

AGENDA
Luray Town Council Work Session
Tuesday, October 27, 2026
5:30pm

- | | |
|--|-----------------|
| I. CALL TO ORDER | Mayor Lillard |
| II. PLEDGE OF ALLEGIANCE TO THE U.S. FLAG | Mayor Lillard |
| III. ROLL CALL | Danielle Alger |
| IV. UPDATES & DISCUSSION ITEMS | |
| A) Brain Injury Connections | Sara Outler |
| B) 15 Campbell Street Project | Brad Herman |
| C) Page County Schools | Dr. Bryan Huber |
| D) Cave Hill Road Submission | John Graves |
| E) Page County Transit | Phil Thompson |
| F) Evenings on Main Concerts | Jen Jenkins |
| V. ADJOURN | Mayor Lillard |

The meeting will be live streamed on the Town website at www.townofluray.com.

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Chuck Butler
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Term: 2025-2028

Ron Vickers, Vice Mayor
rvickers@townofluray.com
Term: 2023-2026

Town Officials:

Town Manager – Bryan Chrisman
Assistant Town Manager- Bow Cook
Planning & Zoning Technician – Brooke Fox
Town Clerk/ Treasurer- Danielle Babb
Deputy Town Clerk/ Treasurer- Danielle Alger
Chief of Police- Lonnie Foster
Superintendent of Public Works – Mike Griffith
Superintendent Parks & Recreation-Jennifer Jenkins
Superintendent of the WTP – Joey Haddock
Superintendent of the WWTP – John Sonifrank

Commissions & Committees:

Luray Planning Commission
Luray-Page County Airport Commission
Luray Tree and Beautification Committee
Luray Board of Zoning Appeals
Luray Downtown Initiative
Luray-Page County Chamber of Commerce



TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items

IVA. Brain Injury Connections



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-A

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION

Item IV. A – Brain Injury Connections Update

Summary:

Council is requested to receive an update from Sara Outler regarding the area program of services known as Brain Injury Connections.



TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items
IVB. 15 Campbell Street Project



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-B

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION
Item IV. B – 15 Campbell Street Project Update

Summary:

Council is requested to receive an update from Brad Herman regarding the progress of the ongoing redevelopment project.



TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items

IVC. Page County Schools



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-C

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION

Item IV. C – Page County Public Schools Update

Summary:

Council is requested to receive an update from Dr. Bryan Huber, Superintendent of the Page County Public Schools.



PAGE COUNTY PUBLIC SCHOOLS



Comprehensive Facilities Master Plan

Final Report & Executive Summary — Board Review

SEPTEMBER 2026



Short-range reinvestment within a long-range strategy



PCPS facilities remain serviceable—but aging systems, deferred maintenance, and declining enrollment require disciplined choices now.

What the assessment says

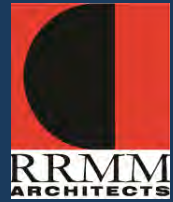
- Most schools still support current programs
- The most urgent gaps are building systems and shared support spaces
- Further deferral increases future cost and operational risk

What has changed

- Enrollment is declining across most of the Division
- Underused space and higher cost per pupil weaken the case for isolated investments
- Capacity growth is not the primary planning challenge

What the plan recommends

- Stabilize critical systems immediately
- Tie every project to a phased capital and lifecycle strategy
- Use Option 5 as the long-range framework; preserve Option 2A or similar as a bridge



Declining enrollment shifts the challenge to portfolio stewardship

The Division has time to plan—but each investment must reflect lower long-term demand.

15%

enrollment decline
over the last decade

770

fewer students projected
by 2035/36

64% → 58%

secondary utilization
now → 10 years

90% → <85%

elementary utilization
now → 5–10 years

Planning implication

Future decisions should balance facility condition with utilization, demographic trends, operating cost, and the educational value delivered by each building.



Aging systems—not classroom capacity—drive the most urgent needs



Proactive system renewal is less costly than continued deferral and reduces operational risk.

Immediate building-system priorities

- HVAC replacement and modernization
- Roofing and building-envelope repairs
- Mechanical and electrical infrastructure
- Life-safety, accessibility, code, and security upgrades

Operational spaces requiring attention

- Kitchen modernization and food-service equipment
- Mechanical cooling in kitchens and selected gymnasiums
- Thermal comfort and indoor environmental quality
- Modernization of shared instructional and support spaces

The longer critical work is deferred, the larger the Division's future capital liability becomes.



Learning environments marginally functional, but support spaces need attention



Marginally functional today

- Most schools continue to support current educational programs
- Many undersized classrooms are within about 10% of current guidelines
- Lower student-teacher ratios and occupancy mitigate minor space shortfalls

Significant gaps to modernize

- Aging kitchens and inefficient food-service work areas
- Thermal comfort in kitchens, Luray ES gym, and Springfield ES gym
- Condition and functionality of cafeterias, media centers, gymnasiums, and other shared spaces

Classroom-size gaps are long-term planning considerations; system and support-space deficiencies are the nearer-term concern.



Priority scores focus attention; they do not make the decision

The PCPS screening model identifies where multiple planning pressures converge.

01	Facility Condition Index	02	Deferred maintenance burden	03	Deferred maintenance per SF
04	Building utilization	05	Enrollment trend	06	Facility age

Decision filters

Educational value • Lifecycle cost • Financial capacity •
Community priorities • Program needs

A “Critical” score triggers deeper analysis—not an automatic renovation, replacement, consolidation, or closure decision.

Source: PCPS Facilities Master Plan draft and June 2026 workshop deck



Page County Public Schools | Final Facilities Master Plan

Priority scores focus attention; they do not make the decision



Review the PCPS Master Plan Dashboard

Source: PCPS Master Plan Dashboard Excel file



The strategic choice is reinvestment across nine schools or consolidation

Targeted renovation & modernization

VALUE

- Extends useful life of community assets
- Targets pressing systems and operational risks
- Phases spending over time

WATCHOUT

Major renovations do not eliminate future maintenance and replacement obligations across an aging portfolio. Large investments with small returns. The challenges still exist.

Portfolio consolidation

VALUE

- Concentrates resources in fewer, higher-quality facilities
- Reduces redundant systems and deferred-maintenance exposure
- Improves long-term operating efficiency

WATCHOUT

Transportation, travel time, community identity, engagement, extracurricular access, and economic impacts require careful evaluation.

The preferred strategy should maximize educational quality and fiscal sustainability—not simply minimize first cost.

Cost comparisons reveal trade-offs, not a single answer

2026 estimates · total cost, 20-year net investment, and annualized expenditure

	OPT 2A	OPT 3	OPT 4	OPT 5
Strategy	Deferred maint. + close two	Combine HS/MS + convert MSs	Combine HS/MS + 4 ES	Two new Pre-K-6 ES
Schools Operated	7	5	7	5
CONSTRUCTION INVESTMENT				
Total Estimated Cost	\$106,458,235	\$154,300,000	\$154,075,000	\$214,800,000
20-YEAR OPERATING ANALYSIS				
Less Operating Expenses	(\$6,875,643)	(\$14,452,717)	(\$10,015,350)	(\$24,468,067)
Less CIP Expenses	(\$20,125,400)	(\$64,955,980)	(\$47,295,880)	(\$112,251,860)
New Operating Expenses	\$0	\$5,950,000	\$5,950,000	\$18,250,000
Personnel Savings	(\$21,546,927)	(\$50,721,380)	(\$15,813,360)	(\$50,721,380)
Net 20-Year Investment	\$57,910,266	\$30,119,923	\$86,900,410	\$45,608,693
Annual Estimated Expenditure	\$2,895,513	\$1,505,996	\$4,345,021	\$2,280,435

*All estimated costs are in 2026 dollars. Source:
June 2026 workshop deck.

Option 5 offers the clearest long-term campus framework

Luray campus



LURAY CAMPUS
PCPS MASTERPLAN



Page County campus



PAGE COUNTY CAMPUS PLAN
PCPS MASTERPLAN



MODERN LEARNING

Two new PreK–6 schools paired with expanded 7–12 campuses.

FEWER LIABILITIES

Concentrates investment and reduces the number of aging systems to sustain.

COUNTY ASSETS

Builds on County-owned sites and a coherent north/south campus model.



Option 2A can bridge to the long-range vision—if it preserves flexibility



INTERIM SCALE

\$106.5M

estimated total cost

20-YEAR VIEW

\$57.9M

net investment after savings

Bridge conditions

- Address urgent maintenance and thermal-comfort risks first
- Sequence any closures, grade reconfiguration, or temporary space around verified capacity and transportation impacts
- Avoid improvements that strand capital or conflict with the ultimate two-campus vision
- Define explicit decision gates for funding, design, engagement, and transition

A bridge is valuable only when near-term spending advances—not delays—the preferred end state.



A phased process ties every near-term dollar to the long-range plan

Advance only after each phase confirms scope, cost, educational impact, funding, and community readiness.

NOW	NEXT	DECISION GATE	LONG RANGE
Stabilize critical systems Address urgent HVAC, roof, envelope, kitchen, safety, accessibility, and thermal-comfort needs.	Validate & sequence Confirm cost assumptions, enrollment, utilization, educational programs, transportation, and site concepts.	Fund & engage Align School Board and County direction; evaluate delivery and funding options; engage staff, families, and community.	Execute the campus vision Phase approved projects so every investment supports a sustainable, modernized facility network.

Board focus: confirm the long-range direction, near-term priorities, decision criteria, and engagement plan.

Source: PCPS Facilities Master Plan draft and June 2026 workshop deck



Option 5 should anchor the long-range plan and near-term decisions

Move forward as a coordinated sequence, with each phase reinforcing the preferred long-term direction.

LONG-TERM NORTH STAR

Modernize around Option 5

Align modern learning environments, operational efficiency, deferred-maintenance reduction, campus consolidation, and responsible use of County-owned land.

PRACTICAL BRIDGE

Use Option 2A selectively

Pursue Option 2A—or a comparable interim measure—only when it delivers savings, preserves flexibility, and supports the ultimate campus vision.

DISCIPLINED DELIVERY

Confirm, fund & engage

Confirm costs, refine programs and site concepts, evaluate funding and delivery, and engage leadership, staff, families, and the community at each major decision point.

LASTING VALUE

Build sustainable value

Tie every near-term investment to the preferred long-range outcome to avoid isolated expenditures, manage risk, and create lasting value.

The goal: a sustainable facility network with lasting educational & financial value for Page County students.

Source: Final Remarks, Page County Public Schools master planning report



TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items
IVD. Cave Hill Road Submission



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-D

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION

Item IV. D – Cave Hill Road Submission Update

Summary:

Council is requested to receive an update from John Graves and Tyler Austin, PE/LS, regarding a submission from the Luray Caverns Corporation regarding the usage of this roadway.



October 14, 2026

The Honorable Mayor and Members of the Town Council
Town of Luray
45 East Main Street
P.O. Box 629
Luray, Virginia 22835

Re: Formal Request for Vacation of the Public Right-of-Way of Cave Hill Road

Dear Mayor and Members of the Council:

Luray Caverns Corporation respectfully requests that the Town of Luray, following the required Public Hearing and Council action, vacate the public right-of-way of Cave Hill Road from the eastern end at the VDOT right-of-way of US 211 Business (Lee Highway) westward through the corporate limits to a point approximately 380 feet southeast of the intersection with General Drive. The short segment of Cave Hill Road immediately adjacent to US 211 is not part of this request and will remain in the public system, preserving access to the F-737 frontage road and to the Virginia Department of Transportation (VDOT) approach signage on US 211.

Cave Hill Road runs between the two properties on which we conduct our primary daily operation. The Caverns Welcome Center, Concourse, and cave entrance sit on one side, and the Luray Valley Museum sits on the other. Every day of the operating season, thousands of guests cross Cave Hill Road on foot between these properties. On a posted 25 MPH road, the 85th-percentile vehicle speeds recorded during a recent seven-day speed and volume study were 30 to 35 MPH. Between 41 and 81 percent of vehicles in each direction exceeded the posted limit, with the highest share, more than 80 percent, southbound in the middle of the segment where our guests cross. Signage, striping, and enforcement have not resolved this safety concern over many years of trying.

With the new Welcome Center and Concourse now operational, average visit duration is going up, and we have additional guest parking planned on Corporation-owned property on the north side of Cave Hill Road. Foot traffic across the road will grow, not level off. The requested closure, with continuing private access for Corporation use and continued authorized access for Town and emergency personnel, is the only measure that permanently removes the vehicle-pedestrian conflict on this segment.

Attached to this letter is the Cave Hill Road Closure Study prepared by Racey Engineering, PLLC, dated October 14, 2026. It provides the seven-day speed and volume study by Peggy Malone & Associates



(count VA25-271, December 10-17, 2025), an exhibit of the proposed right-of-way vacation limits (Sheet C101), the preliminary design of the required cul-de-sac turnaround at the western terminus (Sheet C200) and the associated signage plan (Sheet C201), letters of support from the Luray Police Department (Chief C. S. "Bow" Cook, December 5, 2025) and the Page County Sheriff's Office (Sheriff Chad W. Cabbage, March 5, 2026) which both confirm that the closure will not adversely affect emergency response or law-enforcement service, and an engineering summary of the design conditions and coordination items that apply to a right-of-way vacation of this character.

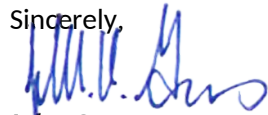
By this letter, Luray Caverns Corporation accepts the following commitments as part of the vacation request:

1. We will design, construct, and dedicate access to the Town and the public a cul-de-sac turnaround at the western terminus of the closed segment, per the preliminary design in the attached Study and consistent with VDOT geometric standards for a local public turnaround.
2. We will reserve on the vacation plat all easements the Town requires for continuing access to sanitary sewer, water, and other municipal utilities within the vacated corridor.
3. We will leave the short segment of Cave Hill Road adjacent to US HWY 211 in the public system, as it is not part of this vacation request.
4. We will coordinate the final construction plans, permits, and Maintenance of Traffic plan with the Town and with other agencies, as necessary.

We ask that Town staff schedule the required Public Hearing and place the vacation request on the agenda of the next available Town Council meeting. Tyler S. Austin, PE, LS of Racey Engineering, PLLC and I are both available to meet with the Town Manager and the Town Attorney to answer questions, walk through the Study, and adjust the design in response to Town review comments.

Thank you for the Town of Luray's long partnership on this and many prior matters. If you have any questions, please contact me or Tyler Austin directly.

Sincerely,



John Graves

President

Luray Caverns Corporation

Attachments:

Cave Hill Road Closure Study, Racey Engineering, PLLC, dated October 14, 2026.





Cave Hill Road Closure Study

Town of Luray, Virginia



LOCALITY: Town of Luray, Virginia

ROADWAY: Cave Hill Road (25 MPH, Town-maintained)

APPLICANT: Luray Caverns Corporation

ATTN.: John Graves, President

RACEY PROJECT #: 10187

REPORT DATE: October 14, 2026





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1. EXECUTIVE SUMMARY

Luray Caverns Corporation is requesting that the Town of Luray vacate the public right-of-way of Cave Hill Road from the eastern end at the VDOT right-of-way of US 211 Business (Lee Highway, F-737 frontage road) westward through the corporate limits to a point approximately 380 feet southeast of the intersection with General Drive (See *Appendix B, Sheet C101*). This Report documents the engineering, safety, and coordination basis for that request and gives the Town Council the backup information needed to evaluate it.

The road serves no dwellings other than those owned by Luray Caverns Corporation, but it runs between the Caverns' primary visitor properties. Thousands of guests cross Cave Hill Road on foot every day of the operating season, between the main Caverns/Welcome Center area and the Luray Valley Museum property. A seven-day speed and volume study by Peggy Malone & Associates, conducted during the December off-season, recorded a combined ADT of 666 VPD at the Patriot Way station and 808 VPD at the Lee Highway station, with 85th-percentile speeds of approximately 30 to 35 MPH on a posted 25 MPH road. Between 41 and 81 percent of vehicles in each direction exceeded the posted limit during the count period, with the highest share southbound at the mid-segment station where pedestrians cross.

The Luray Police Department and the Page County Sheriff's Office have both provided written statements that the closure will not adversely affect emergency response or law-enforcement service (See *Appendix C*). The preliminary design plans (See *Appendix B*) anticipate the standard conditions that apply to a right-of-way vacation of this character, including retention of Town utility and service easements, and the design, construction, and dedication of a cul-de-sac turnaround at the western end of the closed segment.

Recommendation

The traffic and safety record, the letters of support from local law enforcement, and the preliminary design of the required cul-de-sac together justify the requested vacation of the public right-of-way. Racey Engineering, PLLC recommends that the Town of Luray, following the required Public Hearing, approve the vacation request subject to the standard conditions that apply to a vacation of this character and reflected in the accompanying preliminary plans.

2. PURPOSE AND BACKGROUND

Cave Hill Road is a 25 MPH, two-lane paved public road that lies almost entirely within land owned by Luray Caverns Corporation. Within the Town of Luray corporate limits, the road runs from US 211 Business (Lee Highway) on the east, where it connects to the VDOT-maintained F-737 frontage road, westward past the Caverns' Welcome Center, Concourse, and Luray Valley Museum properties, to the corporate boundary near the intersection with General Drive.

The section of Cave Hill Road proposed for closure has been a persistent operational and safety concern for decades. Thousands of Caverns guests cross Cave Hill Road on foot each day of the operating season, between the primary Caverns visitor property on one side of the road and the Luray Valley Museum property on the other. Every guest who buys a combined attractions ticket makes at least two crossings.

The recent Welcome Center and Concourse improvements are now complete, and Luray Caverns Corporation has additional guest parking planned on Corporation-owned property on the north side





of Cave Hill Road. Longer average visit durations combined with the additional parking will meaningfully increase pedestrian crossings.

2.1 Segment Proposed for Vacation

The segment proposed for vacation begins at the western edge of the VDOT right-of-way at the intersection with US 211 Business, continues west past the Caverns entrance drive and the Museum property, and terminates approximately 380 feet southeast of the intersection with General Drive. At that western terminus, a new public cul-de-sac provides the required turnaround for legitimate through-traffic to turnaround, as well as continued access to the pump station and the four residences currently served by Patriot Way. The short segment of Cave Hill Road between US 211 Business and the F-737 frontage road intersection is not part of this vacation request. It will remain in the public system to preserve access to the F-737 frontage road (which is part of the primary-route right-of-way and stays in the state system) and continued access to VDOT's approach signage on US 211. Refer to *Appendix B, Sheet C101* for a detailed exhibit of the subject segment.

3. SITE CONTEXT

3.1 Ownership and Zoning

The abutting properties on both sides of the segment proposed for closure are almost entirely owned by Luray Caverns Corporation (Tax Map 42A2-A-1, 22.36 acres, zoned M-1 Industrial; Tax Map 42A2-A-2, 95.01 acres, zoned B-1; and several smaller, currently residential uses, Tax Map 42A9-A-3, 4, 5, and 6, all zoned B-1). No dwellings within the segment proposed for closure will lose their primary means of access.

3.2 Roadway Character

Cave Hill Road is a two-lane rural minor collector with narrow lane widths, no shoulders of consequence, and no dedicated pedestrian facilities. The Page County Sheriff's Office has independently observed in their operational review that the narrow lane widths restrict safe passage for fire apparatus, ambulances, and law-enforcement vehicles when they need to pass opposing traffic. The road grade includes slight vertical curves that limit sight distance to pedestrian crossings. There is also an existing sinkhole forming on the south side shoulder area of Cave Hill Road within the wooded section. Continued expansion of this sinkhole will require significant Town maintenance to repair when it starts to affect the roadway pavement section and subgrade.

3.3 Utility and Service Considerations

The Town of Luray currently maintains sanitary sewer, water, and other utilities within the Cave Hill Road right-of-way, including the sewer pump station accessed from General Drive. Any vacation of the public right-of-way will be conditioned on retention by the Town of easements for utility and service access. Luray Caverns Corporation accepts this condition and will provide the necessary easement instruments as part of the vacation plat.

4. TRAFFIC VOLUME AND SPEED STUDY

Peggy Malone & Associates conducted a tube-counter speed and volume study along Cave Hill Road from Wednesday, December 10, 2025 through Wednesday, December 17, 2025, on behalf of Racey Engineering, PLLC. Counters were installed at two stations, one at each end of the segment proposed for closure:





- Station A — Cave Hill Road south of Patriot Way (mid-segment, between the Caverns visitor property and the Luray Valley Museum property).
- Station B — Cave Hill Road north of Lee Highway (near the US 211 end of the segment).

Counts were recorded in 15-minute intervals with a 14-bin speed histogram (≤ 10 MPH, five-MPH bins from 11–15 through 66–70 MPH, and a residual bin over 70 MPH). Both directions were captured. The count period fell in the off-peak season for Luray Caverns operations. Peak summer and shoulder-season volumes are known to be much higher, and December counts should be understood as a conservative floor on the actual annual daily traffic across this segment. Detailed 24-hour histograms are included in *Appendix A*.

4.1 Volume Findings

Average daily traffic (ADT) by station and direction, computed across the seven full observation days:

Station and Direction	ADT (VPD)	Weekday High	Sunday Low
Station A — Cave Hill Rd S/O Patriot Way, NB	279	325	197
Station A — Cave Hill Rd S/O Patriot Way, SB	387	459	280
Station A — Combined	666	758	477
Station B — Cave Hill Rd N/O Lee Hwy, NB	466	542	326
Station B — Cave Hill Rd N/O Lee Hwy, SB	343	393	238
Station B — Combined	808	913	564

Peggy Malone & Associates count VA25-271, December 10–17, 2025. Sunday is the low weekly volume; midweek (Thursday–Friday) is the high. Off-peak season, so summer volumes will be materially higher.

The higher volumes at Station B reflect the additional local traffic that accesses the F-737 frontage road, the intersection with US 211 Business, and the properties east of the museum. Even at these off-season volumes, an average of 666 vehicles per day travel the mid-segment at Station A, the same segment where thousands of pedestrians cross between the Caverns' main property and the Museum property.

5. SPEED STUDY FINDINGS

The posted speed limit on Cave Hill Road is 25 MPH. Speed-histogram data from the seven-day count period produced the following:

Station and Direction	Mean (MPH)	85th % (MPH)	% Over 25	% Over 30
Station A — S/O Patriot Way, NB	28.1	34.2	69.1%	35.1%
Station A — S/O Patriot Way, SB	29.3	34.6	80.6%	42.8%
Station B — N/O Lee Hwy, NB	25.6	31.3	54.6%	18.8%





Station and Direction	Mean (MPH)	85th % (MPH)	% Over 25	% Over 30
Station B — N/O Lee Hwy, SB	23.6	29.4	40.7%	11.8%

85th-percentile speeds are interpolated within the cumulative 5-MPH bin distribution, the same method Peggy Malone & Associates uses in its daily speed summaries. Mean speeds are the daily average speeds reported by Peggy Malone & Associates, weighted by daily volume. All recorded vehicles are included; the 7 records over 70 MPH (all at Station A) are less than 0.2 percent of that station's volume and do not materially change the statistics.

5.1 Interpretation

The 85th-percentile speed is a standard engineering benchmark for evaluating whether a posted limit reflects prevailing driver behavior. At the mid-segment station (Station A), the 85th-percentile speed is 34 to 35 MPH in both directions, roughly 10 MPH over the posted limit. At Station B it is 31 MPH northbound and 29 MPH southbound approaching US 211. Between 41% and 81% of vehicles in every direction exceeded the posted 25 MPH limit during the count period.

The mid-segment observed speeds (Station A) are the more relevant of the two in practical terms. This is precisely the section where Caverns and Museum pedestrians cross. A pedestrian struck at 35 MPH has a much higher likelihood of severe or fatal injury than one struck at 25 MPH, which is a well-established finding in the pedestrian-safety literature. Speed enforcement alone has not, over decades of Corporation and Town cooperation, brought prevailing speeds down to the posted limit. The observed 85th-percentile speeds on this segment are one of the specific engineering conditions the requested closure is intended to permanently resolve.

6. PEDESTRIAN MOVEMENT AND SAFETY BASIS

At the mid-segment station (Station A), Cave Hill Road separates two of Luray Caverns Corporation's highest-density visitor destinations:

- The Caverns Welcome Center, Concourse, and Caverns Entrance property on one side.
- The Luray Valley Museum and associated parking on the other.

Both destinations are included in the standard combined attractions ticket. Every combined-ticket guest makes at least two crossings of Cave Hill Road. Groups, families, and school and tour-bus visitors regularly cross in clusters. In peak operating months, thousands of individual pedestrian crossings occur every day. There is no signalized crossing. Sight distances are limited by roadway geometry and by planted street-tree screens. At this station, 85th-percentile speeds are roughly 10 MPH over the posted limit (Section 5).

6.1 Planned Additional Pedestrian Demand

The Welcome Center and Concourse improvements are now operational, and average visit duration is going up. To accommodate longer stays and higher peak-hour arrivals, Luray Caverns Corporation has additional visitor parking planned on Corporation-owned property on the north side of Cave Hill Road. That parking will serve the same visitors who will then cross to the Concourse and Museum properties, so the affected pedestrian movement will grow, not stabilize, in the coming operating seasons.





6.2 Why the Closure Is the Right Instrument

Over the years we have evaluated the standard pedestrian safety countermeasures short of closure: signage, striping, in-pavement warning lights, raised crossings, a signalized crossing, and a grade-separated crossing. On a two-lane 25 MPH road with prevailing speeds of 30 to 35 MPH, constrained sight distance, and both substantial and concentrated pedestrian and vehicle volumes, the only durable engineering solution that removes the vehicle-pedestrian conflict entirely is removal of through-traffic from the segment. That is the outcome the requested closure achieves.

7. DESIGN CONDITIONS AND AGENCY COORDINATION

Vacation of a Town public right-of-way that connects to a state-maintained primary route triggers a well-established set of engineering and coordination items. Racey Engineering, PLLC has designed this project in anticipation of those items so that the vacation, if approved by the Town, can proceed without unresolved technical questions.

7.1 Design Conditions Incorporated in This Preliminary Design

- **Cul-de-sac turnaround.** A cul-de-sac at the western terminus of the closed segment (See *Appendix B, Sheet C200*), sized for the design vehicle applicable to the road classification and consistent with VDOT geometric standards for a local public turnaround.
- **Retained utility and service easements.** The vacation plat will reserve all easements the Town needs for continuing access for the public to turn around in the cul-de-sac, for the Town's continued access to sanitary sewer, water, and other municipal utilities within the vacated corridor, as well as access to the Town's sewer pump station off General Drive.
- **Public segment near US 211 preserved.** The short segment of Cave Hill Road adjacent to US 211 Business is not part of this request. Preserving it in the public system maintains access to the F-737 frontage road (which is part of the primary-route right-of-way and remains in the state system) and continued access to VDOT's approach signage on US 211.
- **End-of-maintenance and no-thru-traffic signage.** MUTCD-standard signage (Sheet C201) marks the transition from public to private roadway and the change in maintenance jurisdiction. Signs include W14-2 (NO OUTLET), W14-2A (NO OUTLET with arrow), R5-12 (NO THRU TRAFFIC), and an END STATE MAINTENANCE marker at the Town/County line.
- **Continued authorized access.** Emergency, utility, and municipal-service personnel will retain access on the vacated segment by permission of Luray Caverns Corporation. Corporation-side gates and signage will not obstruct the use of the cul-de-sac for public turn around, nor Town access for their utilities.

7.2 Coordination Items to Be Completed

Final coordination items with the Town, VDOT, and other affected utility owners will be determined and completed if and when the Town approves the closure.

8. PROPOSED DESIGN: CUL-DE-SAC AND SIGNAGE

The preliminary design plans are included in Appendix B. Design highlights are summarized below.





8.1 Alignment and Turnaround

The public segment of Cave Hill Road inside Town limits terminates at a new cul-de-sac located approximately 380 feet southeast of the intersection with General Drive. The cul-de-sac is sized for the design vehicle applicable to the road classification and to VDOT geometric standards for a Local Public turnaround, and it accommodates turning envelopes for emergency-response apparatus. The proposed disturbed area is 0.375 acres (16,332 square feet).

8.2 Signage Plan

The signage plan (Sheet C201) reflects the following MUTCD signs to be installed as part of the closure:

- W14-2 (NO OUTLET), placed at the General Drive approach to the closed segment.
- W14-2A (NO OUTLET, with arrow), placed where the geometry needs an arrow indication.
- R5-12 (NO THRU TRAFFIC), placed at the point of privatization to mark the transition from public to private roadway.
- END STATE MAINTENANCE sign at the Town/County line to mark the change in maintenance jurisdiction.

8.3 Construction Notes

Construction will conform to VDOT Road & Bridge Specifications and the VDOT Road & Bridge Standards (latest editions), and to the Virginia Erosion and Sediment Control Handbook. The pavement section is a VDOT-standard pavement section similar or equal to the current Cave Hill Road pavement section. The contractor will locate and protect all existing utilities in the affected area in accordance with the Underground Utility Damage Prevention Act. Traffic control during construction will follow an approved Maintenance of Traffic plan, and Racey will coordinate that plan with the Town, VDOT, and Luray Caverns Corporation to minimize disruption during the Corporation's operating hours. The Luray Caverns Corporation is prepared to complete the construction of this cul-de-sac (based on the attached preliminary design plans in Appendix B), if the closure of the road is approved.

8.4 Preliminary Status

The plans included in this package are labeled "NOT APPROVED FOR CONSTRUCTION, Preliminary Review Set." They are at a level of detail sufficient for Town Council review of the vacation request. Sealed final construction plans will follow in a later submission after the Town's Public Hearing and any resulting review comments from the Town and VDOT.

9. CONCLUSION

The engineering, safety, and coordination record set out in this Report supports the closure of Cave Hill Road as requested by Luray Caverns Corporation. The road serves no public purpose beyond access to Corporation-owned property and a small number of adjacent uses whose access will be preserved through the proposed cul-de-sac and the retained east-end connection to US 211. The observed vehicle speeds, the concentration and volume of daily pedestrian crossings between the Caverns' operating properties, and the planned increase in visitor foot traffic together constitute a specific and long-standing safety condition that removal of through-traffic will permanently resolve.





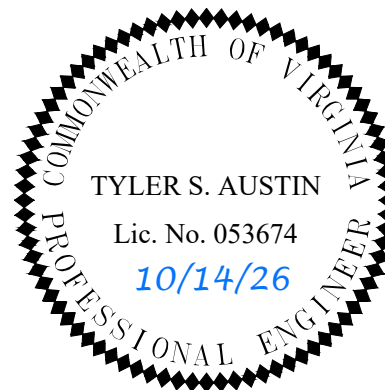
Both the Luray Police Department and the Page County Sheriff's Office have provided written statements that the closure will not adversely affect emergency or law-enforcement service included in *Appendix C*. The preliminary design in *Appendix B* incorporates the standard conditions that apply to a vacation of this character: a cul-de-sac turnaround at the western terminus, retained easements for Town utilities and services, and preservation of the short public segment adjacent to US 211 Business.

Racey Engineering, PLLC requests that the Town of Luray, upon the required Public Hearing, act to vacate the identified segment of Cave Hill Road from the Town's public roadway system, subject to retention of utility easements, and accept dedication of the proposed cul-de-sac in accordance with the preliminary plans included with this Report.

Respectfully submitted,

Racey Engineering, PLLC

Tyler S. Austin, PE, LS





APPENDIX A

Traffic Count and Speed Data Summary

Summary of the seven-day tube-counter speed and volume study conducted on Cave Hill Road by Peggy Malone & Associates (count VA25-271), December 10–17, 2025.

- A.1 Daily Volumes by Station and Direction
- A.2 Speed Distribution, All Vehicles, All Days
- A.3 Hourly Volume Profile





Source: Peggy Malone & Associates, count VA25-271 (Sites 000000008682 and 000000008695), December 10–17, 2025. The native 15-minute bin histograms were provided as Excel workbooks (four files, one per station-direction). Full 24-hour histograms and the raw bin data are on file with Racey Engineering and are available on request. This appendix summarizes daily volumes, hourly volume profiles, and speed-bin distributions.

A.1 Daily Volumes by Station and Direction

Date	Sta. A NB	Sta. A SB	Sta. B NB	Sta. B SB	Total
Wed 12/10/2025	285	419	512	358	1,574
Thu 12/11/2025	325	409	488	393	1,615
Fri 12/12/2025	299	459	542	371	1,671
Sat 12/13/2025	278	362	433	336	1,409
Sun 12/14/2025	197	280	326	238	1,041
Mon 12/15/2025	285	376	466	345	1,472
Tue 12/16/2025	286	405	493	358	1,542
7-Day Average (ADT)	279	387	466	343	1,475

The count block ran from 00:00 Wednesday 12/10 through 00:00 Wednesday 12/17 for seven complete calendar days. December is off-peak season for Luray Caverns; peak-season and shoulder-season volumes will exceed those tabulated here.

A.2 Speed Distribution, All Vehicles, All Days

Speed Bin (upper bound, MPH)	Sta. A NB	Sta. A SB	Sta. B NB	Sta. B SB
≤ 15	2.1%	0.9%	3.2%	7.1%
16 – 20	6.0%	3.1%	10.1%	18.1%
21 – 25	22.8%	15.3%	32.1%	34.0%
26 – 30	33.9%	37.8%	35.8%	29.0%
31 – 35	24.0%	30.5%	14.4%	9.9%
36 – 40	9.1%	10.3%	3.5%	1.5%
41 – 45	1.5%	1.7%	0.6%	0.3%
> 45	0.6%	0.4%	0.3%	0.0%
85th-Percentile Speed	34.2 MPH	34.6 MPH	31.3 MPH	29.4 MPH

Bins reflect the tube-counter's five-MPH histogram output. Percentages are within station-direction. All recorded vehicles are included; the > 45 row includes 7 records over 70 MPH at Station A. 85th-percentile speeds are interpolated within the bin distribution.

A.3 Hourly Volume Profile

Weekday hourly volumes track a distinct commuter and midday operating pattern, with a morning shoulder (0800–1000), a broad midday plateau (1100–1500), and a peak in the late afternoon (1500–1700). Sunday volumes are lower and more evenly distributed. The peak hour combined





across both stations occurs between 1600 and 1700, which coincides with the end of the standard Caverns operating day.

Hour Beginning	Sta. A NB (avg)	Sta. A SB (avg)	Sta. B NB (avg)	Sta. B SB (avg)
0700	17.1	10.4	15.1	18.9
0800	20.6	18.3	30.9	22.6
0900	19.1	20.6	30.0	19.0
1000	21.1	22.9	30.1	22.9
1100	21.0	25.9	30.6	27.3
1200	27.3	31.0	35.0	31.3
1300	21.3	28.0	34.6	26.9
1400	20.4	28.0	34.9	25.7
1500	20.0	42.0	46.9	25.6
1600	20.6	43.0	46.7	30.9
1700	19.3	34.9	35.3	31.1
1800	11.4	21.1	22.3	12.6

Hourly volumes are the average across the seven observation days for each station-direction. Values are vehicles per hour. Off-peak season.

Full 15-minute bin data for each station-direction (4 workbooks totaling 2,688 fifteen-minute records) is on file at Racey Engineering under project number 10187 and is available on request.





APPENDIX B

Preliminary Design Plans

The following five sheets constitute the Preliminary Review Set for Racey Project 10187, “Cave Hill Road Closure.” All sheets are labeled “NOT APPROVED FOR CONSTRUCTION” and are provided for Town Council review of the vacation request. The Proposed Right of Way Vacation (C101), Site Plan (C200), and Signage Plan (C201) reflect the vacation limits, cul-de-sac, and signage described in Sections 2.1 and 8 of this Report.

Sheet No.	Sheet Title	Purpose
T100	Cover Sheet	Project summary, sheet index, notes, and vicinity map
C100	Existing Features	Existing utilities, topography, and features
C101	Proposed Right of Way Vacation	Limits and area of the proposed right-of-way vacation
C200	Site Plan	Proposed cul-de-sac geometry and closure limits
C201	Signage Plan	Proposed signage and end-of-maintenance markers

Full-size sheets (24" × 36") follow this page.



PROJECT SITE SUMMARY:

SITE ADDRESS:	331 CAVE HILL ROAD LURAY, VA 22835
OWNER/APPLICANT:	LURAY CAVERNS CORPORATION
CONTACT:	JOHN GRAVES, PRESIDENT
ADDRESS:	PO BOX 748 LURAY, VA 22835
TELEPHONE NO:	540-244-9395
PROJECT ENGINEER:	RACEY ENGINEERING, PLLC
CONTACT:	TYLER S. AUSTIN, P.E., LS
ADDRESS:	312 WEST MAIN STREET LURAY, VIRGINIA 22835
TELEPHONE NO:	540-743-9227
TAX MAP/PARCEL ID:	42A9-A-2, 42A2-A-1
PRESENT ZONING:	B1 (BUSINESS), M1 (INDUSTRIAL)
MAG DISTRICT:	LURAY
PROPERTY CLASS:	COMMERCIAL
FLOOD ZONE; FEMA MAP NO.:	X; 51139C0086D
PROPERTY AREA:	117.37 AC ACRES
TOTAL DISTURBED AREA:	0.375 ACRES

GENERAL NOTES AND STANDARDS:
CONSTRUCTION STANDARDS

ALL CONSTRUCTION METHODS AND MATERIALS SHALL CONFORM WITH THESE DRAWINGS, PROJECT SPECIFICATIONS, WITH ALL CURRENT APPLICABLE CODES, AND, UNLESS OTHERWISE SPECIFIED, WITH THE LATEST REVISIONS OF THE FOLLOWING REFERENCE DOCUMENTS:

- THE COUNTY OF PAGE CONSTRUCTION STANDARDS AND SPECIFICATIONS
- VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH)
- VIRGINIA STORMWATER MANAGEMENT HANDBOOK

CONSTRUCTION NOTES

- ALL CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CONSTRUCTION STANDARDS AS IDENTIFIED IN THESE PLANS. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING LICENSES AT THEIR EXPENSE, MAINTAIN COPIES OF THE PERMITS AND LICENSES ON-SITE AT ALL TIMES DURING CONSTRUCTION, AND SHALL BE RESPONSIBLE FOR ABIDING BY ALL CONDITIONS AND REQUIREMENTS OF THE PERMITS.
- THE CONTRACTOR SHALL MAINTAIN A SET OF CONSTRUCTION DOCUMENTS, SPECIFICATIONS, AND A STORMWATER POLLUTION PREVENTION PLAN (IF APPLICABLE) ON-SITE AT ALL TIMES DURING CONSTRUCTION. A DESIGNATED RESPONSIBLE PERSON SHALL BE AVAILABLE FOR CONTACT BY INSPECTORS OR AGENCY OFFICIALS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES, INCONSISTENCIES, OR AMBIGUITIES ARE FOUND BETWEEN THE DRAWINGS, SPECIFICATIONS, SITE CONDITIONS, OR ANY RELATIVE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE ENGINEER AFTER THE DISCOVERY OF SUCH DISCREPANCIES, INCONSISTENCIES, OR AMBIGUITIES SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
- NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER. NO CONSIDERATION WILL BE GIVEN TO CHANGE ORDERS FOR WHICH THE OWNER AND ENGINEER WERE NOT CONTACTED PRIOR TO CONSTRUCTION OF THE AFFECTED ITEM. DEVIATIONS FROM OR CHANGES TO THESE PLANS WILL NOT BE ALLOWED, UNLESS OTHERWISE APPROVED BY THE ENGINEER. IF THE CONTRACTOR DEVIATES FROM THE PLANS AND SPECIFICATIONS, INCLUDING THE NOTES CONTAINED THEREON, WITHOUT FIRST OBTAINING WRITTEN AUTHORIZATION FOR SUCH DEVIATIONS FROM THE OWNER AND ENGINEER, IT SHALL BE RESPONSIBLE FOR THE PAYMENT OF ALL COSTS TO CORRECT ANY WORK DONE, ALL FINES OR PENALTIES ASSESSED WITH RESPECT THERETO AND ALL COMPENSATORY OR PUNITIVE DAMAGES RESULTING THEREFROM. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ALL SUCH COSTS TO CORRECT ANY SUCH WORK AND FROM ALL SUCH FINES AND PENALTIES, COMPENSATION AND PUNITIVE DAMAGES AND COSTS OF ANY NATURE RESULTING THEREFROM.
- CONTRACTOR TO VERIFY THE PROPOSED LAYOUT WITH ITS RELATIONSHIP TO THE EXISTING SITE SURVEY. ALSO VERIFY ALL DIMENSIONS, SITE CONDITIONS, AND MATERIAL SPECIFICATIONS AND NOTIFY THE OWNER AND THE ENGINEER OF ANY ERRORS, OMISSIONS, OR DISCREPANCIES BEFORE COMMENCING OR PROCEEDING WITH WORK. CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER IN WRITING IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- THE LOCATION OF EXISTING UTILITIES AS SHOWN IS APPROXIMATE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING PRIVATE UTILITIES IN OR ADJACENT TO THE CONSTRUCTION SITE AND IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES ASSOCIATED WITH THE PROJECT WORK SCOPE DURING CONSTRUCTION. AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO ANY DEMOLITION, GRADING, OR CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY OF VIRGINIA @811 FOR PROPER IDENTIFICATION OF EXISTING UTILITIES WITHIN THE PROJECT SITE. A CERTIFIED PRIVATE UTILITY LOCATION COMPANY SHALL BE HIRED TO IDENTIFY ANY ADDITIONAL EXISTING UTILITIES ON PRIVATE PROPERTY. IN ANY SITUATION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING, AT HIS EXPENSE, ALL EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.
- PROPERLY SECURE THE CONSTRUCTION AREA AT ALL TIMES AGAINST UNAUTHORIZED ENTRY AND ADEQUATELY PROTECT EQUIPMENT, MATERIALS, AND COMPLETED WORK FROM THEFT AND VANDALISM. THE OWNER IS NOT RESPONSIBLE FOR THE LOSS OF ANY MATERIAL STORED AT THE SITE.
- CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY THROUGHOUT THE ENTIRE DURATION OF CONSTRUCTION UNTIL CLOSEOUT PROCEDURES ARE COMPLETED.
- A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL REQUEST THE MEETING WITH THE VESCP AUTHORITY AT LEAST ONE WEEK IN ADVANCE. IMMEDIATE SCHEDULING WITH THE VESCP AUTHORITY IS NOT GUARANTEED, AND CONTRACTOR SHOULD PROVIDE AMPLE NOTICE FOR DESIRED MEETING TIMES.
- ANY DAMAGE OCCURRING TO THE EXISTING SITE INFRASTRUCTURE ON THIS OR THE ADJACENT SITE DURING THE CONSTRUCTION AND OPERATIONS AND/OR MOBILIZATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL EXISTING DAMAGED ITEMS INCLUDING CONCRETE AND/OR PAVEMENT SECTIONS SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS PRIOR TO PROJECT COMPLETION AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WITH MATCHING MATERIALS ANY PAVEMENT, DRIVEWAYS, WALKS, CURBS, ETC. THAT MUST BE CUT OR THAT ARE DAMAGED DURING CONSTRUCTION INSIDE AND OUTSIDE OF THE LIMITS OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE TO REMOVE ALL THE REMOVED/DEMOLISHED MATERIAL FROM THE PROJECT SITE, UNLESS OTHERWISE NOTED, AND DISPOSE OF THE MATERIAL IN A SAFE, LEGAL MANNER.
- ANY AND ALL UTILITIES AND/OR OBSTRUCTIONS (POWER POLES, TELEPHONE PEDESTALS, GUY WIRES, WATER METERS, ETC.) THAT ARE REQUIRED TO BE RELOCATED OR ADJUSTED DUE TO CONSTRUCTION SHALL BE DONE SO AT THE OWNERS/DEVELOPERS EXPENSE.
- DIMENSIONS AND RADI ARE TO FACE OF CURB AND TO OUTSIDE FACE OF BUILDINGS, WHERE APPLICABLE, UNLESS OTHERWISE INDICATED.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL/BUILDING PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF ENTRY/EXIT POINTS, ELEVATIONS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY LOCATIONS.
- SLOPES WITHIN THE LIMITS OF THE HANDICAPPED PARKING AREAS SHALL NOT EXCEED 2.0% IN ANY DIRECTION. CROSSWALKS AND SIDEWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2.0% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.0% IN DIRECTION OF TRAVEL. SLOPES IN HANDICAP RAMPS SHALL BE BUILT IN CONFORMANCE WITH THE LATEST ADA AND LOCAL DESIGN STANDARDS, THE MORE STRINGENT SHALL APPLY.
- ALL PAINT STRIPING, PAVEMENT MARKINGS, AND SIGNAGE SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND SHALL BE MOUNTED ON GALVANIZED POSTS AND IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.
- FIRE LANE DESIGNATION AND MARKING (IF REQUIRED) IS TO BE DETERMINED BY THE LOCAL FIRE DEPARTMENT WITH JURISDICTION, PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
- ALL GROUND COVER AND LANDSCAPING SHALL BE PROPERLY MAINTAINED IN A HEALTHY CONDITION AT ALL TIMES. DEAD PLANT MATERIALS SHALL BE REMOVED AND REPLACED DURING THE NORMAL PLANTING SEASON.
- ALL GRASS OR TURF AREAS THAT ARE IMPACTED OR DISTURBED BY VEHICLES, EQUIPMENT, OR ACTIVITY SHALL BE REPAIRED, REGRADED, AND RESEEDD TO THE SATISFACTION OF THE OWNER.
- WHENEVER CONSTRUCTION OPERATIONS ENCRONCH ON THE RIGHT-OF-WAY OF ADJACENT ROADWAYS, TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH LOCAL AND STATE STANDARDS.
- NO MATERIALS OR EQUIPMENT SHALL BE STORED OR STOCKPILED WITHIN THE RIGHT-OF-WAY OF ADJACENT ROADWAYS.
- THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR COMPLETING AND IMPLEMENTING TRAFFIC CONTROL PLAN.

VPDES GENERAL PERMIT REQUIREMENTS:

- LAND DISTURBANCE SHALL NOT COMMENCE UNTIL A REGISTRATION STATEMENT FOR THE VPDES GENERAL PERMIT FOR DISCHARGE FROM CONSTRUCTION ACTIVITIES (9VAC25-880) HAS BEEN SUBMITTED AND A PERMIT COVERAGE NUMBER FROM THE VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY IS PROVIDED TO THE STORMWATER ADMINISTRATOR. THIS INCLUDES THE DEVELOPMENT AND IMPLEMENTATION OF A STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
- THE VESCP AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY AND ONE WEEK PRIOR TO FINAL INSPECTION. NO WORK ON-SITE CAN BE CONDUCTED WITHOUT FIRST HOLDING A PRE-CONSTRUCTION CONFERENCE WITH THE VESCP AUTHORITY.
- THE FULL AND COMPLETE SWPPP SHALL BE KEPT ONSITE AT ALL TIMES DURING CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE APPROVED VERSION OF THIS DOCUMENT FROM THE OWNER OR ENGINEER PRIOR TO BEGINNING CONSTRUCTION. THE SWPPP SHALL BE COMPRISED OF THE FOLLOWING:
 - EROSION AND SEDIMENT CONTROL PLAN (ESP)
 - STORMWATER MANAGEMENT NARRATIVE AND PLAN, ALONG WITH ANY SWM CALCULATIONS, REPORTS, AND/OR SUPPORTING APPENDICES
 - POLLUTION PREVENTION PLAN (PPP)
 - ANY ADDITIONAL CONTROL MEASURES NECESSARY TO ADDRESS A TMDL PURSUANT TO 9VAC25-870-54.E OF THE CODE OF VIRGINIA.
- THE SWPPP SHALL BE AMENDED WHENEVER THERE IS A CHANGE IN DESIGN, CONSTRUCTION, OPERATION, OR MAINTENANCE THAT HAS A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO STATE WATERS AND THAT HAS NOT BEEN PREVIOUSLY ADDRESSED IN THE SWPPP. THE SWPPP MUST BE MAINTAINED AT A CENTRAL LOCATION ONSITE. IF AN ONSITE LOCATION IS UNAVAILABLE, NOTICE OF THE SWPPP'S LOCATION MUST BE POSTED NEAR THE MAIN ENTRANCE AT THE CONSTRUCTION SITE.
- RETAIN A COPY OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION ON SITE AND ADHERE TO THE STANDARDS LISTED AT ALL TIMES.
- PRIOR TO ANY LAND DISTURBING ACTIVITY, CONTRACTOR SHALL PROVIDE THE NAME, CERTIFICATION INFORMATION, AND CONTACT INFORMATION OF THE DESIGNATED RESPONSIBLE LAND DISTURBER (RLD) TO THE APPROPRIATE AUTHORITY.

Sheet List Table	
Sheet Number	Sheet Title
T100	COVER SHEET
C100	EXISTING FEATURES
C101	PROPOSED ROW VACATION
C200	SITE PLAN
C201	SIGNAGE PLAN

GRADING AND EARTHWORK NOTES:

- ALL MATERIALS USED FOR FILL OR BACK-FILL SHALL BE FREE OF WOOD, ROOTS, OR ANY OTHER NON-COMPACTIBLE SOIL TYPE MATERIAL. UNSATISFACTORY MATERIALS ALSO INCLUDE MAN-MADE FILLS AND REFUSE DEBRIS DERIVED FROM ANY SOURCE.
- SATISFACTORY MATERIAL FOR USE AS FILL FOR THIS PROJECT (UNLESS OTHERWISE SPECIFIED) INCLUDE THOSE CLASSIFIED IN ASTM D-2487 AS GW, GP, GM, FC, SW, SP, SM, SC, ML, AND CL GROUPS. THE MOISTURE CONTENT SHALL BE CONTROLLED WITHIN PLUS OR MINUS 2 PERCENTAGE POINTS OF OPTIMUM TO FACILITATE COMPACTION. GENERALLY, UNSATISFACTORY MATERIALS INCLUDE MATERIALS CLASSIFIED IN ASTM D-2487 AS PT, CH, MH, OL, OH, AND ANY SOIL TOO WET TO FACILITATE COMPACTION. CH AND MH SOILS MAY BE USED SUBJECT TO APPROVAL BY A PROFESSIONAL GEOTECHNICAL ENGINEER.
- MATERIALS USED TO CONSTRUCT EMBANKMENTS FOR ANY PURPOSE, BACK-FILL AROUND DRAINAGE STRUCTURES OR IN UTILITY TRENCHES OR ANY OTHER DEPRESSION REQUIRING FILL OR BACK-FILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AS SET OUT IN ASTM STANDARD D-698. THE CONTRACTOR SHALL, PRIOR TO ANY OPERATIONS INVOLVING FILLING OR BACKFILLING, SUBMIT THE RESULTS OF THE PROCTOR TEST TOGETHER WITH A CERTIFICATION THAT THE SOIL TESTED IS REPRESENTATIVE OF THE MATERIALS TO BE USED ON THE PROJECT. TESTS SHALL BE CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
- EMBANKMENT FILL AND TRENCH BACK-FILL SHALL BE PLACED IN LIFTS AT A MAXIMUM UN-COMPACTED DEPTH OF 8-INCHES AND 6-INCHES, RESPECTIVELY. DENSITY TESTS SHALL BE CONDUCTED AT THE FOLLOWING MINIMUM FREQUENCIES:
 - EMBANKMENTS FOR ROADS, STREETS, DAMS, ETC.: ONE TEST PER LIFT PER 10,000 SQUARE FEET.
 - BACK-FILL AROUND STRUCTURES AND IN TRENCHES: ONE TEST PER LIFT PER 500 LINEAL FEET.
- THE BUILDING'S STRUCTURAL ENGINEER SHALL DETERMINE SUITABLE SOILS TO BE USED AS FILL UNDER THE BUILDING PAD AND/OR ANY MODIFICATIONS OR TREATMENTS THE SOIL MUST UNDERGO PRIOR TO USE AS FILL.

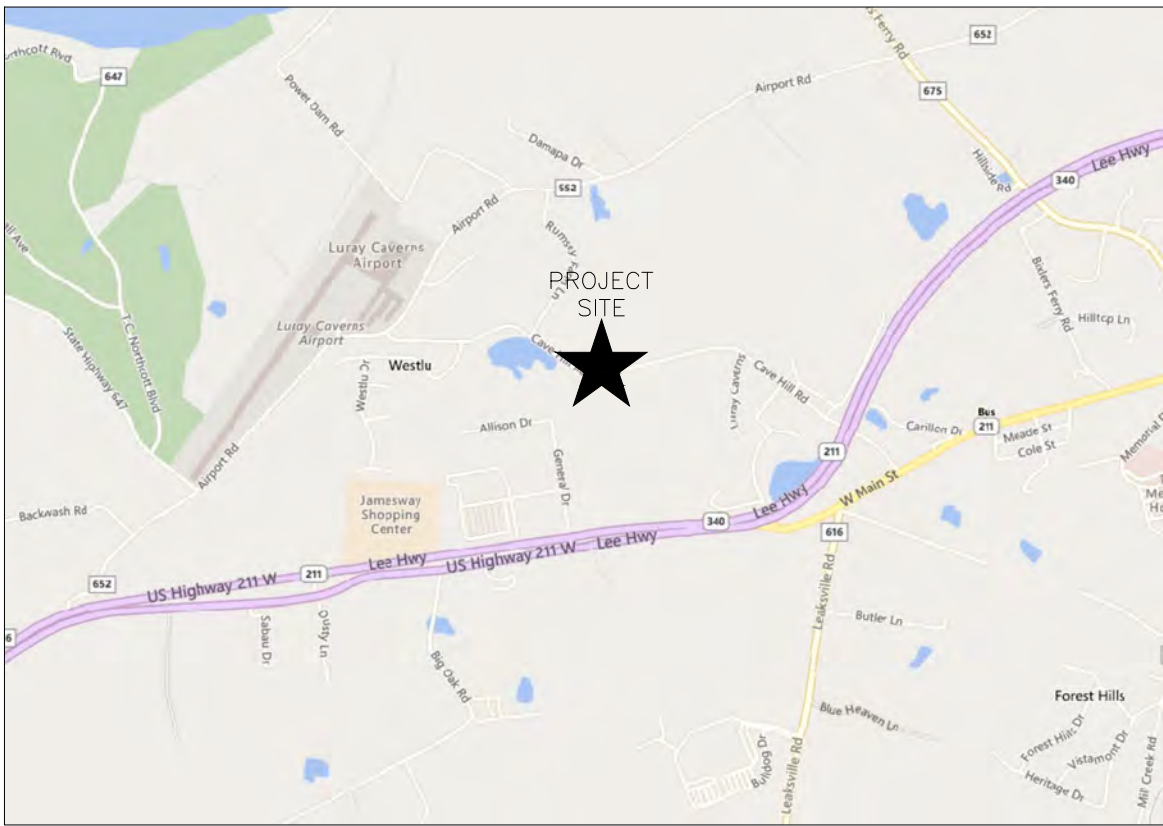
PAVEMENT AND DRAINAGE NOTES:

- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM WITH THE STANDARDS AND SPECIFICATIONS OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S, LATEST EDITION, EXCEPT WHERE PAGE COUNTY STANDARDS ARE APPLICABLE.
- CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
- ALL STORM SEWER SHALL BE DUAL WALL HDPE PIPE WITH SMOOTH INTERIOR AND CORRUGATED EXTERIOR WALLS, EXCEPT AS NOTED. MINIMUM COVER IN PAVED AREAS SHALL BE 2' UNLESS OTHERWISE NOTED.
- STORM DRAIN PIPE AND FLARED END SECTIONS ARE TO BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR HDPE PIPE AND END SECTIONS, OR SECTION 302 OF VDOT ROAD AND BRIDGE SPECIFICATIONS AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION C-76 FOR REINFORCED CONCRETE CULVERT AND STORM DRAIN PIPE.
- CONCRETE DRAINAGE STRUCTURES MAY BE EITHER PRECAST OR CAST-IN-PLACE. ALL SHALL BE VDOT STANDARD (PER SECTION 100 OF THE ROAD AND BRIDGE STANDARDS).
- ALL EXISTING STORM SEWER PIPES, DROP INLETS, AND CURB INLETS BEING UTILIZED BY A PART OF THE DRAINAGE SYSTEM SHALL BE CLEANED OF ERODED MATERIAL AT ALL STAGES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER. THE COST INCIDENTAL TO THIS IS TO BE INCLUDED IN THE CONTRACT PRICE FOR THE OTHER DRAINAGE ITEMS.
- ALL STORM SEWER SHALL HAVE A MINIMUM OF 6" AGGREGATE BEDDING MATERIAL.
- FOR STORM SEWER LINES WITH OVER 8' OF COVER, REFER TO THE MANUFACTURERS GUIDELINES FOR PROPER BACKFILL.
- DRAIN BASINS AND INLINE DRAINS SHALL BE NYLOPLAST OR APPROVED EQUAL.
- ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING (UNLESS OTHERWISE NOTED) AND BE INSTALLED ACCORDINGLY.
- STORM SEWER PIPES AS SHOWN ON THE PLANS ARE MEASURED FROM THE CENTERLINE OF EACH STRUCTURE AND INVERT ELEVATIONS ARE ESTABLISHED BASED ON THIS CENTER LINE DISTANCE. LENGTH CALL OUTS FOR PIPES WITH FLARED END SECTIONS WILL BE MEASURED TO THE JOINT. CONTRACTOR SHALL LOCATE ALL END SECTIONS TO MATCH THE BANK SLOPE AND THE PIPE SLOPE SHALL BE ADJUSTED AS NECESSARY.
- ALL DROP INLETS AND CURB INLETS SHALL HAVE VDOT STD. IS-1 SHAPING AND ST-1 STEPS, WHERE APPLICABLE.
- IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
- BOOT CONNECTIONS SHALL BE PROVIDED FOR ALL PLASTIC PIPES THAT TIE INTO A CONCRETE STRUCTURE.
- ALL STORM SEWER PIPES, MANHOLES, AND CURB INLETS SHALL BE CLEANED OF DEBRIS AND ERODED MATERIALS AT THE LAST STAGES OF CONSTRUCTION.
- THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL DITCHES, PIPES, AND OTHER DRAINAGE STRUCTURES FREE FROM OBSTRUCTION UNTIL WORK IS ACCEPTED BY THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES CAUSED BY FAILURE TO MAINTAIN DRAINAGE STRUCTURE IN OPERABLE CONDITIONS.
- ALL CURB AND GUTTER SHALL BE VDOT STANDARD, EXCEPT AS NOTED.
- THE PAVEMENT DESIGN IS SUBJECT TO CHANGE DUE TO SOIL CONDITIONS AT THE TIME OF CONSTRUCTION, AS DETERMINED BY THE INSPECTORS FOR THE OWNER OR THE LOCALITY.
- ANY NECESSARY PAVEMENT WIDENING BETWEEN THE EXISTING PAVEMENT AND PROPOSED IMPROVEMENTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- WHERE PAVEMENT IS BEING REMOVED, THE CONTRACTOR SHALL REMOVE AGGREGATE BASE MATERIAL TO SUB-GRADE.
- EXISTING PAVEMENT AND OTHER SURFACES DISTURBED BY CONTRACTOR (WHICH ARE NOT TO BE REMOVED) SHALL BE REPAIRED TO LIKE-NEW CONDITION.
- IN ACCORDANCE WITH HANDICAP ACCESSIBILITY REQUIREMENTS, ALL APPLICABLE CODES AND REQUIREMENTS FOR ACCESSIBILITY FOR DISABLED PERSONS SHALL BE STRICTLY COMPLIED WITH.
- CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE SO THAT RUNOFF WILL DRAIN BY GRAVITY FLOW ACROSS NEW PAVEMENT AREAS TO NEW OR EXISTING DRAINAGE INLETS OR SHEET FLOW OVERLAND.
- ALL UNSUITABLE MATERIAL UNDER STRUCTURES AND/OR PAVED AREAS SHALL BE DISPOSED OF OFFSITE AT THE CONTRACTOR'S EXPENSE.
- AFTER PLACEMENT OF SUBGRADE AND PRIOR TO PLACEMENT OF PAVEMENT, CONTRACTOR SHALL TEST AND OBSERVE PAVEMENT AREAS FOR EVIDENCE OF PONDING. ALL AREAS SHALL ADEQUATELY DRAIN TOWARDS THE INTENDED STRUCTURE TO CONVEY STORM RUNOFF. CONTRACTOR SHALL IMMEDIATELY NOTIFY OWNER AND ENGINEER IF ANY DISCREPANCIES ARE DISCOVERED.
- WHEN TYING INTO EXISTING PAVEMENT, THE CONTRACTOR SHALL NEATLY SAW CUT TO A STRAIGHT LINE THE EXISTING PAVEMENT, AND ALL PAVING ON THE NEW PAVEMENT SIDE OF THE CUT SHALL BE COMPLETELY REMOVED AND REPLACED WITH SPECIFIED MATERIAL. THE CUT LINE SHALL BE FULL-DEPTH AND COATED WITH A TACK COAT TO FURNISH A BOND BETWEEN THE EXISTING SURFACE COURSE AND THE NEW SURFACE COURSE.
- WHEN TYING TO EXISTING CURB/GUTTER, THE CONTRACTOR SHALL NEATLY SAW CUT THE EXISTING PAVEMENT AND IT SHALL BE REMOVED FOR A DISTANCE OF 2'0" FROM FACE OF THE CURB AND 2'0" FROM THE EDGE OF CURB AND GUTTER AND THE SUBGRADE, BASE COURSE, AND PAVING SHALL BE REPLACED WITH NEW PRODUCTS.

CAVE HILL ROAD
CLOSURE
FOR
LURAY CAVERNS
CORPORATION
LURAY, VIRGINIA

PROPOSED USE:

THE PROPOSED PROJECT INCLUDES THE CLOSURE OF CAVE HILL ROAD ON LAND OWNED BY LURAY CAVERNS CORP. AND THE ADDITION OF A CUL-DE-SAC TURNAROUND 380' SOUTHEAST OF THE INTERSECTION OF CAVE HILL ROAD AND GENERAL DRIVE.



VICINITY MAP



PROJECT COORDINATES

38° 39' 56.2" N
78° 29' 24.4" W

No.

INITIAL

TOWN

SUBMITTAL

Submittal / Revision

10/14/26

NOT APPROVED FOR CONSTRUCTION

Seal of Tyler S. Austin, P.E., LS, State of Virginia, License No. 65612, dated 08/25/26

PRELIMINARY REVIEW SET

RACEY ENGINEERING, PLLC

312 WEST MAIN ST - P.O. BOX 387
LURAY, VA 22835
PH: (540) 743-9227 - FAX: (540) 743-6118

DESIGNED:BBN

DRAWN:JMM

CHECKED:TSA

CAVE HILL ROAD CLOSURE

COVER SHEET

LURAY CAVERNS CORPORATION

PAGE COUNTY

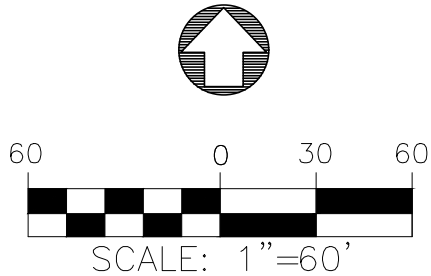
RACEY PROJECT NUMBER: 10187

PUBLISH DATE: 10/14/26

T100

P:\2024\10187 - cave hill road closure\8. design\4. cwg\CIVIL\COMPOSITE

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SURVEY SOURCE AND INFORMATION:

SOURCE: THIS TOPOGRAPHIC SURVEY WAS COMPLETED BY SUPREME DRONE SERVICES ON OR BEFORE SEPTEMBER 16, 2025, FROM AERIAL LIDAR SURVEY METHODS FROM SUPREME DRONE SERVICES ESTABLISHED CONTROL. THIS MAP MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

HORIZONTAL AND VERTICAL DATUM: VA NAD83, NAVD88 BASED UPON GPS OBSERVATION PERFORMED BY SUPREME DRONE SERVICES.

CONTOUR INTERVAL: 1 FT.

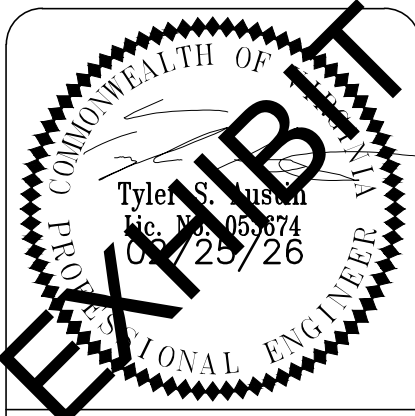
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT OR TITLE REPORT AND DOES NOT THEREFORE, NECESSARILY INDICATE ALL EASEMENTS AND ENCUMBRANCES ON THE PROPERTY THAT MIGHT BE DISCLOSED IN A TITLE SEARCH.

UTILITIES SHOWN HEREON ARE BASED ON VISIBLE, PHYSICAL EVIDENCE. UNDERGROUND UTILITIES WERE NOT MARKED AS PART OF THIS PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/CONTRACTOR TO HAVE UTILITIES MARKED PRIOR TO LAND DISTURBANCE OF ANY KIND. SEE SHEET T101 FOR MORE INFORMATION.

PROPERTY LINES SHOWN HEREON ARE COMPILED FROM TOWN/COUNTY GIS OVERLAY.

RACEY ENGINEERING, PLLC MAY PROVIDE BENCHMARKS FOR THE CONSTRUCTION OF THE IMPROVEMENTS SHOWN ON THESE PLANS. ALL OTHER EXISTING ELEVATIONS ARE FOR REFERENCE TO EXISTING CONDITIONS ONLY. DO NOT USE SPOT ELEVATIONS, FINISH FLOOR ELEVATIONS, ELEVATIONS ON MANHOLES, ELEVATIONS ON SURVEY NAILS, SURVEY HUBS, CONTROL POINTS (HORIZONTAL POINTS PROVIDED) OR ANY OTHER POINTS FOR CONSTRUCTION OTHER THAN THE PROVIDED BENCHMARKS. FAILURE TO UTILIZE AND VERIFY THE PROVIDED BENCHMARKS COULD RESULT IN DAMAGES AND ADDITIONAL COST THAT ARE THE CONTRACTOR'S RESPONSIBILITY.

No.	Submittal / Revision	Date
INITIAL TOWN SUBMITTAL		10/14/26
	NOT APPROVED FOR CONSTRUCTION	

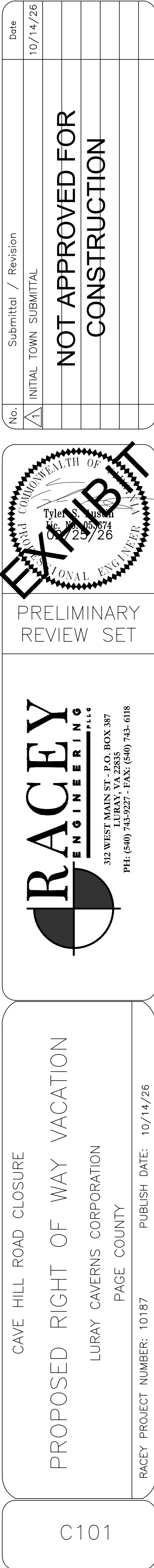


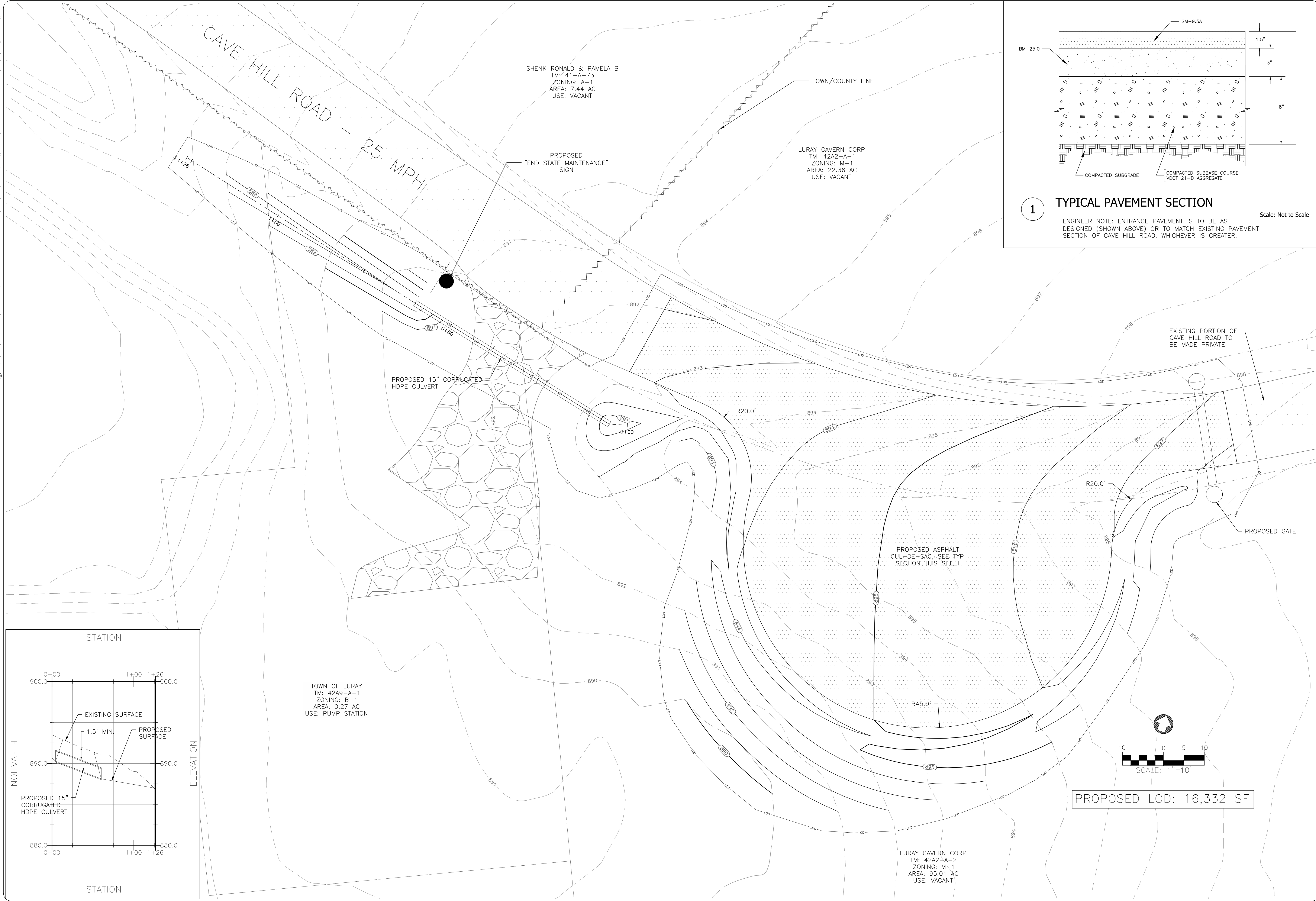
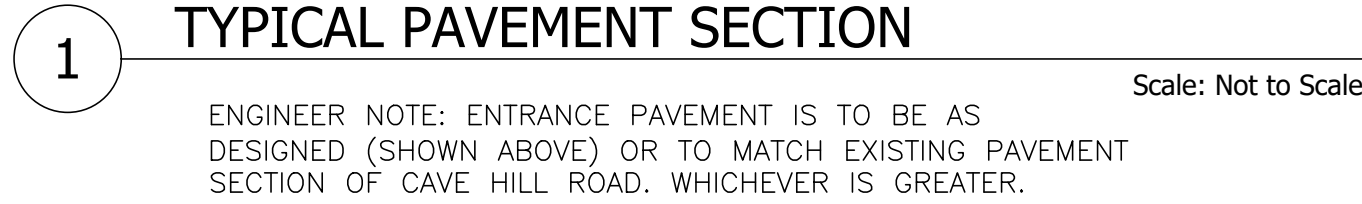
PRELIMINARY
REVIEW SET



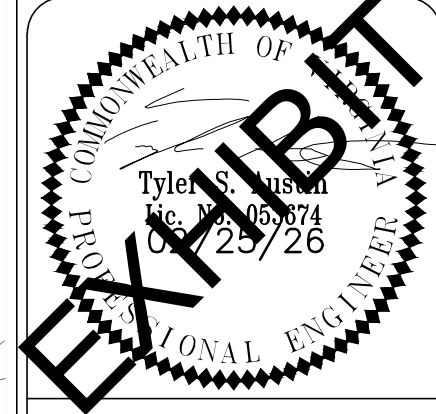
CAVE HILL ROAD CLOSURE	PUBLISH DATE: 10/14/26
EXISTING FEATURES	
LURAY CAVERNS CORPORATION	
PAGE COUNTY	
RACEY PROJECT NUMBER: 10187	

C100

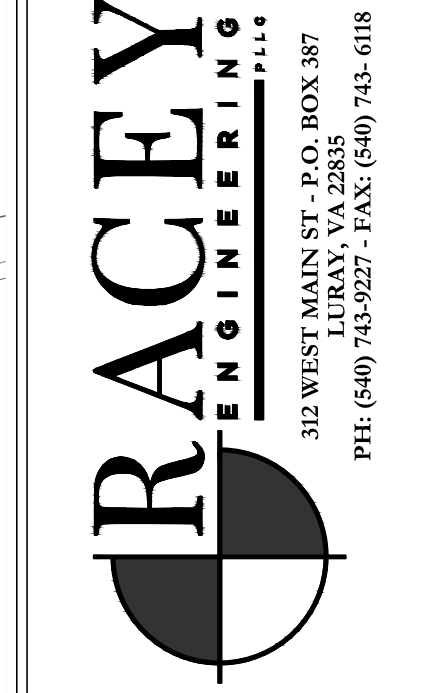




No.	Submittal / Revision	Date
1	INITIAL TOWN SUBMITTAL	10/14/26
NOT APPROVED FOR CONSTRUCTION		



PRELIMINARY REVIEW SET



CAVE HILL ROAD CLOSURE	PUBLISH DATE: 10/14/26
SITE PLAN	PAGE COUNTY
LURAY CAVERNS CORPORATION	
RACEY PROJECT NUMBER: 10187	
C200	



APPENDIX C

Letters of Support from Local Law Enforcement

Written statements from the Luray Police Department and the Page County Sheriff's Office on the effect of the proposed closure on emergency response and law-enforcement service.

C.1 Luray Police Department — December 5, 2025

C.2 Page County Sheriff's Office — March 5, 2026





Town of Luray, Virginia

Police Department

45 East Main Street
Luray, Virginia 22835
(540) 743-5343



C.S. "Bow" Cook
Chief of Police

Leah P. George
Executive Assistant to
the Chief of Police

December 5, 2025

Dear Mayor and Members of the Town Council:

The Luray Police Department has reviewed the proposal submitted by Luray Caverns Corporation regarding the closure of Cave Hill Road as a public access route and its removal from the Town's roadway system. After careful evaluation of our operational needs, patrol patterns, and response routes, we offer the following findings:

- **Travel and Response Routes:** The closure of Cave Hill Road is not expected to create any negative impact on police travel or emergency response routes. Although alternate roads would be used, these routes do not add significant travel time and will continue to allow reliable access to all areas we serve.
- **Property and Connectivity:** Cave Hill Road contains no residential dwellings other than those owned by Luray Caverns Corporation, and alternate connections remain available to reach all surrounding areas without disrupting police service.

Based on this review, the Luray Police Department has no concerns regarding the proposed closure, and we do not anticipate any reduction in our ability to provide effective law enforcement services to the community.

If you have any questions or need further information, please contact us at **540-743-5343** or **bowcook@townofluray**

Respectfully,

C. S. "Bow" Cook
Chief of Police



Accredited Law Enforcement Agency



PAGE COUNTY SHERIFF'S OFFICE

CHAD W. CUBBAGE, SHERIFF • STEVIE D. OWENS, MAJOR

Date: March 5, 2026

To: Town of Luray Town Council

Subject: Support for Removal of Cave Hill Road from the Town Roadway System

Dear Town Council,

On behalf of the Page County Sheriff's Office, we have reviewed the request from Luray Caverns Corporation regarding the closure of Cave Hill Road as a public access route and removal from the Town's roadway system. Based on our operational assessment, we provide the following observations:

- Access and Service Limitations: The subject street does not serve as an adequate thoroughfare for our vehicles due to its narrow lane widths, which restrict safe [ideal] passage for [fire apparatus, ambulances, and law enforcement vehicles].
- Property and Connectivity: The roadway contains no dwellings other than those owned by Luray Caverns Corporation. Additionally, there are alternative, more suitable routes available to access the opposite end of Cave Hill Road, ensuring continued service coverage without disruption.

Therefore, the closure of this section of Cave Hill Road within the Town's Limits is acceptable to the Page County Sheriff's Office and will not cause any issues with our ability to provide our services to the public.

If you have any questions or require further clarification, please feel free to contact us at 540-743-6571 or email ccubbage@pagesheriff.com or lturner@pagesheriff.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Chad Cubbage".

Chad W. Cubbage

Sheriff

Page County Sheriff's Office



TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items

IVE. Page County Transit



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-E

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION
Item IV. E – Page County Transit Update

Summary:

Council is requested to receive an update from Phil Thompson with Valley Regional Transit about the ongoing project to enable public transit in Luray and Page County.



RULES OF RIDING:

- Smoking, profanity and eating and drinking are prohibited.
- A round trip is one complete circuit of the route.
- NO animals, except service animals permitted on buses.
- NO standing in front of white or yellow line or in stairwells.
- Shirts and shoes are required for all passengers
- Drivers reserve the right to refuse service to anyone not observing regulations or whose behavior is hazardous to passengers or vehicular safety.
- Carry-on items are limited to what a passenger can bring on and take off the bus by themselves in one trip.
- When using cell phones, please be considerate.
- Headphones are required for portable music and gaming devices.
- Seat belts are available and recommended for your safety.

FARES:

- .50¢ each way.
- Children 12 years of age and under when accompanied by an adult, ride free.

ADA COMPLIANT SERVICE:

Eligible certified riders are encouraged to make reservations for the ADA compliant deviated fixed route service on the prior day, and up to two weeks in advance by calling the customer service phone number, (540) 860-7196 .

HOW TO RIDE THE PVC:

- For the safety of all passengers, stand at designated bus stop locations whenever possible.
- Allow a few minutes for delays in scheduled arrival times.
- Download the VRT Bus App for live view route location and arrival information from your mobile device's app store by searching "TransLoc / Virginia Regional Transit" or downloaded directly from the VRT website at www.vatransit.org.
- Please have EXACT fare ready when you board, drivers DO NOT carry change.
- In case of inclement weather, routes will operate it safely possible.
- Check out social media and our website for service changes. You may also contact the customer service phone number (540) 860-7196 for further information.
- Riders choosing to transport a bicycle can secure it on the rack in front of the bus before boarding.

TITLE VI NON-DISCRIMINATION POLICY STATEMENT:

Virginia Regional Transit (VRT) operates the Page Valley Connect service, and is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to discrimination in the receipt of its services or programs based on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disability ACT (ADA) of 1990, no entity shall discriminate against an individual with physical or mental disability in connection with the provision of transportation service.

To obtain additional information on VRT's nondiscrimination obligations or submit a formal complaint or to request additional information on Title VI obligations, please contact Virginia Regional Transit's-Title VI Manager at 1099 Brandy Knoll Court Culpeper, VA 22701, Phone: (540) 825-2456, Toll Free: (877) 777-2708, Fax: (540) 825-6563.

A complaint may be filed directly with the Federal Transit Administration at: The Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, D.C. 20590.

A complaint may be filed no later than 180 days after the alleged discrimination.



Serving the Luray Area

with fixed route service to: Wal-Mart, Luray Meadows, Laurel Ridge Community College and NWCSB

Customer Service Phone Number:

(540) 860-7196
vatransit.org



PVC

PAGE VALLEY CONNECT

Connecting People. Connecting Places.



FIXED ROUTE SCHEDULE

Monday - Friday



Serving the Luray Area

with fixed route service to: Wal-Mart, Luray Meadows, Laurel Ridge Community College and NWCSB

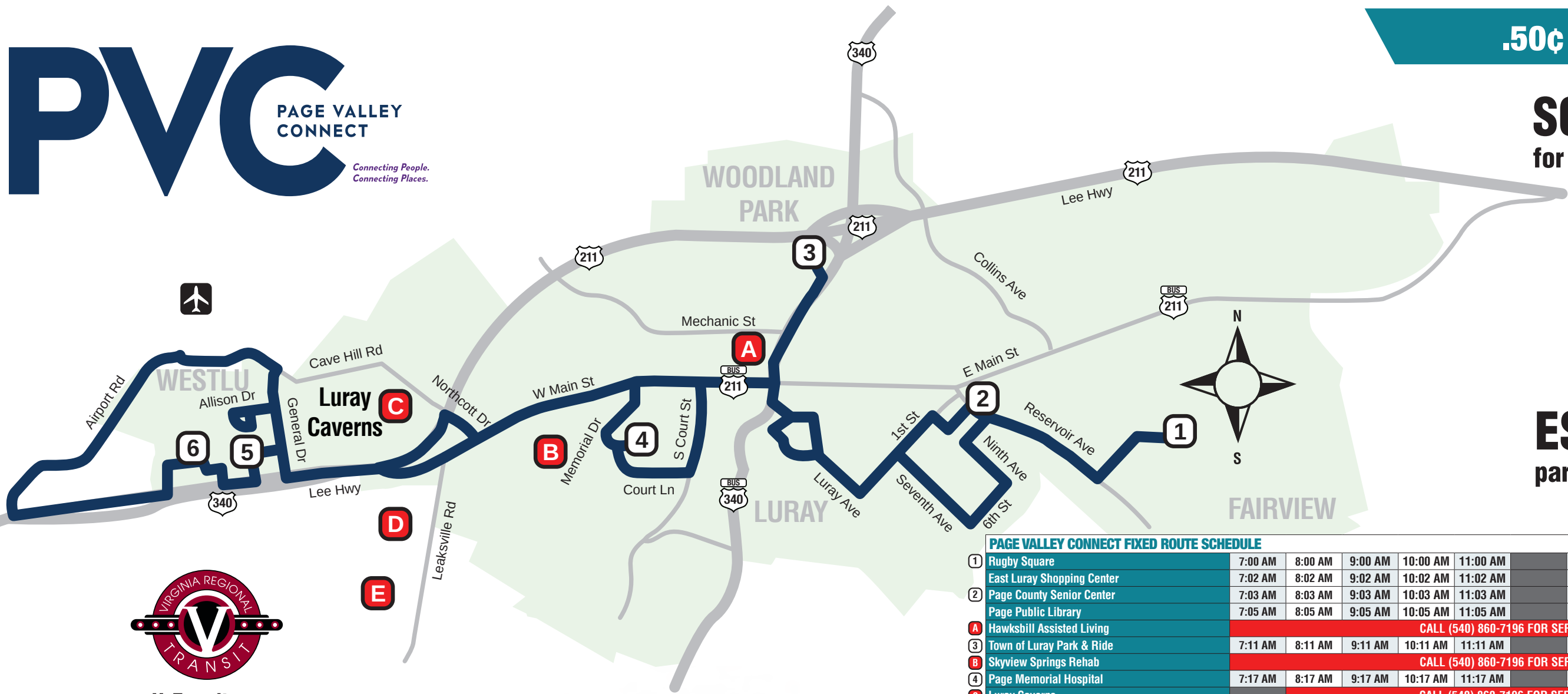
(540) 860-7196
vatransit.org

.50¢ FARE EACH WAY

SCAN HERE
for Routes and Times



ESCANEAR
para rutas y horarios



VaTransit.org

NEED MORE INFORMATION?

Call us at (540) 860-7196



PAGE VALLEY CONNECT FIXED ROUTE SCHEDULE												
1	Rugby Square	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM		1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
	East Luray Shopping Center	7:02 AM	8:02 AM	9:02 AM	10:02 AM	11:02 AM		1:02 PM	2:02 PM	3:02 PM	4:02 PM	5:02 PM
2	Page County Senior Center	7:03 AM	8:03 AM	9:03 AM	10:03 AM	11:03 AM		1:03 PM	2:03 PM	3:03 PM	4:03 PM	5:03 PM
	Page Public Library	7:05 AM	8:05 AM	9:05 AM	10:05 AM	11:05 AM		1:05 PM	2:05 PM	3:05 PM	4:05 PM	5:05 PM
A	Hawksbill Assisted Living	CALL (540) 860-7196 FOR SERVICE										
3	Town of Luray Park & Ride	7:11 AM	8:11 AM	9:11 AM	10:11 AM	11:11 AM		1:11 PM	2:11 PM	3:11 PM	4:11 PM	5:11 PM
B	Skyview Springs Rehab	CALL (540) 860-7196 FOR SERVICE										
4	Page Memorial Hospital	7:17 AM	8:17 AM	9:17 AM	10:17 AM	11:17 AM		1:17 PM	2:17 PM	3:17 PM	4:17 PM	5:17 PM
C	Luray Caverns	CALL (540) 860-7196 FOR SERVICE										
5	Walmart Supercenter	7:22 AM	8:22 AM	9:22 AM	10:22 AM	11:22 AM	B	1:22 PM	2:22 PM	3:22 PM	4:22 PM	5:22 PM
6	Food Lion	7:24 AM	8:24 AM	9:24 AM	10:24 AM	11:24 AM	R	1:24 PM	2:24 PM	3:24 PM	4:24 PM	5:24 PM
	Luray Meadows Apartments	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	E	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
	Laurel Ridge Community College	7:32 AM	8:32 AM	9:32 AM	10:32 AM	11:32 AM	A	1:32 PM	2:32 PM	3:32 PM	4:32 PM	5:32 PM
	Across from Northwest Community Services Board	7:33 AM	8:33 AM	9:33 AM	10:33 AM	11:33 AM	K	1:33 PM	2:33 PM	3:33 PM	4:33 PM	5:33 PM
D	Whispering Pines Assisted Living	CALL (540) 860-7196 FOR SERVICE										
E	Luray High School	CALL (540) 860-7196 FOR SERVICE										
4	Page Memorial Hospital	7:38 AM	8:38 AM	9:38 AM	10:38 AM	11:38 AM		1:38 PM	2:38 PM	3:38 PM	4:38 PM	5:38 PM
	Page County Health Department	7:39 AM	8:39 AM	9:39 AM	10:39 AM	11:39 AM	B	1:39 PM	2:39 PM	3:39 PM	4:39 PM	5:39 PM
	Page County Administration Building	7:40 AM	8:40 AM	9:40 AM	10:40 AM	11:40 AM	R	1:40 PM	2:40 PM	3:40 PM	4:40 PM	5:40 PM
2	Page Public Library	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	E	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM
	Luray Middle School	7:45 AM	8:45 AM	9:45 AM	10:45 AM	11:45 AM	A	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM
	Luray Village Apartments	7:49 AM	8:49 AM	9:49 AM	10:49 AM	11:49 AM	K	1:49 PM	2:49 PM	3:49 PM	4:49 PM	5:49 PM
1	Rugby Square	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM		1:52 PM	2:52 PM	3:52 PM	4:52 PM	6:00 PM

Numbered Stop Call for Service No Service



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PAGE VALLEY
CONNECT

Connecting People.
Connecting Places.

Ride with Virginia Regional Transit's **Page Valley Connect Demand Response**

Virginia Regional Transit's Page Valley Connect Demand Response provides curb-to-curb transportation services to the residents of Page County. Hours of operation are weekdays from 8:00am-11:00am and from 1:00pm - 4:00pm. Service area is limited to origins and destinations within the County of Page Virginia.

Registration and Reservations are required and can be made up to two weeks in advance.

Reservations are on a first-come, first-serve basis.

\$1.00 fare required per trip.

Call (540) 860-7196 to reserve a ride or learn more about this service.

Virginia Regional Transit vehicles are well maintained to provide safe and reliable transportation service for our passengers. All vehicles are clean, air conditioned, comfortable and are ADA accessible. VRT drivers are professional, friendly, and ready to assist their passengers.



vatransit.org

Ride with Virginia Regional Transit's **Page Valley Connect Demand Response**



Virginia Regional Transit
P. O. Box 2665
Hillsboro, VA 20134

NON-PROFIT
U.S. POSTAGE
PAID
GAM PRINTERS
PERMIT #379
DULLES, VA



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TOWN OF LURAY

Town Council

Work Session

October 27, 2026

Updates & Discussion Items
IVF. Evenings on Main Concerts



Town of Luray, Virginia
Town Council Agenda Statement

Item No: IV-F

Meeting Date: October 27, 2026

Agenda Item:

TOWN COUNCIL DISCUSSION

Item IV. F – Evenings on Main Concert Update

Summary:

Council is requested to receive an update from Jen Jenkins, Superintendent of Parks & Recreation, regarding the Evenings on Main concert series and some of the issues related to that community activity.

Evenings on Main Event Discussion Items

The Parks and Recreation Department is seeking input from Council on the following event elements:

- Continued usage of PAL for rain venue given additional rental cost and low turnout
- Event schedule and component modifications to boost attendance
- Potential change in overall schedule

Rain Venue Usage

The Town's current rain venue for Evenings on Main utilizes Performing Arts Luray. PAL requires an additional \$250 per event charge for the use of the facility and attendance for EOM events held at PAL due to weather has historically been minimal (approximately 30-40 people max, depending on band popularity). The necessity of utilizing a rain venue, given the low attendance and increased cost, has led to current discussions on if it would be more beneficial to cancel rained-out events and transfer any deposits to the next season versus continuing with the event for the benefit of those that do choose to attend.

Increasing Attendance

Overall concert attendance has trended significantly lower this year. In past years it was common to have upwards of 300 people in attendance. This year crowd sizes have struggled to top 100 and have been even lower for many events. Competition from other local live music venues and overall band lineup have been discussed as possible factors.

Increased band costs over the past several years have required us to seek newer performers, reduce the number of highest-priced bands, and bring in more lower-cost groups in order to meet our budget (\$11,500-\$12,000). A band lineup with the most-popular EOM bands would carry an estimated cost of \$16,000 in 2027. The same lineup in 2021 would cost \$10,300.

A few new bands have been very well received but unfortunately most others have not. Overall concert attendance has trended lower throughout this year, and we are wondering if a lineup with lesser-known groups is a factor. We have unfortunately seen attendees leave mid-performance this year, which has been disappointing.

Considerations for boosting attendance include:

- Concert line-up focused on more popular bands only (Budget considerations)
- Incorporation of a beer garden at the Ruffner parking lot (Would require a local partnership with ABC license holder)
- Slightly fewer, but more involved events (Ex., 5 concerts, food truck, beer garden, lawn games, more popular bands only)

Overall Schedule

Given the unpredictability of fall cooler weather, is there any interest in modifying concert dates to include one show in late May, and one in early September (versus two in September). This year's last September concert was uncomfortably cold and half of the attendees left by 8PM.

Band	Cost	Increase	Band	Cost	Increase
2021			2024		
Big City Band	\$ 1,200.00		Cazhmiere	\$ 1,800.00	\$ 300.00
Blue Ridge Rain	\$ 800.00		Chad Laughlin	\$ 1,600.00	
Blue Ridge Thunder	\$ 700.00		Low Low Chariot	\$ 1,500.00	
Cazhmiere	\$ 1,400.00		Road Ducks	\$ 1,800.00	\$ 300.00
Everyday People	\$ 1,500.00		Spencer Hatcher	\$ 1,200.00	
Raised on Analog	\$ 1,000.00		The Hackens Boys	\$ 1,200.00	
Road Ducks	\$ 800.00		The Seven Bends Band	\$ 1,200.00	\$ 200.00
Souled Out	\$ 1,800.00		Michael Berger (sound, 4 concerts)	\$ 1,200.00	
Sound Cost	\$ 1,150.00		Total	\$ 11,500.00	
Total	\$ 10,350.00				
			2025		
2022			Blue Ridge Thunder	\$ 1,000.00	
Big City Band	\$ 1,400.00	\$ 200.00	Everyday People	\$ 2,000.00	
Cazhmiere	\$ 1,200.00		Highway Legends (previously Earls of Kent)	\$ 1,500.00	\$ 500.00
Clarence Turner	\$ 1,500.00		Low Low Chariot	\$ 1,500.00	
County Line	\$ 1,000.00		Raised on Analog	\$ 1,500.00	\$ 600.00
Raised on Analog	\$ 900.00		Robbie Limon Band	\$ 2,100.00	\$ 100.00
Road Ducks	\$ 1,100.00	\$ 300.00	Ryan Jewel	\$ 1,500.00	
Robbie Limon Band	\$ 1,800.00		Train Wreck	\$ 600.00	
The Seven Bends Band	\$ 1,000.00		Michael Berger (sound, 4 concerts)	\$ 1,200.00	
Sound Cost	\$ 500.00		Total	\$ 12,900.00	
Total	\$ 10,400.00				
			2026		
2023			Cake Fight	\$ 1,300.00	
Big City Band	\$ 1,200.00		Chad Laughlin Band	\$ 1,400.00	
Cazhmiere	\$ 1,500.00	\$ 300.00	John Paul Douglas & The Bitter Trades	\$ 2,500.00	
County Line	\$ 1,000.00		Punky Brewsters	\$ 750.00	
Earls of Kent	\$ 1,000.00		Road Ducks	\$ 1,800.00	
Road Ducks	\$ 1,500.00	\$ 400.00	Ryan Jewel	\$ 2,000.00	\$ 500.00
Robbie Limon Band	\$ 2,000.00	\$ 200.00	South River Band	\$ 800.00	
Seven Bends Band	\$ 1,000.00		Train Wreck	\$ 1,000.00	\$ 400.00
Sould Out	\$ 2,200.00		Total	\$ 11,550.00	
Sound Cost	\$ 1,000.00				
Total	\$ 12,400.00		High attendance bands		