

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF GLOUCESTER COUNTY, VIRGINIA, HELD ON TUESDAY, NOVEMBER 21, 2006, AT 7:00 P. M., IN COMMUNITY ROOM OF THE GLOUCESTER LIBRARY, 6920 MAIN STREET, GLOUCESTER, VIRGINIA:

THERE WERE PRESENT:

Louise D. Theberge, Chairman
Burton M. Bland, Vice Chairman
John J. Adams, Sr.
Charles R. Allen, Jr.
Teresa L. Altemus
Michelle R. Ressler
Christian D. Rilee
William H. Whitley, County Administrator
Daniel M. Stuck, County Attorney

IN RE: CALL TO ORDER

Ms. Theberge, Chairman, called the meeting to order and an invocation was given by Mr. Allen.

IN RE: REVIEW OF THE PRIMARY AND SECONDARY ROAD PROJECTS

Ms. Marcie Parker, Residency Administrator, Virginia Department of Transportation (VDOT), addressed the Board and advised that she would give her annual update on primary and secondary road projects for Gloucester County. Ms. Parker advised that the public hearing on the Six-Year Secondary Road Plan would need to be delayed this year due to state funding uncertainties. The process is being delayed so that the revenues are more accurate.

Ms. Parker then gave the following power point presentation.

Slide 1



Slide 2

VDOT

2006 Transportation Update


Marcie Parker, P.E.
November 21, 2006

Slide 3

VDOT **Primary Projects**

Route 17 Gloucester Point Raised Median Project

From the Coleman Bridge to 1.0 mile north of the Coleman Bridge
 Purpose – Access Management & Safety
 Construction – 2010
 Estimate – \$12.8 million



Slide 4

VDOT **Primary Projects**

Route 17 Gloucester Point Raised Median Project

Description

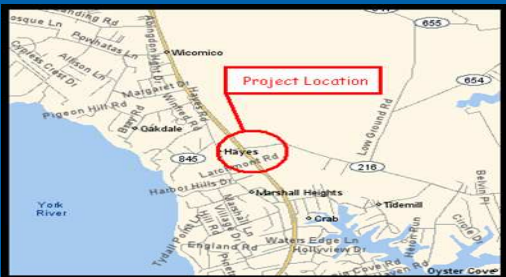
- 16' raised median with curb and grass
- Continuous right turn lane in both directions with curb & gutter
- Relocates Greate Rd across from Camp Okee Dr
- Traffic signals at Farmwood Rd and at relocated Greate Rd
- Left turn turnaround north of bridge

Slide 5

VDOT **Primary Projects**

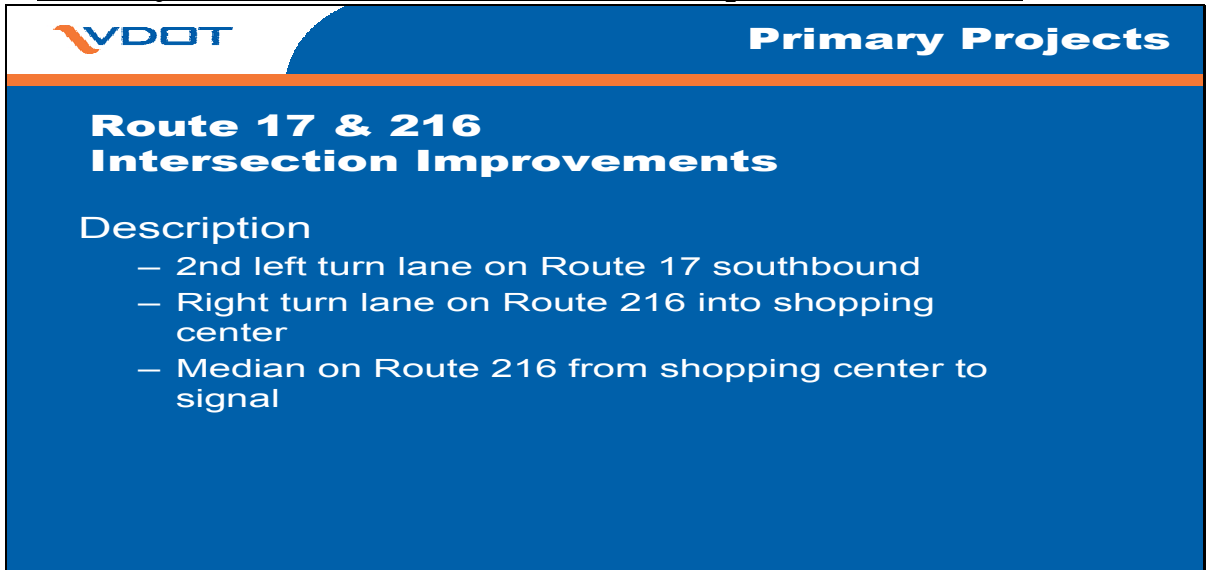
Route 17 & 216 Intersection Improvements

Purpose – Safety Improvement
 Advertisement delayed due to TIP amendment
 Estimate – \$1.3 million



Reason for the project: traffic turning left onto Route 1216 Guinea Road backs up into the southbound through lane on Route 17 and vehicles turning left into the Rite Aid cause traffic to back up onto Route 17.

Slide 6



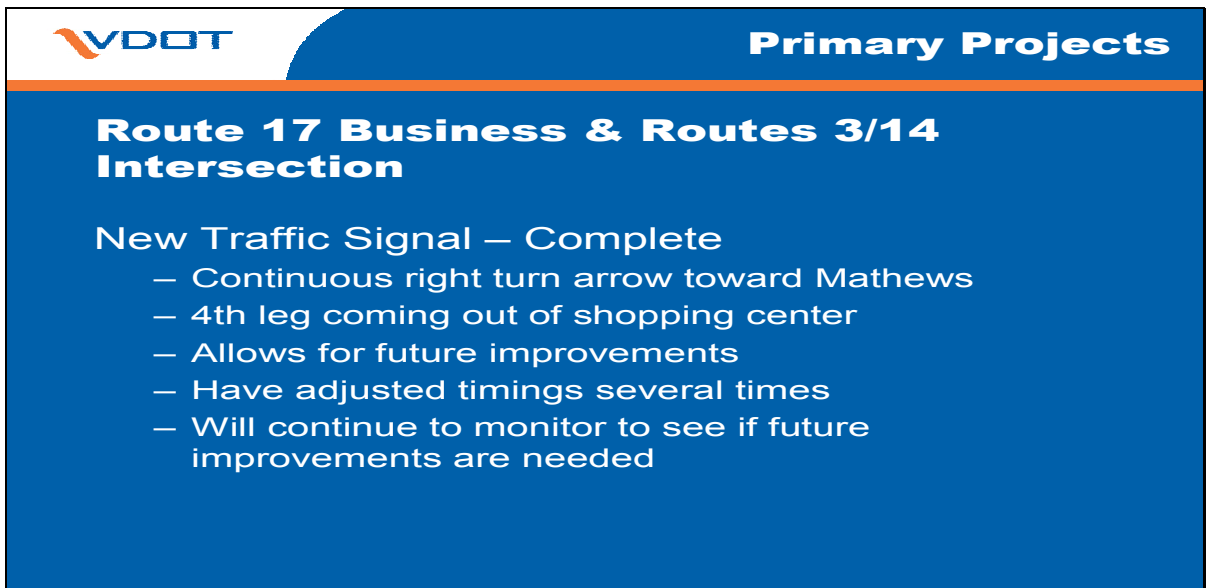
VDOT Primary Projects

Route 17 & 216 Intersection Improvements

Description

- 2nd left turn lane on Route 17 southbound
- Right turn lane on Route 216 into shopping center
- Median on Route 216 from shopping center to signal

Slide 7



VDOT Primary Projects

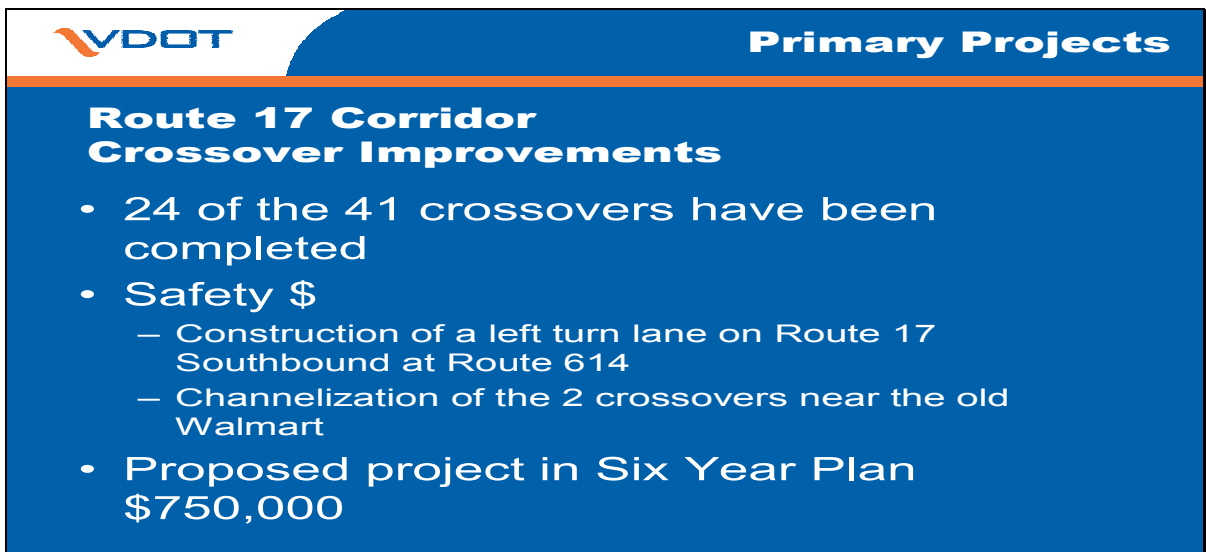
Route 17 Business & Routes 3/14 Intersection

New Traffic Signal – Complete

- Continuous right turn arrow toward Mathews
- 4th leg coming out of shopping center
- Allows for future improvements
- Have adjusted timings several times
- Will continue to monitor to see if future improvements are needed

Project cost \$140,000 to replace the signal.

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VDOT Primary Projects

Route 17 Corridor Crossover Improvements

- 24 of the 41 crossovers have been completed
- Safety \$
 - Construction of a left turn lane on Route 17 Southbound at Route 614
 - Channelization of the 2 crossovers near the old Walmart
- Proposed project in Six Year Plan \$750,000

Six Year Secondary Road Plan includes a new project of \$750,000 for the crossover improvements between Gloucester Point and the Courthouse.


FOX MILL RUN BRIDGE

Ms. Parker advised that concerning the Fox Mill Run Bridge replacement, they have had some funding issues and this project is on hold. She noted that this project qualifies for federal money but federal money cannot be used to design the bridge. No state money is available to design

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 the bridge and therefore this project cannot move forward. They are continuously looking for state funds that can be used to pay for the design of the bridge but no timeframe is known as to when state money might be available. They are constantly monitoring the bridge.

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SECONDARY ROAD PROJECTS:



Secondary Projects


Route 614 Hickory Fork Road

- Project Complete



This project was completed before the September 30th deadline and is fully funded. Project expenditures to date are \$9,000,000. \$10.6 million dollars was allocated to this project and almost \$1 million dollars remain and this money will be transferred to the next project on the list.


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Secondary Projects

Route 614 Hickory Fork Road

- Paved Priority #1
- Cost Estimate \$3,300,000
- Funding Transferred + Previous Funding \$2,267,970
- Construction in 2010




Slide 11




Secondary Projects

Route 618 Cappahosic Road

- Paved Priority #2
- Cost Estimate \$3,900,000
- Previous Funding \$495,686

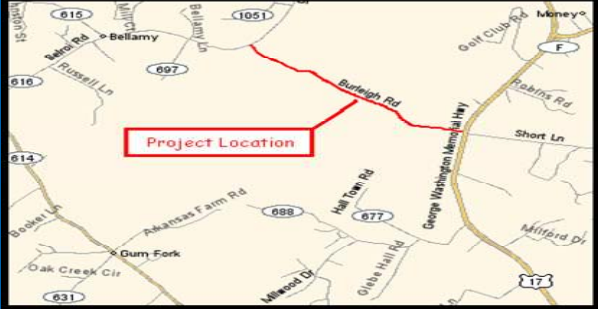


Slide 12


Secondary Projects

Route 615 Burleigh Road

- Paved Priority #3
- Cost Estimate \$3,500,000
- Funding to begin in FY 2011



Ms. Parker advised that it is her opinion that Route 615 (Burleigh Road) should be put above Route 618 (Cappahosic Road) due to the traffic count and safety concerns on this road. Further, Ms. Parker advised that Mr. Jay Scudder, Planning Director, was also in agreement with her on this matter.

Mr. Scudder advised that major development occurring in the County for residential, commercial and industrial development is in the area from Burleigh Road/Short Lane and Belroi Road to the Courthouse, which are development “hot spots”. Traffic counts in that area are increasing and will continue to increase. He stated that Cappahosic Road has comparatively little development pressure based on the new subdivisions in the area. A great deal of the land around Cappahosic Road would be subject to rezoning that would present opportunities for developers to improve this road. Mr. Scudder advised that due to the development trends and traffic trends, he would agree with Ms. Parker that Burleigh Road should be placed ahead of Cappahosic Road on the plan.

Mrs. Ressler advised that if Burleigh Road/Short Lane/Belroi are the “hot spot” areas, as Mr. Scudder indicated that there are opportunities for developers to help improve Cappahosic Road, why is Cappahosic Road not considered a “hot spot”?

Mr. Scudder advised that it is not considered a “hot spot” because the development in this area is off-site and by-right development.

Ms. Parker advised that the traffic count on Burleigh Road is 2,200 vehicles per day and the traffic count on Cappahosic Road is 1,100 vehicles per day. She noted that Cappahosic Road is typically local traffic but Burleigh Road is more of a cut through road and traffic has the potential to

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is VDOT's policy that a road cannot be put on the Six Year Secondary Road Plan until funds are available.

Ms. Altemus asked Mr. Whitley to provide her with a copy of the County's waiting list.

Mrs. Ressler recalled that Fleming Road was first on the County's waiting list and Willis Road was second on the waiting list.

Ms. Parker clarified that a road could not necessarily be added when another project is complete but another road could be added once money is available for another road.

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VDOT **Secondary Projects**

**Route 684
Starvation Road**

- Unpaved Priority #2
- Cost Estimate \$590,000
- Previous Funding \$17,255

Project Location

Ms. Parker advised that Starvation Road would be funded over the next three or four years and therefore money would be available to add another road to the Six Year Secondary Road Plan but this road would not be funded until around the year 2011. Further, Ms. Parker advised that when they have the public hearing and the Board adopts that six year plan and budget, they can add another road at that time. She noted that the possible roads to add are Fleming Road or Willis Road.

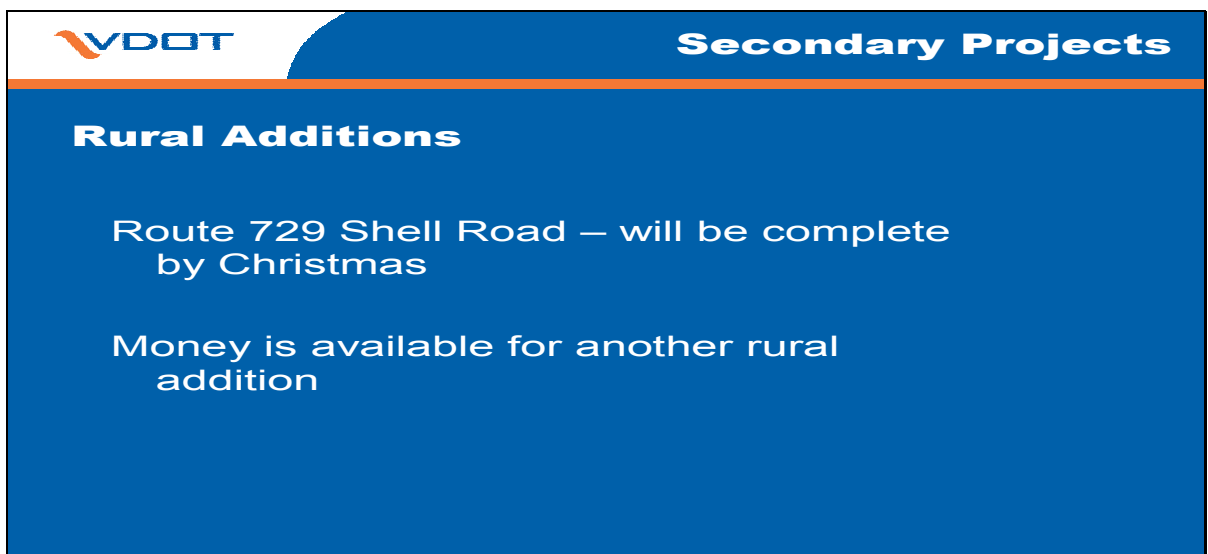
Mr. Whitley advised that he located in his notes an email he wrote to the Board on October 31, 2005 that states: "the unpaved roads on the current plan are Plantation Road, Carr Lane and Starvation Road, in that order, and the Board added Route 672, Fleming Road and Route 615, Willis Road on a County list indicating that while there is no funding available for these roads currently in the six year plan, these will be the next roads to be addressed, once funding becomes available." Further, Mr. Whitley advised

that he believes Fleming Road and Willis Road are the only two roads on the County's waiting list but he would double check.

Mr. Whitley asked Ms. Parker to give the County some idea before the public hearing as to whether the County should put these roads on the Six Year Secondary Road Plan.

Ms. Parker advised that they could calculate some cost estimates on these two roads and review them to determine if they could be declared Rural Rustic Roads and based on funding, if they should be added to the Six-Year Secondary Road Plan.

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The slide features a blue background with a white header bar. The header bar contains the VDOT logo on the left and the text "Secondary Projects" on the right. Below the header, the text "Rural Additions" is displayed in white. The main content of the slide is in white text on the blue background, stating: "Route 729 Shell Road – will be complete by Christmas" and "Money is available for another rural addition".

Ms. Parker advised that so far they have spent \$99,000 on this road and have \$20,000 to complete this road. She advised that there is \$300,000 in the rural additions fund that can be used to bring another road into the system and Mr. Scudder maintains a rural additions list. Ms. Parker stated that Simco Lane (also known as Adams Creek Road) is the next road on this list.

Ms. Parker advised that Mr. Scudder is working on obtaining the rights-of-way on this road and if that can be obtained, then VDOT can take this road into the system. If the right-of-way cannot be obtained, then the County would have to make a decision regarding moving down to the next road on the list.


Slide 17



Unpaved Road List

ROUTE	FROM TERMINI	TO TERMINI	LENGTH	AADT	DISTRICT
600	DEAD END	RTE. 647	1.10	70	PETSWORTH
605	RTE. 606	DEAD END	0.58	280	PETSWORTH
610	0.56 M N RTE. 637	RTE. 198	1.99	120	PETSWORTH
611	RTE. 17	RTE. 601	0.86	40	PETSWORTH
615	RTE. 613	RTE. 606	2.90	170	PETSWORTH
627	RTE. 628	RTE. 668	0.70	50	ABINGDON
637	0.12 M N RTE. 610	RTE. 198	2.18	20	PETSWORTH
639	RTE. 618	DEAD END	0.60	30	PETSWORTH
650	0.15 M E RTE. 652	DEAD END	0.45	30	YORK
653	0.7 M N RTE. 652	DEAD END	0.41	10	YORK
655	RTE. 714	DEAD END	0.85	140	YORK
663	RTE. 629	DEAD END	0.46	60	ABINGDON
666	RTE. 33	DEAD END	0.85	20	PETSWORTH
667	DEAD END	RTE. 17	0.50	150	ABINGDON
671	RTE. 17 BUS	RTE. 629	0.50	100	ABINGDON
672	RTE. 642	DEAD END	0.40	170	YORK
674	RTE. 198	RTE. 198	0.60	30	PETSWORTH

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Unpaved Road List

ROUTE	FROM TERMINI	TO TERMINI	LENGTH	AADT	DISTRICT
684	DEAD END	RTE. 617	1.80	70	PETSWORTH
695	RTE. 643	DEAD END	0.25	20	YORK
701	RTE. 623	DEAD END	0.80	90	WARE
704	RTE. 610	DEAD END	0.50	80	PETSWORTH
709	RTE. 623	DEAD END	0.26	20	WARE
710	RTE. 198	DEAD END	0.68	160	WARE
711	RTE. 656	DEAD END	0.53	120	YORK
732	RTE. 216	DEAD END	0.47	70	YORK
1105	RTE. 646	DEAD END	0.25	140	YORK
1105	RTE. 646	DEAD END	0.05	30	YORK
1106	RTE. 646	DEAD END	0.20	60	YORK
1303	0.55 M S RTE 1304	DEAD END	0.65	120	GLOUCESTER

TOTAL UNPAVED MILEAGE = 22.37

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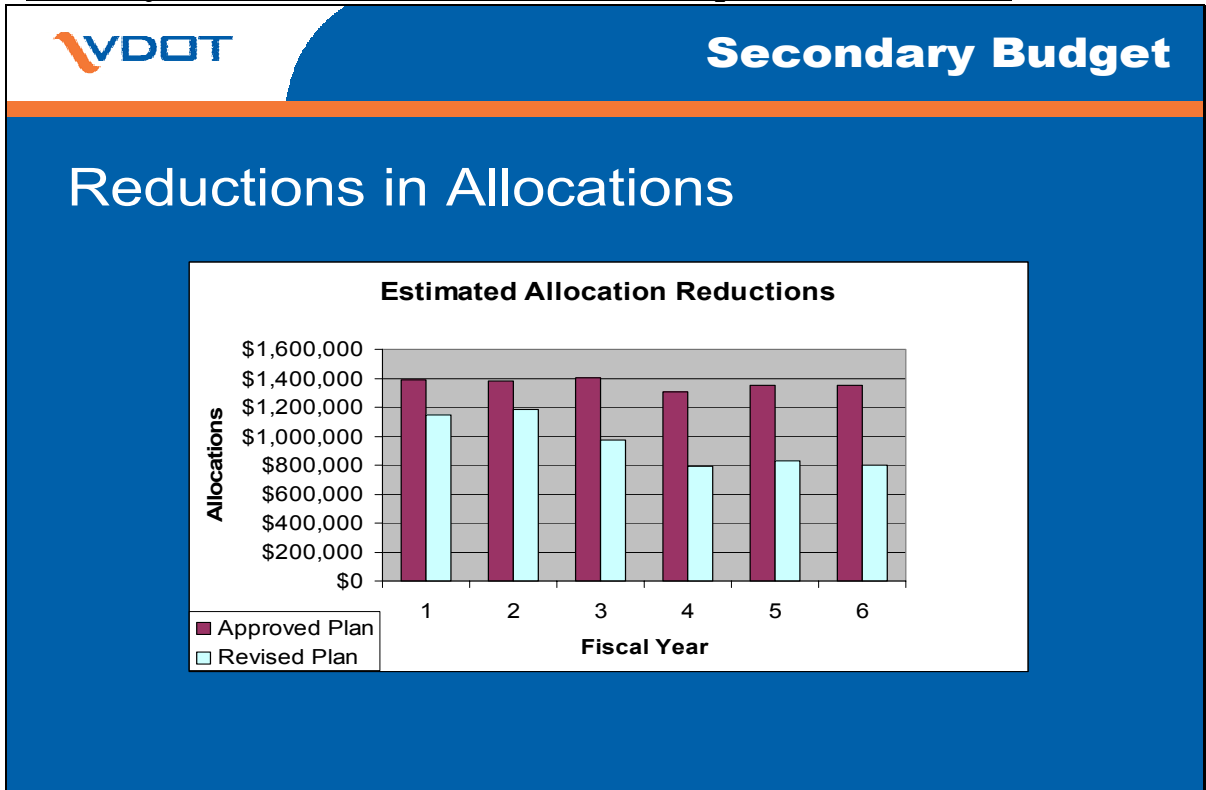


Secondary Budget

FY 2007 proposed budget – \$1,392,249
 FY 2007 final budget - \$1,149,301

FY 2008 proposed budget – \$1,184,969

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Slide 21

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- Funding Sources**
- FY 2008 – 51% Federal, 49% State
 - FY 2009 – 66% Federal, 34% State
 - FY 2010 – 65% Federal, 35% State
 - FY 2011 – 66% Federal, 34% State
 - FY 2012 – 64% Federal, 36% State
 - FY 2013 – 64% Federal, 36% State

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- Funding Distribution**
- Cost Centers**
- Pipe Installation
 - Rural Additions
 - Preliminary Engineering
 - Fertilization & Seeding
 - Traffic Services
 - Right of Way Engineering

-Pipe Installation – for new private entrance pipes only – only used for the first entrance and you must be the property owner that will reside in the home in order to have VDOT install the pipe. Typically spend approximately \$15,000 to \$40,000 depending on the year and number of properties or houses sold within the county. Funded \$60,000 each year but the last two years they have only funded \$10,000 due to a large sum of money in this fund and the amount was not being spent. Currently \$200,000 in this fund.

-Rural Additions – can use a maximum amount of 5% of your (secondary road allocation) allocation for rural additions. A road must qualify under the rural additions policy. They can only accumulate this money for five years. The previous five years they have \$314,000 in this fund. Another

road needs to be added so this money can be transferred onto another road project.

-Subdivision & Site Plan Review – as it directly relates to the secondary road system and for new streets intended for inclusion into the secondary road system. \$25,000 in this cost center currently and each year \$4,000 is include in this fund. They spend \$1,000 to \$5,000 each year.

-Preliminary Engineering & Surveying – limited in scope. Used for small item that is not logical to be included as a project on the secondary plan. \$110 in this fund and fund \$15,000 each year but for the last two years they have only funded \$10,000. Typically they spend between \$500 and \$5,000 each year.

-Fertilization & Seeding – \$1,000 per year is included in this cost center and is used for secondary road sides if they need to be seeded, fertilized or herbicide. They have not spent any of this money so there is no need to fund this cost center. \$9,000 is currently in this fund. Ms. Parker indicated that it will be her recommendation to remove this cost center from the upcoming plan.

-Traffic Services – used for new signs, pavement markings, guardrail or other small traffic things that can be done on secondary roads. Currently there is \$170,000 in this cost center and had been funding \$25,000 each year. The last two years it has been funded with only \$15,000. Over the years, they have spent \$500 to \$10,000 each year.

-Right-of-Way Engineering – new cost center established in 2003 and is used when it is impractical to open a completed project. \$1,000 is included in this cost center each year and they have spent \$50 to \$800 each year since 2003.

For all of the cost centers, funding is limited to 25% of the County’s regular funds. All these added together are around 17% to 20% of the County’s total allocation.

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The slide features a blue background with a white header area. On the left of the header is the VDOT logo, and on the right is the text 'Secondary Budget'. Below the header, the title 'Funding Distribution' is centered. Underneath, the word 'Projects' is followed by a list of funding sources: 'Federal' (with sub-points 'Federal Aid Route' and '80%') and 'State' (with sub-points 'Any County Route' and '20% Match').

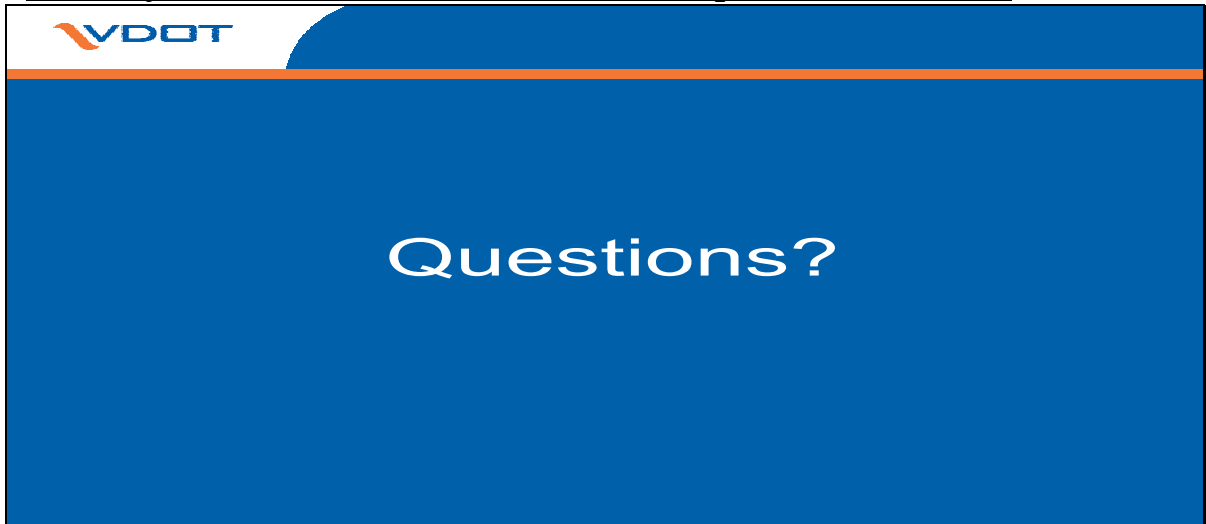
VDOT **Secondary Budget**

Funding Distribution

Projects

- Federal
 - Federal Aid Route
 - 80%
- State
 - Any County Route
 - 20% Match

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**IN RE: CAMPAIGN SIGNS ON THE RIGHT-OF-WAY POLICY – MR. ADAMS**

Ms. Parker advised that Mr. Whitley had forwarded her Mr. Adams' concern about campaign signs on the right of way and they are illegal. She advised that the state candidates are notified by letter from the central office every year indicating what the code states and that they cannot place these signs on VDOT's right-of-way. Ms. Parker advised that VDOT did pick-up some signs but they have not had the time to remove all of the campaign signs on the right-of-way.

Ms. Parker advised that they had to prioritize what they could spend their money on and the removal of campaign signs was not a top priority.

Mr. Parker advised that the Code of Virginia indicates that individuals can be charged a \$100 fine per infraction but the Virginia Department of Transportation is not the enforcement agency of this law. Further, she noted that she believes the State Police is the enforcement agency for this regulation.

IN RE: DITCHING IN THE GUINEA AREA – MS. ALTEMUS

Ms. Parker advised Ms. Altemus that they had estimated the cost of ditching in the Guinea area and for one mile it costs around \$8,000, which would take four days to complete because a quarter of a mile a day could only be done. This is based on where VDOT needs to haul the material pulled out of the ditch. Ms. Parker advised that there are 71 miles of roadside ditches in Guinea which would equate to \$568,000 to ditch all of Guinea. The maintenance allocation that the Gloucester area headquarters receives is \$1.5 million dollars and this cost would be one third of all the maintenance money the County receives.

Ms. Parker advised that VDOT cannot ditch every time there is a storm or hurricane which brings all the silt back into the ditches.

Ms. Altemus expressed concern because the ditches in Guinea have never really been cleaned-out since Hurricane Isabel and noted that the citizens in this area cannot wait every five years to have the ditches cleaned due to standing water from storms. Further, Ms. Altemus advised that she has received some complaints about the ditches on Low Ground Road as well.

Ms. Parker noted that they have done some ditching in the Guinea area since Hurricane Isabel but they cannot clean all of the ditches in this area due to the costs.

Ms. Parker explained that VDOT's maintenance budget locally has not been increased in five years but maintenance costs are steadily rising.

Mrs. Ressler advised that she had a constituent who is threatening to dig out his own ditches and if he does, are there any ramifications from VDOT.

Ms. Parker advised that she does not recommend this and if he has not contacted them, they don't know that there is a concern.

Mrs. Ressler advised that she did not know if this gentleman had contacted VDOT about this problem because he mentioned it to her just in passing.

IN RE: SIGNAL REQUEST AT ROUTE 17 AND THE BUSINESS PARK ENTRANCE

Mr. Whitley advised that he had received a request from the Economic Development Authority several months ago, on behalf of Industrial Resources Technologies and the other businesses in the Gloucester Business Park, to ask the Board of Supervisors to request the Virginia Department of Transportation (VDOT) to signalize this intersection. This request is being made due to safety concerns for people entering the park and the public traveling north and south on Route 17.

Further, Mr. Whitley advised that if the Board wishes to approve this request, it would require the approval of a resolution at the Board's next meeting.

Mr. Whitley advised that he has mixed feelings about adding traffic lights on Route 17.

Ms. Altemus advised that she believes more traffic will be generated once Sentara comes into the Business Park. Further, she advised that for the safety of people entering the park and the public traveling north and south on Route 17, she would encourage her colleagues to support this request. Further, she noted that personally she would like to see this request on the Board's December 5th agenda for consideration.

Ms. Parker asked Mr. Scudder if Sentara had provided the County with a traffic impact study.

Mr. Scudder advised that Sentara was not required to provide a traffic impact study as a part of their site plan because this is a by-right development project off-site. Further, Mr. Scudder advised that technically the entrance to the Gloucester Business Park was designed for multiple users of traffic and they have not seen any traffic studies that would indicate differently based on the design. He noted that the entrance accommodated this project in the park based on current Virginia Department of Transportation standards.

Ms. Parker advised that the Board cannot request VDOT to install a traffic signal but they can request VDOT to conduct a traffic study. Further, she noted that she does not think the traffic at this intersection currently would warrant a traffic signal but it may possibly warrant a signal once Sentara comes into the park.

Ms. Parker advised that the money the district received this year for new signal installations for the district has already been obligated for the whole district and there is no money for next fiscal year for new traffic signals. They are hoping this money will be funded again the following year.

Ms. Parker advised that the Board could request a traffic study be conducted now and then request another traffic study when Sentara goes into the Gloucester Business Park. Further, Ms. Parker advised that Mr. Whitley could just write her a letter indicating that the Board request VDOT to conduct a traffic study now at that intersection.

It was the general consensus of the Board to have Mr. Whitley, County Administrator, write the Virginia Department of Transportation requesting that a traffic study be conducted at the intersection of the Gloucester Business Park entrance to determine if it warrants a traffic signal.

IN RE: OTHER TRANSPORTATION MATTERS

SYNCHRONIZING TRAFFIC SIGNALS

Mr. Adams inquired as to whether there is a regular problem with synchronization of traffic signals because at four different locations south of the Courthouse area the signals cause motorists to sit at a light and wait for the light to change while making a left turn and no one else is at the light.

Ms. Parker advised that they did have a problem with some of the traffic signals in which the clocks were slipping and they installed the battery-backups that helped a great deal. Further, Ms. Parker advised that when power is lost from storms and the power then comes back on this can upset the timing of the lights.

Mr. Adams advised that the light at Providence Road and the light at Wendy's at Hayes are two of the lights that have this problem.

Mr. Whitley advised that the light at Tidemill Road also has this problem.

Ms. Parker explained that some traffic lights are controlled by video detection and some by road detection. Those that are video detection are starting to be removed because problems are caused by shadows, rain and cloudiness. Ms. Parker advised that due to this problem, they are replacing these video detection signals with road detection signals.

Ms. Parker advised that they would check on the aforementioned traffic signals.

Mr. Adams advised that he received a complaint about the bottleneck of traffic at the light at Burleigh Road and Short Lane mainly during the afternoon school time.

CLOSING OF SOME VDOT MAINTENANCE OFFICES THROUGHOUT THE COMMONWEALTH

Mr. Adams advised that he read an article in the paper about some of the VDOT maintenance offices that would be closed throughout the Commonwealth. He asked if this would affect Gloucester County's maintenance office.

Ms. Parker advised that this would not affect the maintenance offices of the Saluda Residency Headquarters. Ninety one facilities are recommended to be closed throughout Virginia. One of the criteria of the headquarters study that was conducted was that you have to have at least one in every county and Gloucester only have one, so that could not be closed.

Ms. Parker advised that the closest one in this area slated to be closed is the West Point Subarea Headquarters.

MOWING OF GRASS ALONG ROUTE 17

Mr. Adams expressed his concern regarding the mowing of grass along Route 17 and advised that the last time it was mowed by the contractors; they did a very poor job.

Ms. Parker advised that none of the mowing contracts are renewed this year because they all have to be rebid. They are changing the contract and hopefully the contract will be made stricter.

HIDDEN DRIVEWAY SIGN REQUESTED BY GENTLEMAN ON BELROI ROAD

Mr. Rilee advised that a gentleman who lives on Belroi Road inquired about getting a sign from VDOT notating a hidden driveway because he was concerned about the safety of his elderly parents entering the road from Belroi Road. He was told back in July that VDOT could not install a hidden driveway sign.

Ms. Parker advised that their traffic engineering has regionalized and while the Fredericksburg traffic engineers would review Gloucester requests but starting in July anything traffic related for Gloucester is now serviced out of the Hampton Roads District traffic engineers. They did have the Hampton Roads traffic engineers review this request also and they received the same response that they do not install hidden driveway signs.

REQUEST FOR NO LEFT TURN SIGN AT THE CROSSOVER IN FRONT OF LIBRARY

Mr. Bland asked Ms. Parker if a no left turn sign could be installed at the crossover in front of the Library because patrons coming from the post office heading southbound on Route 17 business trying to make a left turn and there is no stacking lane which causes problems.

Ms. Parker advised that she would have the Hampton Roads traffic engineers review this situation.

CHILDREN AT PLAY SIGNS FOR ROUTE 700 – HEYWOOD LANE

Ms. Altemus advised that the Board passed a resolution and there was an email regarding the placement of the signs. Further, Ms. Altemus advised that there was some confusion on her part regarding the placement of the signs. If she understood the email correctly, there would be a signed place near Route 216 on Route 700, as well as prior to Cox Lane on Route 700.

Ms. Altemus asked when the signs would be installed.

Ms. Parker advised that it would take three to six weeks to get the signs.

Ms. Altemus asked Ms. Parker to send her an email next week to give her some idea about when the signs would be installed because she received a call last evening about this matter.

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REQUEST FOR SPEED LIMIT SIGN ON ROUTE 638, BLAKESVIEW
ROAD

Ms. Altemus advised that she had received a couple of request for a speed limit sign to be placed on Route 638 in Bena, Blakesview Road. Ms. Altemus advised that there are a couple of very dangerous corners on this road and motorists are traveling faster than the 25 mph speed limit. She asked if a speed limit sign could be placed on this road and if a study needed to be done first.

Ms. Parker asked if there was currently a speed limit sign on this road.

Ms. Altemus advised that it was her understanding that there is not a speed limit sign currently on this road.

Ms. Parker advised that any change in the speed zone would require a study and they would do a speed limit study on Route 638.

IN RE: **DATE FOR THE PUBLIC HEARING ON THE SIX YEAR SECONDARY**
****ROAD PLAN****

Ms. Parker advised that they are due to receive the final figures in January and all the plans are suppose to be approved by March 15, 2007.

After some discussion, Mr. Whitley suggested the Board think about having the Six-Year Secondary Road Plan public hearing at the Board's February Work Session.

Ms. Altemus requested that the February work session be held in the Old Courthouse.

Mr. Whitley advised that the Board can make this decision at their organizational meeting in January when they set-up their meeting schedule for 2007. He agreed that this meeting should be held in the Old Courthouse due to limited space at the Library.

Mrs. Ressler inquired about letting the public know about the reason for the delay in holding the public hearing on the Six-Year Secondary Road Plan.

Ms. Theberge advised that this information could be included in their announcements for the December 5th Board meeting.

BURLEIGH ROAD CONCERN

Mr. Whitley advised the Board that he understands why Cappahosic Road was placed on the Six-Year Secondary Road Plan but he is very concerned about Burleigh Road. Further, he advised the Board that they heard the concerns expressed by Ms. Parker, Residency Administrator for the Virginia Department of Transportation and Mr. Scudder, Planning Director. He asked the Board to think about the issue of safety

on Burleigh Road due to upcoming developments and due to this road being heavily traveled by high schools students both in the morning and afternoon.

UNPAVED SECONDARY ROADS

Mr. Whitley advised that just to focus on what was discuss this evening, the secondary road list includes Carr Lane, Starvation Lane, Fleming Road and Willis Road in that order.

Ms. Parker advised, in answer to Mr. Whitley's question as to whether all four roads could be added to the Six-Year Secondary Road Plan, that there would be enough funds to add one more road.

Mr. Whitley advised that on the Board's waiting list are Fleming Road and Willis Road, in that order, so the Board would need to decide which road to add to the plan after the public hearing.

Ms. Parker advised that Fleming Road is a good candidate for a Rural Rustic Road and it could be paved with some minor improvements. Further, Ms. Parker advised that she does not recommend Willis Road for a Rural Rustic Road because it is a cut through road and once it's paved it will be even more of a cut through road. She noted that she would rather this road be the minimum standards in width which would typically require donation of right-of-way.

Mrs. Ressler asked Ms. Parker that if the constituents who live on this road paid a private contractor to pave this road, would they be allowed to do this.

Ms. Parker advised is it would depend on a lot of variables. She noted that it would depend on whether they would improve any of the ditches, whether they would be willing to widen the road and how wide it would be paved. Further, Ms. Parker advised, in answer to Mrs. Ressler's question of who these folks would contact, that they would contact her office (Virginia Department of Transportation) because any of this type work would be done under a permit from her office.

IN RE: BOARD CONCERNS

AGING FORUM

Mr. Allen advised that he provided each Board member with a copy of the slide show and his comments from the Aging Forum and he would appreciation their attention to this information.

SANITARY DISTRICT LINES

Mrs. Ressler asked if any action needed to be taken on the recommendation of the County Attorney that it would be cost prohibitive to expand the sanitary districts.

Ms. Theberge advised that Mr. Stuck is recommending that the Board take no action on changing the sanitary districts or eliminating the districts.

Mr. Stuck advised that the original recommendation was to eliminate the tax. Further, he noted that you can still have the sanitary districts and not have the tax.

Ms. Theberge advised that this matter could be discussed in the spring during budget discussions.

PENINSULA HOUSING BUILDERS ASSOCIATION

Mrs. Ressler advised that she attended the Peninsula Housing Builders Association President's Day on Friday and one of the builders expressed his concern about the last change made on to the ordinance on the upfront water and sewer hookup fees. Further, Mrs. Ressler advised that his only comment to her was "do you realize that this is going to put your local builders out of business and open the doors wide open for the big companies out-of-state to come in and build because they are the only ones who can afford to do that." She indicated to him that she had not thought about it. Mrs. Ressler advised that this gentleman asked her to pass this sentiment on to the Board and she said she would.

DECLARING CERTAIN AREAS AS HISTORIC AREAS IN THE COUNTY

Mrs. Ressler advised that concerning the comments made by Mr. Burruss, are there ramifications to declaring historic areas in the county that are not presently considered historic areas.

Ms. Theberge advised that you would be putting restrictions on people's ability to do things with their property.

Mr. Whitley advised that the issue is that this has always been voluntary in Gloucester. Further, Mr. Whitley advised that areas not presently considered historic areas are added if the property owner wishes them to be added.

LETTERS THAT NEED THE BOARD'S ATTENTION

Mr. Whitley advised that the Board that he had two letters that he provided to the Board that would need their attention. He noted one letter was from the Cow Creek Mill Pond Association regarding difficulties that have had and the Board could discuss this matter at a later date. Mr. Whitley also indicated that the second letter was from the Gloucester Library Endowment Foundation concerning the lease at Gloucester Point Branch Library. He advised that the Endowment Foundation owns that building and the lease is coming up for renewal in 2011 and they have indicated that they do not wish to enter into a new lease with the County at that time.

Mr. Stuck, County Attorney, advised that Board that Friday, they were served with the first appeal, that he is aware that the County has received, on a decision regarding the Chesapeake Bay Act. Further, Mr. Stuck advised that the Chairman of the Board of Supervisors was served via Mr. Whitley, he was served and Chairman of the Wetlands Board regarding a permit denied to a property owner by the Chesapeake Bay Preservation and Erosion Commission. He noted that he would be responding to this in the next several weeks.

IN RE: ADJOURNMENT

There being no further business to come before the Board, on a motion by Mr. Bland, seconded by Mr. Adams, the meeting was adjourned. The motion carried upon the following vote: Ms. Altemus, yes; Mrs. Ressler, yes; Mr. Adams, yes; Mr. Allen, yes; Mr. Rilee, yes; Mr. Bland, yes; Ms. Theberge, yes.

Louise D. Theberge, Chairman

William H. Whitley, County Administrator