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The Community Design Assistance Center (CDAC) is an outreach center in the College of Architecture and Urban Studies at Virginia Tech that assists communities, neighborhood groups, and non-profit organizations in improving the natural and built environments. Assistance is provided in the areas of landscape architecture, architecture, planning, and interior design. Working with communities, the conceptual planning and designs provide communities with a graphic vision of their project that can then be used for grant applications and fundraising for the next steps toward implementation.

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TABLE OF CONTENTS

Project Description 5

Design Process 7

PART 1: FINAL DESIGNS

Municipal Garage Complex Final Design 9
Final Master Plan 9
Master Plan with Existing Solid Waste Configuration 14
Master Plan with Updated Solid Waste Configuration 15
Master Plan with Updated Solid Waste Configuration of Upper Site 16
Master Plan of Lower Site 17
Conceptual Administration Building Layout 18
Site Section Through Walking Trail and Administrative Building 19
Site Axonometric Model of Lower Site 20

Conclusion 21

PART 2: SITE INVENTORY AND ANALYSIS

Site Inventory & Analysis 23
Site Inventory: Context 24
Site Inventory: Existing Conditions 25
Site Inventory: Hydrology 26
Site Inventory: Site Hydrology 27
Site Analysis 28

Municipal Garage Complex Preliminary Concepts 29
Preliminary Concept 1 30
Concept 1 Master Plan 31
Concept 1 Image Board and Section 32
Preliminary Concept 2 33
Concept 2 Master Plan 35
Preliminary Concept 3 36
Concept 3 Master Plan 38
Concept 2+3 Image Board and Section 39

PART 3: APPENDIX

Soil Samples 42
Explanation of Soil Tests 42
Maintenance Needs 45
Tennessee’s oldest town, Jonesborough, is known for its historic preservation, small-town charm, and the International Storytelling Festival. It is a popular destination for both locals and tourists. The town offers its residents a number of recreational opportunities including Wetlands Water Park, Persimmon Ridge Park, the Mary B. Martin Program for the Arts, and the Jonesborough Repertory Theatre. Another popular destination is Jonesborough’s Senior Citizen Center. The center offers “a variety of events and trips, opportunities for outreach to the community, education, socializing, health and fitness, and spiritual and vocational classes.” Although the population of Jonesborough was only 5,975 in the 2010 census, the Senior Citizen Center serves the broader Washington County area and has approximately 2,000 members. In addition, it has over 350 volunteers who help manage and operate the center.

In 2014, the Town of Jonesborough began constructing a new facility for the Senior Citizen Center in order to better meet the needs of its members. The new location is closer to the downtown area and will be more easily accessible. Construction is expected to be completed in the spring of 2015. The new center neighbors the town’s municipal garage and is located in the Longview Drive/North Lincoln Street neighborhood.
Although the town has actively tried to screen the municipal garage area and its activities from the surrounding neighborhood, they feel that the construction of the new Senior Citizen Center offers an opportunity to remove the municipal garage to a more appropriate location and then utilize the vacated land as an asset - a park that serves the seniors and the surrounding neighborhood.

The Town of Jonesborough requested that the Community Design Assistance Center help in the site planning for the new municipal garage and the redesign of the current municipal garage property. The new municipal garage site is located in the floodplain of Little Limestone Creek, so special attention was paid to the floodway and the appropriate type of development for the site. In addition, the town wanted to minimize any impacts of the new facility on neighboring residents.

It was envisioned that the current municipal garage property would be redeveloped into a senior citizen/neighborhood park. This park would serve the needs of the Longview Drive/North Lincoln Street neighborhood as well as the Senior Citizen Center.

The site planning for the new municipal garage is described in this report. The conceptual design for the park is described in a separate report.
DESIGN PROCESS

The design process began with an initial site visit to Jonesborough in November 2014. The CDAC team walked the municipal garage site (future location of the North Lincoln Avenue Community Park) where they photographed the site and conducted a site analysis. The team also met with various town personnel. By gathering on-site data, documenting existing conditions, and taking soil samples, the team was able to understand the opportunities and constraints of each site. This analysis would later influence the design concepts. The team also visited Blacksburg and Roanoke fleet facilities to better understand the processes at these complexes.

In December 2015, the CDAC team had the opportunity to meet with stakeholders to discuss concerns and desires for the project. The team worked closely with the staff to better understand their vision for the municipal garage complex. After further dialogue and careful consideration of all the factors, a set of preliminary conceptual design alternatives was developed. These designs were presented at a meeting where they were reviewed and commented on by stakeholders. The design alternatives were then revised and combined into a final conceptual master plan for the project site based on the comments made at the meeting.

The final conceptual master plans were presented at a second and final meeting.
PART 1: FINAL DESIGNS
**Final Master Plan**

Two final concepts were completed for the Jonesborough Municipal Garage Complex. The first envisions the best possible scenario for the site once an existing solid waste building has come to the end of its life-cycle. The second concept involves a site plan with the existing solid waste facility building intact.

At the outset of design development careful consideration was given to the floodplain, slope, views from surrounding residential areas, and utilities of the site. The design was approached with a few goals in mind:

1. Ability to complete phases with the first phase allowing for the street, water and meter, and fleet departments to move from the current municipal garage site on North Lincoln Avenue.

2. Need to control access to the site and to separate the public from town operations.

3. Design the site to allow for easy flow of traffic and minimal congestion, reducing the likelihood of accidents.

4. Centralize the fleet services, but separate it from the general municipal complex traffic flow.

5. Consideration of what services need to be close to the entry and exit of the site. For example, the general wash bay should be close to the entry, while the fuel island should be close to the exit.

6. Allowing the complex to function with or without crossing the railroad tracks, although access is preferred.

The municipal garage complex site plan is divided into two sections: the upper and lower sites. The upper site houses the solid waste and recycling and sanitary waste departments. The lower site houses the administration building, street department, water and meter department, and fleet services. Each site has independent main entry points, however it is proposed that the two sites would connect via an access drive across Southern Railroad.
MUNICIPAL GARAGE COMPLEX FINAL DESIGN

The upper site has two layout options. In the plan with the existing solid waste configuration, the public access point is relocated to Britt Drive. Here, a gate would allow the public to drop off debris and pick up mulch, but would limit their access to the rest of the site. The current entry would be closed to the public and converted into a gated pedestrian entrance. The current parking lot would remain for employee parking and office visitors.

While driving down Britt Drive, the first left turn is an entrance protected by a 40 foot long slide gate. Through this gate is the Solid Waste and Recycling complex. Once entering, straight ahead is the main Solid Waste building, which is comprised of a recycle room, cardboard storage, plastic storage, a large expansion, an outdoor area for storage, loading docks, and a large loading and unloading area.

For the layout with the updated solid waste configuration, entering from Main Street, the road splits into two driveways. To the left, the lower driveway takes you down into a cul-de-sac, where the general public can pick up mulch. An eight foot security fence separates the public domain from the facilities departments. On the other side of this fence is an area used to store mulch, an access drive, and a 12 foot wide double swing gate. This allows the employee in charge of mulch delivery easy access to patrons, yet maintains security to the rest of the site.

In both upper site options, employees enter the facility at the end of Britt Drive where there is an existing 20 foot wide double swing gate with key-card entry feature. Once through this gate, there is a four way intersection. Straight through the intersection is a loop drive around the new water treatment facility.

Before entering this loop drive, there is an access road up the hill, adjacent to the centrifuge building, which is used to access the existing brush and grinding area. At the end of this access drive on top of the hill is a large area for material storage. This access drive continues along the highest ridge of the site to a covered storage area for infrequently used vehicles and just beyond is a fenced and gated impound lot that is managed by the town’s police department. The impound lot is located here in order to isolate it from the rest of the facility and because it will not need to be accessed as frequently as other facilities. Past the impound lot, there is a fence and automatic gate that links this part of the site to the Sanitary Department's area. This driveway then reconnects back into the road that circumnavigates the water treatment facility.
Keeping to the right on the water treatment facility drive will loop the user back around to another four-way section which is situated near the previous four way intersection. This intersection is comprised of stone storage, a large equipment shed, and heated vehicular storage bays for the Sanitary Department. To the right of this intersection is an access drive that crosses the Southern Railway Company’s railroad tracks. This access drive should not be used as a primary point of entry into the lower site, but serves as an auxiliary entrance.

The lower site should mainly be accessed from Route 34. The first entrance, located on the east side of the lower site, can only be accessed by town employees with a key card and other vehicles with prior clearance. Once through the entrance gate, the user encounters a four-way intersection. Straight ahead is a one-way loop drive that guides users to the Administration Building, Street, Water, and Meter Departments, wash bay, and fuel island.

The lower site is designed for the majority of traffic flow to pass through this area. First is the Administration Building to the left that houses administrative offices at the far west end of the building, as well as storage areas for the Street Department and Water and Meter Department. As you bear left at the corner of the one-way loop, there is a wash bay on the right that can be accessed by all departments. Beyond that is a salt storage and brining facility, rock/sand/chat storage with a brickyard behind, that is all managed by the Street Department. Beyond this is a fenced-in pipe yard with two 40 foot long slide gates. Within the pipe yard is a long building containing water pipe storage and straw and pipe fitting storage. Across the one-way loop from the pipe yard is a bump-out on the Administration Building, which houses an enclosed pull-through for deliveries. This pull-through is adjacent to a two-story parts room, which is managed by the Inventory Clerk. Continuing along the one-way loop, there is an outdoor area for rock storage, which is managed by the Water and Meter Department. Next to this is a shed for storing drilling machines, which is managed by the Street Department. Finally, next to this is another area managed by the Water Department, which is used for parking large pieces of equipment. Across from this area is another one-way access drive, which leads to a fuel island. Beyond the fuel island is a 20’ wide automatic double swing gate, which leads back onto Route 34.

To the right of the four-way intersection at the entrance gate is Fleet Services, which consists of employee parking, a partially covered 20,000 square foot down and ready vehicle area, a large heated building containing a tractor trailer pull-through, five maintenance
bays, parts and tools storage, offices, break room, training room, and restrooms. At the end of this one-way loop is an area for trailer parking. This road also leads to the railroad crossing and to the upper site.

To the left of the four-way intersection at the entrance gate is a one-way drive that also leads the user to the administration building. Along this drive, there is access to vehicular storage bays and equipment pipe storage, which is managed by the Street Department in the Administration Building. Across from this building are 20 angled parking spaces, which are reserved for small service and meter trucks for the Water and Meter Department and Street Department. At the west end of this parking area and across the one-way drive, is an outdoor boot wash area and a pedestrian employee entrance which leads into a mud room. This area can also serve as a temporary loading and unloading area for the greenhouse, which can be accessed from outside or inside the Administration Building. Between the eastern one-way entrance and western one-way exit is a third access point into the lower site. This is a two-way access that leads to a large parking lot, which is reserved for employees and visitors and does not require a key card. This parking lot is fenced off from the rest of the site in order to maintain a higher level of security. The general public can only access this section of the site, which leads them to the main entrance to the Administration Building.

In addition to the municipal garage facilities located on the lower site, a 1/3 mile walking path is proposed across from Little Limestone Creek. This path could provide recreational opportunities for town staff and would provide a space for future development of the municipal garage.

Design idea images were collected addressing the concerns listed below for the Jonesborough Municipal Garage Complex. The images can be found on the following page.

Riparian buffers and stormwater treatment areas are also recommended throughout the site to protect Little Limestone Creek from stormwater runoff and to aesthetically enhance the site. Extensive plant buffers are located in areas that prevent unsightly views into the facility from the surrounding neighbors (image 1). In addition to plant buffers, it is recommended that certain buildings, such as the Administration Building, be designed to be more aesthetically pleasing (images 2-3). Other techniques for minimizing the visual impact of the site could include painting storage structures green to blend in with vegetation (image 4) and having buildings that face the public be more aesthetically pleasing (image 5) than those facing the interior of the site (image 6).
Jonesborough Municipal Garage Complex Conceptual Site Master Plan

MUNICIPAL GARAGE COMPLEX FINAL DESIGN

1. Evergreen plant buffers
2. Aesthetic administration building
3. Aesthetic administration building
4. Storage structures painted green
5. Aesthetic storage building front
6. Less aesthetic storage building back

The following pages include the proposed conceptual master plans, a proposed conceptual layout for the Administration Building, a section drawing showing a section through the walking path and Administration Building, and an axonometric perspective of the Municipal Complex Lower Site.
Jonesborough Municipal Garage Complex

**MASTER PLAN WITH EXISTING SOLID WASTE CONFIGURATION**

**SUMMARY**

- The Municipal Garage Complex is located on the upper site and includes:
  - A Heated Vehicle Storage Facility
  - Administration Building
  - Equipment Shed
  - 77 Parking Spaces

**Key**

- Covered Structure
- Heated Covered Structure
- Uncovered Structure/Area
- Pedestrian Paths
- Screening

**The Solid Waste Recycling Department** located on the upper site and includes:
- Building Structure
- Office
- Receptacle Area and Restrooms
- Training/Conference Rooms
- Loading/Traffic, Mail Room, and Sort/Work Area
- Broom Room/Storage
- Pile and OBG Rooms
- Parts Room

**The Sanitary Waste Department** is located on the upper site and includes:
- A Heated Vehicle Storage Facility
- Administration Building
- Equipment Shed
- 77 Parking Spaces

- Office, a Break and Training Room, Restrooms
- Park and Yard Storage, Tool, and Tire Parking
- Equipment Shed
- Garbage Area
- Snow and Road Service Area
- 7 Parking Spaces

- The Streets Department has all of its facilities located on the lower site, adjacent to the Water and Meter Department, and includes:
  - 177 Vehicle Storage Acre
  - 4 Heated Vehicle Storage Bays
  - 26 Small Service Vehicle Parking Spaces shared with Water & Meter
  - Sign/Route and Tool Storage
  - Equipment and Fuel Storage
  - Flood and Storage
  - Tool Storage and Fighting Facility
  - Vehicular Control Area
  - Greenhouse
  - Office/Shop, Storage, Functional Rooms are located in the shared Administration Building

- The Water and Meter Department is located on the lower site, adjacent to the Streets Department, and includes:
  - 7 Heated Vehicle Storage Bays
  - Office/Shop, Storage, Functional Rooms are located in the shared Administration Building

- The Fuel Island is located near the exit on the lower site.
Jonesborough Municipal Garage Complex

Master Plan with Updated Solid Waste Configuration

**Summary**

The Solid Waste Recycling Department, located on the upper site, includes:
- Hirata Room
- Cardboard Storage Area
- Plastic Storage Area
- Locked/Unlocked Aluminum Bin Storage
- Indoor Storage Area
- Fuel Bunk
- Vehicle Storage Area
- Irrigation System Area
- General Storage
- Parts Room

The Sanitation Department is located on the upper site and includes:
- Master Vehicle Storage Bays
- Administration Building
- Maintenance Workshop
- Entrance/Exit
- 13 Parking Spaces

Plant Services is located on the lower site in a centralized location, and includes:
- Offices, a Break and Training Room, Restrooms
- Parts and Tools, Storage, Wash Bay, and Trailer Parking
- Maintenance Bays (Cul-de-sac 1/2-Bay Operation)
- Down and Ready Vehicle Area
- Filling Stations

The Streets Department has all of its facilities located on the lower site, adjacent to the Water and Waste Department, and includes:
- 17 Vehicle Storage Bays
- 12 Vehicle Storage Bays
- Sign Room and Tool Storage
- Fertilizer and Paint Storage
- Equipment and Pipe Storage
- Enclosed Storage
- Grit Collector and Recycling Facility
- AVAR Control Area
- Greenhouse
- Office/Shop/Tooling Rooms located in the shared Administration Building

The Water and Waste Department is located on the lower site, adjacent to the Streets Department, and includes:
- 18 Motorized Vehicle Bays
- 26 Small Service Vehicle Parking Spaces shared with Streets Dep.
- Water, Pipe and Fittings Storage
- Storm and Parking Storage
- Equipment and Pipe Storage
- Enclosed Storage
- Back Storage
- Equipment Parking
- Pars Room/Office/Dine Room/Training Rooms located in the shared Administration Building

The Fuel Island is located near the exit on the lower site.
**Summary**

The Administration Building, shared by all departments, is located off of SR353 and includes:
- Pick up and Drop-off Access for Visitors
- 62 Visitor/Employee Parking Spaces
- Receptionist Area and Restrooms
- 8 Offices
- Training/Conference Rooms
- Locker Rooms, Mud Room, and Boot Wash Area
- Break Room/Kitchen
- Print/Map/GIS Room
- General Storage
- Parts Room

The **Solid Waste Recycling Department** located on the upper site and includes:
- Recycle Room
- Cardboard Storage Area
- Plastic Storage Area
- Loading/Unloading Area/ Bin Storage
- Outdoor Storage Area
- 9 Covered Vehicle Storage Bays
- Mulch and Compost Storage Area
*Office/Break Room/Training Rooms are located in the shared Administration Building

The **Sanitary Waste Department** is located on the upper site and includes:
- 3 Heated Vehicle Storage Bays
- Administration Building
- Equipment Shed
- Stone Storage
- 15 Parking Spaces
Jonesborough Municipal Garage Complex

FINAL DESIGN CONCEPTS
Master Plan of Lower Site

Fleet Services is located on the lower site in a centralized location and includes:
- 2 offices, a Streets and Training Room, Restrooms
- Parts and Tools Storage, Wash Bay, and Trailer Parking
- 5 Maintenance Bays (Double Shift Operation)
- Down and Resty Vehicle Area
- 7 Parking Spaces

The Streets Department has all of its facilities located on the lower site, adjacent to the Water and Meter Department, and includes:
- 17 Vehicle Storage Bays
- 4 Heated Vehicle Storage Bays
- 20 Small Service Vehicle Parking Spaces shared with Water & Meter Dept.
- Sign Room and Tool Storage
- Rock/Sawd/Chem Storage
- Equipment and Pipe Storage
- Binyard Storage
- Salt Storage and Brine Facility
- Animal Control Area

Greenhouse
* Office/Break Room/Training Rooms are located in the shared Administration Building

The Water and Meter Department is located on the lower site, adjacent to the Streets Department, and includes:
- 7 Minimally Heated Vehicle Bays
- 20 Small Service Vehicle Parking Spaces shared with Street Dep.
- Water Pipe and Fittings Storage
- Straw and Fitting Storage
- Shed for Drilling Machines
- Rock Storage
- Equipment Parking
* Parts Room/Office/Break Room/Training Rooms are located in the shared Administration Building

The Fuel Island is located near the exit on the lower site.
Jonesborough Municipal Garage Complex

FINAL DESIGN CONCEPTS

Conceptual Administration Building Layout

2ND FLOOR - ADMINISTRATION BUILDING

1ST FLOOR - ADMINISTRATION BUILDING
CONCLUSION

The Community Design Assistance Center worked closely with the Jonesborough municipal staff to create a design for the new garage complex. This complex will give the town a new and improved site for all of its municipal functions and employees to work. It provides room for growth to allow the staff to continue to provide for the town. It is our hope that this work will provide a more functional, safe, and enjoyable work environment for the Town of Jonesborough’s staff.
PART 2: SITE INVENTORY AND ANALYSIS
SITE INVENTORY & ANALYSIS

During the site visits to Jonesborough, the team inventoried existing site elements and analyzed site conditions. The inventory was predominantly based on topography, property ownership, vehicular circulation, open space areas, views, adjacent uses, and surrounding landscape character.

The site of the new municipal garage site is bisected by a railroad line, creating upper and lower sections of the site. The southern portion of the site, sometimes referred to as the Rosenbaum property is comprised of an open field with Little Limestone Creek running through it. This portion of the site is thus relatively flat. The area is comprised of mowed fields used for hay production with vegetated buffers along the stream bank.

The northern portion of the site already houses some existing municipal functions including Jonesborough’s water treatment plant, solid waste facility, and a tub grinder area used for debris drop-off and mulch pickup. The tub grinder currently sits on a very steep slope along the northern most edge of the site.

The site as a whole is surrounded by single family homes as well as a couple of apartment complexes to the south. The views from these homes were an important consideration throughout the design process. Main Street runs along the south of the site with downtown Jonesborough to the east.

Site analysis information can be found on the following pages.
View of apartment complex on State Route 353 with proposed Municipal Garage property in the background.

View looking North on the Rosenbaum property.

View looking South at an apartment complex from the Rosenbaum property.

View of culvert under Main Street.

View of existing Solid Waste and Recycling building.

View looking North toward existing employee entrance on the upper site from the waste water treatment area.
MUNICIPAL GARAGE PRELIMINARY CONCEPTS

Three preliminary design concepts were developed for the municipal garage complex. The initial concepts attempted to incorporate recreational fields for the Parks and Recreation Department, but after much discussion, it was agreed upon by town staff that recreational fields would be better suited elsewhere given the site constraints and the needs of the municipal garage. The following pages outline the initial concepts provided to the stakeholders group.
MUNICIPAL GARAGE PRELIMINARY CONCEPTS

Preliminary Concept 1
Concept 1 spreads uses over both the upper and lower portions of the site with a railroad crossing preferred between the two areas. The recreational fields are on the lower portion in much of the flood plain area. The administration building of the municipal garage fronts the fields and acts as the border between the public and private functions of the site.

On the upper site, as you drive in from Main Street, the road splits into two driveways. The lower driveway takes you down into the botanical garden, which is adjacent to the new fleet maintenance building, but does not allow access to the municipal garage.

At the entrance to Main Street, the upper road (Britt Drive) is shared between the few residents that live on this road and various facilities department staff members. There are two entrances into the municipal garage along this drive: one that enters directly into Fleet Services and another that accesses the existing wastewater treatment plant, Street, Water and Meter, as well as Sanitary Department facilities on the hillside, and access road to the lower site. The two entrances allow for easy access to Fleet Services, but prevent daily traffic from passing through the repair area. In order to accommodate the spatial needs of every department; the hill was subdivided into two tiers with a one-way circulation pattern. Access to the different garages, offices, and storage areas are along each side of the road.

The lower site holds a large recreational area, which is accessible from Old State Route 34. Two large soccer fields that can double as eight smaller soccer fields take up a majority of the space on this site. There is enough parking spread across the site for 175 vehicles. The refreshment and restroom facility was located adjacent to an existing sanitary sewer line in order to cut costs. Adjacent to this facility is a path that leads to a loop trail across the Little Limestone Creek. Next to the Administration Building is a gated community garden with beds. The garden was located close to the parking lot for easy access.

At the of the road past the Administration Building tucked into the eastern corner of the lower site is the tub grinder and mulch pickup. The solid waste facility is also located on this area of the site but is separated by a gate to restrict public access. Riparian buffers are used to protect Little Limestone Creek from further damage.

Preliminary concept one and concept images can be found on the following pages.
Jonesborough Municipal Garage Complex

PRELIMINARY DESIGN CONCEPTS

Concept 1 Master Plan

Key

- Covered Structure
- Heated Covered Structure
- Uncovered Structure
Jonesborough Municipal Garage Complex

PRELIMINARY DESIGN CONCEPTS
Concept 1 Image Board and Section

Possible Administrative Building Character

Storage Structure Character

Recreation

Landscape Strategies

Section 1"=40' Scale
Preliminary Concept 2
Concept 2 seeks to consolidate the municipal garage onto the upper site and use the lower site for recreational purposes only.

On the upper site, as you drive in from Main Street, the road splits into two. The lower route takes you down into a visitor's parking lot, which is adjacent to the Administration Building. This building holds offices for the department heads of Water, Meter, Street, and Solid Waste. If a resident wishes to drop off brush or purchase mulch, then they would continue on around the east side of the Administration Building to the rear of the Solid Waste Building. Here, visitors can stack along the edge of the employee parking lot, drop-off and/or receive their goods, and turn around to exit on the road through which they entered.

The upper road (Britt Drive) has two entrances into the municipal garage that are for employees only. The first area along this drive is for the solid waste and recycling facility. At the end of this drive, the user can continue straight towards the new Sanitary Treatment facility, turn left to the centrally located fuel island, or turn right towards the Fleet, Water and Meter, and Street Departments.

In order to accommodate the spatial needs of every department, the hill was subdivided vertically into four tiers. The upper tier is for Fleet Maintenance and their down and ready area. This was placed on the highest part of the site in order to reduce the amount of through traffic through the area. The impound lot is also placed on this level. The second tier holds the Water and Meter Department. Water, pipe, and straw storage areas are located underneath the Fleet Maintenance facility, as well as an employee parking area. Employee parking for Water and Meter, as well as the Street Department are located on the second tier. The second tier also holds the backhoe storage building, and large pipe field to the south of the storage areas, which is underneath the Fleet’s down and ready area. The third tier holds the Street Department storage bays. Underneath the employee parking area on the second tier are nine vehicular storage bays with 12’ ceiling clearances. Across from these bays are larger bays with 16’-20’ clearances. The heated bays are included in this area, along with the animal holding area, and horticultural storage area. There is also a small rock storage area located on the third tier.
MUNICIPAL GARAGE PRELIMINARY CONCEPTS

The lower tier holds a large pipe field for the Water and Meter Department, which is partially located underneath the Street Department’s storage bays. Adjacent to this area is the Salt Storage and Brining Facility, which is easily accessible from the main loop road.

Since the Solid Waste and Recycling Facility effectively doubled from its original size, the Sanitary Sewer Department needed to have three heated bays, stone storage, and equipment storage shed added for their use. The heated bays and stone storage are located behind the fuel island and adjacent to the Solid Waste and Recycling loading area. The equipment storage shed was relocated to the south of the Sanitary Treatment Facility. Since the grades are so severe in this area, the equipment storage shed needed to be subdivided into three levels.

The lower site holds a large recreational area, which is accessible from State Route 353. Two large soccer fields and four smaller soccer fields take up a majority of the space on this site. There is enough parking spread across the site for 175 vehicles. The refreshment and restroom facility was located adjacent to an existing sanitary sewer line in order to cut costs. Adjacent to this facility is a path that leads to a loop trail across the Little Limestone Creek. Next to the northernmost large soccer field is a gated community garden with 20 beds. The garden is located close to the parking lot for easy access. There is also a small driveway provided for gardeners to use. The main vehicular road continues to the north and crosses a tributary of the Little Limestone Creek into another field. This area is designated for a gated dog park. Another restroom facility is located here, since this area is some distance from the soccer fields.

The Concept 2 master plan can be found on the following page.
Fleet Services is located on the upper site at the top tier. Its facilities include:
- 2 offices, a Training Room, Restrooms
- Parts and Tools Storage, Paint Booth, Wash Bay
- Fuel Island
- 5 Maintenance Bays
- Down and Ready
- Down and Ready Vehicle Area

The Streets Department has all of its facilities located on the upper site on the third tier.
- 18 Vehicle Storage Bays
- 3 Heated Vehicle Bays
- Sign Room and tool Storage
- Rock/Sand/Chat and Salt/Brine Storage
- Equipment and Pipe Storage
- Offices/ Break Room

The Sanitary Waste Department's facilities are located on the upper site:
- 3 Heated Vehicle Storage Bays
- Break Room / Restroom
- Equipment Shed
- Stone Storage

Soccer Fields, a Concession Stand, a Community Garden, and Dog Park are part of the Parks Department and located on the lower site.

Fuel Island is located behind the Solid Waste Recycling Building.

Parking Summary
- Administration Building: 8 spaces
- Solid Waste Recycling Building: 14 employee spaces
- Water and Meter: 23 employee spaces
- Fleet Services: 7 employee spaces
- Streets Department: 8 employee spaces
- Sanitary Waste Department: 5 employee spaces
- Parks and Rec: 167 spaces
Preliminary Concept 3
Concept 3 looked at developing mostly the lower site, primarily for facilities Departmental needs, and leaving little room for recreational development.

As in Concept 2, as you enter the upper site from Main Street, the road splits into two. The lower route takes you down into a visitor’s parking lot, which is adjacent to the Administration Building. This building holds offices for the department heads of Water, Meter, Street, and Solid Waste. If a resident wishes to drop off brush, or purchase mulch, then they would continue on around the east side of the Administration Building to the rear of the Solid Waste Building. Here, visitors can stack along the edge of the employee parking lot, drop-off and/or receive their goods, and turn around to exit through the road through which they entered.

The upper road (Britt Drive) has two entrances into the municipal garage that are for employees only. The first area along this drive is for the solid waste and recycling facility. At the end of this drive, the user can continue straight towards the new Sanitary Treatment facility, turn left to the centrally located fuel island, or turn right towards the Fleet Service, Water and Meter, and Street Departments. Up the hill above the centrifuge building is a large equipment shed used by the Sanitary Department. At the top of this hill is an impound lot, which is managed by the Police Department. Back at the four-way intersection, to the left are heated vehicular storage bays for both the Sanitary and Solid Waste Departments, a loading dock for the Solid Waste Department, and an area for stone storage used by the Sanitary Department. This road continues on to a proposed private railroad crossing that connects the upper and lower sites.

The lower site can be accessed from State Route 353 by using one of two entrances. The northern entrance should be used primarily by the Fleet Services Department. This was done in order to reduce cross-traffic throughout the site. Using the northern entrance, and taking an immediate right, will lead you to the Fleet Services Department. The first left on this drive will access a one-way drive that circumnavigates the Fleet campus, which consists of employee parking, a 20,000 square foot down and ready vehicle area, a large heated building containing five maintenance bays, parts and tools storage, offices, break room, training room, and restrooms. At the end of this one-way loop is a wash bay and paint booth. Taking a left back onto the main drive will lead the user back towards the railroad crossing and to the upper site.
The southern entrance off of State Route 353 should be used primarily by the Street Department, Water and Meter Department, and the general public. Taking the first right after entering the site will put the user at a key-card operated gate. Once past this gate, they will be on a two-way loop road around various structures used by multiple departments. The first area on this two-way loop is a fuel island that can be easily accessed by all departments.

Within the campus of the loop road system lies a number of structures for the Water and Meter Department and the Street Department. One row of structures contains equipment and pipe storage for the Street Department, as well as water pipe storage and rock storage for the Water and Meter department. Offset 40 feet from this building cluster is another row of structures, which can be accessed from two sides. This series of structures includes straw and pipe fitting storage, a shed for drilling machines, and heated backhoe storage for the Water and Meter department. This series also includes three heated storage bays, nine unheated storage bays, tool storage, a sign room, and rock/sand/chat storage all for the Street Department. A final row of buildings consists, again offset 40 feet, this time from the second series of structures. This series consists of a salt storage and brining facility and nine unheated vehicular storage bays for the Street Department. This series also includes a 20,000 square foot area for large equipment parking used by the Water Department.

A considerable amount of vegetative buffering separates the southern section from the rest of the lower site. The southern section has been reserved for temporary soccer fields and future expansion for facilities. There are two parking lots, which will be used for employee parking during operational hours. After hours, these spaces can be used by the general public. As in Concept 2, there is a 1/3 mile loop trail that crosses the Little Limestone Creek. This can be accessed from the north parking lot on the west side of the lower site.

The concept three master plan and image board for both concepts two and three can be found on the following pages.
Fleet Services is located on the lower site, and separated from other departments by a stream tributary and the railroad tracks. They include:
- 2 offices, a Training Room, Restrooms
- Parts and Tools Storage, Paint Booth, Wash Bay
- Fuel Island
- 5 Maintenance Bays
- Down and Ready Vehicle Area

The Streets Department has all of its facilities located on the lower site, adjacent to the Water and Meter department, and include:
- 18 Vehicle Storage Bays
- 3 Heated Vehicle Bays
- Sign Room and tool Storage
- Rock/Sand/Chat and Salt/Brine Storage
- Equipment and Pipe Storage
- Offices/ Break Room
- Salt and Brine Facility

The Sanitary Waste Department’s facilities are located on the upper site:
- 3 Heated Vehicle Storage Bays
- Break Room / Washroom
- Equipment Storage
- Pump Area
- Break Room
- Equipment Parking
- Pipe Yard

Summary
The Administration Building, home of all departments is located by the existing entrance off of Main Street, and includes:
- 8 offices, a Training Room
- Locker/Wash Room and Mud Room
- Training/Conference Room
- Break Room/Kitchen
- General Storage and Parts Room
- Restrooms

The Solid Waste Recycling Building, located adjacent to the Administration Building, and includes:
- 6 Covered Vehicle Bays
- Loading/Unloading Area
- Bin Storage
- Baled and Pallet Storage
- Ofﬁce/Break Room/Restrooms

Parking Summary
Administration Building - 8 spaces (some shared with rec. fields)
Solid Waste Recycling Building - 4 employee spaces
Fleet Services - 7 employee spaces
Water and Meter - 18 employee spaces
Sanitary Waste Department - 5 employee spaces

Key
- Covered Structure
- Heated Covered Structure
- Uncovered Structure / Area
- Pedestrian Paths
- Turf
- Screening
Administrative & Fleet Maintenance Building Character
A blend of Jonesborough’s historic architecture and industrial architectural characteristics

Storage Building Character
Durable and affordable materials for easy access storage of vehicles, equipment, and other equipment

Landscape Strategies
Sustainable strategies, such as rainwater harvesting, permeable paving, stormwater conveyance and collection, and vegetative screening, are all landscape strategies that would benefit the environmental health and visual quality of the site and its surroundings.
PART 3: APPENDIX
APPENDIX

A. Soil Samples

B. Explanation of Soil Tests

C. Maintenance Needs
APPENDIX A: Soil Samples
| Name     | Sample ID | LabID | pH  | BpH | P ppm | K ppm | Ca ppm | Mg ppm | Zn ppm | Mn ppm | Cu ppm | Fe ppm | B ppm | % OM | S5 ppm | CEC meq/l | Acidify | % Base Sat | % Ca Sat | % Mg Sat | % K Sat | % P Sat | Rating K | Rating Ca | Rating Mg | Rating SS | Rating OM | Rating Mg Rating |
|----------|-----------|-------|-----|-----|-------|-------|--------|--------|--------|--------|--------|--------|-------|------|--------|------------|----------|-------------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-----------|-----------|
| JESSUP JEN MUN01 | 48302     | 5.52 | 6.06 | 6   | 52    | 718   | 91     | 3.6    | 12.5   | 0.7    | 32     | 0.3    | 6.5   | 31.1 | 68.9  | 55.3       | 11.5      | 2           | L         | M         | M         | H         | M         | L          | H           | H         | L         | L         | H         | M         | M         |
| JESSUP JEN MUN02 | 48303     | 4.71 | 5.58 | 143  | 247   | 924   | 109    | 16.8   | 43.2   | 0.8    | 91.5   | 0.3    | 11    | 44.2 | 55.8  | 41.9       | 8.1        | 5.7         | VH        | H         | H         | M         | M         | VH          | H           | VH        | M         | M         | M         | M         | M         |
| JESSUP JEN MUN03 | 48304     | 5.36 | 5.97 | 8    | 52    | 434   | 65     | 2.8    | 18     | 0.8    | 53.7   | 0.2    | 5.4   | 47.4 | 52.6  | 40.2       | 9.9        | 2.5          | M         | M         | M         | M         | M         | M          | M           | M         | M         | M         | M         | M         | M         |
| JESSUP JEN MUN04 | 48305     | 5.04 | 5.92 | 3    | 51    | 366   | 51     | 1.9    | 9.4    | 0.7    | 36.3   | 0.2    | 5.2   | 55.1 | 44.9  | 35.3       | 8          | 1.5          | L         | H         | H         | H         | H         | H          | H           | H         | M         | M         | M         | M         | M         |
| JESSUP JEN MUN05 | 48306     | 5.26 | 5.96 | 3    | 36    | 365   | 49     | 1.7    | 9.1    | 0.6    | 29.8   | 0.2    | 4.9   | 53    | 47    | 36.9       | 8.2        | 1.8          | L         | M         | M         | M         | M         | M          | M           | M         | M         | M         | M         | M         | M         |
| JESSUP JEN MUN06 | 48307     | 5.33 | 5.99 | 4    | 39    | 460   | 70     | 9.1    | 13     | 0.7    | 27.6   | 0.2    | 5.4   | 45    | 55    | 42.5       | 10.6       | 1.8          | L         | M         | M         | M         | M         | M          | M           | M         | M         | M         | M         | M         | M         |
| JESSUP JEN MUN07 | 48308     | 6.13 | 6.25 | 5    | 36    | 923   | 111    | 4.8    | 14.6   | 0.8    | 13.6   | 0.4    | 6.5   | 11.7 | 86.3  | 70.8       | 14.1       | 1.4          | L         | L         | L         | L         | L         | M          | H           | H         | M         | M         | M         | M         | M         |
| JESSUP JEN MUN08 | 48309     | 6.59 | 6.42 | 10   | 239   | 1064  | 158    | 1.4    | 25.7   | 0.3    | 8.9    | 0.3    | 7.3   | 0.7  | 99.3  | 73         | 17.9       | 8.4          | M         | VH        | VH        | M         | M         | M          | VH          | VH        | VH        | VH        | VH        | VH        | VH        |
| JESSUP JEN MUN09 | 48310     | 8.05 N/A | 1    | 108   | 4092  | 409   | 1.8    | 17.2   | 0.1    | 0.9    | 0.3    | 24    | N/A  | 100   | 84.9  | 14         | 1.1 L-     | H          | VH        | VH        | VH        | VH        | VH          | VH          | VH        | VH        | VH        | VH        | VH        | VH        |
| JESSUP JEN SEC01 | 48311     | 7.46 N/A | 3    | 87    | 2646  | 251   | 1.7    | 28     | 0.5    | 2.4    | 0.5    | 15.5  | N/A  | 100   | 85.2  | 13.3       | 1.4 L+     | M         | VH        | VH        | M         | M         | M          | H           | VH        | VH        | VH        | VH        | VH        | VH        |
| JESSUP JEN SEC02 | 48312     | 7.85 N/A | 5    | 139   | 4646  | 259   | 22.4   | 15.3   | 0.3    | 0.7    | 1.6    | 25.6  | N/A  | 100   | 90.3  | 8.3        | 1.4 L-     | M         | VH        | VH        | VH        | VH        | VH          | H           | VH        | VH        | VH        | VH        | VH        | VH        |
| JESSUP JEN SEC02 | 48313     | 7.27 N/A | 38   | 220   | 3160  | 212   | 34.5   | 21.1   | 1      | 2.6    | 1.7    | 18.1  | N/A  | 100   | 87.2  | 9.7        | 3.1 M     | VH         | VH        | VH        | VH        | VH        | VH          | VH          | VH        | VH        | VH        | VH        | VH        | VH        |
The accompanying Soil Test Report (and supplemental Soil Test Notes, when provided) will help you assess your plant's need for fertilizer and lime.

The “History of Sampled Area” section restates the information you filled in on the Soil Sample Information Sheet you submitted with the soil sample.

The “Lab Test Results” section shows the relative availability of nutrients numerically and if appropriate, as a rating. The rating may be interpreted as follows: L=Low, M=Medium, H=High, VH=Very High, EH=Excessively High (soluble salt test only), DEF=Deficient, or SUFF=Sufficient, and sometimes a “+” or “-.” When soils test Low, plants almost always respond to fertilizer. When soils test Medium, plants sometimes respond to fertilizer and a moderate amount of fertilizer is typically recommended to maintain fertility. When soils test High to Very High, plants usually do not respond to fertilizer. If there is no rating for a nutrient, the adequacy of that nutrient in the soil for the plant you specified has not been determined.

The following is an explanation of the symbols and abbreviation used in the report:

**Report Symbols and Abbreviations**

- P = phosphorus
- K = potassium
- Ca = calcium
- Mg = magnesium
- Zn = zinc
- Mn = manganese
- Cu = copper
- Fe = iron
- B = boron
- SS = soluble salts
- lb/A = pounds per acre
- ppm = parts per million
- meq = milliequivalent
- g = gram
- pH = acidity
- Sat. = saturation
- N = nitrogen
- P = phosphate
- K = potash
- % = percent
- Est-CEC = estimated cation exchange capacity
- AG = agricultural limestone (dolomitic or calcitic)

**Fertilizer Recommendation**

The fertilizer recommendations may be used for the same crop for two to three years. After this time, it is advisable to retest the soil to determine if significant changes have occurred in nutrient levels. When the soil tests Very High for phosphorus or potassium and no fertilizer for these nutrients is recommended, you should retest the following year to determine if fertilizer will be needed. Due to the variability associated with sampling, fertilizer application rates may be varied by a plus or minus 10 percent.

No soil test is performed for nitrogen because this element is too mobile in the soil for laboratory results to be useful. Nitrogen fertilizer recommendations are based on the crop/plant to be grown, the previous crop, and when applicable, the soil’s yield potential. Comments on the report and other enclosed Notes, if any, will have further information regarding nitrogen.

**Lime Recommendation**

If needed, a lime recommendation is given to neutralize soil acidity and should last two to three years. After that time, you should have the soil retested. The measured soil test levels of calcium and magnesium are used to determine the appropriate type of limestone to apply. If neither dolomitic nor calcitic lime is mentioned, or “Ag” type or “agricultural” limestone is stated on the report, then it does not matter which type is used. When no information on the Soil Sample Information Sheet was provided regarding the last lime application, the lab assumed you have not applied lime in the past 18 months. If this is not correct, contact your Extension agent for advice on adjusting the lime recommendation to take into consideration recent lime applications. Do not over lime! Too much lime can be as harmful as too little. For best results, apply lime, when possible, several months ahead of the crop/plant to be planted to allow time for more complete soil reaction.
Methods and Meanings

For more detail on the lab procedures used, visit www.soiltest.vt.edu and click on “Laboratory Procedures.”

Soil pH (or soil reaction) measures the “active” acidity in the soil’s water (or hydrogen ion activity in the soil solution), which affects the availability of nutrients to plants. It is determined on a mixed suspension of 1:1, volume to volume ratio of soil material to distilled water.

Virginia soils naturally become acidic, and limestone periodically needs to be applied to neutralize some of this acidity. A slightly acid soil is where the majority of nutrients become the most available to plants, and where soil organisms that decompose organic matter and contribute to the “overall health” of soils are the most active. When a soil is strongly acidic (< 5.0-5.5), many herbicides lose effectiveness and plant growth is limited by aluminum toxicity. When soils are overlimed and become alkaline (> 7.0), micronutrients, such as manganese and zinc, become less available to plants.

For most agronomic crops and landscaping plants, lime recommendations are provided to raise the soil pH to a slightly acid level of between 5.8 and 6.8. Blueberries and acid-loving ornamentals generally prefer a 4.5 to 5.5 pH, and an application of liming material is suggested when the soil pH drops below 5.0. For the majority of other plants, lime may be suggested before the pH gets below 6.0. This is to keep the soil pH from dropping below the ideal range, since lime is slow to react and affects only a fraction of an inch of soil per year when the lime is not incorporated into the soil. If the soil pH is above the plant’s target pH, then no lime is recommended. If the pH is well above the ideal range, then sometimes an application of sulfur is recommended to help lower the pH faster; however, most of the time, one can just let the soil pH drop on its own.

A Mehlich buffer solution is used to determine the Buffer Index to provide an indication of the soil’s total (active + reserve) acidity and ability to resist a change in pH. This buffer measurement is the major factor in determining the amount of lime to apply. The Buffer Index starts at 6.60 and goes lower as the soil’s total acidity increases and more lime is needed to raise the soil pH. A sandy soil and a clayey soil can have the same soil pH; however, the clayey soil will have greater reserve acidity (and a lower Buffer Index) as compared to the sandy soil, and the clayey soil will require a greater quantity of lime to be applied in order to raise the soil pH the same amount as the sandy soil. A reported Buffer Index of “N/A” means that it was not measured since the soil (water) pH was either neutral or alkaline and not acidic (soil pH ≥ 7.0) and therefore requires no lime.

Nutrients that are available for plant uptake are extracted from the soil with a Mehlich 1 solution using a 1:5 vol:vol soil to extractant ratio, and are then analyzed on an ICP-AES instrument. An extractable Mehlich 1 level of phosphorus from 12 to 35 pounds per acre (lb/A) is rated as medium or optimum. A medium level of potassium is from 76 to 175 lb/A. Medium levels of calcium and magnesium are 721 to 1440 and 73 to 144 lb/A, respectively. Calcium and magnesium are normally added to the soil through the application of limestone. It is rare for very high fertility levels of P, K, Ca and Mg to cause a reduction in crop yield or plant growth. Levels of micronutrients (Zn, Mn, Cu, Fe and B) are typically present in the soil at adequate levels for plants if the soil pH is in its proper range. See Soil Test Note 4, at www.soiltest.vt.edu/stnotes, for documented micronutrient deficiencies in Virginia.

Soluble Salts (S.Salts) or fertilizer salts are estimated by measuring the electrical conductivity of a 1:2, vol:vol ratio of soil material to distilled water. Injury to plants may start at a soluble salts level above 844 ppm when grown in natural soil, especially under dry conditions and to germinating seeds and seedlings. Established plants will begin to look wilted and show signs related to drought. This test is used primarily for greenhouse, nursery and home garden soils where very high application rates of fertilizer may have led to an excessive buildup of soluble salts.

Soil Organic Matter (SOM) is the percentage by weight of the soil that consist of decomposed plant and animal residues, and is estimated by using either the weight Loss-On-Ignition (LOI method) from 150° to 360°C, or a modified Walkley-Black method. Generally, the greater the organic matter level, the better the overall soil tilth or soil quality, as nutrient and water holding capacities are greater, and improved aeration and soil structure enhance root growth. The percent of organic matter in a soil can affect the application rate of some herbicides. Soil organic matter levels from 0.5% to 2.5% are ordinary for natural, well-drained Virginia soils. A soil organic matter greater than 3% would be considered very high for a cultivated field on a farm, but can be beneficial. Due to relatively large amounts of organic materials being commonly added to gardens, the soil organic matter in garden soils can be raised into the range of 5% to 10%.
Conversion Factors
(Some Values are Approximate)

1 acre = 43,560 square feet
1 pound of 5-10-5, 5-10-10 or 10-10-10 fertilizer = 2 cups
1 pound of ground limestone or ground dolomitic limestone = 1.5 cups
1 pound of aluminum sulfate or magnesium sulfate = 2.5 cups
1 pound of sulfur = 3.3 cups
1 quart = 2 pints = 4 cups
1 pint = 2 cups = 32 tablespoons
1 tablespoon = 3 teaspoons
1 bushel = 35.24 liters = 1.25 cubic feet

Pounds per 100 square feet x 0.54 = lbs per cubic yard
100 square feet = 5 feet x 20 feet, 10 feet x 10 feet, or 2 feet x 50 feet
1,000 square feet = 50 feet x 20 feet, 10 feet x 100 feet, or 25 feet x 40 feet

Pounds per 100 square feet x 436 = pounds per acre
Pounds per 1,000 square feet x 43.6 = pounds per acre
Pounds per acre x 0.0023 = pounds per 100 square feet
Pounds per acre x 0.023 = pounds per 1,000 square feet
## Jonesborough Municipal Garage Complex

### APPENDIX C

### Maintenance Needs

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<th>Department</th>
<th>Items</th>
<th>Dimensions</th>
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*Note: This table lists the maintenance needs for the current year. Departments are listed by their respective sections and sub-sections. Each item is categorized by its type and includes details on square footage and quantity. Notes provide additional information on the specific needs for each item.*