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**TOWN OF WENTWORTH  
TOWN COUNCIL MEETING  
MINUTES  
MARCH 9, 2010  
7:00 P.M.**

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**The Wentworth Town Council** held their regular monthly meeting in the Town Hall Council Chambers, on **Tuesday, March 9, 2010, at 7:00 p.m.**

**Council members present:** Mayor Robert Aswell, Mayor Pro Tem James Belcher, Councilwoman Iris Powell, Councilwoman Evelyn Conner

**Council members absent:** Councilman Dennis Paschal

**A quorum was present.**

**Staff Present:** Brenda Ward, Town Administrator - Town Clerk  
Fred Baggett, Town Attorney / Yvonne Russell, Finance Officer, and Deputy Clarence Cheshire

**Article I.** Mayor Aswell called the March 9<sup>th</sup>, 2010, Wentworth Town Council Meeting to order.

**Article II.** Councilwoman Iris Powell gave the **Invocation.**

**Article III.** **Discussion / Revisions / Adoption of Agenda**

**A. Requests and Petitions of Citizens**

Mayor Aswell asked if there were any changes to the March Agenda and noted, "No one has signed up to speak."

Councilman James Belcher made a motion, "*That the Agenda be approved.*"

Councilwoman Powell seconded the motion. There was no discussion. All voted in favor and the motion carried.

**Article IV.** **Approval of Town Council Meeting Minutes**

**A. Town Council Meeting – February 2<sup>nd</sup>, 2010**

Councilwoman Conner made a motion, "*That the Minutes stand as written.*"

Mayor Pro Tem Belcher seconded the motion. There was no discussion. All voted in favor and the motion carried.

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**Article V. OLD BUSINESS**

**A. Consideration of Request for Town of Wentworth to Partner with Rockingham County to Share in the Cost of:**

- 1. 12" Water Line from Dan River Water Tank at Wentworth VFD Along NC 65 to New Courthouse  
(Town's Share: Approximately \$ 86,350.00)  
- Tom Wiggins, Director of Operations  
Rockingham County**

The **Town Clerk** advised that **Tom Wagoner** would be addressing Council in Mr. Wiggins' absence.

**Mr. Wagoner** said the County would like to be able to provide some additional information later on, regarding the water line.

He added, "We have been talking with Dan River Water and until we get this information, we would ask that you table this until another meeting. Things are very positive and moving forward, but we think we can clarify things more clearly at another meeting."

**Mayor Pro Tem Belcher** made a motion, "*That we table consideration of the request concerning the 12" water line until the April meeting.*"

**Councilwoman Conner** seconded the motion. There was no further discussion. All voted in favor and the motion carried.

- 2. Reconfiguration of Intersection at NC 65/87 and Extension of Intersection Across Jimmy Thompson Property and Behind Fidelity Bank for Access to New Courthouse**

**Mayor Aswell** asked Mr. Wagoner to comment on the second item of Old Business regarding the intersection at NC 65/87 for the new courthouse.

**Mr. Wagoner** referenced the "judicial road and intersection improvements," and passed out an "updated schedule of the cost estimates."

"The engineering firm that has been doing both some design work on behalf of the County and also some traffic analyses for you all...they will be up to speak shortly, when you're ready, about some of this."

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**Mr. Wagoner** continued, “On issues concerning the funding of what we refer to as Phase A (1) of the project, which is the basic intersection improvements, the intersection across (the highway) and behind the bank into what is now called Prison Drive, we originally had a beginning estimated number of \$465,000.00. That is, of course, not all the costs. The County has put some additional funds into the project that are not identified here, but we bore those costs, part of which were for surveying behind the store and behind the bank..”

“In discussions earlier...we are acquiring a \$100,000.00 commitment from Nelson Cole—from the State—through some highway funds, improvement funds, and also in discussions earlier with the Town of Wentworth, a contribution of \$100,000.00 was suggested, which would leave a balance of \$265,000.00 that the County would put into the project.”

“Of course all of this is based on the estimates. We hope that with the market being what it is, we may have lower prices; but for the next item under that (on the Cost Summary handout) concerning crosswalks, sidewalks, and some future planning related to crossing the highway, the County would just request that the estimated costs for that be (considered) as a separate issue, a separate item, to be discussed later, since there are so many unanswered questions related to a final design, and how much you would want to do. We are just asking you to consider the \$100,000.00 tonight.”

**Mayor Aswell** commented, “In the meeting we had with Mr. Wiggins, there was some talk about who would own the road.”

“Correct.” replied **Mr. Wagoner**. “Our intention, I think, as well as yours, and what our engineer may can answer in a more technical fashion, is that we are building to NCDOT standards so that they would take the road over. That would be the plan, so I don’t think we would go any further until they give us the required instrument to show that they are going to take that road over.”

**Mayor Aswell** stated, “I don’t know Council’s feelings on it, but personally, I don’t think we have the funds right now to maintain the road.”

“And I think the County would concur,” said **Mr. Wagoner**. “They don’t want to get into the business of road maintenance, either.”

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**Mr. Wagoner** added, “That would extend through the intersection down to the driveway at the courthouse property. The County would maintain that road, that main drive, so those two would connect. The County would do the snow removal and ice-scraping on that road.”

“On Prison Camp Road?” asked **Mayor Aswell**.

“That is correct,” replied **Mr. Wagoner**.

**Mr. Wagoner** referenced some information the Davenport Engineering Firm had with them, and walked away from the microphone. **Mr. Howard Fleming** made a few comments about the additional funding for the construction of sidewalks, but decided to wait to address Council after **Mr. Wagoner’s** closing comments.

**Mr. Wagoner** said that the sidewalks and other additional construction alternatives—the second part of the “Cost Summary” provided—was something Council may want to consider.

He explained, “If you look ahead in planning for the intersection work...so you won’t have to undo what has already been done...in order to make the intersection ready to be upgraded down the road...and to keep from having to move (utility) poles and undo things that were done during the first phase of construction.”

**Mr. Wagoner** concluded, “The \$465,000.00 total that we start with will put us in the position to go ahead and officially begin to negotiate with the landowners that we need to, in order to get it out to a construction and bid phase.”

**Councilwoman Conner** asked, “When will you need the funds from the Town?”

He replied, “With a project like this, throughout the rest of 2010, set up a project fund and they would just draw down throughout that construction phase, so it wouldn’t have to be anything immediate, in a month or the next few months.”

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**Mr. Wagoner** asked the gentlemen from Davenport Engineering if they had any idea about the time line—how long it would be from design, etc. until they were ready to put it out for bids.

**Mr. Fleming** replied, “We don’t put together the exact time line right now, because a lot depends on acquisition of right of way....bid phases...my estimate is somewhere between 3 and 5 months at this point.”

**Mr. Wagoner** said, “The main courthouse facility...or the jail, will move mid-summer of 2010, but the courthouse, Register of Deeds, and the courts are scheduled, tentatively, not to move until January or February of 2011, so that is really when you will see the influx of traffic.”

He added, “This section of road is already in and permitted by DOT (North Carolina Department of Transportation)...and covers it if that were not complete, but we would certainly want to be started during the summer if we could, but several months, not something immediate.”

“But in the next fiscal year,” the **Town Administrator** said.

“Yes, in the next fiscal year. That is correct.”

**Mayor Pro Tem Belcher** said, “This is something, though, that we would have time to discuss in our Budget Work Session next month, and to plan for.”

**Mayor Aswell** asked Mr. Wagoner, “Do you need a commitment tonight on these funds?”

**Mr. Wagoner** replied, “I think, if we could, it would be helpful as we begin to talk to these land owners...to have a commitment, so they understand that we are ready to go forward, notwithstanding finding some reason that we would not. Those are the kinds of questions that you get...are you folks ready...are you sure you’re going to do this? I think they (landowners) are ready for us to come back and let them know we are serious and see how we can work together on the right-of-ways, and move forward.”

**Mayor Aswell** asked Council if they had any questions. There were none.

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**Mayor Aswell** made a motion, *“That we commit to the \$100,000.00 to help build the road, our part of it, for the County.”*

**Mayor Pro Tem Belcher** seconded the motion. There was no further discussion. All voted in favor and the motion carried.

**Mr. Wagoner** thanked the Town Council and said, “What we can do is have the County Attorney work with your folks and work out those agreements and arrangements that would be equitable, and payout on the construction. We would keep you in the loop as we go along and approve things before we move forward since we are in this as a team. That’s the way we would like to do that.”

**Mr. Fleming**, with Davenport Engineering, asked Mr. Wagoner, “Are you going to discuss the sidewalks, too?”

**Mr. Wagoner** explained to Council, “They (Davenport) are prepared to have some discussion on this from the meeting you had about the sidewalks, and how something like that may work, or did you want to do that later in the meeting?”

The **Town Administrator/Town Clerk** said that the next Agenda item under Old Business is Review of Traffic Impact Analysis. “If it is part of their report, I guess they could address it at that time, but if not, then it really isn’t Old Business as far as it being a request for funds.”

**Mrs. Ward** asked Mr. Baggett, Town Attorney, if he thought this item should be added to the Agenda.

“Yes, I think that would be more appropriate,” **Mr. Baggett** confirmed.

**Mayor Pro Tem Belcher** made a motion, *“That we add Discussion of Sidewalk and Crosswalks and Other Construction Alternatives, under New Business, as Item D.”*

**Mayor Aswell** seconded the motion. There was no other discussion. All voted in favor and the motion carried.

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**Article V. OLD BUSINESS – Continued**

**B. Review of Traffic Impact Analysis for the Town of Wentworth**

- John Davenport, P.E.**
- Howard Fleming, P.E.**

**Mr. Fleming** stated, “Council members, I was here before you last month and you authorized us to proceed with the Traffic Impact Analysis, the Transportation Impact Analysis, and we have done so. I brought John Davenport with me this evening. He is President of Davenport Transportation Consultants and he is going to review the study with you, and I’ll pass these out while he begins.”

“Good evening!” said **Mr. Davenport**. “What we were tasked to do was take a look at your future town center (Central Business District area) and see what could develop on that piece of property and what the impacts of that development would be as it relates to the intersection we have just been discussing, and a few other intersections within the area.”

“First of all,” said **Mr. Davenport**, “We will talk about the existing conditions, and you guys already know this, that during school hours there is congestion, and traffic backs up past the Fire Department entrance and in different directions.”

“One of the main issues we have observed is that a lot of traffic comes in across from Peach Tree, but they go back out where the signal is, and that makes good sense because it is easier to come out where there is a traffic signal if you want to make a left to go back east on NC 65.”

“When you do an analysis,” said **Mr. Davenport**, “what you do is project out into the future. In this case, we looked at ten years into the future. If we were doing this study for NCDOT, we would look to twenty years because when they are doing a major infrastructure improvement, you look as far out into the future as you can reasonably go. The reason for that is because you don’t want to go out here and spend money on something that doesn’t work in a few years. That is why, when you drive on Interstate 40 past the airport, with all those lanes out there...yes, we don’t need all that right now, but we will in a few years.”

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“Having said that,” **Mr. Davenport** continued, “When you start looking at what is going on now, you just project that traffic out at a fairly modest growth rate. We looked at the growth rate for the County, and it is actually projected to be about flat for the next twenty years. But we are hoping to be a little more optimistic than that, so we looked at a one percent per year annual growth rate.”

“When you project that out and look into the future, without any improvements out there, and with what we have got planned, that intersection really begins to operate fairly...it doesn’t do very well.”

**Mr. Davenport** continued, “So, we have some recommendations in the report which almost become obvious...and you need to realize that at Peach Tree, directly across from the school entrance, you need to pursue a traffic signal at that location. What we have said, is that in the next 3 to 5 years, that would be something that the Town really needs to work on with NCDOT, to pursue funding, reserve right-of-way, the whole plan needs to be in place. I understand that you are already looking at that, or at least have talked about it.”

“We *have* talked about it,” **Mayor Aswell** said.

**Mr. Davenport** said, “This is confirmation from a professional analysis, that, yes, that would significantly help congestion problems out there and provide you some more life for NC 65. So, that is one of the first early-on recommendations that we presented.”

“Because there are a lot of questions about what could be developed on a piece of property, what we came up with was a budget of traffic, if you will. Just like if you had a sewer plant, you have capacity. We looked at what would be the capacity limit that would allow those intersections to continue to function without making them fail. We have given several different development alternatives in the report—residential or retail or office, or some combination thereof, that you could allow on that piece of property and still not cause the intersections to totally break down.”

**Mr. Davenport** said, “We have given you a lot of flexibility so that when a developer comes in or you begin to work on your town plan, you can give them some guidance—this is what we want, this is too much.”

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“When you do get to that level,” **Mr. Davenport** continued, “There are some additional turning lanes and things that need to go at the intersections that aren’t necessary today. That goes back to what Tom (Mr. Wagoner) was talking to you about earlier. The County and the Town are getting ready to put in some improvements at the intersection. If you are going to locate utility and water lines, all that has to be done right now. You don’t want to put it in place and then when this area begins to develop, you have to go back and move poles and tear stuff out, so the idea is to try to integrate in the plans now, plenty of room for future sidewalks, poles, all that, so it would not have to be moved whenever the intersection needed further improvements.”

“You have that report in front of you, but it is rather lengthy, so we are going to send an Executive Summary to Brenda (Town Administrator) so you can see the main ideas and things that will get right to the point.”

**Mr. Davenport** explained, “Basically, what we have looked at is a ten-year horizon or life span for everything out there. If traffic doesn’t grow as fast as what we have projected, if it is less than one percent, or if you don’t put as much development out there, you will have more life on NC 65; but if the County begins to see more growth, it may not last quite 10 years.”

“The bottom line is, somewhere between 8 and 12 years, NC 65 is probably not going to be wide enough to handle the traffic that you will have out there. We can manage it with the improvements I have talked about within the ten-year period, but if you start looking well into the future, then you will see a need for additional capacity on 65 in terms of having additional lanes in each direction.”

“That is another thing the town needs to consider—do you want that to happen, first of all. Some towns don’t want a big road in the middle of their town. Secondly, if you don’t want a constrained road, then you need to begin to think about, well, as this corridor redevelops, what right of way is necessary, what do we want this corridor to look like?”

“Do you want it to be a five-lane section like there is in Reidsville, with a center turn-lane and two lanes in each direction, or do you want a median with some plantings in the center that makes it look more like a town center, or do you not even want to go to multi-lanes at all?”

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**Mr. Davenport** asked, “Do you want to restrict development so that the current configuration and the field that you have out there continues to last for the next generation?”

“Those are the things you need to consider now, and the Traffic study gives you some ideas on how to begin to work towards that. Planning is cheap, but having to tear stuff out in the future can be very expensive. If you decide now that you want it to be five lanes wide, then we can come up with the crosswalks that say you need to have...a hundred feet of right-of-way, or 80 feet of right-of-way, and sidewalks need to go here.”

“Then when a developer comes in, you can tell them, ‘We need to have this much right of way for the future road, and your sidewalk needs to be back to this point here, so we don’t have to come back and tear it out.’ Or, if Duke Power needs to relocate the lines for some reason, they need to set them back so that when you do get a grant from DOT for widening, you don’t have to go and tear out all the utilities.”

“When you have a plan in place, you can begin working toward these things. I’m talking anywhere from ten to fifteen to twenty years out in the future before some of these things may happen. So, we are not suggesting that you spend any construction dollars on any of these things now, but just begin to have a vision for where the town needs to go. That’s why the infrastructure needs to work along with you...that is why we call it transportation and not just traffic...you are looking at pedestrians and all those things.”

**Mr. Davenport** concluded that he should stop and answer any questions council may have for him.

**Mayor Pro Tem Belcher** asked, “When you provide your Executive Summary, are you going to list specific areas that we can look at in the main report. If we look over the summary, will there be an index to reference where we can go in the main report to see more details.”

**Mr. Davenport** said there is a page that, “basically...says do this, do that, and it tells you when to do it...Page 29.”

**Councilwoman Powell** asked Mr. Davenport, “When you said NC 65 will probably see more traffic because of growth, did you mean to say 87, or just 65?”

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**Mr. Davenport** said he meant NC 65 *and* NC 87. He explained, “the additional lanes would more than likely be needed from where NC87 comes in (to NC 65), down to the future traffic signal (Peach Tree Road).”

Referring to the drawing on Page 29, **Mr. Davenport** noted that the, “blue sections are what we call Future Background Improvements. They need to be in place prior to any type of developments...along NC 65 and NC 87; and then the red sections refer to the improvements that need to be in at the time the Town Center is completely built out.”

“The way this usually works,” **Mr. Davenport** said, “is that if a developer comes in and wants to take the whole site, part of the (conditions of) approval would be to do some of these off-site improvements. That is part of the package...we’ll rezone it but you’ve got to put the turning lanes in and modify that signal. That certainly wouldn’t be a Town expense.”

“My recommendation is that you begin working with NCDOT now to discuss the traffic signal there at the school. It is going to take a few years to get the money for it anyway, the way their current funding is going, but there are pots of money that can be allocated in terms of safety improvements. And it usually goes a lot better when the right of way is already in place.”

There was discussion about how close the proposed road (alignment of Peach Tree) would be to the new Town Hall, and that some other alternatives may need to be considered.

**Mr. Davenport** added, “I think the report answers some of the questions, but we had to put information in here that meets NCDOT’s guidelines, because all of these are State roads. We wanted to prepare it in such a way that this document could help you secure future funding for projects, and guide you in future development.”

**Councilwoman Conner** noted that the drawing (Page 29), has the Employment Security Commission building marked as an auto repair shop.

**Mr. Davenport** said the information came from an aerial photo.

**Mr. Davenport** said that he appreciated the opportunity to work with the Town, and asked **Howard Fleming** if he wanted to comment on the specific improvements to the intersections.

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**Mr. Fleming** said that what is recommended in the report at the ten-year build-out, are some improvements that affect the intersection that is currently under design for traffic.

He continued, “We kind of have two issues. One would be *sidewalks* that we mentioned earlier, and then we have some *roadway widening improvements* that are going to be necessary at this intersection as the town center develops. One is a northbound right-turn lane addition at this intersection where Street A intersects NC 65...and continues (Street B) to intersect with Prison Camp Road at the new courthouse.”

**Mr. Davenport** said that the red section on Page 29 addresses that lane.

**Mr. Fleming** reviewed the other future improvements related to additional lanes, “that are not included in our design.”

“The second subject related to this intersection,” **Mr. Fleming** continued, was sidewalks that we discussed in a meeting a few weeks ago with the Mayor, Frankie (Legaux), Tom Wiggins and myself. We talked about whether or not sidewalks should be incorporated into this project. That is the cost that you saw in that rather simplified summary that was passed out to you earlier.”

“In order to be able to get a sidewalk from Prison Camp Road, one side of the street up to the intersection, a crosswalk or some sort of raised concrete pedestrian refuge at that painted split that you see at the intersection currently, then take the pedestrians across on another crosswalk to get them to this corner...next to Mom’s Restaurant here on the corner.”

**Mr. Fleming** said the rough cost estimate that he did was around \$20,000 for the sidewalk improvement and crosswalks. He said it included a high-visibility traffic calming crosswalk on Prison Camp Road and of course the high-visibility type cross walks that you see in the intersections—the standard crosswalks with the big bold white lines on each side.”

**Mr. Fleming** said he believed that if the sidewalks were in, that NCDOT would buy into placing the crosswalks at the intersections...

“You mean *pedestrian heads* (on the signals),” said **Mr. Davenport**.

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“Yes,” replied **Mr. Fleming**. “The \$20,000.00 covered just the sidewalks, pedestrian crossings, and the *ped-heads*, and there was an additional \$14,000.00 that would be required to basically move this lane over at the intersection and blend it back in to the existing roadway, and build that pork-chop island in there, but I had not anticipated that we were going to do that.”

He continued, “There is a \$70,000.00 figure that is mentioned on that summary sheet. That is what would be associated with going ahead and building an additional turning lane here, and another turning lane here. If that were incorporated, the \$14,000.00 wouldn’t be necessary.”

**Mr. Davenport** interjected, “As I mentioned before, those turning lanes that Howard is talking about do not have to be constructed now. They are not going to be a capacity issue right now. That is something that could be placed on the developer when he comes in. But, you certainly don’t want the utilities to be in the way...you would like to have the poles set and the sidewalks in the right location, so that additional lanes can be constructed without having to do reconstruction.”

The **Town Administrator** asked if the \$20,000.00 quoted for sidewalks, was the Town’s part, “...or is the county intending to share in that? Or is this strictly on the Town to do that?”

**Mr. Davenport** asked Tom Wagoner to answer that question.

**Mr. Wagoner** replied, “I think that would be the Town, unless we look at it further, because there are so many options as to whether you decide to do it throughout the rest of the development that may come in out there. It just didn’t seem like you would be ready to move on it. I had another discussion last week with one of the landowners and he made the comment that sidewalks might be nice, but that in his opinion...the developers were building them. So, it just seemed like to us, that you might need some time to think on that.”

**Mr. Davenport** said, “What you need to do is provide the room for it to happen, which we can incorporate into the design to give you maximum flexibility. Just like we did with the traffic circle. You don’t know what you want on that piece of property, so we have given you a lot of flexibility on land uses. The same concept here—we would assume that you want sidewalks on both sides and would set utilities accordingly so it can happen.”

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**Mayor Aswell** said that Council would discuss the sidewalk issue again under New Business, and that he would like to move on to finish the Old Business. He asked Mr. Davenport and Mr. Fleming to stay close by in case Council had additional questions at that time.

**Councilwoman Powell** said she would like to ask the gentlemen one more question. She asked about the realignment of Peach Tree Road, saying, "The way this is drawn, won't that come too close to the Town Hall?"

**Mr. Davenport** said that it would in fact be very close to the building.

**Councilwoman Powell** asked why it couldn't be moved over some, or come in at an angle to the high school entrance.

**Mr. Davenport** said that the school entrance and Peach Tree could both be moved over some, but that it would probably cost more money.

"That's another option," he added, "is to require right of way on the other side of the street that you don't control."

**Mayor Aswell** thanked Mr. Davenport for his company's work on the Transportation Impact Analysis.

**Article V. OLD BUSINESS – Continued**

**C. Review of Comprehensive Transportation Plan Draft for the  
Town of Wentworth and Rockingham County**

**- Hanna Cockburn, Piedmont Triad Council of Governments**

**Mayor Aswell** asked Hanna Cockburn to review the Comprehensive Transportation Plan.

**Ms. Cockburn** complimented the Town Council on their "new facility," noting that this was her first opportunity to visit the new Town Hall in an official capacity.

Referring to the Transportation Impact Analysis, **Ms. Cockburn** said she could not have asked for a better introduction of the issue of Council's consideration of the Comprehensive Transportation Plan.

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**Ms. Cockburn** said it had been a couple of years since the Town Council asked the Department of Transportation to undertake a Comprehensive Transportation Plan that would cover the Town of Wentworth.

She continued, “We took the opportunity to expand the request and include improvements for all of rural Rockingham County and the update of all the Municipal plans that had been done in the past for Rockingham County.”

“This all goes back to 2001 when the State law changed regarding transportation planning. We have transitioned from what were called thoroughfare plans that really were highway centric, to comprehensive transportation plans that look at the full complement of transportation needs in your community. So, we look at everything, including highway needs, pedestrian needs, bicycle needs, and transit and rail needs as well.”

**Ms. Cockburn** said that over the last two years, “...there have been conversations with the public, with elected officials such as yourselves, and with the staff from each of the municipalities, all related to these plans.”

“In your packet,” said **Ms. Cockburn**, “You received copies of the maps with the recommendations shown, and then a very brief write-up of some of the highlights that apply both to Rockingham County and to Wentworth. I will go over some of those real quickly and perhaps suggest a couple of additions to these, based on the findings from your Traffic Impact Analysis, that you may want to incorporate and go ahead and have NCDOT approve, as part of this planning document.”

“We will...start with the highway recommendations. I don’t think we are surprising anybody by making recommendations to improve and widen the road that runs by the Town Hall. NC 65 and 87 are performing very poorly at both the morning and afternoon peaks. You see the recommendation to vary anywhere from a five-lane cross-section to a four-lane divided, and then in some places it is just three. So, those recommendations are in there and seem to have been supported by the Transportation review that has been done for the coming ten years. Even though this plan looks out to 20 and 30, some of those improvements are going to have to be made more quickly than 20-30.”

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**Ms. Cockburn** continued, “We also have some additional minor widening that would include some shoulder paving. This came out in a lot of the discussions we had—that there is a great interest in improving the conditions of the roadway themselves. When you add shoulders, you reduce the severity of run-off-the-road crashes by providing additional recovery area. You also improve the bike-ability and walk-ability of your rural road cross-section, because it gives space to share the road more effectively.”

“Right now we don’t have any public transportation or rail facilities planned in the Wentworth area. Some of you may remember that we had discussions with the current rural transportation provider, which is the Rockingham County Council on Aging, about looking at some new innovative services that would include service on a regular basis into Wentworth, to the community college and to the community centers throughout the county. That is something that we continue to discuss, but it is not really a part of this particular plan.”

“Finally,” said **Ms. Cockburn**, “we have some additional locations for improving the on-road bicycle network for the county and for Wentworth. These improvements would look more like shoulder additions, would also include the striping of edge lines to narrow the lane when it is possible to do that, to give as much room for sharing the road as possible.”

**Ms. Cockburn** said that in working with the public, some pedestrian improvements were identified. She said several locations were also indicated where there was desirability for sidewalk installations, as road improvements are made.

“Having listened to some of the recommendations that were made earlier,” **Mrs. Cockburn** said, “I might make the suggestion that we add a couple of items. The first would be under the Minor Widening Improvements, to examine the alignment of Peach Tree with the school entrance...and Mrs. Powell, you are exactly right, you can either move the road or you can move the school drive.”

“We have been talking about that for years, if you remember back to the land use plan that we did. This was something that we identified early on, as a major issue.”

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“The other addition would be to incorporate the improvements, like the crosswalks and the countdown pedestrian heads at the intersection of NC 65/87. It is my belief that incorporating these statements into this plan today may make it much easier for you to acquire the funds from NCDOT to make some of those improvements.”

**Ms. Cockburn** added, “We have an advantage there, because that intersection is so close to the middle school, that we could access Safe-Routes to School funds that are directly attributable from the Division. I don’t believe anyone in Rockingham County has used those funds as of yet, and the project maximum on that is \$50,000.00 and there is no local match required. That is something that we could start working on today. There is no reason not to use that money in coordination with this improvement, because it would really make it possible to get yourself across the street there. You know folks are doing that...dashing madly across there now, so we might as well make it as safe as we can.”

“I am happy to answer any questions you might have, after one additional comment,” said **Ms. Cockburn**. “The other municipalities in the County have all adopted updates to their own plans, with the exception of Reidsville, we have an ongoing issue related to Freeway Drive and how it is designated by the State, and until we resolve that, we are not going to bring them a plan that they will not adopt. So until we resolve that issue, we are holding off on Reidsville’s presentation and the County’s presentation for adoption.”

**Ms. Cockburn** said again, that she would be happy to answer any questions.

**Mayor Aswell** said it looked like a very thorough study was done.

**Councilwoman Powell** asked, “What’s the possibility of getting some of that money Washington is giving away to do some of this work.”

**Ms. Cockburn** replied, “We have tried. We actually proposed the intersection of 87/65 for an ARRA grant and we were unsuccessful, but we’re still trying and will put it in again if there is second round.”

The **Town Administrator** asked about the changes **Ms. Cockburn** suggested, as far as adding them to the plan.

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**Article V. OLD BUSINESS – Continued**

**Ms. Cockburn** said, “If you would like to go ahead and take action on the Resolution with those caveats that I suggested, I will update the recommendation page that comes back to y’all. This will not be formally adopted until NCDOT’s Board of Transportation takes action on it, and depending on how things go with Reidsville, that may be several months in the future.”

The **Town Clerk** advised, “I didn’t prepare a Resolution for this meeting. You usually send me the format...maybe I missed it. Would it be okay to consider the Resolution at the next Council Meeting, in April?”

**Ms. Cockburn** said that it would be fine to consider the Resolution in April, and that she would have the additions incorporated at that time. She added, “That way it will be real clear what your message is, back to the State.”

**Mayor Pro Tem Belcher** then made a motion, “*That we add the Peach Tree alignment and crosswalk on NC 87/65 to the Rockingham County and Town of Wentworth’s proposed Comprehensive Transportation Plan.*”

**Mayor Aswell** seconded the motion. There was no additional discussion. All voted in favor and the motion carried.

**Article V. OLD BUSINESS – Continued**

**D. Plans/Update from Recreation Committee**

- **Richard Capps, Chairman**

**Mayor Aswell** invited **Richard Capps**, Chairman of the Recreation Committee to address Council.

**Mr. Capps** said, “We were here last month and presented an idea for bringing out the community for some recognition of the farmers, craftspeople, businesses, and so on, representing our town. We were told to be sure we had our *t*’s crossed and our *i*’s dotted, so we have met every week for the last five weeks, in order to do so.”

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“We would like to make this an annual event, so we put before you, hoping to get it passed tonight, that we host a Wentworth Community/Farmers Day event, the first Saturday of May from hereon out. This year it would be on May 1<sup>st</sup>.”

“We propose to bring vendors and exhibitors from within the Wentworth community, here to the Town Hall parking lot. If you have ever been to the Southern Ideal Home Show in Greensboro, where they have booths set up for people to market what they do, that is what we’re talking about.”

**Mr. Capps** referenced a “rough map” showing how the vendor spaces would be set up in the parking lot. He added, “This will help bring some recognition to the new Town Hall...to show off this beautiful building.”

“The booth spaces would be 10 x 10,” **Mr. Capps** said.

He noted the pricing as outlined on the front of the application, and said there would be no charge for farmers who would be located in the open field next to the Employment Security Commission office.

**Mr. Capps** continued, “We want to bring recognition not only to the community of Wentworth, but also to those who, historically, founded this town and whose descendants still farm a great deal of the land today. We want to promote agriculture and will use the area next to ESC to display old farm equipment, and to have a livestock exhibit...not anything elaborate, but maybe a cow, donkey, sheep or goat. Folks can walk from that area to ESC and cross over to the Town parking lot for the other exhibits.”

“I would like to cover a few other things, one of which is parking. The high school has given us permission to use their parking lot that day for parking, and the ESC has said that we could use their parking lot as well. I intend to meet with Clarence (Deputy Cheshire), as well as EMS and the Fire Department to make sure we have traffic control and address safety concerns.”

**Mr. Capps** said the committee is still working on insurance for the event, to make sure the Town’s policy gives sufficient coverage. He said that he is involved with a football camp at the high school and that for \$100.00/day, they were able to get one million dollars worth of coverage.

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**Mr. Capps** advised Council that he has a friend who will make posters for distribution, along with some flyers. He said he intends to meet with the Town Administrator to make sure there is adequate media coverage and attention given to the event.

**Mr. Capps** said that the Town Attorney, Mr. Baggett, has reviewed the liability waiver to make sure everything is covered.

“We tried to make it clear on the application what our rules are—what is allowed and what is not allowed,” said **Mr. Capps**.

“Set-up starts at 7:00 a.m. and everyone should be ready for opening by 10:00 a.m. and we will close it down at 3:00 p.m.”

“Some of the things that will be happening in addition to the exhibits,” said **Mr. Capps**—“We will have a live band from 12:00 – 2:00; we have been contacted by the Boy Scout group that meets down the road at the church, and they want to host their annual Pinewood Derby contest right here in the parking lot. I think that is an excellent idea, as far as promoting community values. You couldn’t ask for better entertainment.”

“We have some issues still to iron out. We would like to be able to conduct tours of the Town Hall. I know you had an open house, but this would make it available to more folks who maybe would never get to see what a nice Town Hall we have. Perhaps a couple of the boy scouts could be in charge of this as a community service...”

“We would, of course, need to have the bathrooms available and we would have some people assigned to keep check on that. Some members of the Recreation Committee will be assigned to various jobs, and I guess I should have done that first, but let me introduce those who are here tonight.”

**Mr. Capps** introduced Jim Scott, and Jim and Dottie Talley. He noted that Bonnie Dickens is on the committee, and may arrive later for the meeting.

**Mr. Capps** referred to the time the committee spent investigating the old Wentworth School building and grounds as a possible site for recreation. He said that when it became obvious that wasn’t going to happen, the committee stopped to think about the meaning of the word “recreation.”

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He explained, "Recreation is what people do in their leisure time. We decided that it is time for us to promote some kind of fun day, a time for people to come out and relax."

**Mr. Capps** referenced an updated Master Plan done by the Town's architectural firm, Alley, Williams, Carmen, and King. He noted that the Town has had a vision for some sort of recreation space on the Town property.

"We would like to move forward on that plan and perhaps see if Council would be interested in establishing a Capital Reserve Fund for some sort of recreational facility or grounds. Although it will probably be a small amount of money that comes in from the Community/Farmers' Day, we need to put that money towards recreation. Our goal with this event, is not to raise a lot of money, but to raise awareness of what is available in the community, and find out what the citizens would like to see in Wentworth, as far as recreation is concerned."

**Mr. Capps** noted that the Recreation Committee hopes to have a survey available on May 1<sup>st</sup> to assess the people's interest.

He added, "In the meantime, it is important that we consider the school facilities, the community college, the amphitheater at the Opportunity Center, and work to utilize those resources while we can to have different events."

**Mr. Capps** said the committee would like to sponsor at least two more events before the year is up.

He said that the community is showing a lot of interest in the event and that Kevin Moore with the soil and water conservation office, "...is on board and excited about some things the Town could do in partnership with other county agencies, to design some connecting trails, etc."

**Mr. Capps** said that at least 30 – 40 different individuals or groups have expressed an interest in renting a booth.

**Mr. Capps** asked Mr. Scott and Mr. & Mrs. Talley if they had any comments they would like to make to Council.

**Mr. Scott** said, "If we can't get a building, we'll take the dirt we've got and have fun on it."

**Councilwoman Conner** remarked, "I like the plan and I like what you have said."

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**Mayor Aswell** asked if anyone else on Council had any comments or questions. There were none.

**Councilwoman Conner** made a motion, *“That we support the Recreation Committee and their proposal.”*

**Mayor Aswell** seconded the motion.

**Mayor Pro Tem Belcher** asked, “This is for them to hold the Wentworth Farmers’ Day, to give them the approval to go ahead with that?”

**Council** agreed. There was no further discussion. All voted in favor and the motion carried.

**Mayor Aswell** thanked the committee, “...for the work you have put into it. I know it isn’t going to be easy, and I know there is still a lot of work to be done. If there is any thing we can do to help you, just let us know.”

**Article VI. NEW BUSINESS**

**A. Consideration of Request to NCDOT for Speed Limit Change Along NC65/87, from Town Limits Sign at Roberson Lane, down NC 65 to where Current 35 mph Speed Limit Begins; also, on NC 87 from NC65/87 Intersection at Mom’s Kitchen, past Wentworth Elementary School.**

**Mayor Aswell** introduced the first item of New Business, saying, “I think this is something we need to consider, in light of Mr. Davenport’s report tonight.”

“To make that whole section 35 (mph)?” asked **Mayor Pro Tem Belcher**.

“Yes,” replied **Mayor Aswell**. “Down to where the 25 mph zone begins near the courthouse.

“Nobody pays any attention to the 25mph sign down there now,” said **Councilwoman Powell**.

There were no other comments, and **Mayor Aswell** made a motion, *“To request NCDOT to do a study, to petition them with a letter about changing it.”*

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**Mayor Aswell** added, “Also, NCDOT will not go from 55mph...that’s what it is coming from Reidsville, up to Calvary Baptist Church...it is 55 and then it becomes 45.”

He explained that the Department of Transportation will not drop the speed limit 20 miles per hour—from 55mph to 35mph.

**Mayor Aswell** said he had spoken with the traffic engineer and that he believes they are considering, “...starting at the Reidsville city limits, and making it 45mph all the way to Wentworth.”

**Mayor Pro Tem Belcher** seconded the Mayor’s motion. There was no further discussion. All voted in favor and the motion carried.

**B. Consideration of Proclamation Acknowledging March 7-13, as WIC (Women In Construction) Week 2010**

- **Councilwoman Evelyn Conner**

**Mayor Aswell** read the Proclamation sponsored by Councilwoman Conner.

**Mayor Pro Tem Belcher** made a motion, “*That Council approve the Proclamation.*”

There was no discussion. **Councilwoman Powell** seconded the motion. All voted in favor and the motion carried.

**C. Consideration of Town Hall as a “Training” location for U.S. Census Takers—April 27-30 / 8:00 a.m. – 5:00 p.m.**

- **Town Administrator, Brenda Ward**

**Mrs. Ward** told Council that a representative from the U.S. Census Bureau called to inquire about using the Town Hall as a training site. She said she talked to them about the Town’s policy and fees for use of the facility, “...but they told me they wouldn’t be able to pay a fee. Then, they called back again after I sent your packets out, and said they would also like to use the Town Hall again on April 12-16<sup>th</sup>. I explained that I would check with Council to see if it would be okay.”

**Councilwoman Conner** said she thought it would be fine, and asked, “You don’t need a motion, do you?”

**Mrs. Ward** said she just wanted to be sure Council had no objections.

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After discussion, **Mayor Aswell** commented, “Let the record show that Council is okay with the Census Bureau using the Town Hall for training.”

**Article VI. NEW BUSINESS – Continued**

*(Added to Agenda)*

**D. Discussion and Consideration of Sidewalk/Crosswalk Construction  
In Conjunction with NC65/87 Intersection Improvements**

**Mayor Aswell** commented, “At the meeting with Davenport Engineering, Ms. Legaux, and Mr. Wiggins, they asked me what I thought about a sidewalk. That would be for pedestrians coming from the courthouse and crossing the intersection there at NC65/87 to get over to (new Wentworth Shopping Center) and Mom’s Kitchen.”

“My thoughts,” said **Mayor Aswell**, “is that it would give people a safe place to walk. Of course, we would have to come up with the money, because NCDOT does not maintain sidewalks, and I don’t think the county is interested in doing it, so it would be up to the Town to maintain this sidewalk. I would like to know how Council feels about it.”

**Mayor Pro Tem Belcher** said, “I think that is one of the things that we looked at in our Comprehensive Land Use Plan and in the Central Business District plan. Certainly we would like to be able to do that, but we need to investigate the funds Hanna (Cockburn, PTCOT) was talking about and whatever other money, if not in the upcoming budget, then look ahead to lay the groundwork for this in the future. I think someone said that developers normally take care of this as part of their developing process.”

**Mayor Pro Tem Belcher** added, “I am definitely in favor of making the Town more pedestrian friendly as we go forward in the future. We did ask Hanna to include that in our Transportation Improvement Plan.”

The **Town Administrator** asked Mr. (Howard) Fleming (Davenport Engineering) about the Cost Summary amount for a sidewalk, “...and (2) crosswalks—it’s only \$20,000.00?”

“The minimum would be \$34,000.00,” said **Mr. Fleming**, because you would need to add the \$14,000 for the pedestrian island. That would be a sidewalk down one side with a traffic-calming crossing at Prison Drive.”

**Mayor Aswell** asked Mr. Wagoner, “Would the County be willing to help out on the sidewalk?”

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**Mr. Wagoner** replied, "I can't speak exactly as to what our budget situation is...to get this project started. We are allowed to use the \$265,000.00 (See Cost Summary for Balance of County Funds...Not to Exceed) that we have for the Courthouse to do that road, the bond, the loan...and it gets to be a different area of use when you talk about the sidewalk and crosswalk. It becomes a different use...outside the bounds of the driveway. It's looked at as a utility...an alternate driveway for getting in and out of the courthouse. We know we have that money set aside, and we're going along in construction. We're under budget but things can happen. It's just that we have that as a fixed figure and the County manager said he would be afraid to make a commitment at this time, outside the \$265,000.00."

**Mrs. Ward** asked again for clarification on the \$20,000.00 and the \$14,000.00. "Mr. Fleming, you're saying that we could put in a sidewalk, crosswalks, *and* a pedestrian island for *\$34,000.00*?"

"Yes, that is correct," replied **Mr. Fleming**, "our best estimate."

**Mayor Pro Tem Belcher** said his understanding of what Mr. Fleming and Mr. Davenport were saying, "...is that the Town does not have to put in a sidewalk at this time, but that we should plan ahead and allow sufficient right-of-way for utilities and the sidewalk, etc. and say, at some time in the future, we *intend* to do it."

**Mrs. Ward** replied, "Yes, I understood that, but my question to you (Council) is: 'Would it be better to go ahead and do it now in conjunction with the initial road construction?'"

**Mayor Aswell** said, "Yes, and maybe get a better price as well."

**Mayor Pro Tem Belcher** replied, "Without a doubt, I'm sure, but we don't have to say that we are going to include this cost in next year's budget without investigating other funding opportunities."

**Mrs. Ward** asked Mr. Wagoner, "The new road is expected to be constructed in the next fiscal year, right?"

"Yes," replied **Mr. Wagoner**. "To do what you can do to get a bid estimate at that time, because of the economy and scale of building that road, instead of just coming back later and building a sidewalk, you may hit a grant just right."

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“Oh it is no doubt that it may be better to do it all at one time. It’s either a ‘no or a yes’...it is a ‘we can’ or ‘we need to postpone’,” **Mayor Pro Tem Belcher** said.

**Councilwoman Powell** said, “It looks to me like it would be better to go ahead and do it when you’re building the road.”

“It looks like we just need to say that we will discuss it at our Budget Work Session next month,” **Mrs. Ward** said.

**Mayor Aswell** asked Mrs. Cockburn how long it would take for her to find out about the money available from the Safe Routes to School fund.

She replied, “I can give the Division office a call tomorrow to find out how much money is available. To my knowledge, no one in Division 7 has used it yet else has used it yet.”

**Mrs. (Frankie) Legaux** asked Mr. Fleming, “When you did this estimate (Cost Summary), the \$20,000.00 was to do it as you were putting in the road, correct? It would be a different amount if you were to wait until a later date.”

“Yes,” replied **Mr. Fleming**, “you would save money by doing it then. One of the suggestions that Tom Wiggins put in the summary that was provided to you early on by Tom Wagoner, was to go ahead and incorporate the design at this point in time, actually show the sidewalk and identify it as being bid as an ‘add alternate’. In other words, the County would have the option at the time the bids came in, to select that sidewalk to be pulled in as part of the construction project. You would actually have then, a separate figure that would be added to the bid for construction of the sidewalks. You would know what it would cost for the contractor to put that in as defined on those plans at that time.”

**Mayor Aswell** said, “So, the County could accept it or reject it, for the sidewalks?”

“Exactly,” replied **Mr. Fleming**.

“And if the bid came in real good, real low...,” said **Mr. Davenport**.

“Then we may want to accept it,” said **Mayor Pro Tem Belcher**, “If it is within our budget.”

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**Mayor Aswell** added, “My feeling is that we really need the sidewalk there to direct pedestrians across that intersection, and it may help cut down on some traffic there during lunch time, too.”

**Mr. Fleming** mentioned the fact that the County currently has no standards for sidewalks and said, “So, they are looking to you to make those decisions from a planning standpoint. I have provided some recommendations to Tom Wiggins, but I don’t know if he has sent that to you or not.”

**Mrs. Ward** asked Mrs. Legaux, “Don’t we have any standards for sidewalks? I thought I remembered us working on that at some point in time.”

**Mrs. Legaux** explained, “You have standards for sidewalks in your Central Business District, but unless somebody rezones to that district, there are no standards for them.”

There was additional discussion on how the Town could plan for these things in the future and have it designated in their ordinance/standards, that the developer assumes the costs of sidewalks, etc.

It was also suggested that the Town would need to put aside Capital funds for the long-term maintenance of any sidewalks it builds.

Finally, it was mentioned again that Council would discuss the sidewalk issue further at their Budget Work Session, in conjunction with Ms. Cockburn’s findings on the Safe Routes to School money.

**Mayor Pro Tem Belcher** made a motion that, “The sidewalk issued be tabled for discussion at the Budget Work Session in April.”

**Mayor Aswell** seconded the motion. There was no further discussion. All voted in favor and the motion carried.

**Article VII. PUBLIC COMMENTS – No one signed the Speaker Register.**

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**Article VIII. ANNOUNCEMENTS**

- The **Town of Wentworth Planning Board** will meet on **Tuesday, March 16, 2010**, at **7:00 p.m.** in the Town Hall Council Chambers.
- To fulfill the legal requirement for Ethics Training for Elected Officials, the School of Government is offering a WEBINAR on **Thursday, March 25, 2010**, from **4:00 - 6:00 p.m.** The training will be held at the *Governmental Center* in the *Commissioners' Board Room*.  
If you want to take advantage of this training, **please let the Clerk know tonight**, so she can reserve space.
- The next regular meeting of the **Wentworth Town Council** will be held in the Town Hall Council Chambers on **Tuesday, April 6, 2010, at 7:00 P.M.** **(NOTE: There will be a Budget Work Session at this meeting.)**

**Article IX. A D J O U R N**

**Mayor Aswell** made a motion, "*That we adjourn.*" **Councilwoman Powell** seconded the motion. All voted in favor.

**Respectfully Submitted By:** \_\_\_\_\_  
**Brenda Ward, Town Clerk**

**Approved By:** \_\_\_\_\_  
**Robert P. Aswell, Mayor**