Charlottesville - Albemarle Rescue Squad

Map Orientation 2007
By
Dayton Haugh, Chief

Updated 12-25-07
Objectives

- Learn service performance expectations
- Learn what maps we carry
- Learn local “numbering schemes”
- Learn how to use the maps we carry
- Learn how to use the STREET data base book
- Learn certain known problem areas
How to use this presentation

- There is a handout book that reproduces all slides - some maps may be easier to read in the handout
- The presentation is best viewed as a slide show
  - Under “slide show” click “view show”
  - To advance to the next slide push the ‘space bar’ or “page down” key
  - If you want to go back, push the “page up” key
Service Expectations

- In any progressive EMS system there are certain expectations that must be met to insure quality service:
  - the service must be timely
  - the service must be efficient and cost-effective
  - the service must be medically appropriate
Timely

- In a high performance urban system the time period between the time the location, chief complaint and call back number are obtained, and the time the ambulance arrives on scene should be 8 minutes or less 90% of the time.
- We cannot affect the time it takes to process the call in the 9-1-1 center, but it eats away at the 8 minutes.
Timely

- We can affect the time it takes us to begin responding once notified
  - less than 2 minutes after bedtime
  - less than 1 minute all other times
- We can make sure we take the most expeditious route
An efficient response means that you:
- know where to go
- take the best route to get there
- arrive alive, ready to promptly provide care
- you must decide who will take what equipment before you arrive, so you don’t fumble around for 5 minutes getting stuff once you have arrived
Efficiency

- Some signs of inefficiency include
  - asking for a “cross-street” when you really want someone to tell you where the street is (and you don’t really know what a cross-street is, but you heard it on *Emergency!*)
  - asking for the location of things that you can see better in the map book if you only were to look
Efficiency

- An efficient response begins when the call is dispatched
  - when you hear dispatch tones, STOP TALKING and listen, even if it is not our call - it may become our call
  - if it is our call
    - promptly get in the truck and sign on responding to the address
    - confirm the information on the pager
      - if you don’t have the page yet, ask ECC for the call information
    - find the route
Efficiency

- DO NOT cross the bridge until you know where you are going
- If you are riding up front, you are the navigator
- You are also responsible for making sure the driver can navigate back out before you leave the scene
After you have reviewed this material, the best way for you to actually learn your way around is to
- go buy an ADC map book
- go out and ride around
Maps You Will Use

- In each truck you should find:
  - A big dark blue E-911 map book prepared by Albemarle County
  - A spiral bound STREET data base
  - A spiral bound Subdivision data base
  - An ADC map book
  - A U.Va. Grounds map
- Each has its advantages and disadvantages
Maps

- The E-911 map book
  - is big and has small print, but is very detailed
  - splits some subdivisions over many pages, sometimes not next to each other
  - allows you to pinpoint the actual location of a particular structure address in the county
  - **best used** when you are going out in the county and have some time to look it up
Maps

- The STREET data base
  - has directions to most streets in our first due area from the squad building (some from UVA & R8)
  - uses some routes that are unfamiliar but faster
  - doesn’t tell you how to get back to the hospitals
  - requires attention to block numbers to insure you go to the right part of the right street
  - was prepared by me, John Kheir and Alice Armstrong by going through the E-911 book, finding our streets, and preparing directions for each street - that means occasionally it is wrong
Maps

- Subdivision data base
  - gives detailed directions and maps for major subdivisions
  - the STREET book will give you a few turns and refer you to the Subdivision book
  - the STREET book will no longer have the subdivision maps because they take up too much room
Maps

- The ADC map book
  - is easier to use than the E-911 map book
  - doesn’t accurately show block numbers
  - is sometimes hard to read in congested areas
  - does include U.Va.
  - Is a good double check for directions in the STREET book or to form some impression of the distance between turns indicated in the STREET book
Maps

- The U.Va. Grounds map
  - is prepared by U.Va.
  - is great for finding a particular building
  - is frequently missing
  - there is a U.Va. Section to the ADC book also
Maps

[*FIRST* check the STREET book because it tells you which way to turn from the building]

- some streets can be reached from more than one direction
- the STREET book will give you the quickest route
Maps

- Then, you can check another map
  - the ADC for a quick check of the location
    - the ADC page and grid are listed in the STREET book
  - the E-911 book if you want to find a specific structure location in the county
  - the Subdivision book for some subdivisions
    - the STREET book will also give you a reference if a street can be found in the subdivision book
General Map Information

- To use a map you need to know:
  - where you are and where you want to be
  - that most commercial maps (ADC and E911) have North at the top, but
  - the subdivision maps do not have any particular orientation
Where You Are

- I presume you know you are in Charlottesville
- I do not presume that you can find Charlottesville on a map
- I do not presume that you know Charlottesville’s location with regard to other counties or cities
- So, let’s look at our general location…
Where You Are

- Were you slick enough to see the little arrow pointing up on the left side of the map? (page up to look again)
- That is the North arrow
- All commercial maps have a North arrow (the tip points to the North)
- If you go in the direction of the arrow, you are going North
Where You Are

When somebody here gives you a reference, like Rt. 250 East, they mean starting from Charlottesville - the part of Rt. 250 that is situated East of Charlottesville (see next slide)
Where You Are

- When someone here tells you Rt. 20 North, they mean Rt. 20 North of Charlottesville
- BUT, when someone tells someone in Scottsville Rt. 20 North, they mean Rt. 20 North of Scottsville, which would be Rt. 20 South for us (see next slide)
Where You Are

- Did you notice that Scottsville has a “Rt. 20 South” also?
- Remember that if we go to help Scottsville and we expect to meet on Rt. 20, we will be going South on Rt. 20 South, and they will be going North on what is Rt. 20 North for them (they mostly say Rt. 20 South when they talk to us so we won’t get confused; they know where they are!)
Where You Are

- It’s all determined by your initial reference point
- Your initial reference point is Charlottesville
Where You Want To Be

Unless you are going to the intersection of X Street and Y Street, you will probably be going to a street address (like 123 Main Street).

Wouldn’t you like to know how it got to be 123 on Main Street (I presume you already know somebody named it Main Street)?
Where You Want To Be

- Well, there are some rules in numbering that can help you in finding out where to go
  - Even numbers in the city are on the South and East sides of the street
- These rules are different for the city and county - the city started street naming and numbering long ago, the county just recently began a uniform system with the E-911 project
The city has a “ground zero” for the block numbering and also the numbered streets (like S. 1st St.)

The block numbers get bigger as you get away from “ground zero”

The numbered streets get higher numbers as you get away from “ground zero”

Where is this “ground zero”?
Where You Want To Be

- Ground Zero is at 1st Street and Main Street
- 1st and Main is on the Downtown Mall (but it used to be a real street)
- This intersection marks the center of the city’s 4 quadrants (NE, NW, SE & SW) (see next slide)
Where You Want To Be

- Main St. divides North and South
- There is an East Main St. and a West Main St.
- First St. divides East and West
- There is a South 1st St. and a North 1st St.
Where You Want To Be

- You may have noticed the box with “Squad” written in it
- This is at the top of the map
- That means the squad is North of the mall
- To get to Ground Zero you must go South and East
Where You Want To Be

- As you go further away from Main Street, the block numbers increase.
- The first block off of Main St. on any intersecting street is the 100 block.
- The next block is the 200 block.
- The next block is the 300 block.
Where You Want To Be

- The same thing happens to the block numbers as you move East or West from 1st St.
- In addition, at least for 18 or 19 streets, the streets are numbered! So the next street West is 2nd Street (and it is 2nd St. NW or SW depending on which side of Main St. it is on!)
Where You Want To Be

- So you know that 105 West Main St. is just West of 1st. St. on the Downtown Mall.
- The same is generally true of other streets parallel to Main St.: Market St., Jefferson St, Water St., High St., Preston Ave., etc.
- So, when you are dispatched to 1014 E. Market St., what is the “cross-street”?
- Hint: the cross-street is the intersecting street you cross before you enter the block the address is on!
Where You Want To Be

If you answered “10th Street, NE” you are doing well
Where You Want To Be

- A couple last thoughts about “numbered streets”
  - While lots of them intersect Main St., not all do; you know that 15th St. NW and 17th St. NW do not intersect W. Main St.
  - Many numbered streets start and stop here and there, even if they do intersect Main St. - 10 1/2 St. NW, for example
  - The block number will help you estimate how far from Main St. your address is
Where You Want To Be

- What about addresses in the county?
- Generally, the farther you get from town, the higher the block number
- But, there are no good rules to help you
- You can locate the actual structure location by using the E-911 Map Book
Where You Want To Be

- To find the exact location of a county street, you must look in the index.
- Almost each street has more than one entry, and it is depending on the block number you are looking for.
- You will get a map reference, and you go to that map to see where the structure is.
Where You Want To Be

- So let's say you want to go to “George Dean Dr.”
- You look in the index .... and
<table>
<thead>
<tr>
<th>Dir</th>
<th>Street</th>
<th>Map #</th>
<th>Grid</th>
<th>Low</th>
<th>High</th>
<th>Route #</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GAZEBO CT</td>
<td>061AD</td>
<td>B-4</td>
<td>1199</td>
<td>1300</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GELDARD DR</td>
<td>076B</td>
<td>C-2</td>
<td>70</td>
<td>159</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GELLETLY RD</td>
<td>093</td>
<td>C-2</td>
<td>2745</td>
<td>2793</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GENTRY LN</td>
<td>061C</td>
<td>C-3</td>
<td>1400</td>
<td>1599</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GEORGE DEAN DR</td>
<td>076A</td>
<td>E-2</td>
<td>470</td>
<td>481</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GEORGE ROGERS RD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GEORGETOWN GRN</td>
<td>062C</td>
<td>A-4</td>
<td>100</td>
<td>201</td>
<td>1446</td>
</tr>
<tr>
<td></td>
<td>GEORGETOWN LN</td>
<td>060BD</td>
<td>A-4</td>
<td>1</td>
<td>180</td>
<td>1460</td>
</tr>
<tr>
<td></td>
<td>GEORGETOWN RD</td>
<td>060BD</td>
<td>D-2</td>
<td>300</td>
<td>311</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GEORGETOWN SQ</td>
<td>060BD</td>
<td>D-3</td>
<td>98</td>
<td>551</td>
<td>0656</td>
</tr>
<tr>
<td></td>
<td>GEORGETOWN WAY</td>
<td>060BD</td>
<td>E-2</td>
<td>160</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>060BD</td>
<td>E-1</td>
<td>200</td>
<td>299</td>
<td></td>
</tr>
</tbody>
</table>
you see under the “Map #” heading 76A
- The “76” is the county real property tax map number, and 76A is the E-911 map book page
- The county map layout is on the next slide
- See if you can find which section is 76
You can tell which map you are looking at by looking at the bottom right side of the map page, where you will see a grid showing the map and the other maps to each side of the map.
To see where this road goes, look at this map.
The “Grid” heading for George Dean Dr. is E-2
- this helps you find where on map 76A the street is

The “high” and “low” heading tells you the street number range

The “Route” number is the state route number (if any)
Lets look at the part with George Dean Dr. (next slide)
Where You Want To Be

- Could you find it?
- You can see that it is off Fontaine Avenue just past the intersection with the 29/250 By-Pass
- It happens to be the home of the Virginia Division of Forestry
- So, how do you know how to get from where you are to where you want to be with maps like that?
Some map areas are so congested that they rate a separate map page.
- These areas are outlined on the main map (see next slide).
How To Get There

- There ARE certain streets/roads that you do need to be familiar with
- The first line county roads are shown in the next slide
  - Rt. 29 North (Seminole Trail)
  - Rt. 29 South (Monacan Trail Rd.)
  - Rt. 250 East (Richmond Rd.)
  - Rt. 250 West (Ivy Rd.)
How to get there

- There are also some other important roads shown in the next slide
  - Rt. 20 N (Stony Point Rd.) and S (Scottsville Rd.)
  - Rt. 22 (Louisa Rd.)
  - Rt. 231 (Gordonsville Rd.)
  - Rt. 53 (Thomas Jefferson Pkwy.)
  - Rt. 795 (James Monroe Pkwy.)
  - Rt. 601 (Free Union Rd.)
  - Rt. 743 (Hydraulic Rd., Earlysville Rd., Advance Mills Rd.)
  - Rt. 676 (Woodlands Rd.)
How to get there

- To help you get there, MOST streets in our first due area have printed directions from the building in the STREET data base book.
- Let’s look at George Dean Dr. again.
- The next slide shows what you would see in the STREET book.
<table>
<thead>
<tr>
<th>Route Name</th>
<th>Section</th>
<th>Direction 1</th>
<th>Action 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Dean Drive</td>
<td>76</td>
<td>LT [west] By-Pass</td>
<td>Exit Fontaine Avenue Extd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>RT Fontaine Ave.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LT George Dean Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Va. Div. Forestry)</td>
</tr>
<tr>
<td>George Rogers Road</td>
<td>62</td>
<td>RT (East) By-Pass</td>
<td>LT Rt. 20 N (Lte)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Go 1.7 Mi. LT Key West Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3d RT George Rogers Rd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Key West Subdv Map. 32</td>
</tr>
<tr>
<td>Georgetown Green (Circle)</td>
<td>060</td>
<td>LT [West] By-Pass</td>
<td>RT Hydraulic Rd. [lit]</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3d RT Rt. 20 N [Lit]</td>
</tr>
</tbody>
</table>
Pretty slick, huh?

There are several pieces to each entry

- Street name (and Rt. Number if there is one)
- Block: the numbers that this particular set of directions covers
- ADC: ADC Map Book page and grid
- Subdivision Map Book Page, if there is one, at end of directions

The “block” field is important to be sure you go to the right place (see next slide)
CLEVELAND AVENUE
Blocks: 100-200
Box: -
ADC: - /

CLEVELAND AVENUE
Blocks: 300
Box: -
ADC: - /

CLEVELAND AVENUE
Blocks: 500
Box: -
ADC: - /

- LT MCINTIRE RD
- RT CHERRY AVE (LITE)
- RT CLEVELAND AVE AT END OF
  -- CHERRY
  -- #'S START 215, GO DOWN

- LT MCINTIRE RD
- RT CHERRY AVE (LITE)
- LT CLEVELAND AVE, AT END OF
  -- CHERRY AVE
  *** DOES NOT GO THROUGH TO
  *** 500 BLK

- LT MCINTIRE RD
- GO OUT 5TH ST
- RT CLEVELAND AVE BEFORE YOU
  -- GET TO HARRIS RD. LITE
As you might have noticed, if you weren’t careful, you could easily wind up in the wrong place if you don’t look for the correct street and block.

Some streets have block number entries in the directions themselves (see next slide).
<table>
<thead>
<tr>
<th>Block</th>
<th>Box</th>
<th>ADC</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>1856-2298</em></td>
<td></td>
<td></td>
<td>RT Rt. 53.</td>
</tr>
<tr>
<td><em>2300-3651</em></td>
<td></td>
<td></td>
<td>LT Rt. 53.</td>
</tr>
</tbody>
</table>
You might also have noticed that some street names are in ALL CAPS, and some are have normal capitalization.

- The streets in ALL CAPS are located in the City of Charlottesville.
- The streets in normal type are located in Albemarle County.
- Schools and nursing homes are also listed.
WALKER MIDDLE SCHOOL
Blocks:
Box: -
ADC: 28-A/5

- LT (WEST) BY-PASS
- RT MEADOWBROOK HEIGHTS RD
  1ST LT GROVE RD, GO OVER
  BY-PASS
  1ST LT ONTO RAMP
  1ST RT GENTRY LANE
  SCHOOL 2D BLDGS ON LEFT

Wallace Lane
Blocks:
Box: -
ADC: 44-C/1

103- LT McEntire Rd.
- LT Monticello Ave. [FD Lite]
  LT Rt. 53/Thos. Jeff. Pkwy.
  RT Rt. 795/James Madison Pkwy
  At Rt. 627 Stay LT On Rt. 795
  At Rt. 620 Stay RT On Rt. 795
  LT Wallace Lane
As you might have noticed, the STREET directions give you a series of turns to make. The first decision you must make is which way to turn out of our driveway (all directions are from the squad building).

Your options are:
- LT McIntire Rd. (The “LT” is LEFT TURN)
- LT (West) By-pass
- RT (East) By-Pass (The “RT” is RIGHT TURN)
From the first turn there are many other options before you hopefully end up at the desired location

Let’s look at one poor hand-drawing of a set of options from the RT (East) By-Pass turn
That drawing shows some of the main turns.

One caution - the turn onto Meade Avenue off High Street is a frequently given turn - but you won’t see a street sign for Meade Avenue where you can read it.
In the front of the STREET book you will find 3 similar drawings, one for each initial turn option
One other thing that sometimes happens to you is a dispatch to “Rt. 29 South (or Monacan Trail Rd.) in the vicinity of Gleco Mills for a motor vehicle accident”

Do you know where Gleco Mills is? It’s a frequently used “milestone” but it has been closed for 20+ years

So, we also need a milestone list that gives you at least an idea of what you will pass on your ride
Such a list will be in the front of the STREET book, and may have some distances also.
The milestone list would show Gleco Mills as being 9.5 miles from the squad on the left (about 3.4 miles past the I-64 bridge).
The list is important in helping you use the directions that you are given by people who are very familiar with the area.
One last thing about the STREET book - the “numbered streets” are now in the index listings!
Problem Areas - “Illogical Addresses”

- There are 800+ illogical addresses in the city alone
  - that could mean that it has an even number which would ordinarily be seen on the East or South side of the street, and it is actually on the West side of the street
  - it also could mean that the house numbers are out of order on that street
  - or, it could mean that the 200 block is found where the 900 block should be, like the 200 block of Palatine Ave. (see next slide)
The STREET Book can help you find specific apartments, etc., in select subdivisions.

Always look in the index to see if there is a map that can help you in your search and quicken your response.
But what about the illogical addresses?
The known major problems, like the 200 block of Palatine, are mentioned in the STREET book.
But, illogical addresses aren’t the only problem - there are many similar addresses or place names to confuse you.
Sometimes the street name is the same, but the numbers will help you sort it out.
Problem Areas - Places That Sound the Same

- Lots of places or streets have the same or similar names
  - Ednam, Ednam (Professional) Center, Ednam Forest, and Ednam Village Street are all different, but in the same general area off Rt. 250 West

- FOR EASILY CONFUSED STREET NAMES, BLOCK RANGES, ETC., THE BACKGROUND OF THE STREET BOOK IS SHADED. BE CAREFUL!
Problem Areas - Places That Sound the Same

- Farmington and Farmington Heights are adjoining, but you can’t get from one to the other without a gate card!
  - Farmington - enter off Rt. 250 West
  - Farmington Heights - enter off Old Garth Rd. Rt. 601 (21 Curves)
500 South 1st St. (Crescent Hall) and 511 North 1st St. (Charlottesville Towers) are both apartment complexes, but they are often confused for one another.

- 500 South 1st is off Monticello Avenue
- 511 North 1st is off High Street
Problem Areas - Places That Sound the Same

- Monticello Avenue, Monticello Road and Monticello Loop are different, but close
  - Monticello Avenue begins at Ridge Street across from the Fire Dept. and goes out to Piedmont Community College
  - Monticello Road begins behind Spudnuts off Avon Street (but it’s one-way and you can’t enter there) and winds down to “Moore’s Creek”, which you can see on the left going down Monticello Avenue near Quarry Road
Problem Areas - Places That Sound the Same

- Monticello Loop is Monticello, the home of Thomas Jefferson, off Rt. 53, Thomas Jefferson Parkway
  - Rt. 53 runs off Monticello Avenue/Rt. 20 S. just past the Piedmont Community College light
  - (the next slide is slow to load)
Problem Areas

- 100 Ridge Street (Midway Manor)
  - entrance is off of South Street
  - at the West Main light turn left onto South Street
  - turn right into parking lot
  - the FD has a key to get into the building and the apartments there if you need it
Problem Areas

- 207 Ridge Street (Salvation Army)
  - you do not enter through the Ridge Street entrance
  - you go around back
    - go past the Salvation Army
    - 1st RT on Dice Street
    - 1st RT on 4th Street
    - go to end of street and turn right into lot
Salvation Army

Midway Manor
Problem Areas

- 1014 East Market Street (M.O. Mohr Center)
- the quickest way to get there is:
  - RT By-pass
  - Exit Locust Avenue
  - RT Locust
  - go through stop light at MJH
  - at Market St. light, left on Market St.
  - Mohr Center is on the right (big yellow house)
- this is a substance abuse center so you may get called for people so intoxicated they need evaluation in the ED
Problem Areas

- **1400** Monticello Road Apartments and
- **1600** Monticello Avenue Apartments
- The E-911 CAD display for some 1400 Monticello ROAD addresses displays Monticello AVENUE, which is wrong - there are no apartments in the 1400 block of Monticello Avenue
Problem Areas

- Meade Avenue is a major route cited in the STREET book
- There is now a stop light and street sign
- It is the first left on East High Street off the By-pass
Problem Areas

- Greenbrier Drive has several sections in the city and county
  - it intersects Seminole Trail (Rt. 29 N) in the county
    - the 300 block is to the left (west) of Rt. 29
    - the 400 block is to the right (east) of Rt. 29
  - it runs between Brandywine Dr. and Rio Rd. in the city
Problem Areas

- Rock Creek Road has two sections
  - the 600 to 700 block off of Cherry Avenue
  - the 900 block off of Prospect Avenue
Problem Areas

- Old Lynchburg Road has several areas
  - 100-300 blocks off Jefferson Park Ave.
    - reached by taking 5th St., RT on Harris Rd.
  - 400-800 blocks off 5th St. Extd. Past I-64
  - 900 + blocks by going straight out 5th St. Extended - turns into Old Lynchburg Rd. where the 400-800 blocks intersect to the right
Problem Areas

- There are houses that carry a “250 By-Pass” address
  - these houses were there before the By-pass
  - they are reached by taking one of the ramps for Park Street
  - Look under ‘250 By-pass’ for maps of these houses
As you go past Locust Ave. the By-pass turns into Long Street. There are houses with a long street address that are actually on the ramp from Locust Avenue to go East on Long Street.
Problem Areas

- St. Clair Avenue is divided by Long Street
  - up through the 800 block is South of the By-pass
  - from 900 block up is North of the By-pass
  - access to both is only from the Locust ramps
  - the 1100 block (St. Clair Extd.) is off River Road
Problem Areas

- The By-pass splits many streets
- For most streets East the numbering is:
  - up through 800 block South of the By-pass
  - 900 + North of the By-pass
- remember - the squad is 828 McIntire Rd.
Problem Areas

- This numbering trick works for:
  - Park Street
  - St. Charles Avenue
  - Locust Avenue
  - St. Clair Avenue
Problem Areas

- Many people will give directions from a place or thing
  - the “Rock Store” is located at the intersection of Hydraulic Road and Earlysville Road
  - the “twin bridges” go over the reservoir
    - the big bridge is Earlysville Rd. (Rt. 743)
    - the little bridge is Woodlands Rd. (Rt. 676)
• Chestnut Grove Baptist Church is a frequently used landmark
  • mostly people say “turn at Chestnut Grove Church” or “go straight at Chestnut Grove Church”
  • the church is up past Earlysville on Buck Mountain Road
There are several Rt. 29 South (Monacan Trail Rd.) milestones or landmarks

- Hickory Hill Store is just past I-64
- Gleco Mills is an old mill located off Rt. 29 South
- Red Hill is at the intersection of Rt. 708
- the “crossroads” is at Rt. 692 at North Garden
- Toco Hill and Cauls Grocery
- the old cold storage is at Covesville
Conclusion

✦ I hope this has been helpful in giving you basic information
✦ I encourage you to get a map and drive around, even if you only drive around looking for the problem areas I have listed
✦ Needless to say, not all problem areas have been, nor could be, listed
Conclusion

- If you are in the front seat, YOU ARE THE NAVIGATOR
- YOU must confirm the location on the pager
- YOU must check the directions in the STREET book – EVERY CALL
  - the STREET book should be checked first because it will tell you the fastest way to get to an address and maybe a map
Conclusion

- For some county roads that can be reached by multiple routes the STREET book will tell you the one to take
  - i.e., Watts passage that can be reached from both Seminole Trail and Stony Point Rd.
- After you have checked the STREET book you can consult other maps if you want
Conclusion

- Reminder - if you navigate in, it is also your job to make sure the driver can get back out!
- Thanks for your attention to this presentation