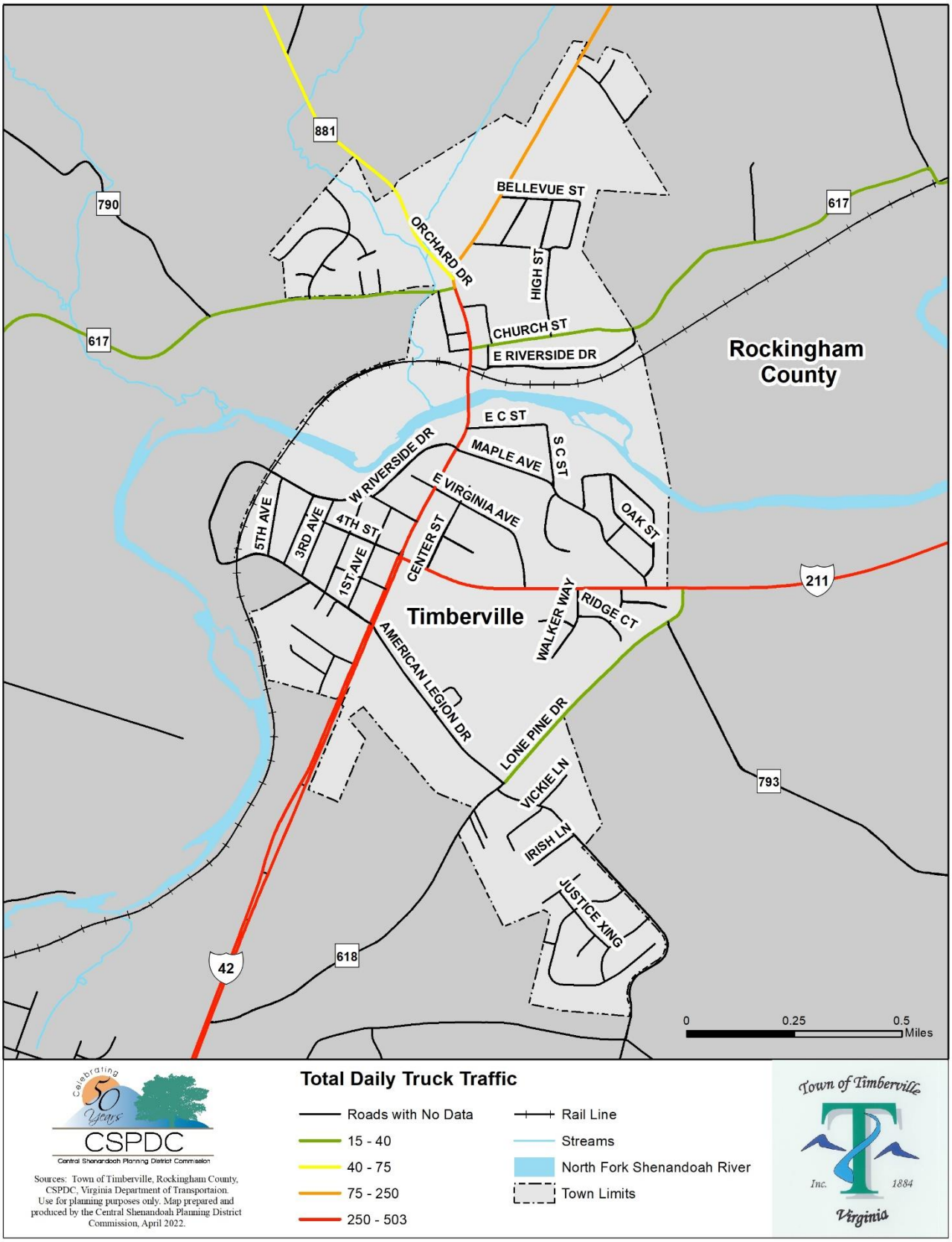
MAP 8-4
AVERAGE DAILY TRAFFIC (ADT), 2018



MAP 8-5
EXISTING SIDEWALK NETWORK



MAP 8-6
TOTAL DAILY TRUCK TRAFFIC, 2021



MAP 8-7
AVERAGE DAILY TRAFFIC (ADT), 2050



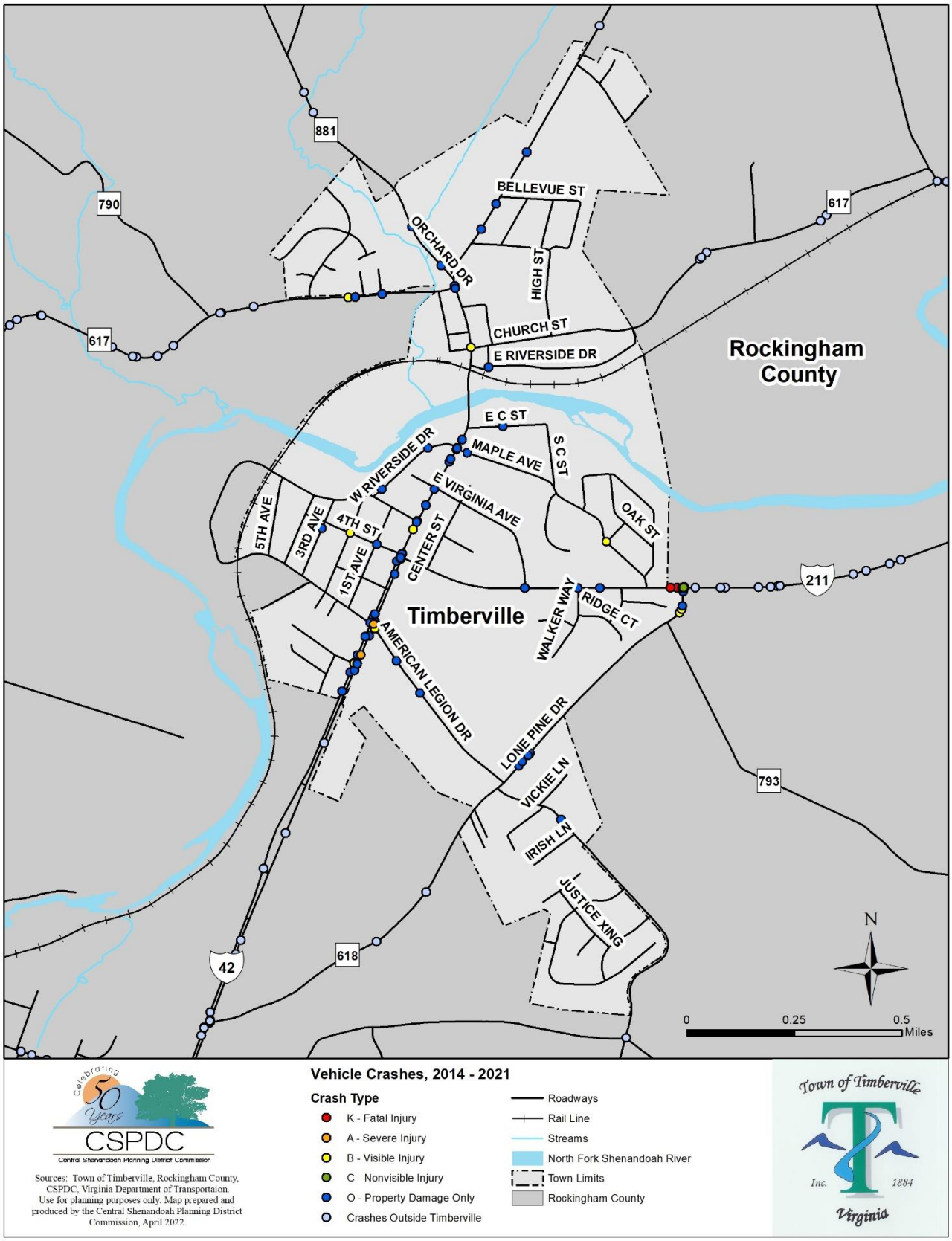
MAP 8-8
LEVEL OF SERVICE (LOS), 2018



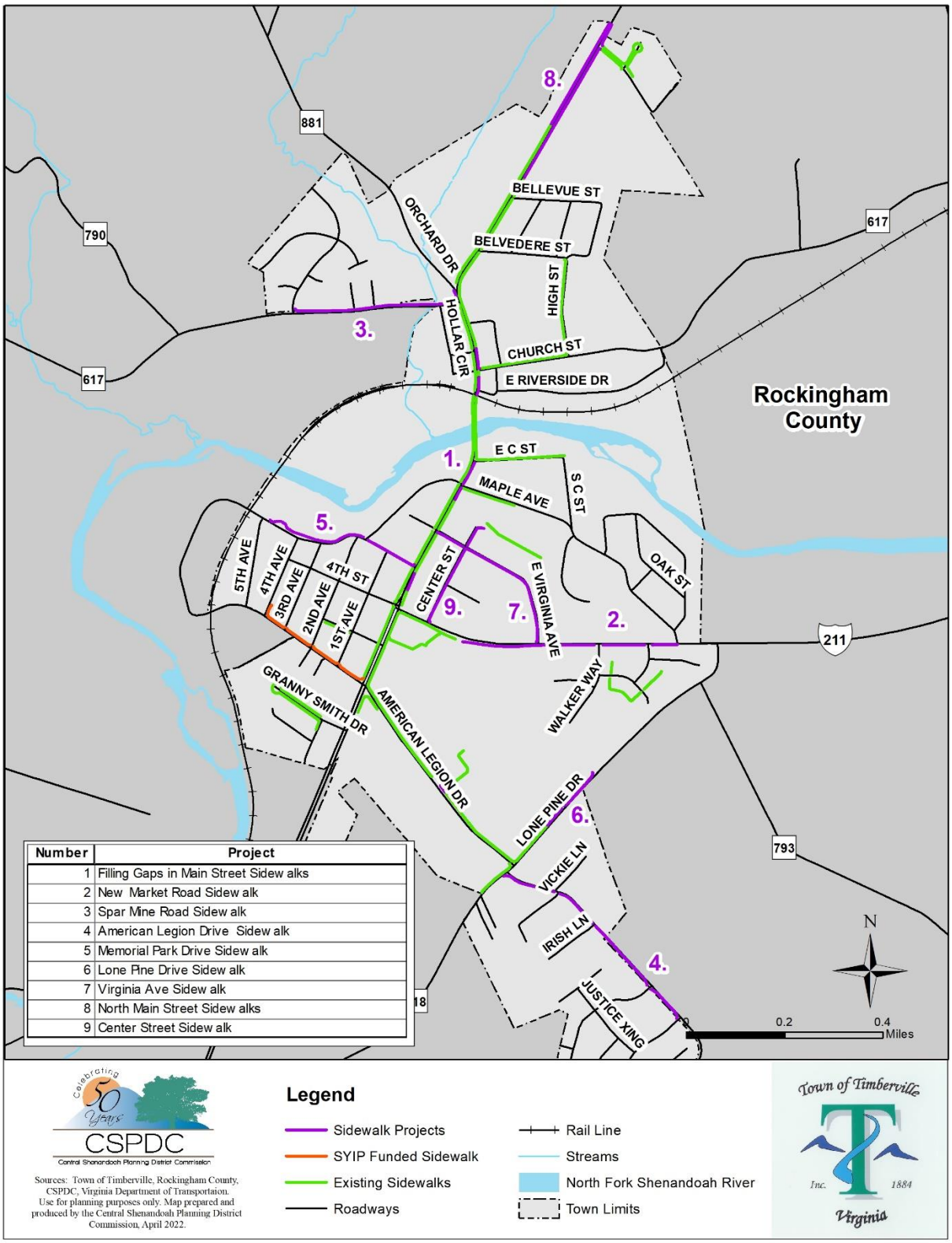
MAP 8-9
LEVEL OF SERVICE, 2050



MAP 8-10
LOCATION AND SEVERITY OF CRASHES, 2014-2021



MAP 8-11
LOCATION OF RECOMMENDED TRANSPORTATION PROJECTS



LAND USE PLAN

The development of the Land Use Plan for Timberville includes consideration of the Town itself, as well as an area outside but adjacent to the Town boundaries which has been identified as the Town's growth area. By identifying a growth area, the Town is recognizing Rockingham County's goal of trying to identify growth areas that can be attractive and efficient communities with a balance of residential, commercial, and employment opportunities.

Summary of Plan Considerations

Many factors must be considered when formulating a guide for the future development of a community. The considerations will help to determine an optimum pattern of development in terms of balancing residential, commercial, and employment opportunities while seeking to preserve the natural environment and character of the community.

The Timberville Planning Commission has established guidelines to be used in planning the Town of Timberville and the Timberville growth area. Included are a desire to: (1) to grow; (2) to preserve the Town's atmosphere and its religious and historic characteristics; (3) to enhance the Town's commercial, residential, and employment opportunities; (4) to accommodate the varied housing needs of all citizens; (5) to develop a strong economic base; (6) to provide an efficient, safe, and convenient street and highway system; and (7) to provide adequate infrastructure to the residents of the Community. These guidelines indicate a plan which contains a variety of land uses. To delineate those areas in the town and surrounding area best suited for future growth, the community must first derive the determining factors of development. These factors include natural characteristics and existing community facilities to be viewed in light of the planning guidelines and considerations of population growth, economic development, and housing opportunities.

In planning the development of the Timberville area, several natural factors are taken into account. These factors include lands having steep slopes, subject to flooding, and containing natural drainage ways.

Generally, lands having slopes in excess of 25 percent are not considered for intensive development due to the costs of such development. Based upon Timberville's location in the Great Valley of Virginia, there are only isolated areas where slope conditions affect development. These areas should be considered by individual developers in their designs.

The periodic flooding of the North Fork of the Shenandoah River is an important consideration in planning the development of Timberville. The Uniform Statewide Building Code and the National Flood Insurance Program restrict the construction of structures intended for occupancy within the 100 year floodplain unless the structure is properly flood proof. Intensive development, whether residential, commercial, or industrial, is discouraged within 100 year floodplains. Floodplains, however, offer few limitations to non-intensive uses such as agriculture, forestry, recreation, and open space.

Drainage areas in some parts of Timberville pose obstacles to development. Heavy rains predicate increased runoff in these natural drainage areas, and may cause problems such as flooded basements and standing water on roadways. Pollution of groundwater supplies may also occur in drainage areas when oils, fertilizers, topsoil, and other pollutants are washed into water supplies.

Preventive measures can help to solve these problems with deliberate efforts at the time of development. The Town of Timberville has a Source Water Protection Program in place to address the practices that threaten to contaminate the water sources for Timberville.

Another important planning consideration is the infrastructure of the community. The term infrastructure denotes roadways, water and sewer facilities, schools, hospitals, and other public buildings which have been constructed with local, State, or Federal funds. The public facilities support the establishment of industrial, commercial, and residential development by the private sector. These private investments create employment, shopping, service, and housing opportunities essential to the development of the community. The existing conditions in the Town of Timberville point to the need for changes in certain facilities if further development is to be accommodated.

Certain sections of the Town contain inadequate water and sewer lines. Current plans call for a continuing program of replacement and improvement of these lines. These modifications will allow for future development in the Town. In 2011, the Town contracted with the engineering firm of Patton, Harris, Rust & Associates to model the Town's water distribution system. The final report details deficiencies within the distribution system and recommends projects that would correct these deficiencies. The Town's plan for improving these deficiencies has been accelerated dramatically with funds received through the American Rescue Plan Act of 2021.

In developing a plan for the Town of Timberville a desired level of growth can be achieved through various policies and emphasis on certain elements. According to the Federal Decennial Census the population in 2010 was 2,522 while the population, according to the 2020 census, had risen to 2,963, an increase of 17.5 percent. For calculating projections, the Timberville Planning Commission has established a goal of an annual growth rate of 2.0 percent. At this rate the population of the town will be nearing 4,400 by the year 2040.

Land Use Guide

This section presents the Land Use Guide for the Town of Timberville and the Timberville growth area for the period 2020 through the year 2040. This Guide, developed after reviewing Town and County goals for future development and other plan considerations, presents a guide for future distribution of land uses. The Guide serves local citizens, Town and County officials, and those interested in investing in the Town in making development decisions. It attempts to delineate a pattern of land uses which will result in orderly growth and minimal long-range public development costs, as well as a healthy and aesthetically pleasing community.

The Land Use Guide and its map should not be confused with a zoning ordinance or zoning map. The Land Use Guide is a policy guide and has no force of law. It has a futuristic context and focuses on general areas suitable for broad use categories, whereas a zoning map shows current exact locations for specifically defined land uses. The two are related in that the Zoning Ordinance is a primary implementation tool for the Land Use Guide. Maps of the current zoning (Fig. 9-1), current land use (Fig. 9-2) and future land use (Fig. 9-3), particularly in the growth area, are located at the end of this chapter to make comparison of existing and future uses easier.

The Land Use Guide attempts to achieve a desired level of growth through a variety of incentives or actions. For the Town to experience the annual average growth rate of 2.0 percent and a population around 4,400 by 2040 a number of incentives should be offered. These include:

- A choice of housing.
- A convenient and attractive community core.
- A strong, balanced community.
- Quality education and other governmental services.
- Land use control ordinances designed to achieve the desired level of growth.

Several general policies should be kept in mind when considering development in Timberville. These policies include:

1. Population growth and related community development should be accommodated in an orderly manner.

2. Growth should be guided into planned areas where community services are presently available or can be provided at a reasonable public cost in the future.

3. A safe, efficient and convenient transportation system should be provided.

5. Land areas within the 100 year floodplain should not be developed for occupancy uses.

6. Sites of historic significance within the Town of Timberville should be carefully considered in any related development proposal.

7. Air and water resources of the Town should be protected.

The remainder of this section is an analysis of the land use categories shown on the Land Use Guide. The Town of Timberville encompasses approximately 867 acres. The entire growth area shown on the Land Use Guide covers 156 acres. Nearly all of the growth area remains in agricultural production. Timberville's growth area was renegotiated and re-designated during a 2007 annexation. The Guide envisions the Timberville area as a community which contains a full-range of public services and facilities and, in turn, includes a full-range of land uses for residential, commercial, and industrial purposes.

Land Use Categories

The following Land Use Categories describe the types of land uses that are desired in the Town of Timberville.

1. **Low-Density Residential** (R-1 Zoning District Designation). These areas consisting of single-family detached dwellings are designated in order to maintain the existing character of established neighborhoods and to provide traditional areas for home ownership.

Low-Density Residential Policies

- To maintain residential areas of single-family, low density development.
- Vacant land within these areas will be utilized for single-family residential development.
- Encourage the provision of single-family residential units which are affordable by all segments of the population.

2. **Medium-Density Residential** (R-2 Zoning District Designation). This category is intended to provide more flexible residential development alternatives. These areas consist of single-family detached and duplex dwellings.

Medium-Density Residential Policies

- Provide an alternative to conventional single-family dwellings while protecting the character of the residential neighborhood from encroachment of commercial and industrial uses.
- Encourage the development of attractive low to moderate density dwellings with adequate open space and off-street parking while limiting the development density of the area.

3. **High Density Residential** (R-3 Zoning District Designation). These areas encompass medium to high density residential development. Permitted dwelling types include single-family detached, duplexes, townhouses and apartment buildings.

High-Density Residential Policies

- Encourage high-density residential development in designated areas.
- Provide for higher-density development suited to the needs of the population.

4. **Mobile Home Residential** (R-4 Zoning District Designation). This category is intended to apply to mobile home parks.

5. **Planned Unit Development (PUD)** (R-5 Zoning District Designation) This category includes a variety of dwelling types, developed in clusters to make maximum use of available land while maintaining a prescribed amount of open space. This type of development could share open security systems, utilities, and maintenance structures. This minimizes maintenance and promotes both energy and utility efficiency. Single-family homes, duplexes, townhouses, and two-three story apartments may be accommodated here. The maximum density for this area is 10 units per gross acre.

Planned Unit Development Policies

- To encourage development with a diversity of dwelling types and layout within designated areas.

- To encourage planned unit development with smaller lots surrounded by common open space as a means to hold down site development costs.
- Provide expanded community facilities to encourage these developments.
- Encourage a mix of land uses compatible with adjoining residences.
- Encourage pedestrian access and links to other development.

6. **Commercial** (B-1 and B-2 Zoning District Designation). Commercial uses include retail, wholesale, or service functions. The Town business areas should be diverse and well balanced, offering business, commercial, office, and residential uses.

Commercial Policies

- Encourage a central shopping area of diverse, but compatible uses.
- Promote mixed use in the old downtown area.
- Keep development regulations flexible enough to encourage the reuse of older buildings and the development of infill lots.
- To consider historic sites found in commercial areas when reviewing proposals for development.
- Promote rezoning of property to encourage the development of more commercial area.

7. **Light Industrial** (M-1 Zoning Designation). Industrial areas are designated to permit certain industries that do not detract from residential desirability.

Light Industrial Policies

- Encourage additional industrial jobs within the area.
- Seek industrial firms which are compatible with the water and air quality standards of the Town.
- Utilization of industrial land for other uses should be resisted.

8. **Agricultural** (A-1 Zoning District Designation). Agricultural areas are those lands currently being farmed, and which because of topography or other considerations are best suited for this use.

9. **Public Lands.** These areas are owned by the Town and exhibit a variety of uses. These lands are in and out of town and include the water treatment facility, the new and old Town Halls, the Town parks, the water tanks, and other Town owned land.

10. **Flood Hazard Area** (FH-1 Zoning District Designation). This area includes lands found in the floodplain. The flood hazard area is superimposed over other land use

categories. This area was defined by the HUD Flood Insurance Program. Developments in the hazard zone are required to be flood proof.

Flood Hazard Area Policies

- Limit occupancy development in the 100 year floodplain.

11. **Urban Development Area:** This area is planned for compact, mixed use development at urban development densities and intensities and intended to serve as a focal point for growth over the next 10-20 years. Development within the UDA must be compact, using Traditional Neighborhood Design principles, and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Urban Development Areas are served by or planned for central sewer and water service, and transportation infrastructure.

Growth will be directed toward the Urban Development Areas through a variety of methods. Targeted public investments in amenities such as street lighting, landscaping, street furniture, sidewalks and trails may be focused in UDA areas to attract and augment private investment and to support community design in keeping with the traditional design principles outlined in the UDA legislation. Additionally, public investment in utilities and capital facilities may be focused in UDA areas as appropriate to promote compact development and to encourage, attract and leverage private investments. Offering incentives only in or primarily within Urban Development Areas, increases the likelihood that these areas will be the focal point for future growth and help the Town to meet established goals of reducing public costs and improving service delivery while accommodating population growth in a planned manner.

Urban Development Area Policies

- Promote a mix of land uses including dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds and other similar uses meeting the needs of the adjoining neighborhoods.
- Provide connections between all sites and all uses by promoting bicycle and pedestrian friendly street and road design.
- Create an inviting and attractive environment that encourages and accommodates people living, working, shopping, and visiting, these areas;
- Accommodate vehicular parking without dominating the streetscape or landscape;
- Reduce front and side yard building setbacks; and,
- Interconnect new streets with existing local streets and roads in a logistical network;
- Integrate residential, retail, office and commercial development with public and open spaces;
- Support development densities that improve rates of walking, bicycling and transit use.

- Create incentives to encourage and facilitate compact, mixed use development in the Urban Development Areas.

GOAL #1 for Land Use

Encourage efficient and orderly land development patterns which integrate residential, commercial, industrial, and public use.

OBJECTIVE

1. Ensure Town zoning is in conformance with the land use plan.

2. Maintain the integrity of existing residential, commercial and industrial areas.

3. Encourage land development patterns that are compatible with the transportation network, community facilities, and planned infrastructure improvements.

4. Promote balanced growth through land use planning that encourages a diversity of land use activities.

GOAL #2 for Land Use

Promote a visually pleasing town image and seek to retain and revitalize the special features, particularly those of historic significance, that define the town's character.

OBJECTIVE

1. Encourage building and site design for new or infill development that is compatible with the surrounding neighborhood.

2. Improve the appearance of the town as a whole with special focus on the entryways into town and the high traffic areas.

3. Promote redevelopment in the old downtown area by using the Timberville Revitalization Report and Plan as a guide.

GOAL #3 for Land Use

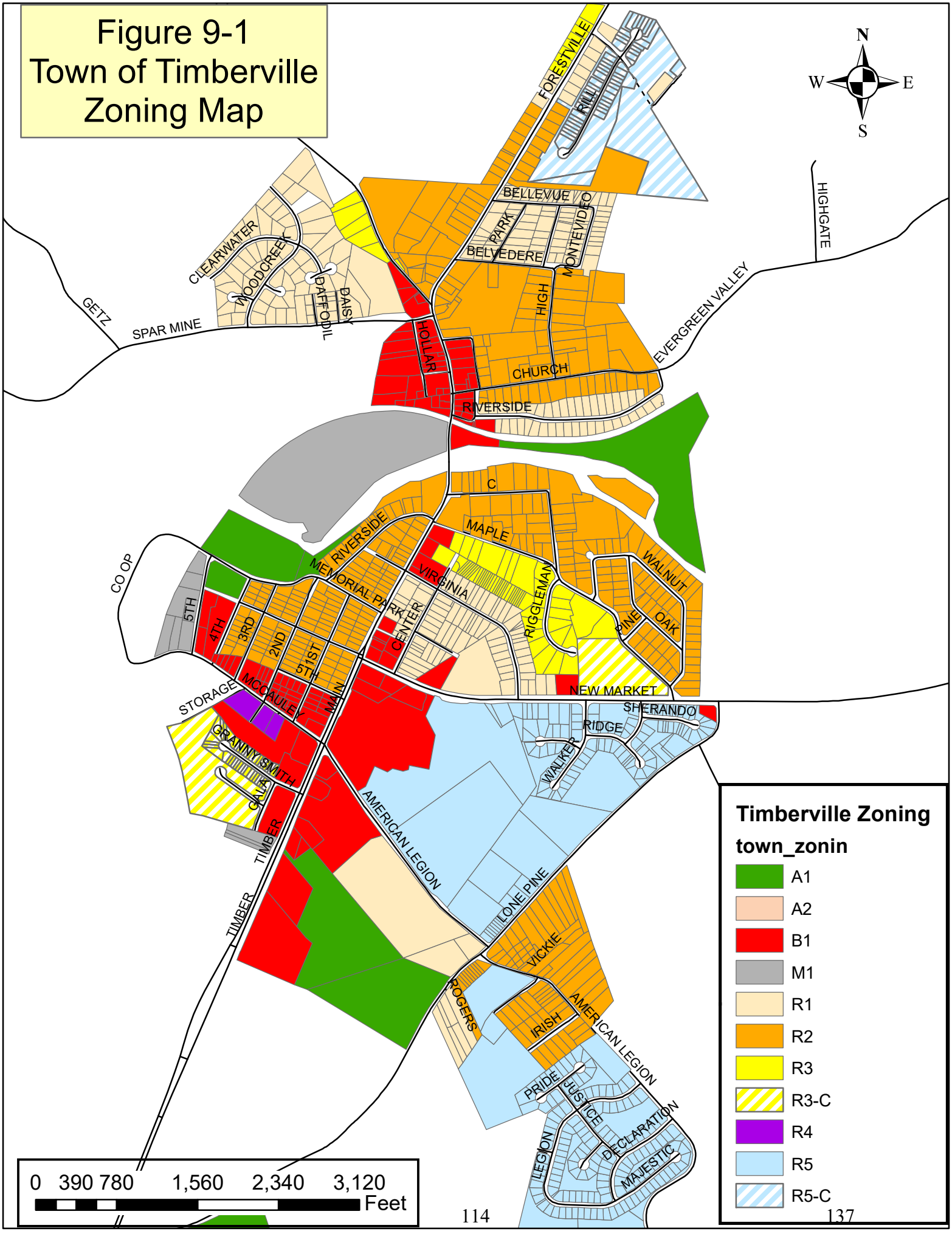
Coordinate land use decisions in the growth area with Rockingham County officials and other appropriate agencies.

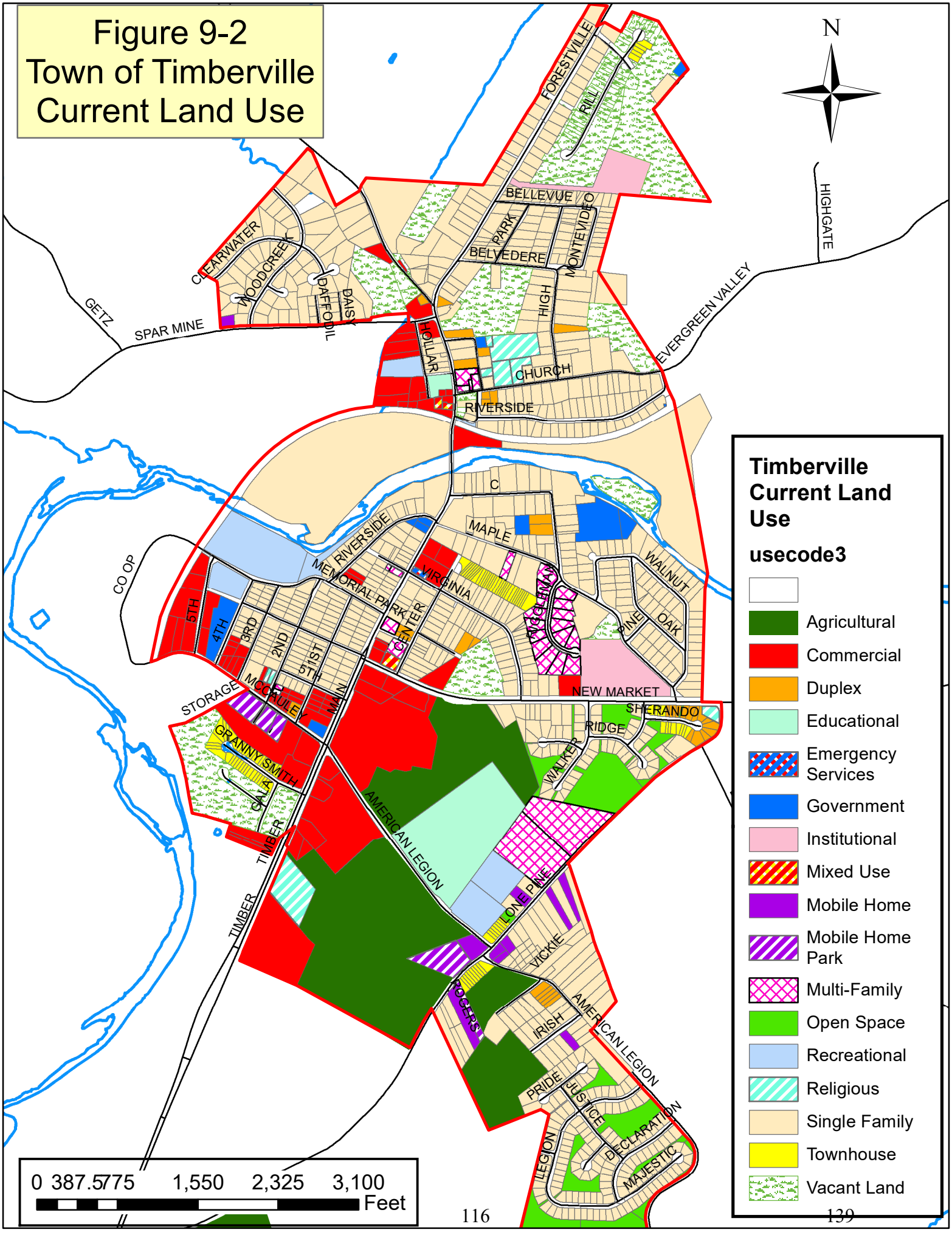
OBJECTIVE

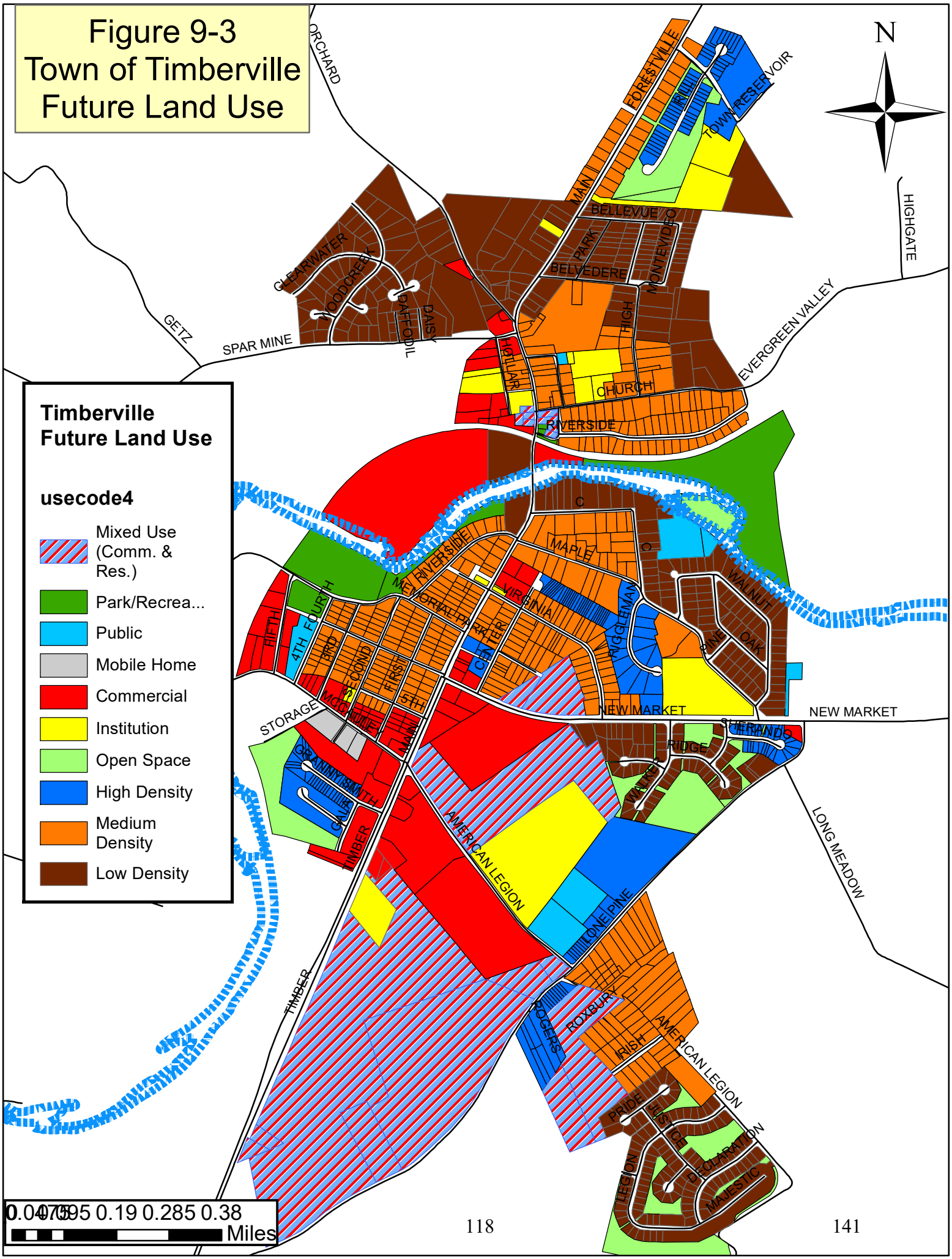
1. Ensure that the Town of Timberville and Rockingham County planning efforts reflect Town land use and utility plans.

2. Identify County land that is adjacent to the Town's boundaries that would be suitable for future residential, commercial, and employment growth.

Figure 9-1
Town of Timberville
Zoning Map




Figure 9-2
Town of Timberville
Current Land Use
N
FORESTVILLE
RILL
BELLEVUE
PARK
MONTEVIDEO
BELVEDERE
HIGHGATE
CLEARWATER
WOODCREEK
DAFFODIL
DAISY
GETZ
SPAR MINE
HOLLAR
HIGH
CHURCH
EVERGREEN VALLEY
RIVERSIDE
C
MAPLE
CO OP
MEMORIAL PARK
RIVERSIDE
VIRGINIA
CENTER
WALNUT
PINE
OAK
5TH
4TH
3RD
2ND
1ST
MAIN
STORAGE
NEW MARKET
SHERANDO
RIDGE
WALKER
GRANNY SMITH
ALLEY
AMERICAN LEGION
TIMBER
LONE PINE
VICKIE
ROGERS
IRISH
PRIDE
JUSTICE
DECLARATION
MAJESTIC
0 387.5775 1,550 2,325 3,100
Feet
Timberville Current Land Use
usecode3
Agricultural
Commercial
Duplex
Educational
Emergency Services
Government
Institutional
Mixed Use
Mobile Home
Mobile Home Park
Multi-Family
Open Space
Recreational
Religious
Single Family
Townhouse
Vacant Land


Figure 9-3
Town of Timberville
Future Land Use
N
Timberville
Future Land Use
usecode4
Mixed Use (Comm. & Res.)
Park/Recrea...
Public
Mobile Home
Commercial
Institution
Open Space
High Density
Medium Density
Low Density
0.04755 0.19 0.285 0.38
Miles
ORCHARD
GETZ
SPAR MINE
FORESTVILLE
TOWN RESERVOIR
HIGHGATE
EVERGREEN VALLEY
CLEARWATER
WOODCREEK
DAFFODIL
DAISY
BELLEVUE
PARK
BELVEDERE
MONTEVIDEO
HIGH
HILLAR
CHURCH
RIVERSIDE
MAPLE
MEMORIAL PL
VIRGINIA
CENTER
RIGGLEMAN
WALNUT
PINE
OAK
NEW MARKET
STORAGE
MAIN
HIFTH
4TH
FOURTH
3RD
SECOND
FIRST
5TH
GRAMMY SMITH
GAUB
TIMBER
AMERICAN LEGION
LONE PINE
SUNNYBROOK
RIDGE
WALKER
LONG MEADOW
ROGERS
ROXBURY
IRISH
PRIDE
JUSTICE
DECLARATION
MAJESTIC
LEGION

Town of Toms Brook
3342 South Main Street
PO Box 90
Toms Brook, VA 22660
tomsbrook.office@gmail.com

Mullins Group Address:
Mullins Law Group PLLC
Attn: William A. Mullins
2001 L St., N.W., Suite 720
Washington, D.C. 20036

Reference: Docket #AB-290 (Sub-No. 425X)

As one of Virginia's smallest incorporated towns, and the only Toms Brook on the globe, Toms Brook does not oppose the abandonment of rail service given the lack of active rail customers. In fact, Toms Brook strongly supports preservation of the corridor as a continuous public asset and for potential future transportation purposes, including railbanking and conversion to interim trail use.

Railbanking preserves and prioritizes the corridor for potential future rail transportation. Any multi-use trail would be an interim and secondary use. If active rail service becomes viable in the future, a railroad may seek authorization from the Surface Transportation Board to reactivate service, and the restoration of rail service would take priority over interim trail use.

All in all, the abandonment request supports the town's effort to mark its historic district with the Virginia Department of Historic Resources, a district which includes a walking tour that identifies Toms Brook's historic placement in American history as designated by the Shenandoah Valley Battlefield Foundation, with whom the town is working cooperatively to recognize The Battle of Toms Brook (October 1864). Located strategically on US. Rt 11, Main Street, the .9 mile length of town has only one sidewalk, on the eastern side of town, but the walking tour, which includes the historic rail area, rail station, and trestle as well as sites marking the foundation's Long Road to Freedom, covers both east and west sides of town, and thus is supported by the future use of the corridor – a biking or walking path, which creates a safe avenue to explore the history and appreciate the small town atmosphere of Toms Brook.

With all respect,

Lisa G. Currie
Mayor of Toms Brook
The Only Toms Brook on the Globe
One of Virginia's Smallest Incorporated Towns
ljgcurrie@yahoo.com
540-624-3734

TOWN OF MOUNT JACKSON
P.O. Box 487, 5901 Main Street
Mount Jackson, Virginia 22842-0487
(540) 477-2121 – FAX (540) 477-2351

September 1st 2026

William A. Mullins
Mullins Law Group PLLC
2001 L Street NW Suite 720
Washington, DC 20036

Dear Mr. Mullins,

Mount Jackson has not seen a train for decades. Really, nothing is here that requires, or needs rail service.

Mount Jackson does not oppose the abandonment of rail service.

But, Mount Jackson also strongly supports the preservation of the corridor as a public asset via rail banking. A future bike and walking trail with be an excellent use of this corridor.

Warm regards,

Rodney Shepherd
Vice Mayor
Mount Jackson, Virginia

From: Dan Harshman <edinburgmayor@gmail.com>
Sent: Thursday, 03 September 2026 14:07:13
To: William Mullins <wmullins@mullinslawgroup.net>
Subject: Docket #AB-290 (Sub-No. 425X)

> You don't often get email from edinburgmayor@gmail.com. Learn why this is important

Dear Mr. Mullins,

I am writing to inform you that the Town of Edinburg does not oppose the abandonment of rail service within the corridor specified in the documents received from your firm. There has been a lack of active rail customers along this corridor for many years.

That being said, Edinburg strongly supports the preservation of the corridor as a continuous public asset and the potential future transportation purposes, including railbanking and conversion for interim trail use.

I have attached a resolution adopted in 2021 by the Town in support of conversion of this corridor to a multi use trail for alternative transportation and recreation. Edinburg still supports this concept as the most cost effective use of the corridor if abandoned.

Respectfully, Mayor Dan Harshman

--

Please update my contact information to the following email edinburgmayor@gmail.com

Dan Harshman, Mayor
Town of Edinburg
PO Box 85
Edinburg, VA 22824
edinburgmayor@gmail.com

A RESOLUTION TO SUPPORT THE ACQUISITION AND CONVERSION OF OUT-OF-SERVICE RAILROAD RIGHT-OF-WAY TO A TRAIL FOR ALTERNATIVE TRANSPORTATION AND RECREATION

WHEREAS 48 miles of the former Manassas Gap Railroad which lie between Riverton Junction, in Warren County, and the Town of Broadway, in Rockingham County, and passing through the Town of Edinburg and Shenandoah County, are in a state of disuse, all freight and passenger service having ceased;

WHEREAS the prospect of restoration of freight or passenger service along the aforementioned section of railroad is very unlikely;

WHEREAS the railroad, in its current state of disuse, is a blight on our community, and a danger to youth who may be tempted to trespass;

WHEREAS the railroad presents an opportunity to create a world-class trail providing bicycle, pedestrian and equestrian access to extraordinary landscape views and several important Civil War battlefields;

WHEREAS such trail would catalyze tourism-related economic growth;

WHEREAS such trail would connect eleven communities including the Towns in Shenandoah County, offering an option of safe alternative transportation within and between these communities to a broad segment of the local population, for commuting to work and school, thereby improving the quality of life;

WHEREAS the creation of the trail will further enhance Edinburg's efforts at the historic Edinburg Mill as well as the work being done by the U.S. Forest Service in partnership with the Camp Roosevelt CCC Legacy Foundation on the future CCC James R. Wilkins, Sr. Interpretive Center, both of which are directly adjacent to the trail's route;

WHEREAS an organization known as the Shenandoah Valley Rail Trail Exploratory Partnership, whose membership includes representation of each locality through which the trail would pass, has been formed to explore trail feasibility;

WHEREAS the 2020 Virginia General Assembly directed the state Department of Conservation and Recreation to study trail feasibility and deliver a report no later than November 1st, 2021;

THEREFORE BE IT RESOLVED that the Town of Edinburg endorses the conversion of the aforementioned 48-mile discontinued railroad to a multiuse trail for alternative transportation and recreation;

FURTHERMORE, Edinburg resolves to join with the other trail localities in seeking the support of regional, state and federal agencies and the railroad's owner, Norfolk Southern Corporation, toward the goal of development of the trail.

Adopted this 13th day of April, 2021

Daniel J. Harshman, Mayor

ATTEST:

Clerk

THE TOWN OF
WOODSTOCK
Virginia

September 3, 2026

Mullins Law Group PLLC
Attn: William A. Mullins
2001 L St., N.W., Suite 720
Washington, D.C. 20036

RE: Norfolk Southern Railway Company – Abandonment Exemption – In Rockingham, Shenandoah, and Warren Counties, Virginia, AB-290 (Sub-No. 425X)
Statement of Non-Objection and Formal Request for Railbanking

Dear Mr. Mullins,

The Town of Woodstock ("Town") has received and reviewed your correspondence dated August 19, 2026, outlining Norfolk Southern's intent to abandon approximately 48.5 miles of connecting rail lines from the towns of Front Royal to Broadway. Please accept this letter as formal commentary that the Town has no objection to the abandonment.

The Town strongly supports maintaining the full corridor as a continuous transportation asset – specifically for the **Shenandoah Valley Rail Trail**. While we do not object to the cessation of rail service, the Town of Woodstock has a vital interest in preserving this continuous linear corridor for future public use. Pursuant to Section 8(d) of the National Trails System Act, 16 U.S.C. § 1247(d), and the regulations of the Surface Transportation Board (STB), the Town of Woodstock hereby requests that Norfolk Southern enter into negotiations to railbank the corridor.

Since passenger rail service ended in Woodstock in 1948, rail activity through Woodstock has incrementally ceased to a point resulting in the "discontinuance" of rail activities through Woodstock in 2016. Given this discontinuance of rail use, the Town spearheaded an effort to collaborate on preservation of this important corridor for local and regional economic development in the form of a regionally significant multimodal trail.

Preserving this corridor as a public trail asset is a high-priority objective deeply rooted in our community's long-term vision. This initiative directly aligns with multiple adopted planning documents, including:

135 North Main Street, Woodstock, Virginia 22664 • (540) 459-3621 • Fax: (540) 459-3085
woodstockva.gov

- The Town **Bicycle and Pedestrian Master Plan**, adopted in 2019, envisions 12.45 miles of active transportation infrastructure, connecting Woodstock residents and visitors to nature, neighborhood parks, schools, and the Historic Downtown. This town mobility plan envisions the Norfolk Southern corridor's conversion to a major multimodal path passing through the center of Woodstock thereby supporting the Town's desire to improve connectivity throughout its neighborhoods and destinations.

- The Town **Comprehensive Plan**, rewritten and adopted in 2025, fully supports the corridor's utilization as a rail-to-trail. Our land use objectives envision the creation of a "Rail Heritage" district to support high-quality redevelopment "capitalizing on the introduction of the bicycle rail-to-trail through the railroad corridor."

- The Town **Strategic Plan** incorporates actions for the organization to identify ways for the town to develop public property in support of the rail trail. Our first investment occurred in 2021 with the creation of a 35-space parking lot along the trail in the heart of Woodstock. Additionally, in 2025 Town Council purchased a 1.74 acre property along the rail corridor for a future combination municipal office and police department facility.

- In 2021, the Woodstock Town Council **unanimously passed a resolution in support of the conversion** of this out-of-service railroad corridor to a multiuse trail for alternative transportation and recreation.

Thank you for the opportunity to provide comments on your request and share how the preservation of this corridor through the railbanking process is critically tied with our community's long-term vision and economic success.

Respectfully,

Jeremy D. McCleary, Mayor
Town of Woodstock

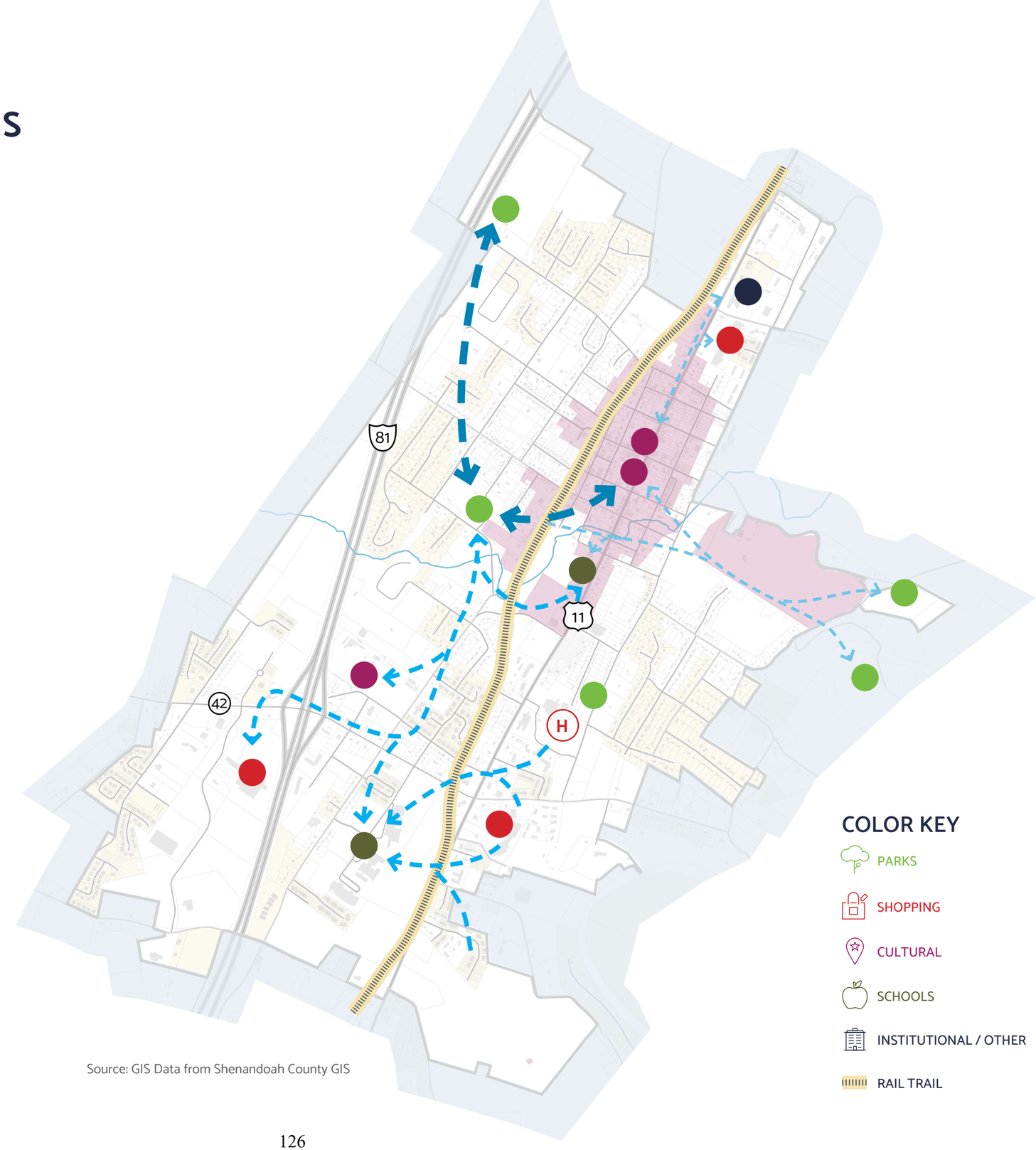
CONNECTIVITY OPPORTUNITIES

Norfolk Southern Rail Trail

In 2016, Norfolk Southern Railroad announced discontinuation of services along a 17-mile stretch of railroad track that runs parallel to Interstate 81 from Edinburg to Strasburg, crossing through the heart of Woodstock. Shortly before the announcement, Town officials recognized an opportunity to bring a rails-to-trails project to the Town that would connect Woodstock to neighboring towns with a multimodal recreational path, and formed a committee to evaluate the feasibility of the project and welcomed the news of discontinued service on the rail line. The committee is charged with maintaining open and consistent communication with Norfolk Southern Railroad and other local jurisdictions on the future use of the right of way in hopes of implementing this highly-desired rail trail, and as of May 2019 the project maintains forward movement. In fact, the Towns of Timberville and Broadway, both located in Rockingham County, have joined the committee as they have a stretch of discontinued railroad that connects to Shenandoah County, and would provide for a total 38.5-mile single trail from Strasburg to Broadway.

The possibility of a major multimodal path passing through the center of Woodstock supports the Town's desire to improve connectivity throughout its neighborhoods and destinations. Not only catering to the residents of Woodstock, the trail also opens doors to visitors, and increases attraction to travelers and potential new residents.

Although the Norfolk Southern Rail Trail lacks a definite outlook, the Woodstock Bicycle and Pedestrian Master Plan should consider its potential when planning and defining routes, and could leverage the plan to draw support to make the rail trail a reality.



Source: GIS Data from Shenandoah County GIS

MASTER PLAN

Why We Have This Vision

To remain a desirable place to live, attract businesses and visitors and support a high quality of life, Woodstock needs to take a bold step by creating the opportunity to enjoy Woodstock's natural and cultural amenities through biking and walking.

Based on community feedback, our analysis of the opportunities and constraints, the project goals and the Town's vision to increase connectivity, we believe there are several tiers of pedestrian and bicycle infrastructure improvements needed throughout the Town. These represent investments that will allow Woodstock to elevate the quality of life for residents and support Woodstock as a destination.

As shown on the illustrative plan to the right, the investments considered as the highest priority would create a 12.45 mile loop around Woodstock, connecting neighborhoods, parks, schools and the Historic Downtown. It would eventually work in tandem with the potential Norfolk Southern Rail Trail that would run through Woodstock and provide regional connectivity to adjacent towns. A loop system supporting the rail trail connects many neighborhoods and destinations, while providing enough length to create an enjoyable weekend destination for those living in the region.

Proposed Improvements in Relation to Goals

The high priority improvements represent a bold vision for biking and walking in Woodstock. These investments are supported by recommendations for additional improvements that help build a network of active transportation facilities that is feasible and impactful. The proposed improvements build a framework that supports the goals of the plan: a well-connected, safe network that builds on the community character and enhances Woodstock's appeal and quality.





Photo: LandDesign

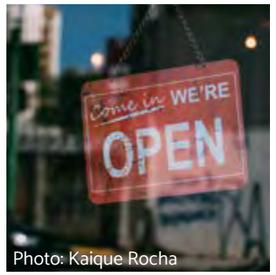


Photo: Kaique Rocha





Photo: LandDesign

Photo: LandDesign



Photo: LandDesign

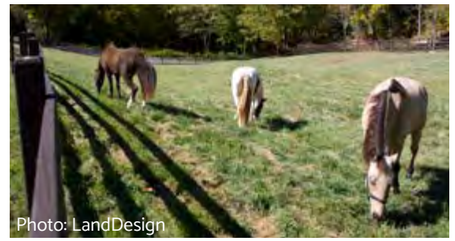
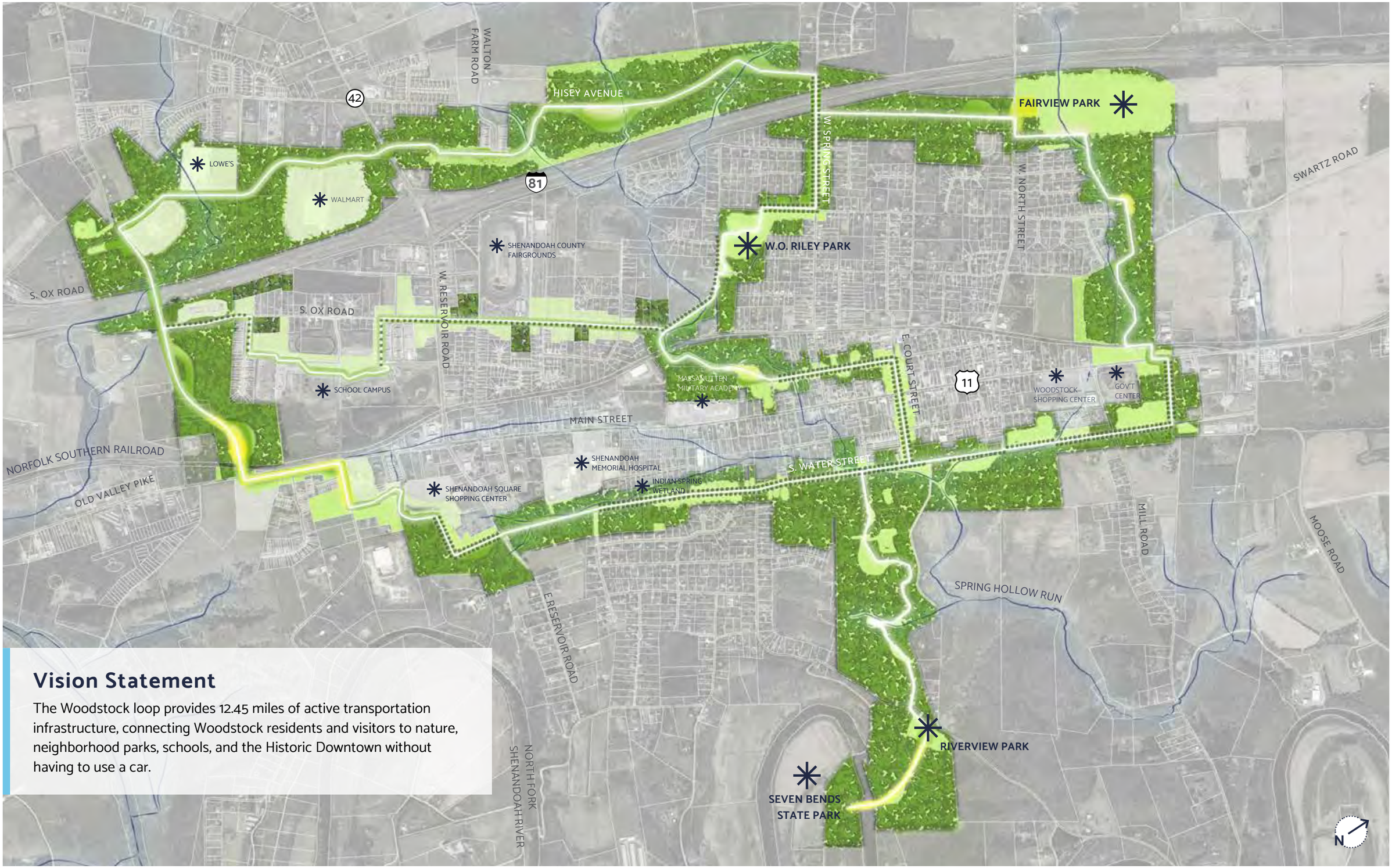


Photo: LandDesign



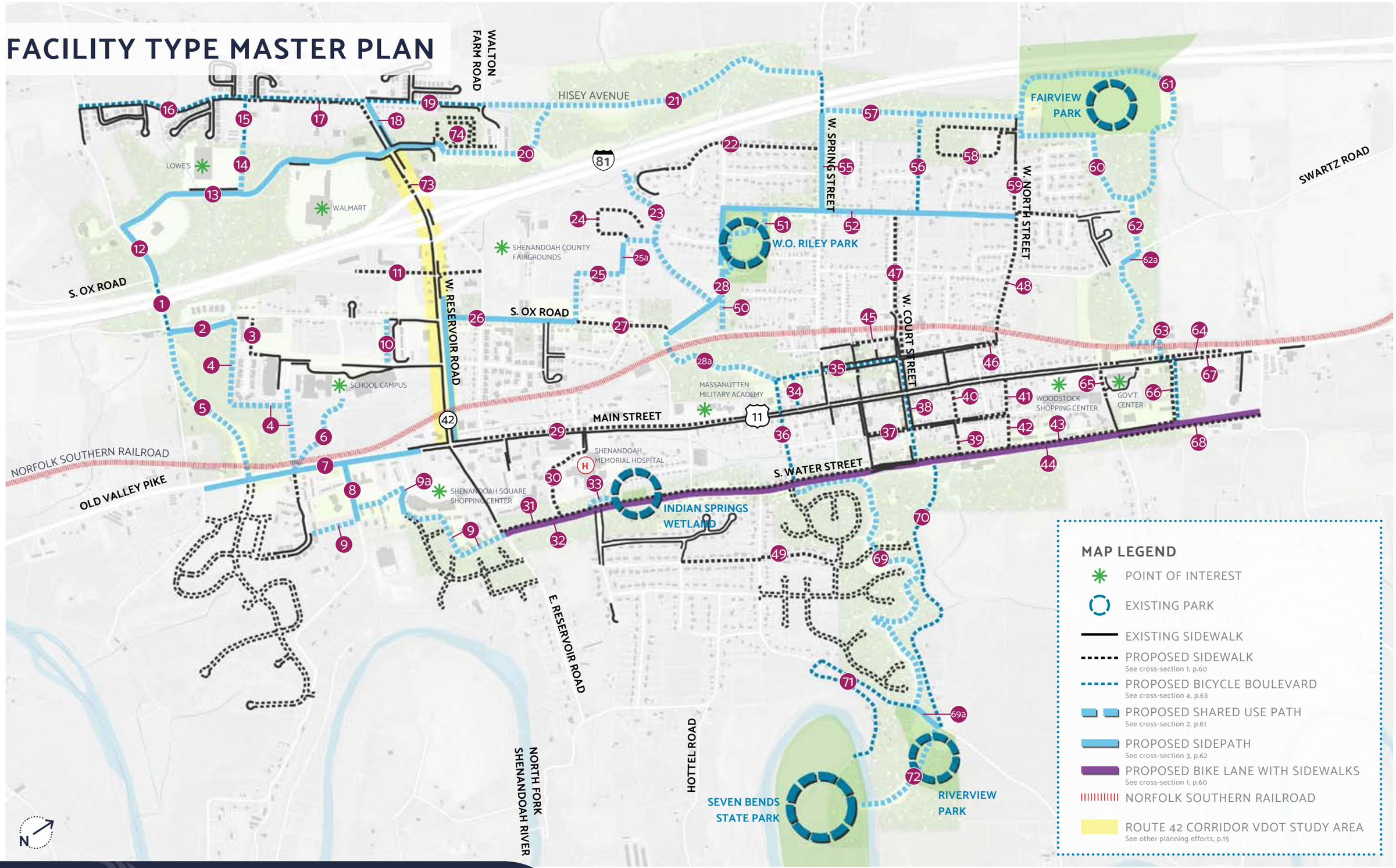
Photo: LandDesign



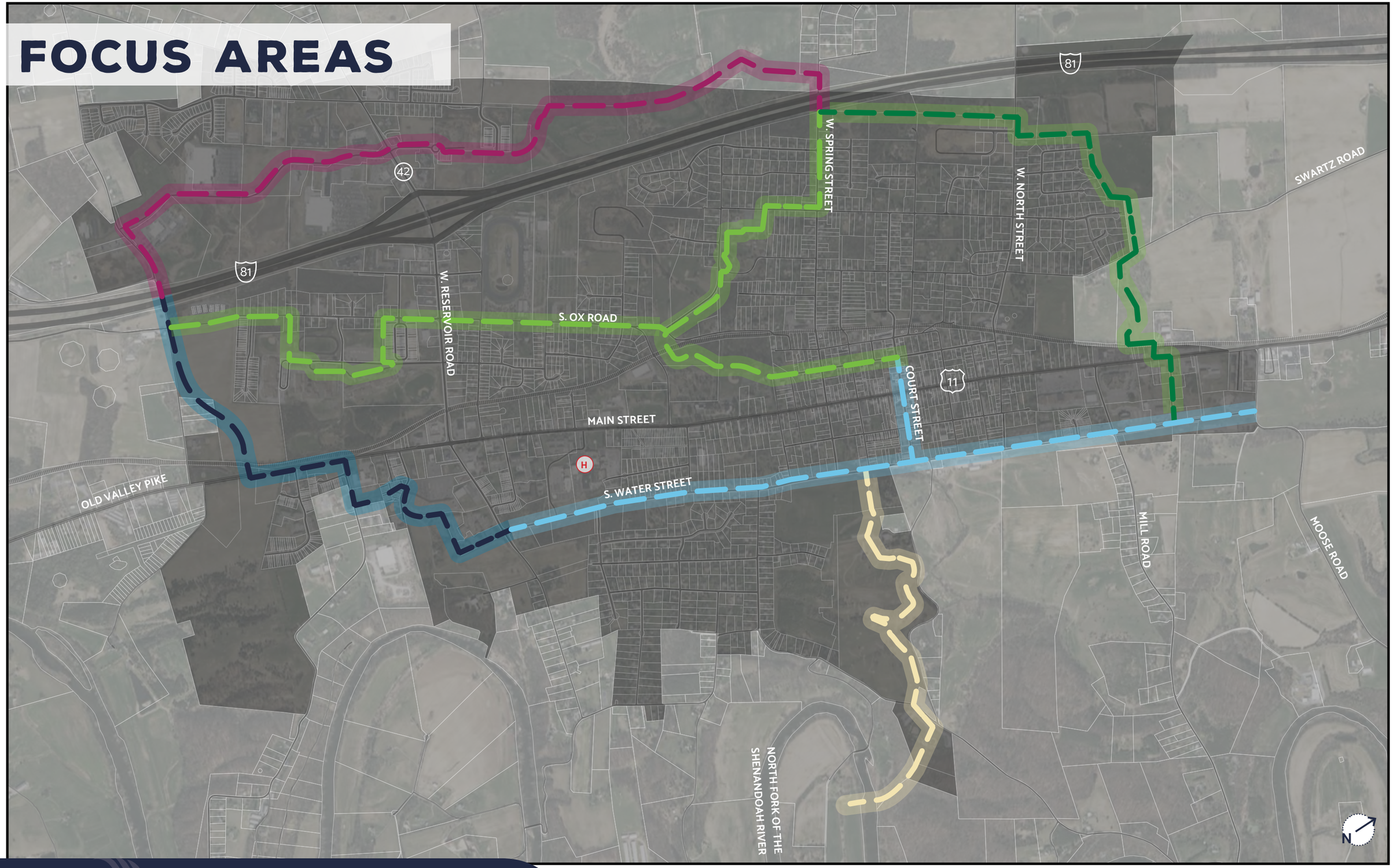
Vision Statement

The Woodstock loop provides 12.45 miles of active transportation infrastructure, connecting Woodstock residents and visitors to nature, neighborhood parks, schools, and the Historic Downtown without having to use a car.

FACILITY TYPE MASTER PLAN



FOCUS AREAS


81
42
81
W. RESERVOIR ROAD
S. OX ROAD
W. SPRING STREET
W. NORTH STREET
SWARTZ ROAD
COURT STREET
11
MAIN STREET
H
S. WATER STREET
OLD VALLEY PIKE
MILL ROAD
MOOSE ROAD
NORTH FORK OF THE SHENANDOAH RIVER
N

OVERVIEW

The segments identified on the map at left compose the high priority improvements recommended for Woodstock. They will be described in more detail on the following pages.

1

Historic Downtown

Along South Water Street from Jefferson Street to Waterbrook Court (North/South). Along Court Street from South Water Street to South Muhlenberg Street (East/West). Along South Muhlenberg Street from Court Street to West Hughes Street.

2

Downtown Through School Campus to I-81

Along South Water Street from Jefferson Street to East Reservoir Road (North/South). Continues south beyond East Reservoir Road beside Ridge Apartments, shifts East toward Shenandoah Square Shopping Center (East), then South again toward Lakeview Drive. Follows Lakeview Drive to Main Street (East/West). Moves south along Main Street then cuts through the future school campus and ends at the I-81 overpass.

3

West of I-81

Along Hoover Road from the I-81 overpass to Henry Ford Drive. Along Henry Ford Drive from Hoover Drive to just past the second entrance of Lowe's. Then the route moves toward Deerfield Drive, to Hisey Avenue. Along Hisey Avenue from Deerfield Drive to Hotchkiss Drive. Route moves through a future development area to West Spring Street. The segment ends across the I-81 overpass on West Spring Street.

4

I-81 to Historic Downtown / South Ox Road Through School Campus

Along West Spring Street from I-81 overpass to South Summit Avenue. Along South Summit Avenue from West Spring Street to the entrance of W.O. Riley Park. The route moves through the park to Park Avenue. Along Park Avenue from Washington Street to Massanutten Heights. Along Massanutten Heights from Park Avenue to railroad crossing. Along South Ox Road through the school campus, using existing sidewalks along campus area.

5

I-81 to Historic Downtown - North Route

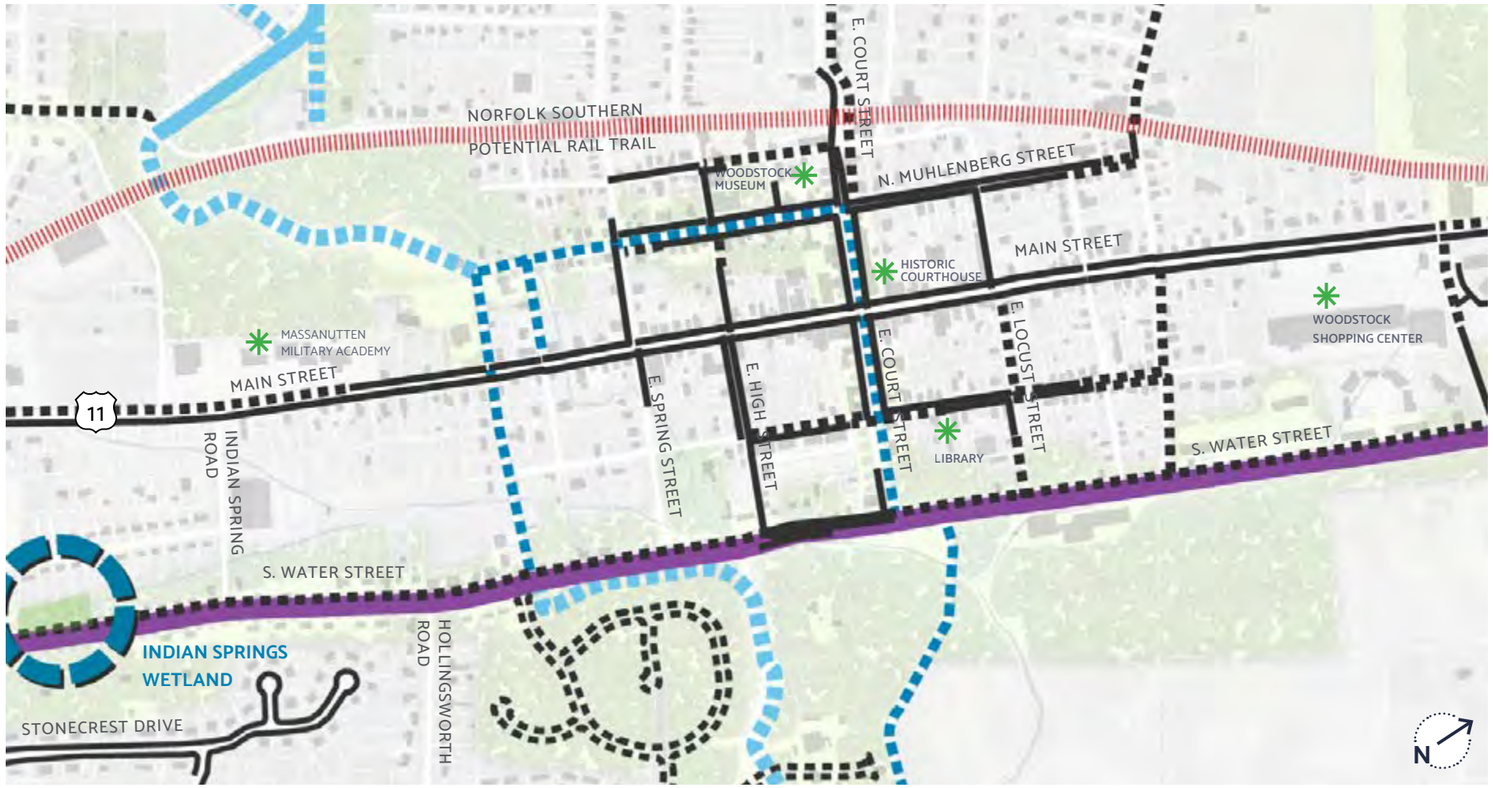
Forested area from I-81 overpass to Fairview Park. The trail splits to make a loop around Fairview Park then joins to move east and crosses over Norfolk Southern Railroad and connects back to Main Street. Then along Kingree Street from Main Street to South Water Street. Along South Water Street from Kingree Street to Waterbrook Court.

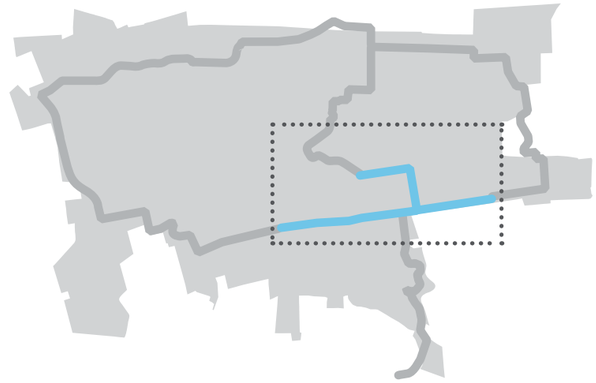
6

Historic Downtown to Seven Bends State Park

Through the future Eagle property residential development from South Water Street to Riverview Park. Then from Riverview Park to Seven Bends State Park, crossing over the North Fork of the Shenandoah River.

HISTORIC DOWNTOWN

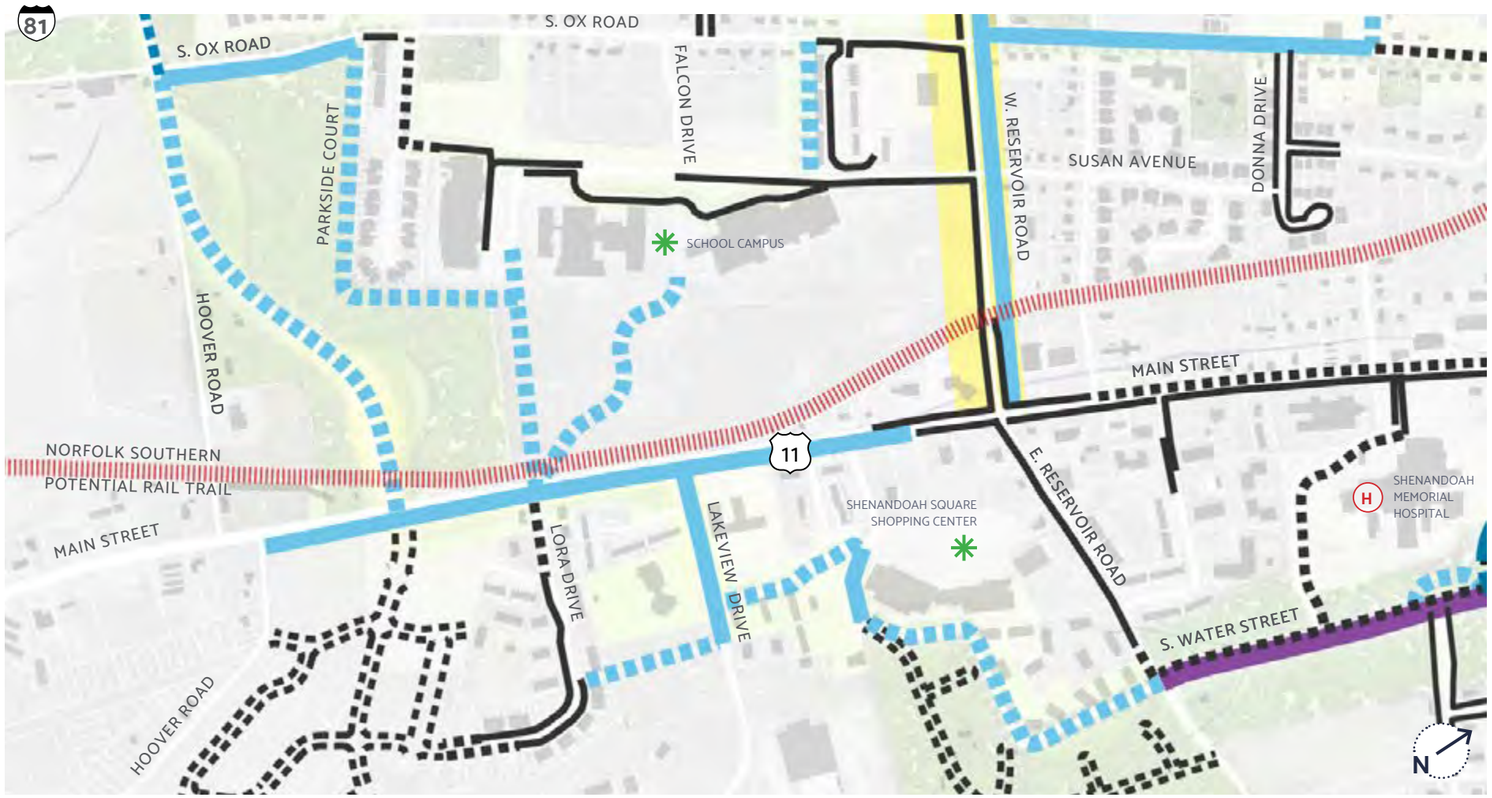


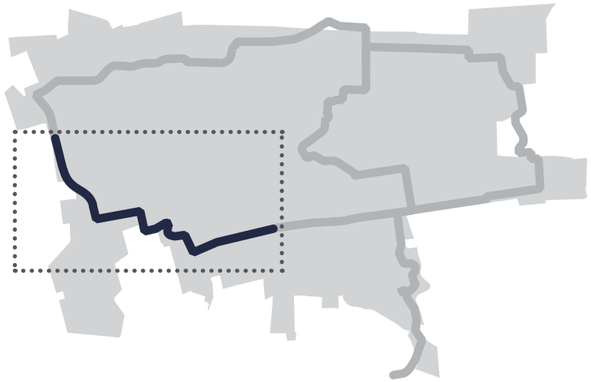


MAP LEGEND

- POINT OF INTEREST
- EXISTING PARK
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
  See cross-section 1, p.60
- PROPOSED BICYCLE BOULEVARD
  See cross-section 4, p.63
- PROPOSED SHARED USE PATH
  See cross-section 2, p.61
- PROPOSED SIDEPATH
  See cross-section 3, p.62
- PROPOSED BIKE LANE WITH SIDEWALKS
  See cross-section 1, p.60
- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

DOWNTOWN THROUGH SCHOOL CAMPUS TO I-81

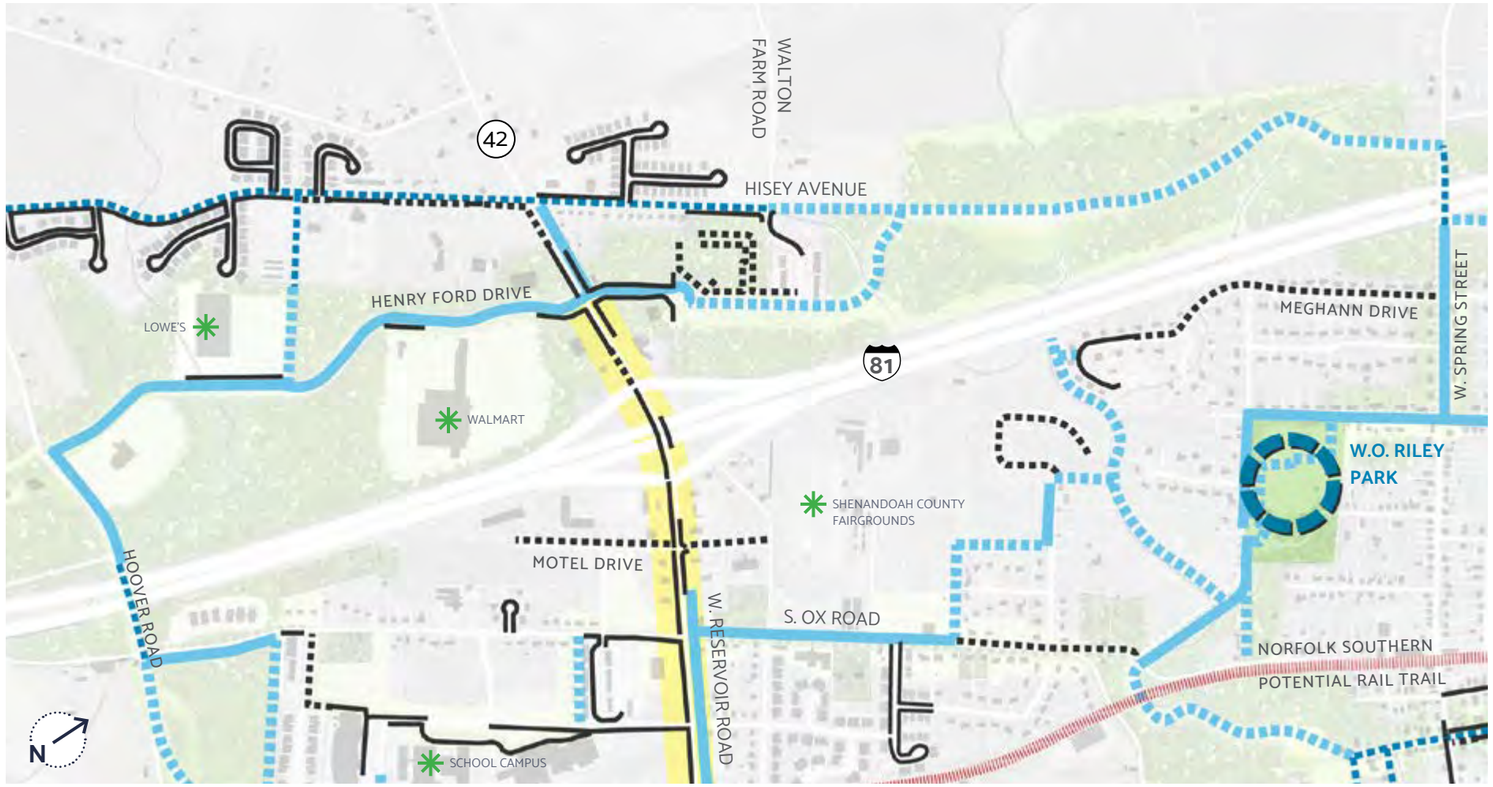


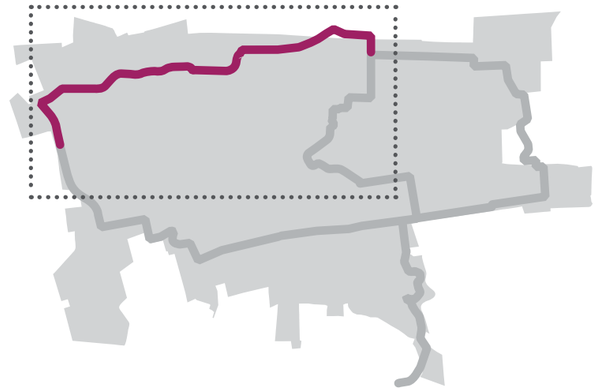


MAP LEGEND

- POINT OF INTEREST
- EXISTING PARK
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  See cross-section 1, p.60
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  See cross-section 1, p.60
- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

WEST OF I-81

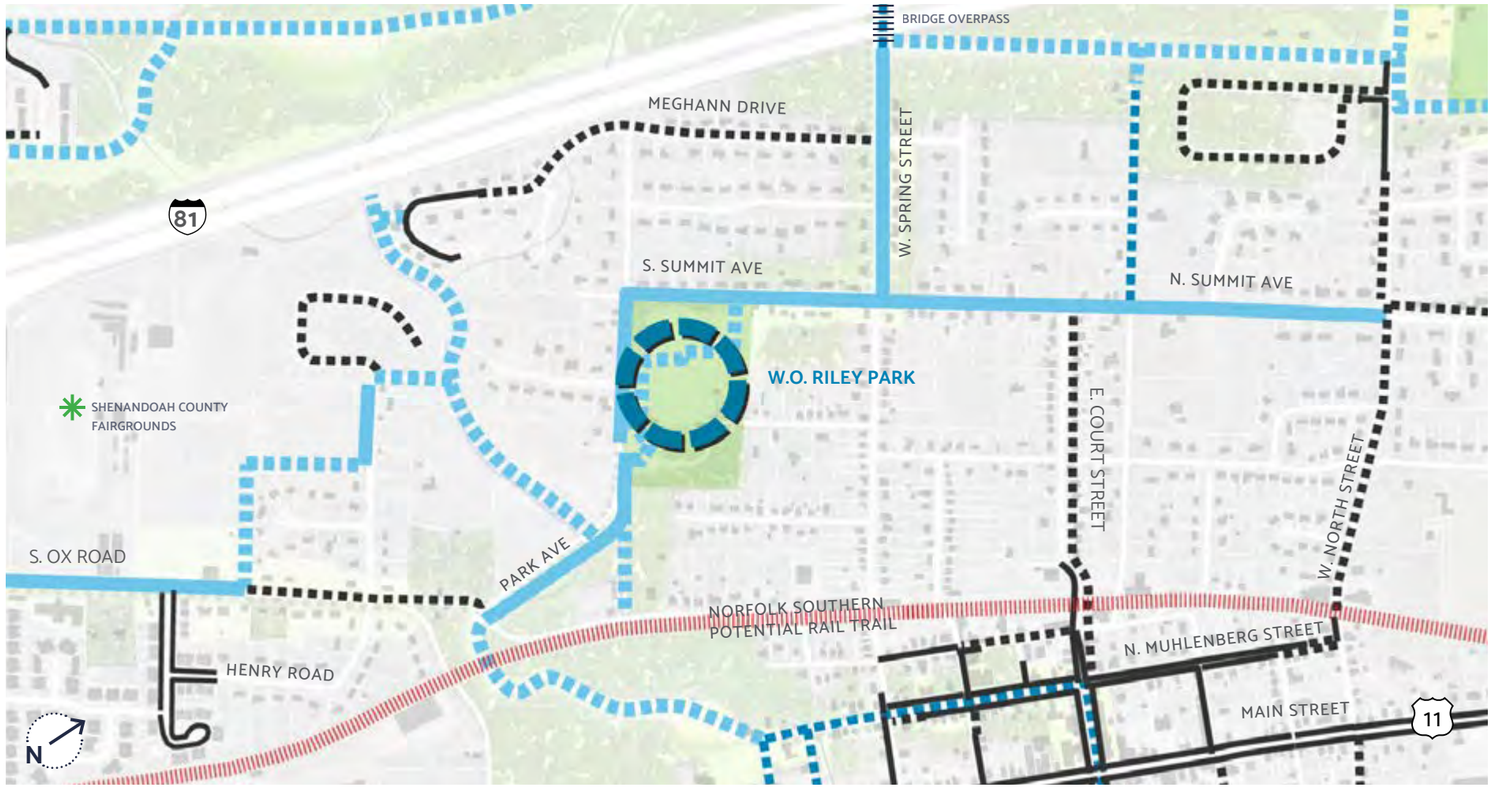


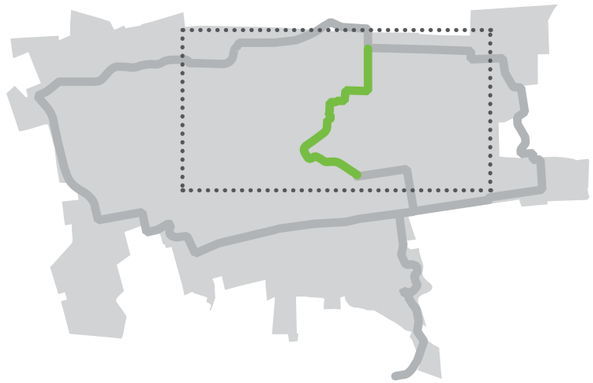


MAP LEGEND

- POINT OF INTEREST
- EXISTING PARK
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
  See cross-section 1, p.60
- PROPOSED BICYCLE BOULEVARD
  See cross-section 4, p.63
- PROPOSED SHARED USE PATH
  See cross-section 2, p.61
- PROPOSED SIDEPATH
  See cross-section 3, p.62
- PROPOSED BIKE LANE WITH SIDEWALKS
  See cross-section 1, p.60
- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

I-81 TO HISTORIC DOWNTOWN

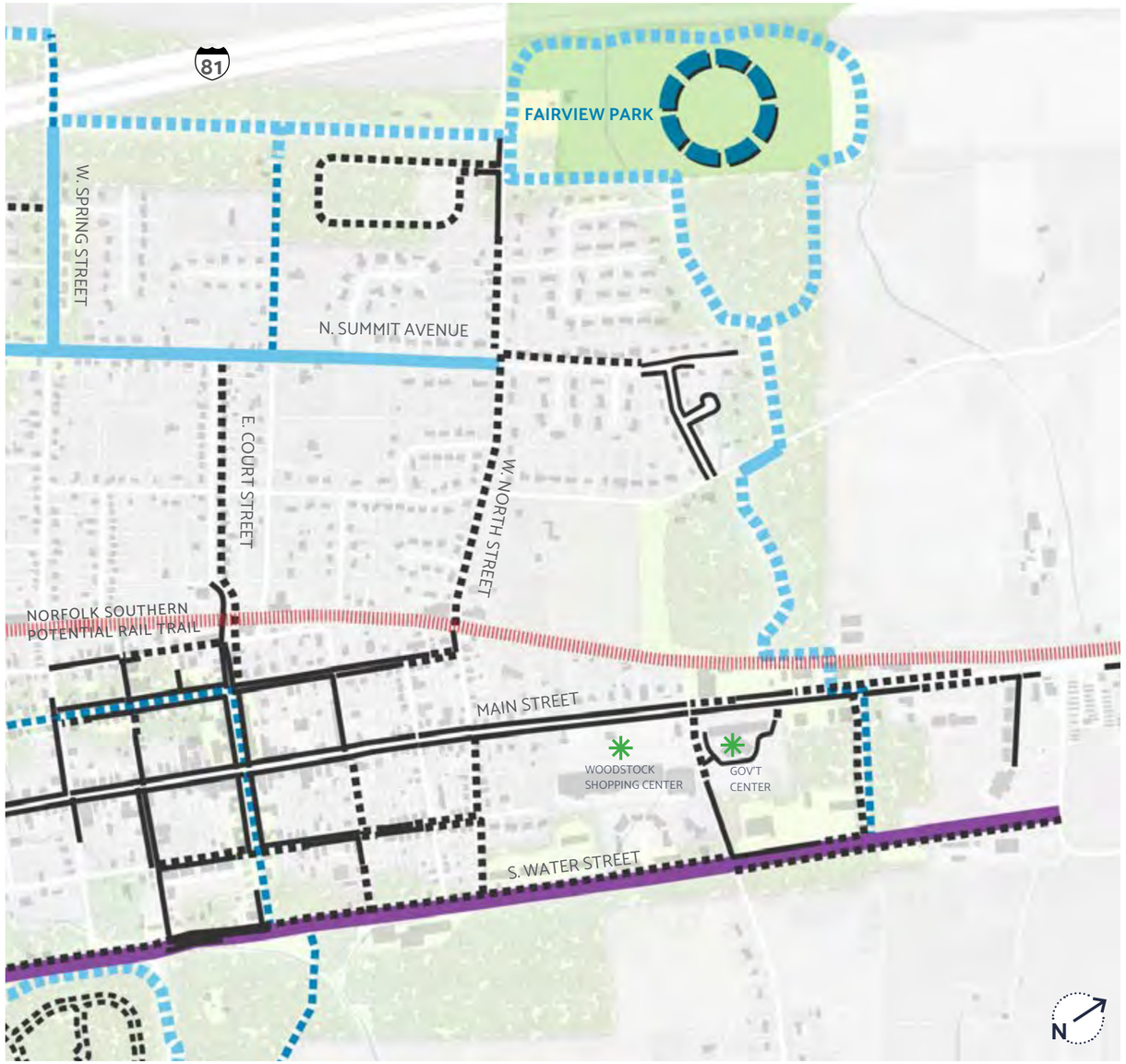


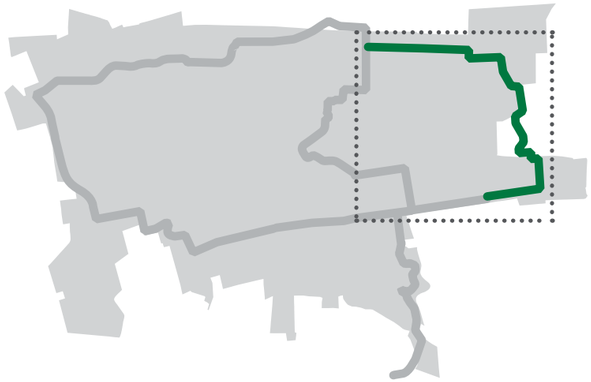


MAP LEGEND

- POINT OF INTEREST
- EXISTING PARK
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
  See cross-section 1, p.60
- PROPOSED BICYCLE BOULEVARD
  See cross-section 4, p.63
- PROPOSED SHARED USE PATH
  See cross-section 2, p.61
- PROPOSED SIDEPATH
  See cross-section 3, p.62
- PROPOSED BIKE LANE WITH SIDEWALKS
  See cross-section 1, p.60
- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

I-81 TO HISTORIC DOWNTOWN - NORTH ROUTE

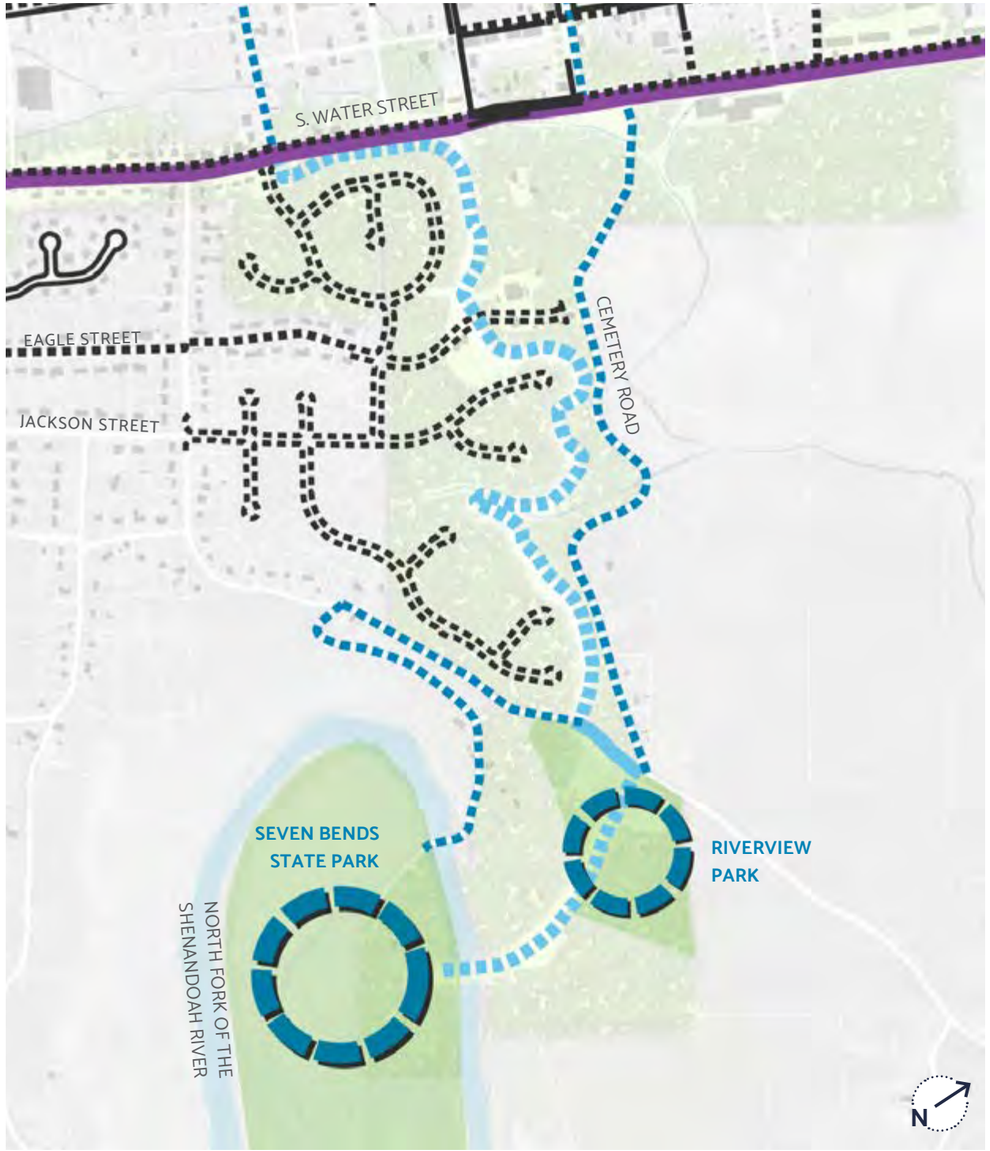


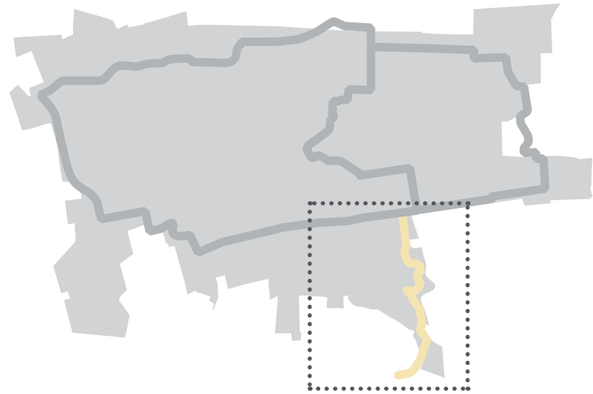


MAP LEGEND

- POINT OF INTEREST
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- EXISTING SIDEWALK
- PROPOSED SIDEWALK
  See cross-section 1, p.60
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- PROPOSED BIKE LANE WITH SIDEWALKS
  See cross-section 1, p.60
- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

HISTORIC DOWNTOWN TO SEVEN BENDS STATE PARK





MAP LEGEND

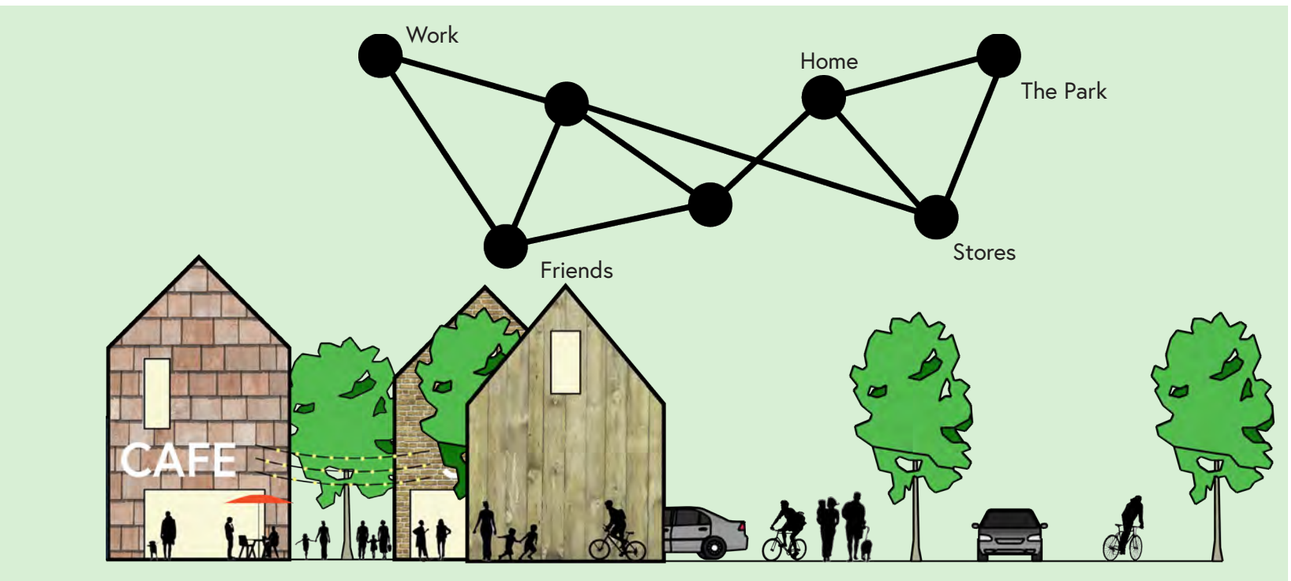
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- NORFOLK SOUTHERN RAILROAD
- ROUTE 42 CORRIDOR VDOT STUDY AREA
  See other planning efforts, p.15

1. Weave Activity Centers Together

If one were to mention Woodstock, it would likely bring the mental image of its downtown. However, the community knows that Woodstock's boundaries extend further than the historic downtown area. The exit off of Interstate 81, along Reservoir Road, features a road lined mostly with national chain restaurants, hotels, "big box" stores, and other businesses. Here, activity is intense and busy, mostly within vehicles. These businesses are open for long hours, offer many employment opportunities, and provide food and services to the Town's residents. This comes at some cost to the community. Although there is a tax benefit to the Town's revenue much of the business profit produced goes up and out to a national corporation rather than staying and circulating within the community. Additionally, although covering the entirety of the Town's geography on foot or bicycle is possible, the character of this "auto-centric" area is generally unsafe, for pedestrians or bicycles. The Town's adopted Bicycle & Pedestrian Master Plan seeks to remedy this situation, making strategic alignment with the Comprehensive Plan important to ensure that land use decisions are supporting investment in the transportation network and vice versa.

Downtown Woodstock is the charming center of the community, and where the original blocks were planned and formally chartered in 1761. Some of the businesses are alive around lunch or dinner time, but it is otherwise activity is generally sparse in the area. However, during events the area becomes crowded with many locals and visitors. Compared to Reservoir Road, the streets do not have as much activity. In the public engagement process, Woodstock residents expressed a strong desire for more restaurants and a lively atmosphere downtown. Community members also noted that, although there is signage, it seems difficult to attract people off of the interstate and into the actual historic core of the Town.

One "big idea" of the Plan is to unite key centers of activity together so that from border to border, Woodstock is a lively and comfortable place to live in and get around. This requires coordination between two parts of the Comprehensive Plan, although there are many steps to take to "weave together" these areas, specifically the Land Use and Mobility sections of the Comprehensive Plan. First, land use policies should be adjusted so that of varying types of businesses and houses can be mixed, where desired.



Land Use

Currently, Woodstock has two distinct centers with very different feels and infrastructure. While a balanced town often includes different areas with diverse opportunities, weaving these areas into a more cohesive fabric can actually create a greater "small town feeling" while also having more businesses and places to live in closer proximity to one another. The Goals and Objectives in this document help adjust land use policies to see more high quality development projects are realized.

"Euclidean Zoning" is the historically recent way communities have regulated land use.

- Introduced a century ago to separate noisy, dirty factories from residents. Since then, it has been overused.
- Today it causes traffic congestion, decline in community cohesiveness and character.



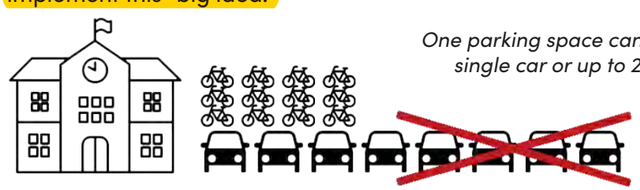
Today, communities are reverting back to a *"Mixed Use Zoning"* approach.

- Allows uses in closer proximity together.
- More walkable design.
- Different types of housing allowed.



Mobility

In the 24 hours of every day, most people have to work eight hours, attempt to get eight hours of sleep, and then have eight hours for "everything else." Those eight hours include your transportation to work or between errands and activities, daily chores, and whatever is left is time to spend on leisure, family, or whatever one enjoys! Regardless of health, or socioeconomic standing, we all have a 24 limit to our day. Unfortunately, the past century's urban planning trends have caused us to spread out every destination we have to visit. The space between these places wastes time in traffic, requires an automobile which might be expensive or limiting to children, the elderly, or disabled, and disconnects the community from one another. While vehicles are currently the quickest and most convenient way to get around, if everyone makes the same choice to drive, there will not be enough space to move comfortably or safely. One well-known example is the challenge of school pick-up and drop-off times near Reservoir Road. What if the community were better connected and half of the students arriving in cars could arrive safely by bicycle? The inconvenience of completing the activity would be greatly decreased and the experience would make everyone much happier. This "savings" in time can be utilized for other things that, in turn, are more enjoyable, thus leading to a higher quality of life. The Town's other projects, such as the Rail to Trail and the Bicycle-Pedestrian Master Plan, also help implement this "big idea."



One parking space can fit either a single car or up to 20 bikes!





Mobility

Woodstock residents and visitors of all ages and abilities will be able to move around the Town safely, comfortably, and conveniently using their mode of choice. Bicycles, pedestrians, and other modes besides automobiles will be given increased importance for community benefits to health, safety, infrastructure, and the local economy.

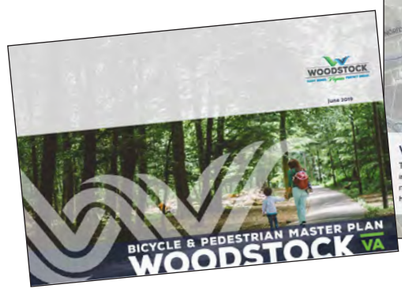
Overview

Woodstock's downtown core represents how the Town's residents historically moved around, a dense interconnected network of sidewalks and crosswalks for residents to walk to and from their destinations. As the Town grew over time and technology changed, the infrastructure shifted towards prioritizing motor vehicles, higher speeds, and requiring parking, which is reflective of the types of development and lack of pedestrian infrastructure in newer areas of the Town. Woodstock will be a place where residents and visitors will have transportation options to choose from, where one can walk, take a bus, or ride a bike as safely and as easily as driving a car to a destination. This freedom of mobility will transcend simply improving transportation in the Town, and will generate more opportunities for economic growth, improvements in health outcomes, and provide safe routes to school and other amenities for all age groups.

The Town will continue to thrive as a regional destination, particularly with new regional transportation infrastructure, such as the Rail to Trail. Embracing and enabling this opportunity should come with ensuring that visitors and users of the trail can access and appreciate more of Woodstock safely through multimodal improvements throughout the Town. These improvements in safety and comfort for bicycles and pedestrians, coupled with the pursuit of improved bus service through ShenGO will further, allow for trips to be made without an automobile. If one chooses to drive, it will also help relieve local congestion on roads. By reducing "vehicle miles traveled," the Town can both accommodate new businesses and housing without compromising its "small town charm" or sense of place. The following pages present data that shows how Woodstock residents currently get around and commute.

This chapter fulfills the requirements of Section 15.2-2223 (B) of the Code of Virginia by presenting a transportation plan that identifies infrastructure needs and recommendations, as well as provides alignment of infrastructure with affordable housing, community services, and integration for elderly and disabled persons. Road and transportation improvements are identified and consistent with the Virginia Department of Transportation (VDOT) and Commonwealth Transportation Board (CTB) plans for future infrastructure upgrades. Transportation elements of the Plan are reviewed by VDOT to ensure consistency. The Plan is intended to be fully integrated with Woodstock's adopted Bicycle & Pedestrian Trail Master Plan, which outlines specific pedestrian and bicycle infrastructure segments that connect the entire Town.

Review the Town's Bicycle & Pedestrian Master Plan on the Town website for more specifics on infrastructure plans!





Bicycle & Pedestrian Master Plan (2019)

The Town adopted the Bicycle & Pedestrian Master Plan in June 2019. The Plan explored Woodstock's existing conditions and conducted public outreach to identify where the Town's community wanted to go and how the community wanted to get there. The vision states, **"The Woodstock loop provides 12.45 miles of active transportation infrastructure, connecting Woodstock residents and visitors to nature, neighborhood parks, schools, and the Historic Downtown, without having to use a car."** The Plan details 74 potential project and infrastructure/facility type recommendations across the Town that will make the Town safer and more convenient for bicycles to get around. The Comprehensive Plan is linked to the Bicycle & Pedestrian Master Plan as the main guiding plan for tracking and implementing progress towards overall goals and vision. Some projects are already underway, such as a connecting bicycle path between Fairview Park on West North Street and West Spring Street (considered Phase I). Other projects include a new sidepath on West Spring Street, South Summit Avenue, and a sidewalk along West Court Street. Throughout the Downtown along Court Street, new ADA ramps, and bumpouts, are all in the process of being engineered and constructed (considered Phase II). More information can be found on the Town's website regarding the status of implementation.

The map, from the Bicycle & Pedestrian Master Plan, below depicts the locations of the existing and proposed infrastructure improvements throughout the Town.

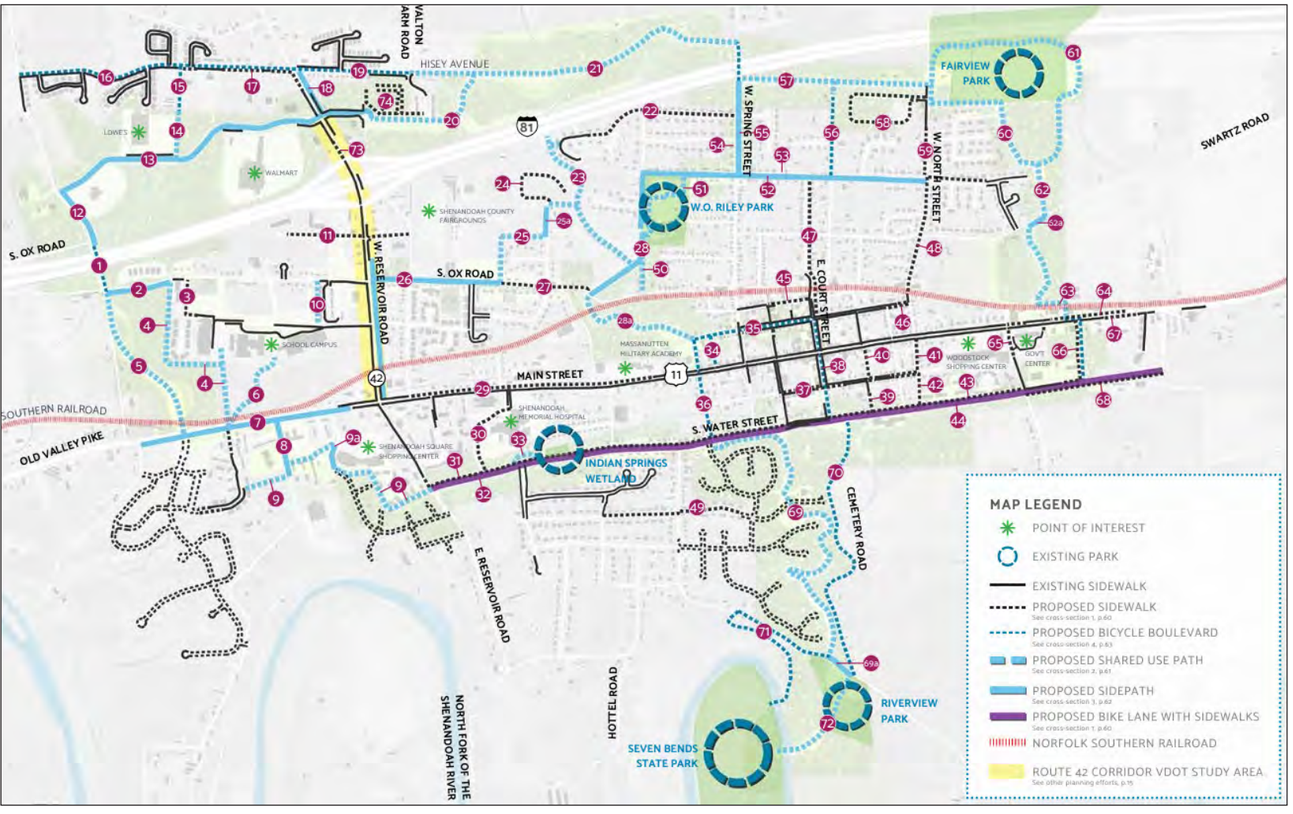


Figure 32. Bicycle & Pedestrian Master Plan Map



Rendering of Bicycle & Pedestrian improvements along E. Court St.

Recommendations

While there are ongoing projects that are Town-initiated and funded, certain projects may also be listed in the Comprehensive Plan as recommendations. These projects may make their way into VDOT's various programs and find funding for planning, engineering, design, and construction, however, they are not exhaustive of all of the mobility-related projects that Woodstock plans for. These preliminary descriptions and cost estimates are related to ongoing work the Town has conducted regarding two important future connecting roads that allow for circular transportation flow around the entirety of Woodstock.

1. **Part of Hisey Avenue Extension** - The Hisey Ave. extension is planned to reach W. Spring St. Construction of the extension is to be partially completed by adjacent subdivision development, however, the remaining 0.6 mile road with sidewalks to W. Spring St. remains as a potential project. Estimated cost: $12 million.

2. **Realignment of Hoover Road** - The relocation of Hoover Road to connect to the Shenandoah County Public Schools Campus was studied in 2013 by McCormick Taylor in consultation with VDOT. This project includes approximately 1 mile of roadway and sidewalk, realigning Hoover Ave.'s connection with Main Street and adding a connecting road to the school campus. Estimated Cost: $13 million.



Objective 4.3 Assess and seek to mitigate the transportation impacts of development and redevelopment projects.

Action 4.3.1 Require traffic impact studies with all rezoning and special-use permit applications proposing development that will create a significant traffic impact. Such studies should meet the requirements of the Virginia Department of Transportation for traffic impact analyses and should encourage transit, pedestrian, and bicycle use.

Objective 4.4 Create, adopt, implement, and update regularly a Town Road Improvement Plan of needed road and intersection improvements. This plan will serve existing and future land uses and should be coordinated with road improvement plans of the Virginia Department of Transportation and Shenandoah County.

Action 4.4.1 Annually review, update, and expand the town's Road Improvement Plan to include additional projects as deemed necessary.

Action 4.4.2 Expand the plan to include multi-use trail projects identified in the Bicycle and Pedestrian Master Plan.

Objective 4.5 Identify potential sites for a future structured public parking facility in the downtown area.

Objective 4.6 Consider strategic street extensions and/or realignments to facilitate future mobility, such as Hisey Avenue to Spring or North Street; Eagle Street to Reservoir Road; and a second school access street from Falcon to Hoover or Route 11.

Goal 5: Improve multimodal safety and comfort throughout the Town.

Objective 5.1 Safe, protected bicycle infrastructure will be implemented along roads throughout the community.

Action 5.1.1 Fully implement the Bicycle and Pedestrian Master Plan. Update and expand as needed.

Action 5.1.2 Monitor success of the plan by counting bicycle users and pedestrians in key areas as resources become available.

Action 5.1.3 Ensure that the bicycle system can be utilized by all members of the community by utilizing best practices, such as protected or separated bicycle lanes.

Action 5.1.4 Inventory and map the locations of bicycle parking to ensure that there is availability across Town.

Objective 5.2 Increase the number of bike racks on sidewalks and/or use the curb to provide on-street bike parking.

Action 5.2.1 Select simple standardized forms of bicycle racks that can be used throughout the Town. Work with property owners around the Town to ensure bicycle parking spaces are located in convenient places near the entrance.

Action 5.2.2 If needed, replace select automobile parking spaces for "bicycle corrals" where multiple racks can be located within the space of one private automobile space.

Objective 5.3 Explore events such as a "Ciclovia" to close parts of the downtown area (such as a dedicate time on Saturday mornings or one day a month) to car traffic to allow for recreative use of other modes of transportation that help to build community.

Action 5.3.1 Consider permanent or temporary street closures and expanding and improving bike-walk streets, which are not entirely closed to cars but use physical infrastructure to slow cars. This could include, but is not limited to, weekend closures of parts of the downtown for bicycle, pedestrian, and retail use.

Objective 5.4 Create an "ad campaign" style communications program about the benefits of walking and bicycling for the community's health, safety, local economy, and infrastructure.

Action 5.4.1 "Ad campaigns" used elsewhere have created posters or other materials that say "Hello! Thank you for bicycling. You are contributing by ____" When people begin to see other people bicycling, they will consider the option for themselves.

Goal 6: Prepare the Town for the Rail Trail.

Objective 6.1 Ensure that all necessary connections, amenities, signage to and from, and collaboration with local businesses is coordinated to capitalize on the trails development.

Action 6.1.1 Proactively address potential parking issues for the trail. Ensure that existing parking is well signed and marked. Allow for paid lots to accommodate increased visitation due to Rail Trail.

Action 6.1.2 Consider the creation of a specialty overlay district that provides greater development flexibility along the trail corridor.

Rail Heritage

Intent:

The "Rail Heritage" district is adjacent to downtown Woodstock along its historic railroad corridor. The district is encouraging of typical development styles that were once prominent along railroads in towns that developed at the time of rail expansion. This district is envisioned to extend the fabric of historic downtown Woodstock while capitalizing on the introduction of the bicycle rail-to-trail through the railroad corridor. By reusing the development styles of the past fronting on or alongside the rail-to-trail, Woodstock can provide a high-quality experience to visitors and residents alike. Uses in this district should be varied and diverse, allowing for a multitude and density of uses that generate activity.

In the days when passenger and cargo rail were once the primary modes of transportation between towns and cities across the country, rail stations were nodes of activity. These stations attracted development that relied on rail transit's frequent influx of goods and people. The area mixed industrial uses in warehouses, small manufacturing, or retail uses like hotels, restaurants, and shops. Many of these buildings would feature ground-floor commercial uses with housing on the floors above, as many buildings were two or three stories high. These buildings typically shared walls and can have varied heights and uses on the same block. This will allow new visitors or residents in Woodstock to conduct many potential trips within a walkable or bikeable area.

Development Style:

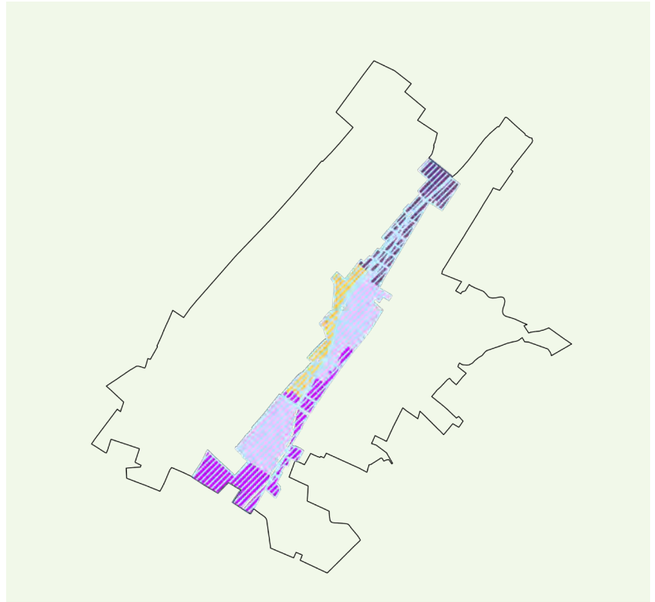
Development in the district should enhance the character of Woodstock by encouraging a mix of one-, two-, and three-story buildings that are built directly to or slightly set back from the sidewalk as well as the future rail-to-trail. These buildings should complement the existing development styles present in the area – warehouses, churches, single-family, and multifamily buildings by filling in vacant or underutilized parcels. Porches, courtyards, patios, and other sidewalks or trail adjacent spaces should be encouraged to increase the communal aspects of this area. Larger buildings should have accessible parking through alleys and side streets to ensure pedestrians' safety while promoting the rail heritage corridor's form. Entrances to retail businesses and apartment buildings should address the same streets as their neighboring uses to generate more activity.

Primary and Secondary Uses:

Historically and encouraged today, the uses adjacent to rail in small towns were commonly retail dry goods, restaurants and taverns, hardware stores, offices, and light industrial or warehousing. Most towns would maximize the usage of the area by allowing apartments or hotels above retail establishments to increase the density of their town center. The rail heritage district should replicate this style by encouraging a mix of uses adjacent to the rail-trail, encouraging walkability and generating activity for businesses and restaurants that choose to locate to the area. Also, low-impact manufacturing uses such as machine shops, craft spaces such as leatherworking, carpentry, or tailoring, office spaces, and warehousing would provide employment opportunities and enhance the district's placemaking. Cultural uses could include galleries, art studios, performance and practice spaces, and others.

Public Spaces:

The rail heritage district should account for the future rail-to-trail, as it will provide a useful public open space for the Town of Woodstock and for its visitors as well. Public open spaces should account for the surrounding uses – be it denser commercial or lighter neighborhood residential. Public open spaces should include pocket parks, plazas, ball parks, basketball courts, playgrounds, and tennis courts.













OUR COMMITMENTS

TO THE COMMUNITY WE SERVE

We strive to practice **purposeful governance** and develop **empowered employees** as we endeavor to create a welcoming **community for all** people, by acknowledging and appreciating **environmental stewardship**.

Purposeful Governance – We provide services that are ethically and fiscally responsible. We will make intentional and professional decisions today and be mindful of impacts for future generations.

Empowered Employees – We trust each other to take ownership of both routine tasks and strategic objectives. Employees are solutions-oriented, think creatively, and take risks through innovation. All employees are given the tools and support to move our organization forward collectively.

Community for All – Our community is built for all people. We ensure that all members of our community are represented and have equitable access to our programs, services, and public spaces. We use engagement to strengthen trust in local government.

Environmental Stewardship – We understand that all decisions our organization makes have impacts on our built environment. Our actions will strive to balance the preservation of our natural environment and resources with incremental urbanization.

WOODSTOCK
Virginia

OUR MISSION

To provide high quality and efficient services, advance sustainable economic growth while emphasizing the Town's unique character, and promote a safe environment for an active and diverse community.

OUR VISION

A safe town where every person is respected, can prosper, and has access to well-maintained infrastructure and dedicated professional town staff. Woodstock serves as a basecamp to explore the Shenandoah Valley and the surrounding outdoors.



UNMISTAKABLE IDENTITY

Woodstock is a forward-looking community that leverages our parks, historic and dynamic downtown, and genuine goodwill to foster a desirable community with a small town feel. We are uniquely situated to serve as the hub for outdoor recreation for the region.

To achieve this outcome, we are going to prioritize:

- **Public Spaces**
- **Planning for the Future**
- **Quality of Life**

CONNECTED AND SAFE NEIGHBORHOODS & PEOPLE

Woodstock is a connected community designed and built by and for the people. Neighborhoods are linked to each other and community amenities. Our staff foster collaborative relationships to build peaceful and trusting neighborhoods.

To achieve this outcome, we are going to prioritize:

- **Multimodal Mobility**
- **Public Safety**
- **Engagement**
- **Accessibility**

RESILIENT ECONOMIC, BUILT, & NATURAL ENVIRONMENT

Woodstock takes a comprehensive and long-term perspective in managing our resources and fostering economic vitality, with a perspective of sustainability.

To achieve this outcome, we are going to prioritize:

- **Business Attraction, Retention, Expansion**
- **Traditional and Green Infrastructure**
- **Sound Fiscal Management**

HIGH PERFORMING ORGANIZATION

Woodstock delivers reliable, innovative, and collaborative public services.

To achieve this outcome, we are going to prioritize:

- **Highest Quality Workforce**
- **Collaborative Culture**
- **Benchmarked Performance**

FY2024 Actions	Completion date	Input(s)	Outcome(s)	Project/Program Lead	Collaborators
Complete update and refresh of town website to reflect unmistakable identity.	FY2024	Engagement	Connected and Safe Neighborhoods & People	ED	Admin
Update department and organizational performance measures	FY2024	Benchmarked Performance	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Review and update pay policies	FY2024	Highest Quality Workforce	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Develop an interdepartmental team that reviews employee attraction and retention efforts	FY2024	Highest Quality Workforce	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Investigate establishment of human resources/risk management position/function	FY2024	Highest Quality Workforce	High Performing Organization	Admin	Fin
Explore opportunities for energy efficiency at the Wastewater Treatement Plant	FY2024	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	PW	
Complete the Advanced Metering Infrastructure project	FY2024	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	Fin, Admin
Complete facility needs assessment and Council approval of implementation plan	FY2024	Planning for the future	Unmistakable Identity	Fin	PD, Admin
Complete LDPFPMP and obtain Council approval of implementation plan	FY2024	Public Spaces	Unmistakable Identity	Admin	PW, Planning
Conduct a biannual employee engagement survey	FY2024	Benchmarked Performance	High Performing Organization	Admin	

FY2025 Actions	Completion date	Input(s)	Outcome(s)	Project/Program Lead	Collaborators
Update the Urban Tree Canopy Plan	FY2025	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	Planning	PW
Evaluate and develop recommendations to enhance timely, accurate, accessible, and transparent information, processes, and services to ensure a connected community.	FY2025	Accessibility	Connected and Safe Neighborhoods & People	Admin	Fin, PW, PD, Planning, ED
Conduct a community survey on a multiyear basis	FY2025	Engagement	Connected and Safe Neighborhoods & People	Admin	Planning
Implement Phase I of Bike/Ped Plan	FY2025	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	Admin
Explore and Make a Recommendation on Becoming a Certified Crime Prevention Community	FY2025	Public Safety	Connected and Safe Neighborhoods & People	PD	
Explore and make recommendation regarding the CALEA accreditation	FY2025	Benchmarked Performance	High Performing Organization	PD	
Develop a framework to address specific policy, program, or practice challenges through interdepartmental teams.	FY2025	Collaborative Culture	High Performing Organization	Admin	
Analyze and develop prioritized list of economic development efforts	FY2025	Business Attraction, Retention, Expansion	Resilient Economic, Built, & Natural Environment	ED	Admin
Develop a long term financial plan that considers both operating, capital and debt	FY2025	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	Fin	PD, Admin, PW, Planning
Develop an equipment and vehicle replacement plan for capital items	FY2025	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	Fin	PW, PD
Complete inflow & infiltration study and develop remediation plan	FY2025	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	
Examine the potential of reestablishing a curbside recycling program	FY2025	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	Admin	PW
Identify a solution for a secondary water source	FY2025	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	Admin
Replace the membranes at the WWTP	FY2025	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	
Update and adopt comprehensive plan	FY2025	Planning for the future	Unmistakable Identity	Planning	
Analyze community events and volunteer opportunities to determine engagement and impact (consider teens/young adult, and culturally inclusive activities)	FY2025	Quality of Life	Unmistakable Identity	ED	

FY2026 Actions	Completion date	Input(s)	Outcome(s)	Project/Program Lead	Collaborators
Develop a community engagement measurement tool for town projects and programs	FY2026	Engagement	Connected and Safe Neighborhoods & People	Admin	ED, Planning

Explore pilot street closure program	FY2026	Engagement	Connected and Safe Neighborhoods & People	ED	Planning
Explore different models to address mental health related calls for service	FY2026	Public Safety	Connected and Safe Neighborhoods & People	PD	
Complete a staffing analysis and develop a human capital plan	FY2026	Benchmarked Performance	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Develop a comprehensive onboarding program for all new employees	FY2026	Highest Quality Workforce	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Begin annual evaluation of one project or program per year for efficiency improvements through technology	FY2026	Highest Quality Workforce	High Performing Organization	Admin	
Develop organzational communications plan	FY2026	Highest Quality Workforce	High Performing Organization	Admin	
Implement recommendations from Downtown Market & Real Estate Redevelopment Study	FY2026	Business Attraction, Retention, Expansion	Resilient Economic, Built, & Natural Environment	ED	Planning
Inventory and map utility infrastructure assets for a maintenace plan	FY2026	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	
Investigate opportunity to develop public property along the rail trail	FY2026	Public Spaces	Unmistakable Identity	Planning	Admin
Develop a communty project program	FY2026	Quality of Life	Unmistakable Identity	ED	Planning, PW, PD, Fin, Admin
Work with Woodstock Enhancement to determine program goals	FY2026	Quality of Life	Unmistakable Identity	ED	
Implement Phase I of LDBFP	FY2026	Public Spaces	Unmistakable Identity	Admin	PW, Fin

FY2027 Actions	Completion date	Input(s)	Outcome(s)	Project/Program Lead	Collaborators
Conduct review and update of personnel handbook	FY2027	Highest Quality Workforce	High Performing Organization	Admin	Fin, PW, PD, Planning, ED
Resolve west end line water quality issues	FY2027	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	Fin, Admin
Research and assess current engagement with local students to increase impact	FY2027	Engagement	Connected and Safe Neighborhoods & People	ED	Planning
Identify and implement accessibility improvement plan to retrofit town facilities and public spaces	FY2027	Accessibility	Connected and Safe Neighborhoods & People	Planning	PW, ED
Create a plan for identification, prioritization, budgeting, and repair of the town's existing sidewalk network	FY2027	Multimodal Mobility	Connected and Safe Neighborhoods & People	PW	Planning
Implement Phase II of Bike/Ped Plan	FY2027	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	Admin
Collaborate with VDOT on the successful implementation of the Rt. 42/Ox Rd. Smart Scale improvements	FY2027	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	PW
Develop community engagement team as staffing levels allow	FY2027	Public Safety	Connected and Safe Neighborhoods & People	PD	
Update Town Code and development policies consistent with Comprehensive Plan goals	FY2027	Business Attraction, Retention, Expansion	Resilient Economic, Built, & Natural Environment	Planning	
Evaluate opportunities to digitize financial services such as invoicing and taxes	FY2027	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	Fin	
Perform update to water/sewer rates and system development charges upon completion of utility asset inventory	FY2027	Sound Fiscal Management	Resilient Economic, Built, & Natural Environment	Fin	PW
Complete removal of West End Resevoir Dam	FY2027	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	Admin	PW
Complete secondary water source project	FY2027	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	Fin

FY2028 Actions	Completion date	Input(s)	Outcome(s)	Project/Program Lead	Collaborators
Evaluate providing town-sponsored WiFi in public spaces	FY2028	Accessibility	Connected and Safe Neighborhoods & People	ED	PW
Work w/ ShenGo partners to ID opportunities to expand service to additional residents and community amenities	FY2028	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	ED
Collaborate with VDOT on the successful implementation of the Water Street Smart Scale improvements	FY2028	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	PW
Implement mobility actions with Comprehensive Plan	FY2028	Multimodal Mobility	Connected and Safe Neighborhoods & People	Planning	PW
Identify and prioritize water/sewer system upgrades for improved redundancy, flow rates and economic development opportunities	FY2028	Traditional and Green Infrastructure	Resilient Economic, Built, & Natural Environment	PW	ED
Complete implementation of facilities plan recommendations	FY2028	Planning for the future	Unmistakable Identity	Admin	Fin, PD



A RESOLUTION TO SUPPORT THE ACQUISITION AND CONVERSION OF OUT-OF-SERVICE RAILROAD RIGHT-OF-WAY TO A TRAIL FOR ALTERNATIVE TRANSPORTATION AND RECREATION

WHEREAS 48 miles of the former Manassas Gap Railroad which lie between Riverton Junction, in Warren County, and the Town of Broadway, in Rockingham County, and passing through the Town of Woodstock, are in a state of disuse, all freight and passenger service having ceased;

WHEREAS the prospect of restoration of freight or passenger service along the aforementioned section of railroad is very unlikely;

WHEREAS the railroad, in its current state of disuse, is a blight on our community, and a danger to youth who may be tempted to trespass;

WHEREAS the railroad presents an opportunity to create a world-class trail providing bicycle, pedestrian and equestrian access to extraordinary landscape views and several important Civil War battlefields;

WHEREAS such trail would catalyze tourism-related economic growth;

WHEREAS such trail would connect eleven communities including the Town of Woodstock and other towns in Shenandoah County, offering the option of safe alternative transportation within and between these communities to a broad segment of the local population, for commuting to work and school, thereby improving the quality of life;

WHEREAS such trail runs through Woodstock's historic downtown, provides a central connection to the Town's Bike and Pedestrian Master Plan, close proximity to Seven Bends State Park, and serves as potential safe multimodal route to the Central campus of Shenandoah County Public Schools;

WHEREAS an organization known as the Shenandoah Valley Rail Trail Exploratory Partnership, whose membership includes representation of each locality through which the trail would pass, has been formed to explore trail feasibility;

WHEREAS the 2020 Virginia General Assembly directed the state Department of Conservation and Recreation to study trail feasibility and deliver a report no later than November 1st, 2021;

THEREFORE, BE IT RESOLVED that the Town of Woodstock endorses the conversion of the aforementioned 48-mile discontinued railroad to a multiuse trail for alternative transportation and recreation;

FURTHERMORE, the Town of Woodstock resolves to join with the other trail localities in seeking the support of regional, state and federal agencies and the railroad's owner, Norfolk Southern Corporation, toward the goal of development of the trail.

Dated this 6th day of April 2021.

Signed:

Jeremy D. McCleary, Mayor

ATTEST:

Clerk

STRASBURG
VIRGINIA

RESPONSE TO ABANDONMENT CONSULTATION

Date: September 1, 2026

To: William A. Mullins, Mullins Law Group PLLC

Via: wmullins@mullinslawgroup.net

Re: Norfolk Southern Railway Company - Abandonment Exemption

Docket: AB-290 (Sub-No. 425X)

Dear Mr. Mullins:

On behalf of the Town of Strasburg, I am providing this response to Norfolk Southern Railway Company's August 19, 2026 consultation request concerning the proposed abandonment of approximately 48.5 miles of rail line between Milepost B 51.0 near Riverton Junction in Front Royal and Milepost B 99.5 at Broadway. The Strasburg Town Council considered this matter and voted on August 31, 2026, to approve the position stated below.

Town Position and Concerns

The Town does not oppose Norfolk Southern's proposed abandonment of rail service on the Line. However, the Town's lack of opposition is expressly tied to preserving the corridor intact through federal railbanking.

The Town strongly supports maintaining the full corridor as a continuous transportation asset. Once divided or disposed of in individual segments, this established regional corridor would be extremely difficult, if not impossible, to recreate. Losing the continuity of the right-of-way could permanently impair its usefulness for future rail transportation, alternative transportation and regional connectivity.

Railbanking preserves and prioritizes the corridor for potential future rail transportation. Any multi-use trail would be an interim and secondary use. If active rail service becomes viable in the future, a railroad may seek authorization from the Surface Transportation Board to reactivate service, and the restoration of rail service would take priority over interim trail use.

Accordingly, the Town would have significant concerns with any outcome that fragments the corridor, disposes of it in separate segments or otherwise diminishes its continuity or future transportation value. Strasburg supports the corridor's transition to public ownership and interim trail use only through a process that preserves the entire corridor for possible future rail reactivation.

Consistency with Existing Land-Use and Long-Range Plans

The proposed cessation of inactive rail service, when coupled with railbanking and preservation of the corridor, is consistent with the Town's adopted long-range plans and prior Council actions:

- **2018 Comprehensive Plan**
  - Chapter 4 of the Town's 2018 Comprehensive Plan supports a connected, multimodal transportation system and expanded pedestrian and bicycle infrastructure. Specifically, the Plan:
    - Calls for additional pedestrian facilities to improve connections between neighborhoods;
    - Identifies trails as part of the Planned Transportation Network;
    - Recognizes bike paths and crosswalks as important components of safe transportation;
    - Proposes the Town Run Greenway as the backbone of a town-wide trail network; and

        - Supports extending the Strasburg Riverwalk to connect with regional trails serving the Fisher's Hill and Cedar Creek battlefield areas.
    - Preserving the existing rail corridor through railbanking directly advances these adopted goals. It protects an established transportation right-of-way that can support pedestrian, bicycle, recreational and regional connectivity while rail service is inactive, while also maintaining the corridor's availability for potential future rail transportation.

- **2020 Master Parks Plan**
    - The plan identifies additional paths connecting parks and a 'Green Spine' linking important community destinations, reinforcing the Town's commitment to connected trail infrastructure and public access.
- **Prior Council actions**
    - In 2021, Town Council supported acquisition and conversion of the out-of-service railroad right-of-way for alternative transportation and recreation. In January 2026, Council reaffirmed support for the original Shenandoah Rail Trail concept. The Council's August 31, 2026 action confirms that this remains the Town's position.

Planning Maps and Supporting Materials

The Town's planning maps and adopted policies show the railroad within Strasburg's transportation framework and support preservation of the corridor for multimodal and regional connectivity. The following materials accompany, or may be incorporated into, the environmental record:

- 2018 Comprehensive Plan, Chapter 4 - Transportation, including Map 4.1 (Existing Transportation Network) and Map 4.2 (Planned Transportation Network);
- Relevant trail and Green Spine materials from the 2020 Master Parks Plan;
- The 2021 Rail-to-Trail Resolution supporting acquisition and rail-to-trail conversion;
- 2026 Rail Trail Resolution reaffirming support for the original Shenandoah Rail Trail concept; and
- VDOT Shenandoah Valley Rail Corridor Segment Map, showing the complete 49-mile corridor from Broadway to Front Royal, Strasburg's location along the route, county boundaries and the corridor's six planning segments.

Conclusion

In summary, the Town of Strasburg does not oppose the proposed abandonment of inactive rail service, provided the corridor is preserved intact through railbanking. That approach is consistent with the Town's planning documents and prior Council actions, allows a productive interim public use, and protects the corridor's highest-priority future function: the potential restoration of active rail transportation.

Please include this response in Norfolk Southern's Combined Environmental and Historic Report and in the materials provided to the Surface Transportation Board. Please contact me or Town Manager Melanie Shipe if additional information is needed.

Sincerely,



Brandy Hawkins Boies
Mayor, Town of Strasburg

cc: Spencer M. Naake, Mullins Law Group PLLC

TOWN OF FRONT ROYAL

102 East Main Street
Front Royal, VA 22630
540-635-8007

LORI A. COCKRELL

Mayor

September 8, 2026

Mullins Law Group PLLC
Attn: William A. Mullins
2001 L Street N.W., Suite 720
Washington, D.C. 20036

RE: Norfolk Southern Railway Company – Abandonment Exemption – In Rockingham, Shenandoah, and Warren Counties, Virginia, AB-290 (Sub-No. 425X)

Dear Mr. Mullins:

The Town of Front Royal does not oppose Norfolk Southern Railway Company's proposal to abandon approximately 48.5 miles of connecting rail lines between Broadway and Front Royal. We strongly support preservation of the corridor as a continuous public asset and for potential future transportation purposes. Additionally, the Town of Front Royal's Comprehensive Plan specifically mentions working with other agencies and localities to develop a plan for the Shenandoah Valley Rail Trail.

Sincerely,

Lori A. Cockrell

Lori A. Cockrell
Mayor

Cc (correspondence via email):
Joseph W. Petty, Town Manager

COUNTY OF WARREN

County Administrator's Office
Warren County Government Center
220 North Commerce Avenue, Suite 100
Front Royal, Virginia 22630
Phone: (540) 636-4600
Email: jmeadows@warrencountyva.gov

Jane E. Meadows
Interim County Administrator

September 9, 2026

Mullins Law Group PLLC
Attn: William A. Mullins
2001 L Street.,
N.W., Suite 720
Washington, D.C. 20036

Re: Warren County Position on Rail Service Abandonment and Preservation of the Shenandoah Rail Corridor

Dear Mr. Mullins:

Warren County does not oppose the abandonment of rail service along the former Manassas Gap rail corridor between Riverton Junction in Warren County and the Town of Broadway, given the lack of active rail customers and the absence of current freight or passenger service. The County's position on abandonment of rail service, however, should not be interpreted as support for dividing, disposing of, or otherwise losing the corridor. Warren County strongly supports preserving the corridor as a continuous public asset for potential future transportation purposes, including railbanking and conversion to interim trail use.

Preserving the right-of-way intact protects a transportation corridor that would be exceptionally difficult and costly to reassemble if fragmented. Railbanking provides the appropriate framework to retain that continuity while allowing the corridor to serve an immediate public purpose as the Shenandoah Rail Trail. Interim trail use can expand safe bicycle and pedestrian transportation, outdoor recreation, tourism, and connections among communities while preserving the corridor's potential for future transportation use.

This position is consistent with Warren County's adopted policy and longstanding planning work. On April 20, 2021, the Warren County Board of Supervisors adopted a resolution endorsing acquisition and conversion of the 48-mile out-of-service railroad right-of-way to a multiuse trail for alternative transportation and recreation. The resolution also committed the County to work with the other trail localities and regional, state, and federal partners toward development of the trail.

The Shenandoah Rail Trail also fits within a broader local network documented through the Town of Front Royal's 2015 Trails and Bikepaths Plan, the County's bicycle and pedestrian planning work, and the Avtex Trail Connector concept and design materials. Together, these plans identify connections among the rail-trail terminus, the Royal Shenandoah Greenway, the planned Avtex Trail, neighborhoods, parks, schools, employment areas, commercial destinations, and the Shenandoah River. Earlier Town and County planning documents likewise emphasized linking schools, parks, greenways, historic areas, and neighborhoods through accessible walking and bicycling routes.

For Warren County and the Town of Front Royal, the Shenandoah Rail Trail is therefore more than a recreational amenity. It is a regional transportation and economic-development investment that can provide a safer alternative

CHAIR - Cheryl L. Cullers South River District | **VICE CHAIR - Tony F. Carter** Happy Creek District | **John W. Stanmeyer** Shenandoah District | **Dr. Richard A. Jamieson** North River District | **Hugh B. Heny** Fork District | **Jane E. Meadov** Interim Count Administrator

to travel along the Route 55 corridor, connect residents and visitors to community destinations, support existing retail, dining, lodging, and recreation businesses, and encourage new private investment. Its value depends on maintaining the corridor as one continuous route.

Warren County respectfully requests that any abandonment process prioritize preservation of the entire corridor, provide for railbanking and interim trail use, and avoid actions that could sever or impair the right-of-way. The County remains strongly supportive of the Shenandoah Rail Trail and of continued coordination with the Commonwealth, affected localities, the corridor owner, and project partners to advance its development.

Sincerely,

Jane E. Meadows
Interim County Administrator
County of Warren, Virginia

Attachments: April 20, 2021 Resolution of Support; trail and connectivity planning materials

COUNTY OF WARREN

Warren County Government Center
220 North Commerce Avenue, Suite 100
Front Royal, Virginia 22630
Phone: (540) 636-4600
Email: vcook@warrencountyva.gov

Vicky L. Cook
Board of Supervisors, Chair

September 5, 2023

County of Warren Multimodal Connectivity to the Shenandoah Rail Trail

Dear Deputy Secretary Jones:

On April 20, 2021, the Warren County Board of Supervisors approved a resolution of support endorsing the conversion of the discontinued railroad to a multiuse trail for alternative transportation and recreation. The Board is writing today to express its ongoing commitment to supporting the Shenandoah Rail Trail for alternative transportation.

The County has drafted a Bicycle and Pedestrian Plan that begins to conceptualize the connections between our rural community, the Town of Front Royal, the commercial corridor along State Route 340/522, and neighboring Counties. This plan would work with the Town's 2015 concept map that identifies safe and accessible transportation options for residents, workers, and visitors that decide to travel by bicycle or walking. These connections provide access to area neighborhoods, parks, schools, retail, dining, jobs and services; including the Shenandoah Rail Trail.

The Town and County have worked together on plans in which one of the earlier documents from 1993 states within the recommendations, *"The Plan's underlying concepts are: 1) Linkage between schools, parks, and greenways, historic areas, and neighborhoods, providing nearby accessible trails and pathways for walking, running, bicycling, shopping and commuting..."* Our community has always been a trail town and recognizes that they can be used for much more than recreation.

The Shenandoah Rail Trail runs parallel to one of the County's busiest roads, State Route 55: Strasburg Road, and is the main connector between Front Royal and Strasburg. Within the first 2-miles of the Rail Trail leaving the Front Royal trailhead, it will travel by more than 400 households that will be able to access the trail and get into Town with easy and safely by not having to navigate Strasburg Road. Additionally, the northern terminus of the Rail Trail is 2.5 miles from a major commercial center that includes a variety of retail, dining, and employment opportunities. The County has explored the concept of a multi-use trail along the major highway that access the commercial center, and it is currently going through the VDOT STARS Study process.

The Town and County are currently in the process of utilizing ARPA funds to complete the design of the Avtex Trail and neighborhood connections. The Avtex Trail is a proposed 2.25-mile trail that runs parallel to the Shenandoah River and connects neighborhoods to an existing park and Skyline Middle & High Schools.

Most recently, a Property Owner that adjoins the Rail Trail terminus has requested to donate the property to the County in an effort to create connecting trails and possible parking for the trailhead. In March of 2023, the Town Council approved a special use permit for a Commercial Recreational Facility located at the Rail Trail terminus, that provided an easement for the Rail Trail to connect to the public road. Property owners are beginning to make business decisions because of the future Rail Trail that will provide economic and community development for Front Royal and Warren County.

CHAIR, Vicky L. Cook Fork District | **VICE CHAIR, Cheryl L. Cullers** South River District | **Jerome K. Butler** Happy Creek District | **Walter J. Mabe** Shenandoah District | **Delores R. Oates** North River District | **Dr. Edwin C. Daley** County Administrator

The localities have made significant financial commitments to bicycle and pedestrian infrastructure in the past few years, and continue to explore additional opportunities to connect our community through transportation alternatives. Below are recent examples.

- Completion of Leach Run Parkway sidewalk and bike lanes
- Begin to draft Bicycle and Pedestrian Plan
- Paving the Carson Trail
- Incorporate bicycle and pedestrian accommodations into right-of-way areas along our commercial corridor during application process
- Ongoing improvements and maintenance for Royal Shenandoah Greenway and Eastham Park

The County recognizes that the Shenandoah Rail Trail provides economic benefits for the entire region as further defined in the Economic Impact Analysis, and what that means for our community specifically is support for our existing businesses in retail, dining, and overnight stays. It can also create new specialty commercial establishments that generate new revenue and jobs for Warren County. And in an effort to expand these economic benefits we understand the need to create and implement a multimodal network throughout the community to support it.

Please feel free to contact us if you have any additional questions.

Sincerely,

Vicky L. Cook

Board of Supervisors, Chair

Cc: Dr. Edwin Daley, County Administrator

Attachments: April 2021 Resolution of Support

CHAIR, Cheryl L. Cullers South River District | **VICE CHAIR Delores R. Oates** North River District | **Jerome K. Butler** Happy Creek District | **Vicky L. Cook** Fork District | **Walter J. Mabe** Shenandoah District | **Dr. Edwin C. Daley** County Administrator

RESOLUTION

of the Board of Supervisors of Warren County to Support the Acquisition and Conversion of Out-of-Service Railroad Right-of-Way to a Trail for Alternative Transportation and Recreation

WHEREAS 48 miles of the former Manassas Gap Railroad which lie between Riverton Junction, in Warren County, and the Town of Broadway, in Rockingham County, and passing through the County of Warren, Virginia are in a state of disuse, all freight and passenger service having decreased significantly; and

WHEREAS the prospect of restoration of freight or passenger service along the aforementioned section of railroad is very unlikely; and

WHEREAS the railroad, in its current state of disuse, is a blight on our community, and a danger to youth who may be tempted to trespass; and

WHEREAS the railroad presents an opportunity to create a world-class trail providing bicycle, pedestrian and equestrian access to extraordinary landscape views and several important Civil War battlefields; and

WHEREAS such trail would catalyze tourism-related economic growth; and

WHEREAS such trail would connect eleven communities including Warren County and the Town of Front Royal, offering the option of safe alternative transportation within and between these communities to a broad segment of the local population, for commuting to work and school, thereby improving the quality of life; and

WHEREAS such trail would provide the communities of Warren County and the Town of Front Royal opportunity for an outdoor experience not currently available, which promotes a healthy lifestyle for area residents and provides connections to other existing or planned bicycle infrastructure in Warren County; and

WHEREAS an organization known as the Shenandoah Valley Rail Trail Exploratory Partnership, whose membership includes representation of each locality through which the trail would pass, has been formed to explore trail feasibility; and

WHEREAS the 2020 Virginia General Assembly directed the state Department of Conservation and Recreation to study trail feasibility and deliver a report no later than November 1st, 2021.

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Warren, Virginia endorses the conversion of the aforementioned 48-mile discontinued railroad to a multiuse trail for alternative transportation and recreation; and

FURTHERMORE, the Board of Supervisors resolves to join with the other trail localities in seeking the support of regional, state, and federal agencies and the railroad's owner, Norfolk Southern Corporation, toward the goal of development of the trail.

Adopted: April 20, 2021

Cheryl L. Cullers

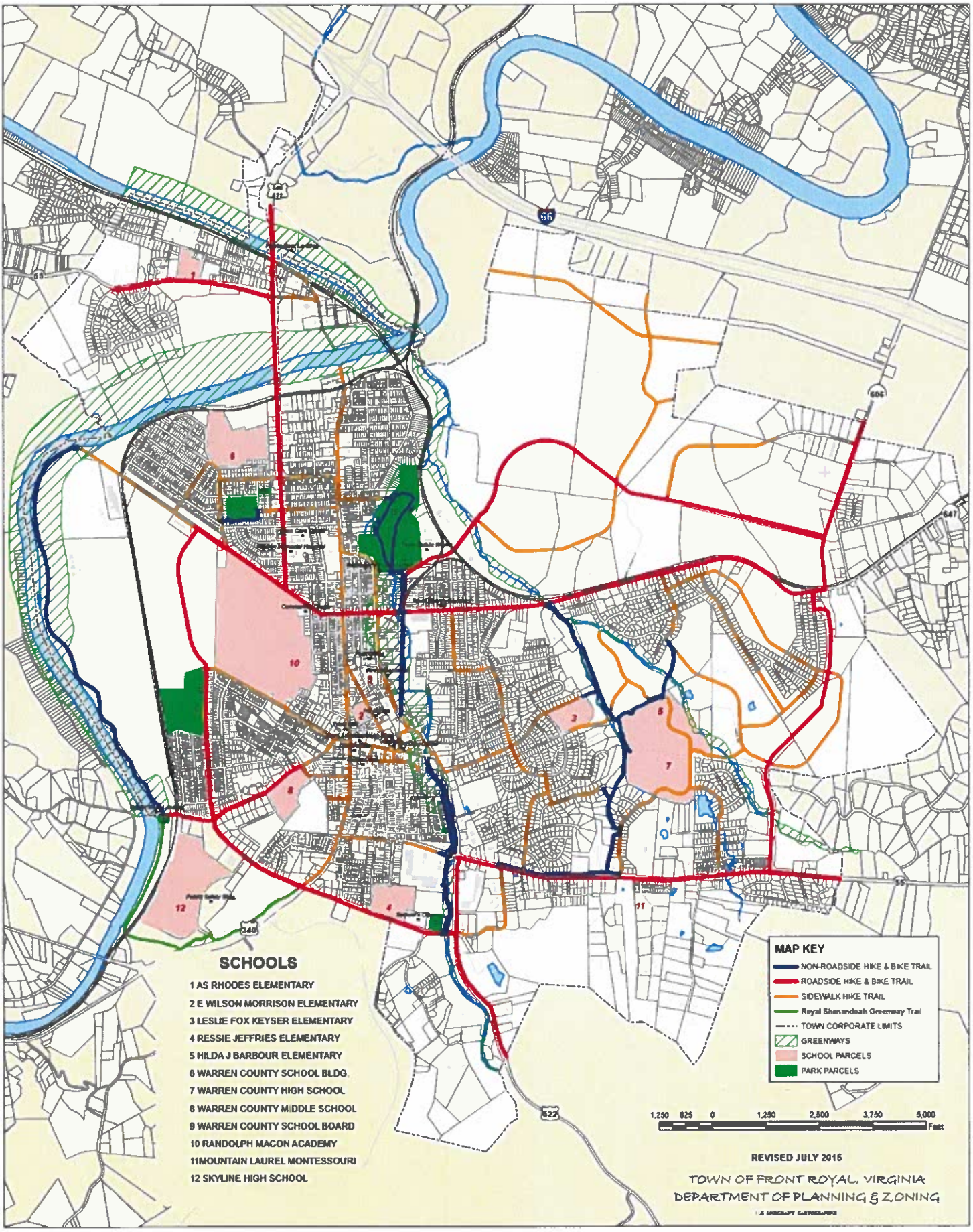
Cheryl L. Cullers, Chair
Warren County Board of Supervisors

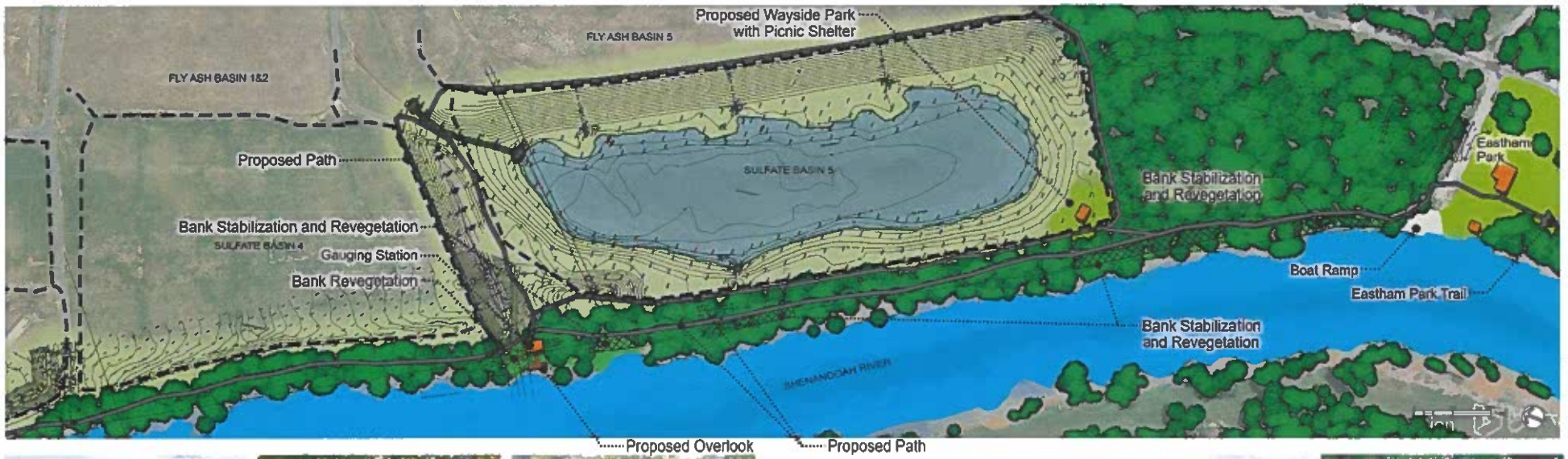
ATTEST:

Edwin C. Daley

Edwin C. Daley, Interim Clerk
Warren County Board of Supervisors

TRAILS AND BIKEPATHS











Concrete Wier and Riffles in River



Pond/Basin



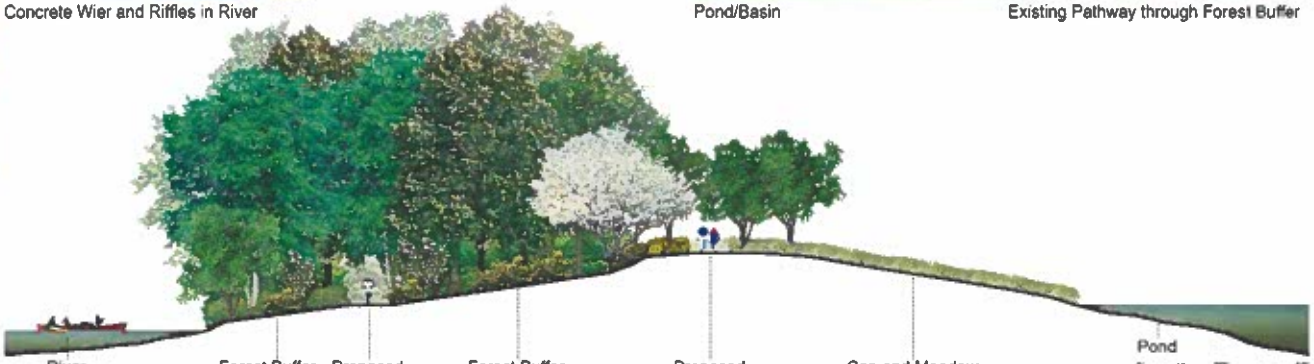
Existing Pathway through Forest Buffer



Drainage Ditches in Meadow



Gaging Station



LPDA
LAND PLANNING & DESIGN ASSOCIATES

AVTEX TRAIL

FRONT ROYAL, VIRGINIA

October, 2017

158

181





River





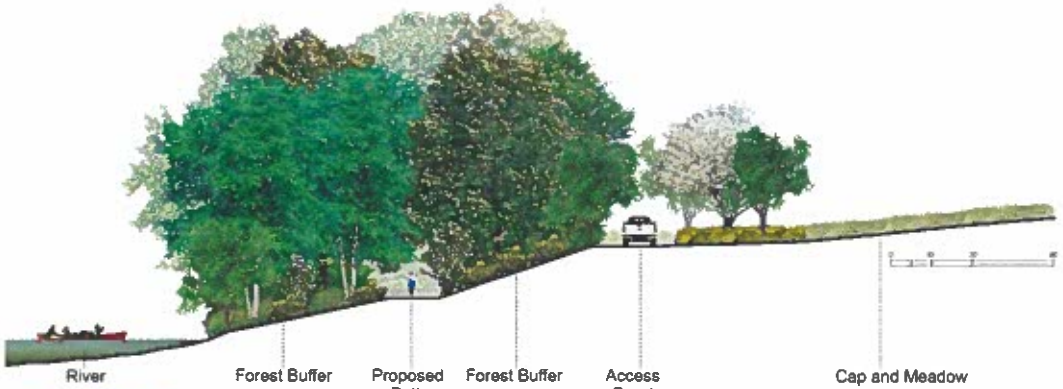
Mown Path around Meadow Edge

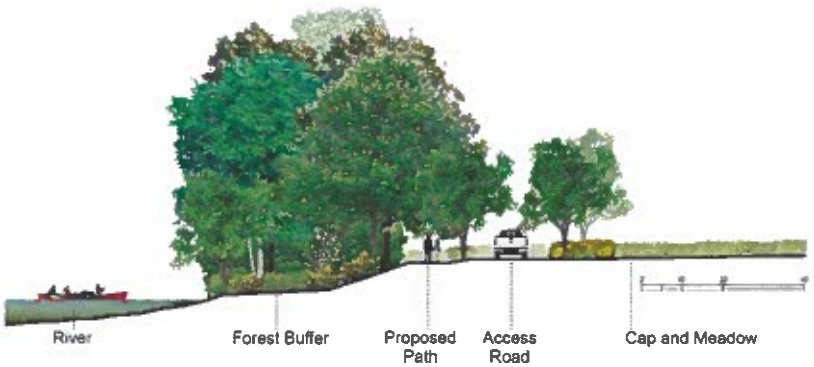


Steps down Riverbank to Fishing Dock



Existing Access Road





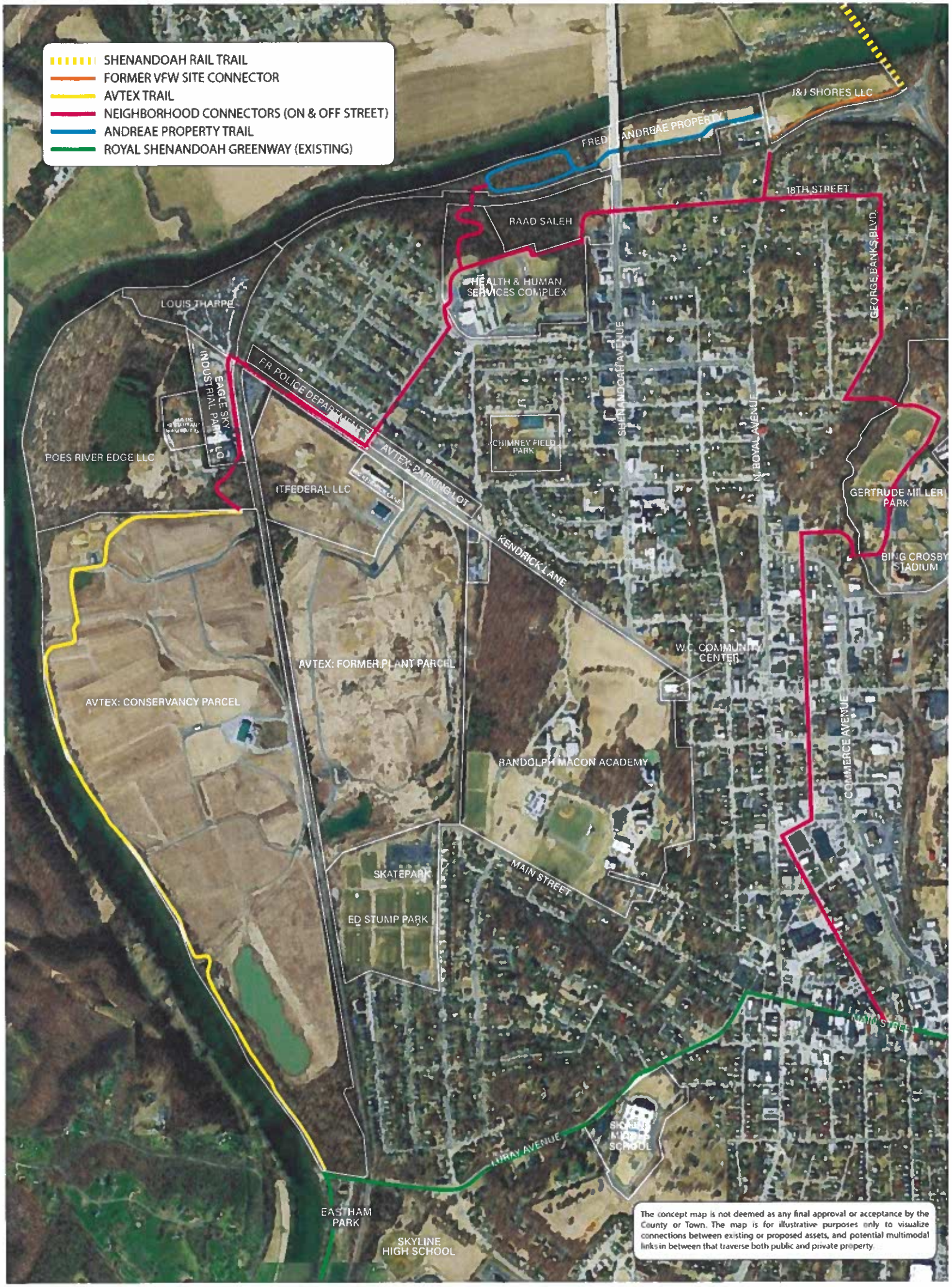
LPDA
LAND PLANNING & DESIGN ASSOCIATES

AVTEX TRAIL
FRONT ROYAL, VIRGINIA

October, 2017

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SHENANDOAH RAIL TRAIL
FORMER VFW SITE CONNECTOR
AVTEX TRAIL
NEIGHBORHOOD CONNECTORS (ON & OFF STREET)
ANDREAE PROPERTY TRAIL
ROYAL SHENANDOAH GREENWAY (EXISTING)
J&J SHORES LLC
FRED ANDREAE PROPERTY
18TH STREET
RAAD SALEH
HEALTH & HUMAN SERVICES COMPLEX
GEORGE BANKS BLVD.
LOUIS THARPE
EAGLE SKY INDUSTRIAL PARK LLC
FR POLICE DEPARTMENT
SHENANDOAH AVENUE
N. BOYAL AVENUE
CHIMNEY FIELD PARK
POES RIVER EDGE LLC
ITFEDERAL LLC
AVTEX: PARKING LOT
KENDRICK LANE
GERTRUDE MILLER PARK
BING CROSBY STADIUM
W.C. COMMUNITY CENTER
AVTEX: FORMER PLANT PARCEL
AVTEX: CONSERVANCY PARCEL
COMMERCE AVENUE
RANDOLPH MACON ACADEMY
SKATEPARK
MAIN STREET
ED STUMP PARK
MAIN STREET
LIBRAY AVENUE
EASTHAM PARK
SKYLINE HIGH SCHOOL
The concept map is not deemed as any final approval or acceptance by the County or Town. The map is for illustrative purposes only to visualize connections between existing or proposed assets, and potential multimodal links in between that traverse both public and private property.

CASEY B. ARMSTRONG
County Administrator

ROCKINGHAM COUNTY

BOARD OF SUPERVISORS
DEWEY L. RITCHIE
Election District No. 1
SALLIE WOLFE-GARRISON
Election District No. 2
MATT J. DALE
Election District No. 3
LEILA C. LONGCOR
Election District No. 4
JOEL L. HENSLEY
Election District No. 5

September 10, 2026

William A. Mullins
Mullins Law Group PLLC
2001 L Street NW, Suite 720
Washington, DC 20036

Sent via email to: wmullins@mullinslawgroup.net

RE: Norfolk Southern Railway Company – Abandonment Exemption – Rockingham, Shenandoah, and Warren Counties, Virginia, AB-290 (Sub-No. 425X)

Dear Mr. Mullins:

Thank you for providing Rockingham County with the Combined Environmental and Historic Report related to Norfolk Southern Railway Company's proposed abandonment of approximately 48.5 miles of rail line between Milepost B 51.0 near Riverton Junction and Milepost B 99.5 at Broadway. We appreciate the opportunity to review the materials and offer comment as part of the Surface Transportation Board's environmental review process.

After reviewing the information provided, Rockingham County has no concerns regarding the proposed rail line abandonment. The proposed action appears consistent with existing land use conditions within the County, and we do not foresee any adverse effects resulting from the abandonment.

Please include this letter in your submission to the Surface Transportation Board. If additional information or further clarification is needed, feel free to contact my office.

Sincerely,

Casey B. Armstrong
County Administrator

20 EAST GAY STREET, HARRISONBURG, VIRGINIA 22802
TELEPHONE (540) 564-3027 · FAX (540) 564-3017
Website: rockinghamcountyva.gov

From: Fowler, Keith (DEQ) <Keith.Fowler@deq.virginia.gov>
Sent: Thursday, August 27, 2026 10:47 AM
To: William Mullins <wmullins@mullinslawgroup.net>
Cc: Kiracofe, Brandon (DEQ) <Brandon.Kiracofe@deq.virginia.gov>; Stuart, Laura (DEQ) <Laura.Stuart@deq.virginia.gov>
Subject: Your letter to Brandon Kiracofe regarding Norfolk Southern Railway Abandonment Exemption

> You don't often get email from keith.fowler@deq.virginia.gov. Learn why this is important

The subject letter was received by our office on August 25, 2026, referencing 48.5 miles of rail line between Front Royal and Broadway, Virginia. We are not aware of any DEQ waste regulations requiring the removal and disposal of abandoned railroad track, ties, soil, ballast, etc. To our knowledge, the abandoned rail line can remain in place as is. If in the future the rail line or underlying materials are excavated or disturbed, any waste material would need to be properly characterized and recycled or disposed of at a waste management facility permitted to accept the waste type / volume in accordance with the Virginia Solid Waste Management Regulations (9VAC20-81). There is a list on the DEQ website of solid waste management facilities in Virginia accepting railroad ties, and another list of solid waste management facilities in Virginia accepting waste (such as contaminated soil) with Total Petroleum Hydrocarbons (TPH) over 500 ppm. The waste generator should contact the selected waste management facility in advance of disposal, especially regarding large volumes of railroad ties or contaminated soil/material, to confirm waste acceptance and site-specific sampling and disposal requirements. Many solid waste management facilities only accept waste generated within the locality where the facility is located. Certain waste types and/or volumes may require the landfill to submit a Special Waste Disposal Request to DEQ for review and approval prior to receiving the material for disposal. More information is available on the DEQ Special Waste webpage. Also, permitted solid waste landfills in Virginia are prohibited from receiving regulated hazardous waste for disposal. Hazardous waste is required to be managed in accordance with the Virginia Hazardous Waste Management Regulations (9VAC20-60). More information is available on the DEQ Hazardous Waste webpage.

Please let me know if I can be of any further assistance.

B. Keith Fowler
Deputy Regional Director, Valley Regional Office
Virginia Department of Environmental Quality
4411 Early Road
Harrisonburg, VA 22801
(540) 217-7480

From: Mertz, Melissa <Mertz.Melissa.M@epa.gov>
Sent: Friday, September 11, 2026 11:09 AM
To: William Mullins <wmullins@mullinslawgroup.net>
Cc: Shamet, Stefania <Shamet.Stefania@epa.gov>; Epps, John <epps.john@epa.gov>; Fogel, Robert <Fogel.Robert@epa.gov>
Subject: Norfolk Southern Railway Company -- Abandonment Exemption -- In Rockingham, Shenandoah and Warren Counties, Virginia, AB-290 (Sub-No. 425X)

> You don't often get email from mertz.melissa.m@epa.gov. Learn why this is important

Good Morning Sir,

The U.S. Environmental Protection Agency Region 3 (EPA Region 3) has received your August 2026 communication forwarding a draft Environmental and Historic Report (E&HR) regarding the Norfolk Southern Railway Company's ("NSR") proposal to abandon approximately 48.5 miles of connecting rail lines extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, Virginia to Milepost B 99.5 +/- at Broadway, Virginia in Rockingham, Shenandoah and Warren Counties, Virginia (the "Line"). It is EPA Region 3's understanding that, although authority is sought to abandon the Line, NSR does not presently intend to remove the rail, ties, or other track materials, the contour of the existing roadbed will remain unchanged, there will be no land disturbance associated with the proposed abandonment of the Line, and existing drainage systems will remain intact. Given the foregoing, EPA Region 3 has no comment on the draft E&HR. If an Environmental Assessment or Environmental Impact Statement pursuant to the National Environmental Policy Act ("NEPA") is prepared in connection with this proposed action, the EPA Region 3 will satisfy its responsibilities pursuant NEPA and Section 309(a) of the Clean Air Act as appropriate.

The draft E&HR represents that NSR is exploring opportunities to transfer or sell the Line. In the event the Line is transferred, sold, or salvage or other land disturbing activities are contemplated in the future, EPA Region 3 may have additional comment at that time.

Thank you for your coordination and please reach out if you have any additional questions.

Missy

Melissa (Missy) Mertz
NEPA Reviewer
US EPA Mid-Atlantic Region
1600 JFK Blvd (4 Penn Center)
Philadelphia, PA 19103
Phone 215-814-5796
Email: mertz.melissa.m@epa.gov
Teams Chat

COMMONWEALTH of VIRGINIA

Department of Historic Resources

David L.Bulova
Secretary of Natural and Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Roger W. Kirchen
Director
Tel: (804) 367-2323
www.dhr.virginia.gov

September 14, 2026

VIA EMAIL (wmullins@mullinslawgroup.net)
William A. Mullins, Esq.
Mullins Law Group PLLC
2001 L Street NW, Suite 720
Washington, DC 20036

Re: STB Docket No. AB-290 (Sub-No. 425X)
Norfolk Southern Railway Company – Abandonment Exemption
Rockingham, Shenandoah, and Warren Counties, Virginia
DHR File No. 2026-0542

Dear Mr. Mullins:

The Department of Historic Resources (DHR) has received for our review and comment the above-referenced abandonment exemption report. Our comments are provided as assistance to the Surface Transportation Board (STB) in meeting its responsibilities under Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing regulation, "Protection of Historic Properties" (36 CFR Part 800).

We reviewed the submission including the document entitled, *"AB-290 (Sub-No. 425X) NORFOLK SOUTHERN RAILWAY COMPANY - ABANDONMENT EXEMPTION- IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA DRAFT Combined Environmental and Historic Report"* prepared by the Mullins Law Group PLLC, Attorneys for Norfolk Southern Railway Company (NSR), on August 19, 2026. Comments were requested from our office by September 14, 2026. NSR proposes to abandon 48.5 miles of connecting rail lines (Line) extending from Milepost B 51.0 +/- near Riverton Junction in Front Royal, VA, to Milepost B 99.5 +/- at Broadway, VA, in Rockingham, Shenandoah, and Warren Counties, VA. No customers have been served on the Line for at least two years. The report states:

"The Line was constructed in the late 1800s and remained owned by Virginia Midland Railway Company, with the Strasburg, VA to Broadway, VA segment of the Line operated under lease by the Baltimore and

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
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Ohio Railroad Company, until Southern Railway Company ("SRC") acquired Virginia Midland Railway Company on June 21, 1898. See 37 Val. Rep. at 215, 667. SRC remained in control of the Line until 1982, when it merged with the Norfolk and Western Railway Company to form the Norfolk Southern Railway Company."

Historic Property Identification Strategy & Options
Based on the information provided in the Historic Report, ***DHR does not concur*** with NSR's recommendation that the Line and its associated structures lack the characteristics necessary for listing in the National Register of Historic Places (NRHP). While a comprehensive evaluation of the entire 48.5-mile corridor has not yet been done, extensive DHR database entries establish clear precedent for eligibility along key segments of this alignment (including DHR ID #085-5144 [Eligible], DHR ID #085-5268 [Potentially Eligible], and DHR ID #082-5748 [Potentially Eligible]).

To resolve the property identification phase of this undertaking, NSR has two options:

1. **Treat as Eligible:** For the purposes of this project and to streamline the Section 106 consultation process, NSR may elect to treat the entire Line and its 19 associated bridge structures as eligible for listing in the NRHP under Criterion A and C.

2. **Formal Evaluation:** Alternatively, NSR may complete a formal architectural survey of the entire corridor layout. Any such identification and evaluation efforts must be conducted in accordance with DHR's *Guidelines for Conducting Historic Resources Survey in Virginia* (Guidelines; October 2011, as amended). If a complete survey demonstrates to the satisfaction of DHR that the Line lacks historic integrity and significance, and DHR formally concurs in writing that the property is ineligible, no further Section 106 actions or protective measures will be required. [Guidelines Link]

Property Disposition and Covenant Strategy
DHR understands the applicant's position that, following a property transfer, the carrier is not directly responsible for the physical actions of a subsequent owner. However, the proposed abandonment may constitute the removal of federal control over the historic rail line.

Under Section 106, 36 C.F.R. § 800.5(a)(2)(vii) explicitly applies the criteria of adverse effect to the *"transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance."*

Consequently, if the Line is treated as eligible or is formally determined eligible through further survey, the transfer itself may constitute an adverse effect to historic properties unless a mechanism for long-term preservation of the property's significance is established. DHR recommends that a legally enforceable **Historic Preservation Covenant** be executed as a condition of the property's disposition. This covenant, running with the land, would set clear expectations for the prospective trail sponsor and any subsequent purchasing entities to consult with DHR regarding the preservation of the architectural and engineering significance of the corridor's historic layout and bridges before structural modifications occur.

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Section 106 Consultation & Recommended Conditions
To ensure these historic assets are protected during the regulatory transition, DHR recommends that the STB incorporate the following formal **Historic Preservation Condition** into any final abandonment authorization:

1. NSR shall not alter, salvage, or disturb any track materials, ties, bridges, or stone culverts over 50 years of age within the Area of Potential Effect until the STB's Office of Environmental Analysis (OEA) has completed the Section 106 consultation process and DHR has issued a final concurrence.
2. If the Line is treated or determined to be eligible, the final transfer or sale of the right-of-way for alternative public use (rails-to-trails) must incorporate a DHR-approved Historic Preservation Covenant to guarantee long-term resource protection post-federal oversight.

DHR requests that the DHR File Number for this undertaking (**2026-0542**) be added to the cover and title page of the final report bundle submitted to the STB. Please continue to consult with DHR regarding this undertaking.

If you or the STB staff have any questions regarding our review of this project, please do not hesitate to contact Adrienne Birge-Wilson via email at adrienne.birge-wilson@dhr.virginia.gov or via telephone at (804) 482-6092. If you have any questions regarding the archaeological comments for this project reach out to Jonathan Connolly via email at jonathan.connolly@dhr.virginia.gov or via telephone at (804) 482-8089.

Sincerely,



Samantha Henderson, Director
Review and Compliance Division

C: Office of Environmental Analysis (OEA), Surface Transportation Board

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BEFORE THE
SURFACE TRANSPORTATION BOARD

AB-290 (Sub-No. 425X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

APPENDIX D

BRIDGE LIST

Milepost	Crossing	Bridge Type	Deck Construction	Length in Feet	Height in Feet	Date Constructed
B 51.00	South Shenandoah River	Pinned Through Truss / Steel Beam	Open Deck	529	50	1903
B 55.60	Passage Creek	Deck Plate Girder	Open Deck	106	21	1917
B 58.60	Washout	Steel Beam	Open Deck	73	20	1973
B 59.50	North Shenandoah River	Pinned Deck Truss	Open Deck	304.6	54	1906
B 61.40	Massanutten Street / US 11	Steel Beam	Open Deck	46.3	14	1936
B 61.50	Town Creek	Steel Beam	Open Deck	96	30	1971
B 62.80	Unnamed Waterway	Pile Trestle	Timber Ballast Deck	14	6	1928
B 64.00	VA State Route 601	Reinforced Concrete Slab / Deck Plate Girder	Concrete Ballast Deck / Open Deck	294.6	62	1924
B 65.40	Unnamed Waterway	Stone Arch	Concrete Ballast Deck	12	40	Unknown
B 66.70	VA State Route 651	Deck Plate Girder / Steel Beam	Concrete Ballast Deck	124	22	1970
B 67.60	Toms Brook	Deck Place Girder Viaduct	Open Deck	504	64	1924
B 68.20	Jordan Run	Steel Beam	Open Deck	19	20	1925
B 71.60	Pughs Run	Pile Trestle / Deck Plate Girder Viaduct	Timber Ballast Deck / Open Deck	554.95	88	1925
B 74.00	Unnamed Waterway	Stone Arch	Concrete Ballast Deck	12	50	Unknown
B 75.00	Unnamed Waterway	Pile Trestle	Timber Ballast Deck	8	8	1925
B 76.40	Narrow Passage	Steel Beam / Deck Plate Girder	Open Deck	595.1	104	1909
B 78.60	Unnamed Waterway	Stone Arch	Concrete Ballast Deck	12	60	Unknown
B 79.00	Stoney Creek	Deck Plate Girder	Open Deck	319.97	60	1916
B 83.00	Unnamed Waterway	Stone Arch	Concrete Ballast Deck	11.5	50	Unknown

BEFORE THE
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– ABANDONMENT EXEMPTION –
IN ROCKINGHAM, SHENANDOAH, AND WARREN COUNTIES, VIRGINIA

Combined Environmental and Historic Report

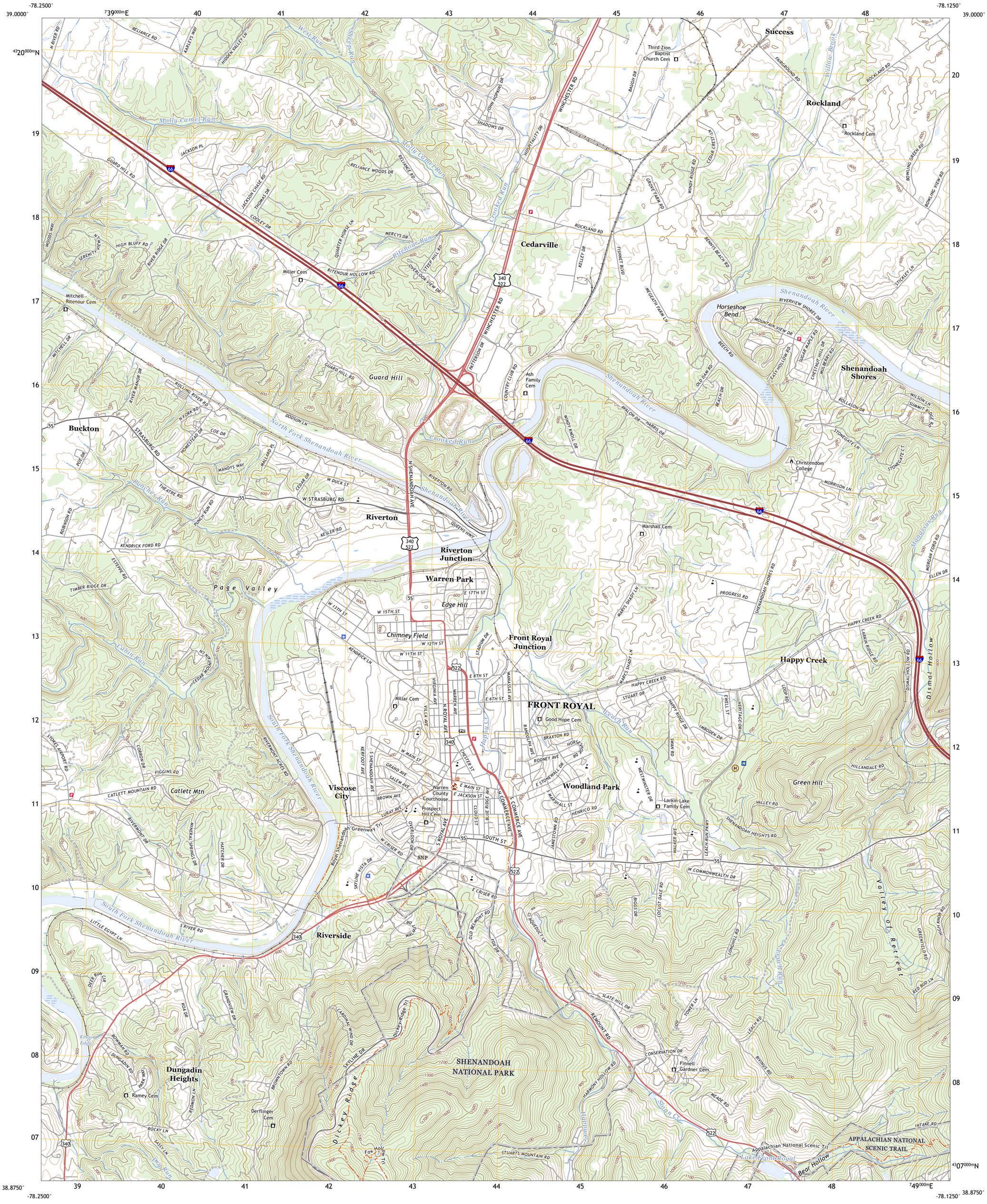
APPENDIX E

TOPOGRAPHICAL MAPS AND PHOTOS

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

FRONT ROYAL QUADRANGLE
VIRGINIA - WARREN COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, December 2018 - December 2018
Roads.....U.S. Census Bureau, 2016 - 2021
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
Contours.....National Elevation Dataset, 2021
Boundaries.....Multiple sources; see metadata file 2019 - 2021

Wetlands.....FWS National Wetlands Inventory 1982 - 1984

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1°46′ 31 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
QD
Grid Zone Designation 17S

SCALE 1:24 000

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1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

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VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Middletown
2 Stephens City
3 Boyce
4 Strasburg
5 Linden
6 Bentonville
7 Chester Gap
8 Flint Hill

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

FRONT ROYAL, VA
2022

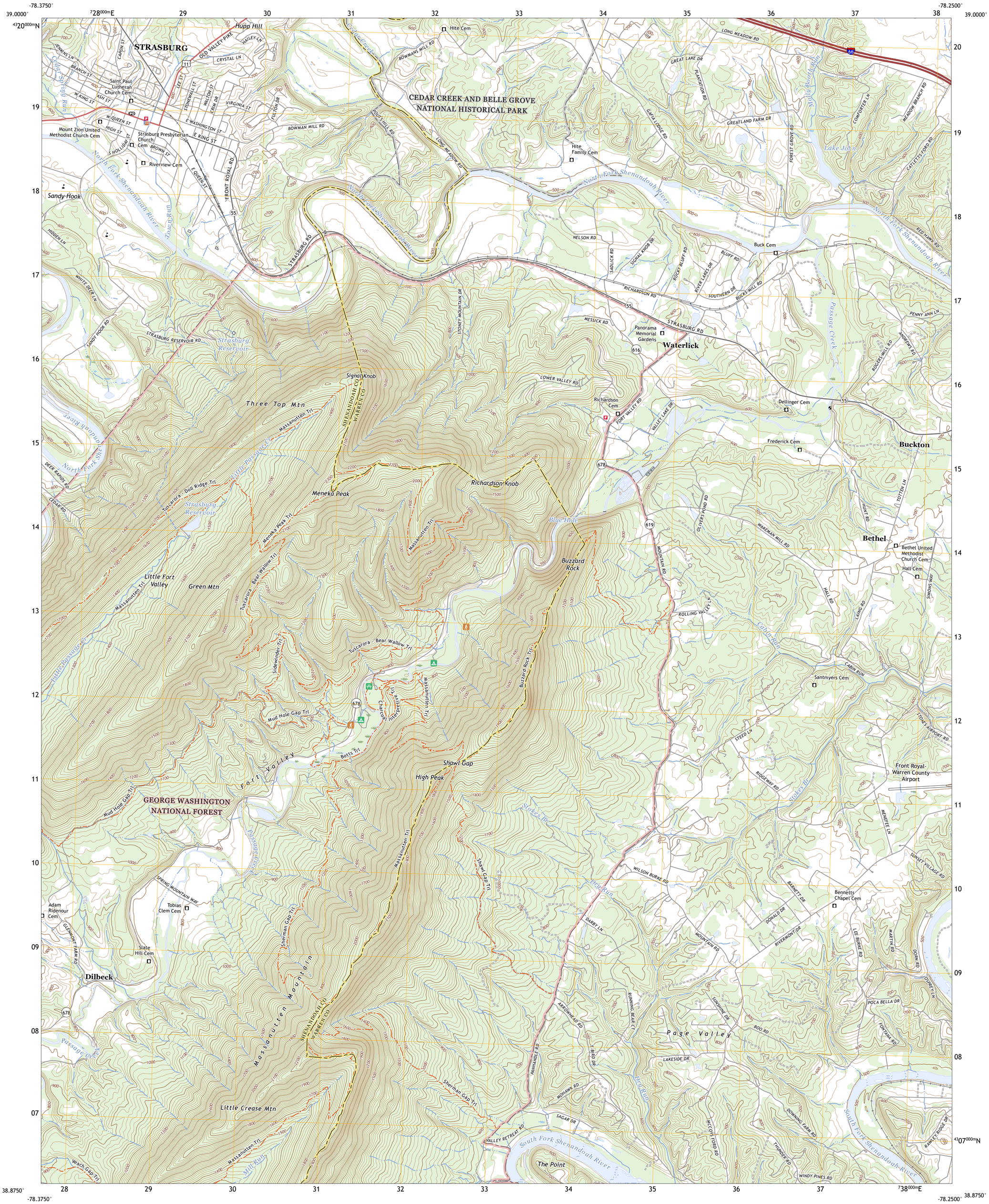
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192

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

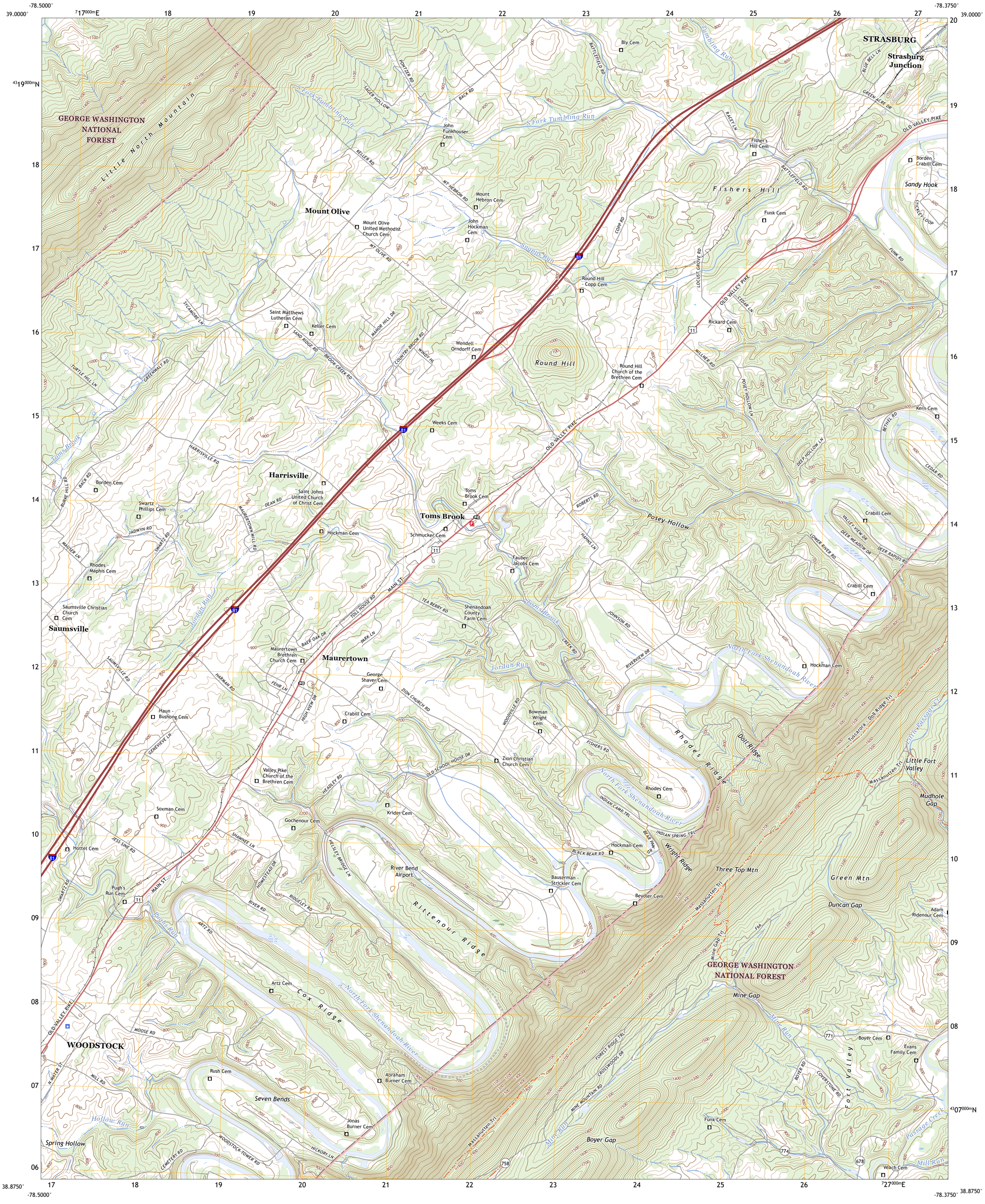
STRASBURG QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES


STRASBURG
CEDAR CREEK AND BELLE GROVE NATIONAL HISTORICAL PARK
GEORGE WASHINGTON NATIONAL FOREST
Waterlick
Buckton
Bethel
Dilbeck
Hupp Hill
Hite Cem
Saint Paul Lutheran Church Cem
Mount Zion United Methodist Church Cem
Strasburg Presbyterian Church Cem
Riverview Cem
Sandy Hook
Hite Family Cem
Buck Cem
Panorama Memorial Gardens
Richardson Cem
Frederick Cem
Bethel United Methodist Church Cem
Hall Cem
Santmyers Cem
Front Royal-Warren County Airport
Adam Ridenour Cem
Tobias Clem Cem
Slate Hill Cem
Bennetts Chapel Cem
Signal Knob
Three Top Mtn
Meneka Peak
Richardson Knob
Blue Hole
Buzzard Rock
Little Fort Valley
Green Mtn
Shawl Gap
High Peak
Little Crease Mtn
The Point
Page Valley
Lake John
Strasburg Reservoir
North Fork Shenandoah River
South Fork Shenandoah River
Passage Creek
Stokes Br
Dry Run
Cabin Run
Mill Run
Massanutten Mountain
Fort Valley
Cedar Creek
Cedar Spring Run
Tumbling Run
Molly Booth Run
Little Passage Cr
SHENANDOAH CO
WARREN CO
Massanutten Trl
Tuscarora - Doll Ridge Trl
Tuscarora - Bear Wallow Trl
Sherman Gap Trl
Sidewinder Trl
Buzzard Rock Trl
Mud Hole Gap Trl
Botts Trl
Charcoal Interpretive Trl
Weach Gap Trl
Shawl Gap Trl
Meneka Peak Trl
Stoney Mountain Dr
Rolls Mill Rd
Bowman Mill Rd
Bowmans Mill Rd
Long Meadow Rd
Strasburg Rd
Front Royal Rd
Richardson Rd
Messick Rd
Lower Valley Rd
Fort Valley Rd
Mountain Rd
Wakeman Mill Rd
Rolling Valley Ln
Hall Rd
Laing Rd
Cabin Run
Steed Ln
Ridgeway Rd
Stokes Airport Rd
Wilson Burke Rd
Darby Ln
Arrowhead Rd
Running Bear Ct
Panhandle Rd
T Bird Dr
Mohawk Rd
Sagar Dr
Valley Retreat Rd
Mccoys Ford Rd
Thunder Rd
Windy Pines Rd
Sunset Village Rd
Barnett Dr
Donald Dr
Rivermont Dr
Lee Burke Rd
Martin Rd
Dorn Rd
Osprey Ln
Poca Bella Dr
Fontana Rd
Sunshine Dr
Boo Rd
Lakeside Dr
Totten Ln
Hunt Rd
Oliver's Pond Rd
Meadow Branch Rd
Catlett's Ford Rd
Red Hawk Rd
Penny Ann Ln
Andrews Rd
Rogers Mill Rd
Simons Way
Great Lake Dr
Plantation Rd
Greatland Farm Dr
Forest Grove Rd
Comforter Ln
Gaha Lodge Rd
Old Valley Pike
Crystal Ln
Hailey Ln
Jennins Ln
Branch St
Ash St
W King St
W Queen St
High St
S Holliday St
Brown St
E Queen St
E Washington St
E King St
Lee St
Stonewall St
Walton St
Crim Dr
Virginia St
Fulton Dr
Capon St
Hidden Ln
White Deer Ln
Sandy Hook Rd
Strasburg Reservoir Rd
Deer Rapids Rd
Cedar Rd
Spring Mountain Way
Glenmont Farm Rd
Saddlick Rd
Signal Knob Dr
Rocky Bluff Rd
River Lakes Dr
Bluff Rd
Southern Dr
Bucks Mill Rd
Red Hawk Rd
Penny Ann Ln
Andrews Rd
Rogers Mill Rd
Totten Ln
Hunt Rd
Wakeman Mill Rd
Hall Rd
Laing Rd
Simons Way
Cabin Run
Stokes Airport Rd
Steed Ln
Ridgeway Rd
Menefee Ln
Sunset Village Rd
Rawleys Ridge Dr
Dorn Rd
Osprey Ln
Martin Rd
Lee Burke Rd
Barnett Dr
Donald Dr
Rivermont Dr
Poca Bella Dr
Fontana Rd
Sunshine Dr
Boo Rd
Lakeside Dr
Mohawk Rd
Sagar Dr
Valley Retreat Rd
Mccoys Ford Rd
Thunder Rd
Windy Pines Rd
Wilson Burke Rd
Darby Ln
Arrowhead Rd
Running Bear Ct
Panhandle Rd
T Bird Dr
Mountain Rd
Oliver's Pond Rd
Totten Ln
Hunt Rd
Meadow Branch Rd
Catlett's Ford Rd
Red Hawk Rd
Penny Ann Ln
Andrews Rd
Rogers Mill Rd
Simons Way
Great Lake Dr
Plantation Rd
Greatland Farm Dr
Forest Grove Rd
Comforter Ln
Gaha Lodge Rd
Long Meadow Rd
Old Valley Pike
Crystal Ln
Hailey Ln
Jennins Ln
Branch St
Ash St
W King St
W Queen St
High St
S Holliday St
Brown St
E Queen St
E Washington St
E King St
Lee St
Stonewall St
Walton St
Crim Dr
Virginia St
Fulton Dr
Capon St
Hidden Ln
White Deer Ln
Sandy Hook Rd
Strasburg Reservoir Rd
Deer Rapids Rd
Cedar Rd
Spring Mountain Way
Glenmont Farm Rd
Front Royal Rd
Strasburg Rd
Richardson Rd
Messick Rd
Lower Valley Rd
Fort Valley Rd
Mountain Rd
Wakeman Mill Rd
Rolling Valley Ln
Hall Rd
Laing Rd
Cabin Run
Steed Ln
Ridgeway Rd
Stokes Airport Rd
Wilson Burke Rd
Darby Ln
Arrowhead Rd
Running Bear Ct
Panhandle Rd
T Bird Dr
Mohawk Rd
Sagar Dr
Valley Retreat Rd
Mccoys Ford Rd
Thunder Rd
Windy Pines Rd
Sunset Village Rd
Barnett Dr
Donald Dr
Rivermont Dr
Lee Burke Rd
Martin Rd
Dorn Rd
Osprey Ln
Poca Bella Dr
Fontana Rd
Sunshine Dr
Boo Rd
Lakeside Dr
Totten Ln
Hunt Rd
Oliver's Pond

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

TOMS BROOK QUADRANGLE
VIRGINIA - SHENANDOAH COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, December 2018 - December 2018
Roads.....U.S. Census Bureau, 2016
Roads within US Forest Service Lands.....FSTopo Data with limited Forest Service updates, 2013
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
Contours.....National Elevation Dataset, 2021
Boundaries.....Multiple sources; see metadata file 2017 - 2021

Wetlands.....FWS National Wetlands Inventory 1984

MN 9°55′ 176 MILS GN 1°37′ 29 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
QD
Grid Zone Designation 17S

SCALE 1:24 000

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1000 500 0 METERS 1000 2000
1 0.5 0 1 MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

171

VIRGINIA
QUADRANGLE LOCATION

1 2 3
4 5
6 7 8

ADJOINING QUADRANGLES
1 Wardensville
2 Mountain Falls
3 Middletown
4 Woodstock
5 Strasburg
6 Edinburg
7 Rileyville
8 Bentonville

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

TOMS BROOK, VA
2022

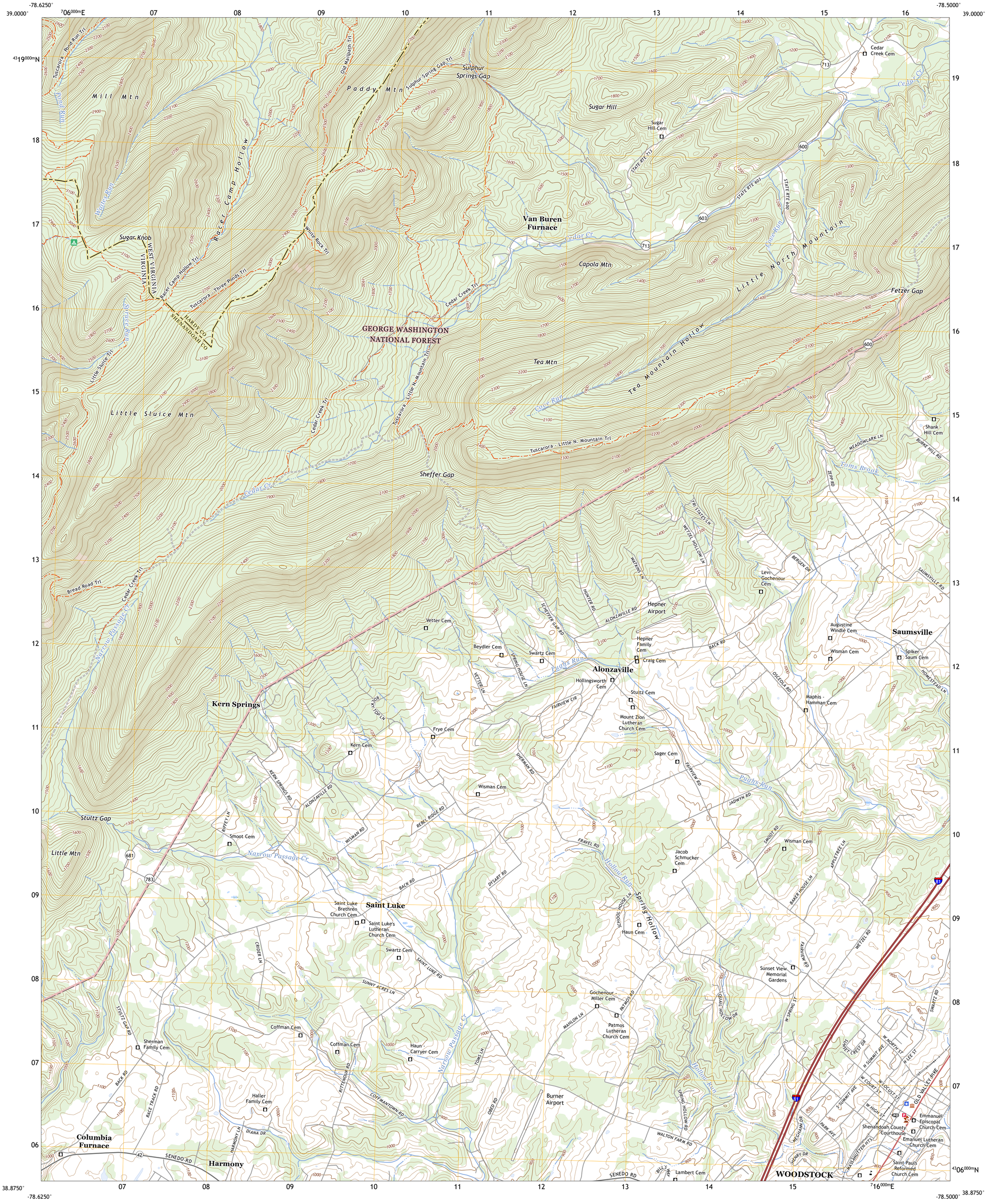
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194

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

WOODSTOCK QUADRANGLE
VIRGINIA - WEST VIRGINIA
7.5-MINUTE SERIES



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World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

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Imagery	NAIP,	December 2018 - July 2020
Roads	U.S. Census Bureau,	2016
Roads within US Forest Service Lands	FSTopo Data with limited Forest Service updates,	2013
Names	GNIS,	1979 - 2022
Hydrography	National Hydrography Dataset,	2001 - 2021
Contours	National Elevation Dataset,	2021
Boundaries	Multiple sources; see metadata file	2017 - 2021
Wetlands	FWS National Wetlands Inventory	1984

MN
GN
9°51'
175 MILS
1°32'
27 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
QD
Grid Zone Designation
17S

SCALE 1:24 000
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1000 500 0 METERS 1000 2000
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MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Baker
2 Wardensville
3 Mountain Falls
4 Wolf Gap
5 Toms Brook
6 Conicville
7 Edinburg
8 Rileyville
ADJOINING QUADRANGLES

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

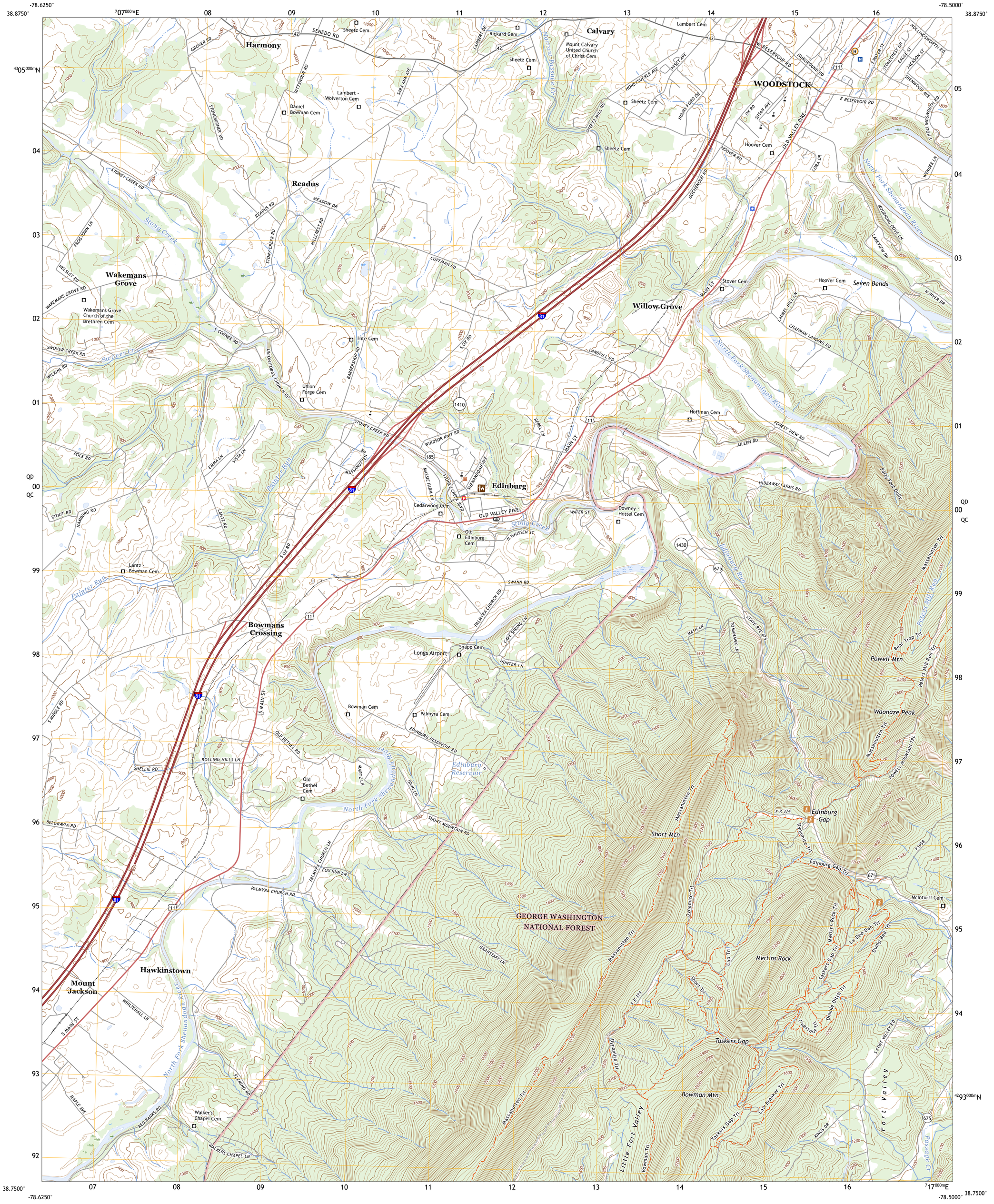
WOODSTOCK, VA, WV
2022

NSN. 7643016401200
NGA REF NO. USGSX24K49821

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

EDINBURG QUADRANGLE
VIRGINIA - SHENANDOAH COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

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Roads..... U.S. Census Bureau, 2016
Roads within US Forest Service Lands.....FSTopo Data with limited Forest Service updates, 2013
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
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Boundaries.....Multiple sources; see metadata file 2017 - 2021

Wetlands.....FWS National Wetlands Inventory 1984

MN
GN
9°49' 175 MILS
1°32' 27 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
QD
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QC
Grid Zone Designation 17S

SCALE 1:24 000

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1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Wolf Gap
2 Woodstock
3 Toms Brook
4 Conicville
5 Rileyville
6 New Market
7 Hamburg
8 Luray

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

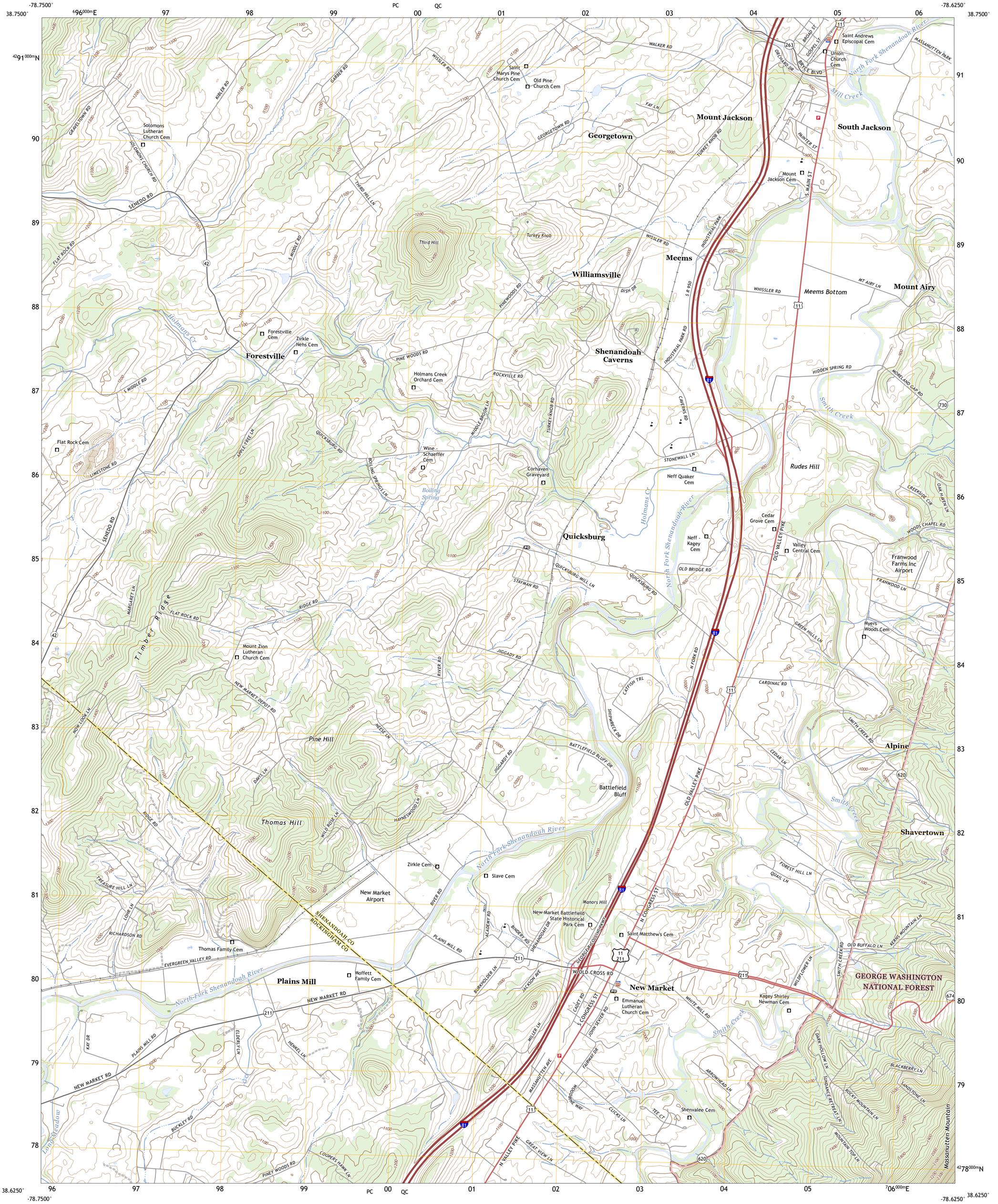
EDINBURG, VA
2022

NSN 7643016400707
NGA REF NO. USGSX24K13679

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

NEW MARKET QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, December 2018 - December 2018
Roads..... U.S. Census Bureau, 2016
Roads within US Forest Service Lands.....FSTopo Data with limited Forest Service updates, Not Available
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
Contours.....National Elevation Dataset, 2021
Boundaries.....Multiple sources; see metadata file 2017 - 2021

Wetlands.....FWS National Wetlands Inventory 1984

MN 9°43' 173 MILS
GN 1°27' 26 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
00
PC QC
Grid Zone Designation 17S

SCALE 1:24 000
1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Orkney Springs
2 Conicville
3 Edinburg
4 Timberville
5 Hamburg
6 Broadway
7 Tenth Legion
8 Stanley

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

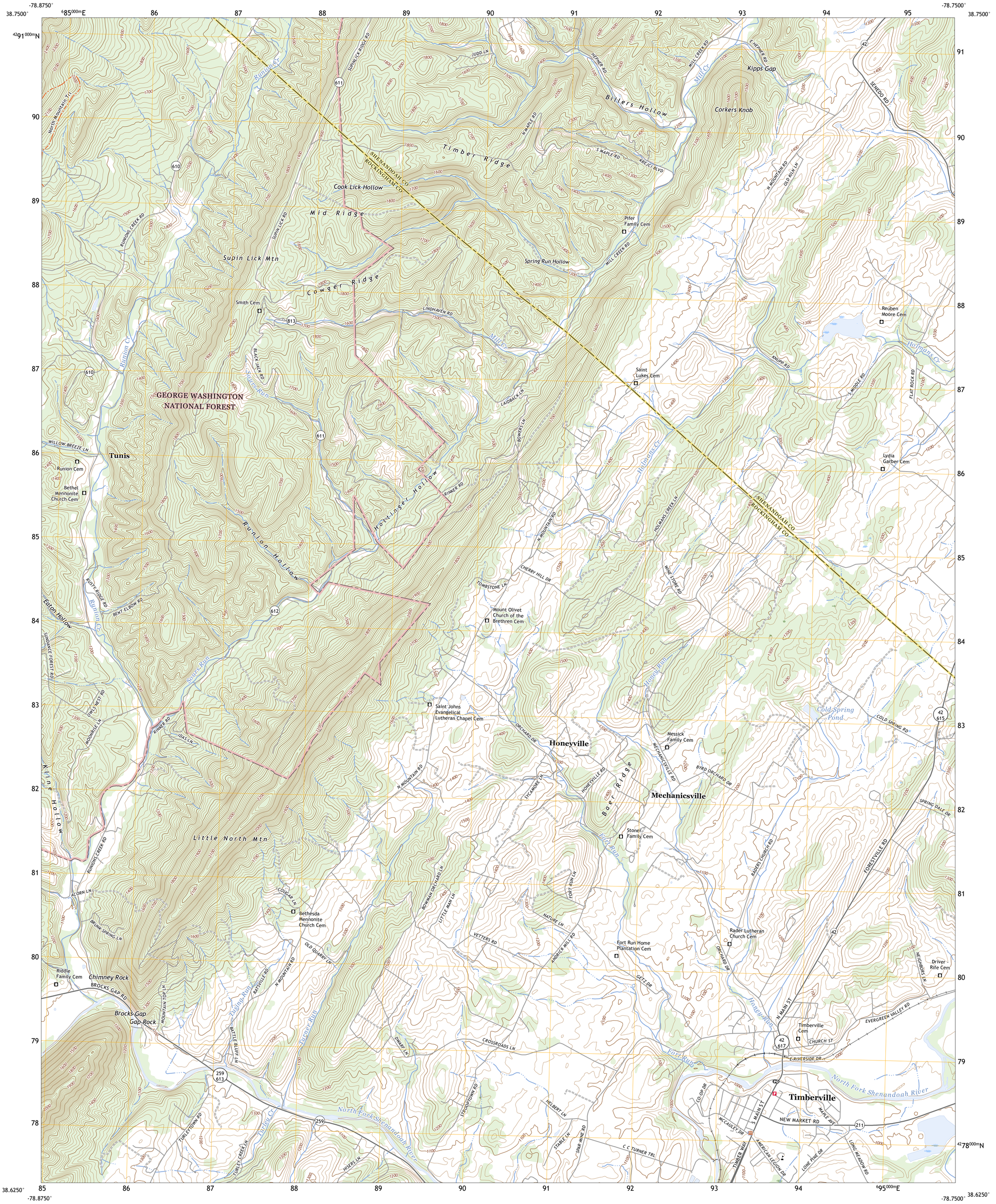
NEW MARKET, VA
2022

NSN. 7643016400948
NGA REF NO. USGSX24K31792

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

TIMBERVILLE QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, December 2018 - December 2018
Roads.....U.S. Census Bureau, 2016
Roads within US Forest Service Lands.....FSTopo Data with limited Forest Service updates, 2013
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
Contours.....National Elevation Dataset, 2021
Boundaries.....Multiple sources; see metadata file 2017 - 2021

Wetlands.....FWS National Wetlands Inventory 1984

MN
GN
9°38′ 171 MILS
1°22′ 24 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
PC
Grid Zone Designation 17S

SCALE 1:24 000
1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1 MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

175

VIRGINIA
QUADRANGLE LOCATION

1 Bergton
2 Orkney Springs
3 Conicville
4 Fulks Run
5 New Market
6 Singers Glen
7 Broadway
8 Tenth Legion
ADJOINING QUADRANGLES

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
FS Primary Route
FS Passenger Route
FS High Clearance Route

Check with local Forest Service unit for current travel conditions and restrictions.

TIMBERVILLE, VA
2022

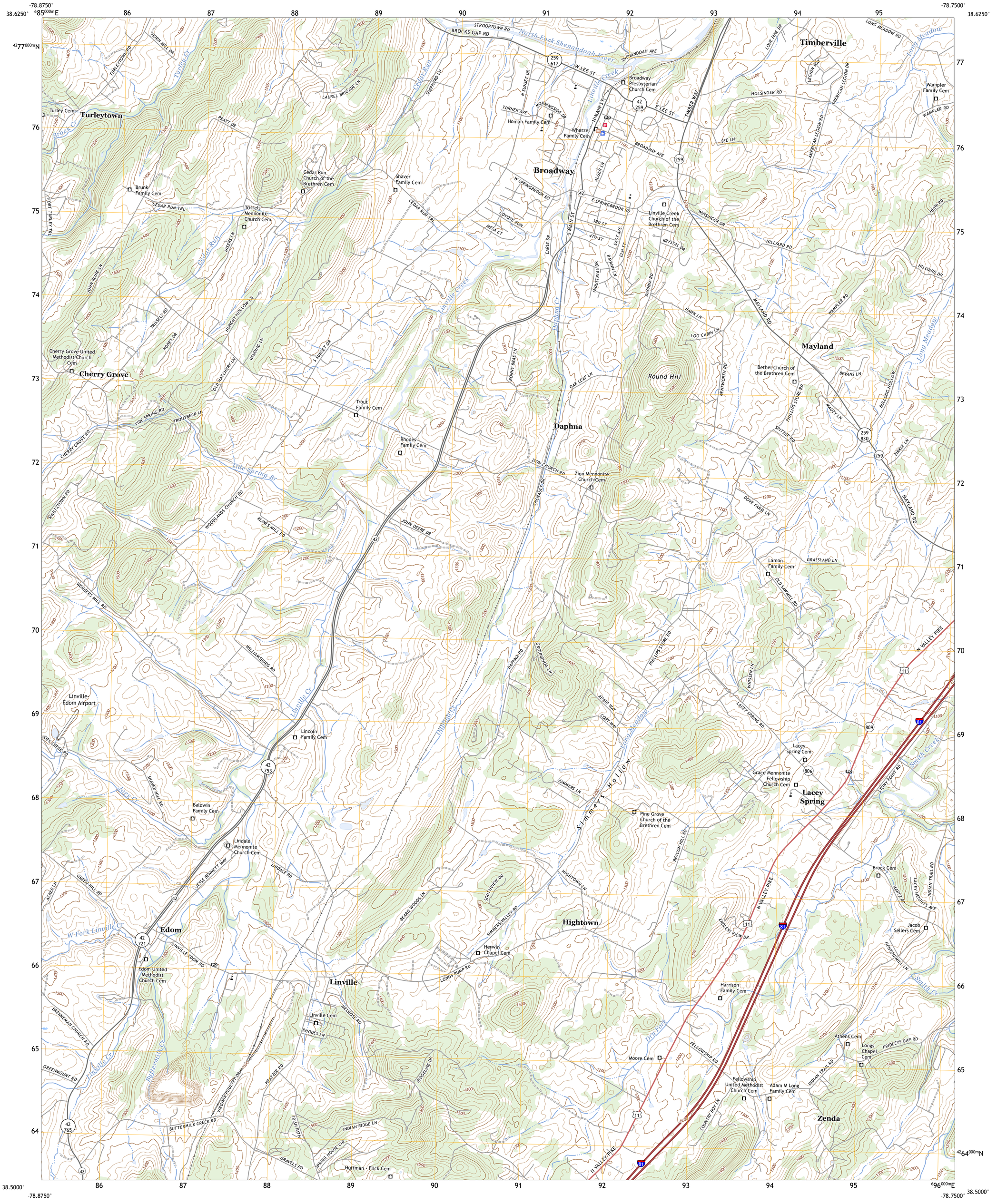
NSN. 7643016401129
NGA REF NO. USGSX24K45158

198

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

BROADWAY QUADRANGLE
VIRGINIA - ROCKINGHAM COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, October 2018 - December 2018
Roads.....U.S. Census Bureau, 2016
Names.....GNIS, 1979 - 2022
Hydrography.....National Hydrography Dataset, 2001 - 2021
Contours.....National Elevation Dataset, 2021
Boundaries.....Multiple sources; see metadata file 2019 - 2021

Wetlands.....FWS National Wetlands Inventory 1984

MN
GN
9°37′
171 MILS
1°22′
24 MILS
UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
PC
Grid Zone Designation
17S

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 20 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

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VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES

1 Fulks Run
2 Timberville
3 New Market
4 Singers Glen
5 Tenth Legion
6 Bridgewater
7 Harrisonburg
8 Elkton West

ROAD CLASSIFICATION

Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

BROADWAY, VA
2022

NSN 7643016405562
NGA REF NO. USGSX24K5552

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MP B 51.00
South Shenandoah River
Pinned Through Truss / Steel Beam
Open Deck
Length: 529’
Height 50’
Date: 1903



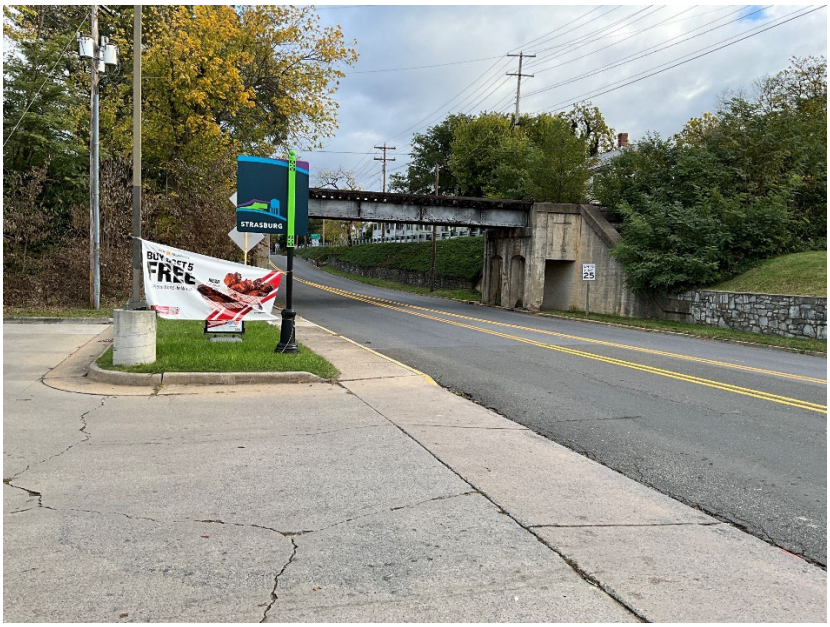
MP B 55.60
Passage Creek
Deck Plate Girder
Open Deck
Length: 106’
Height 21’
Date: 1917



MP B 58.60
Washout
Steel Beam
Open Deck
Length: 73’
Height 20’
Date: 1973



MP B 59.50
North Shenandoah River
Pinned Deck Truss
Open Deck
Length: 304.6’
Height 54’
Date: 1906



MP B 61.40
Masanutten Street – US 11
Steel Beam
Open Deck
Length: 46.3’
Height 14’
Date: 1936



MP B 61.50
Town Creek
Steel Beam
Open Deck
Length: 96’
Height 30’
Date: 1971



MP B 62.80
Unnamed Waterway
Pile Trestle
Timber Ballast Deck
Length: 14’
Height 6’
Date: 1928



MP B 64.00
VA State Route 601
Reinforced Concrete Slab/Deck Plate Girder
Concrete Ballast Deck / Open Deck
Length: 294.6’
Height 62’
Date: 1924



MP B 65.40
Unnamed Waterway
Stone Arch
Concrete Ballast Deck
Length: 12’
Height 40’
Date: Unknown



MP B 66.70
VA State Route 651
Deck Plate Girder / Steel Beam
Concrete Ballast Deck
Length: 124’
Height 22’
Date: 1970



MP B 67.60
Toms Brook
Deck Plate Girder Viaduct
Open Deck
Length: 504’
Height 64’
Date: 1924



MP B 68.20
Jordan Run
Steel Beam
Open Deck
Length: 19’
Height 20’
Date: 1925



MP B 71.60
Pughs Run
Pile Trestle / Deck Plate Girder Viaduct
Timber Ballast Deck / Open Deck
Length: 554.95’
Height 88’
Date: 1925



MP B 74.00
Unnamed Waterway
Stone Arch
Concrete Ballast Deck
Length: 12’
Height 50’
Date: Unknown



MP B 75.00
Unnamed Waterway
Pile Trestle
Timber Ballast Deck
Length: 8’
Height 8’
Date: 1925



MP B 76.40
Narrow Passage
Steel Beam / Deck Plate Girder
Open Deck
Length: 595.1’
Height 104’
Date: 1909



MP B 78.60
Unnamed Waterway
Stone Arch
Concrete Ballast Deck
Length: 12’
Height 60’
Date: Unknown



MP B 79.00
Stoney Creek
Deck Plate Girder
Open Deck
Length: 319.97’
Height 60’
Date: 1916



MP B 83.00
Unnamed Waterway
Stone Arch
Concrete Ballast Deck
Length: 11.5’
Height 50’
Date: Unknown