

**Buckingham County  
Board of Supervisors  
June 1, 2021  
Reconvened Meeting  
VDOT Work Session**

At a reconvened meeting of the Buckingham County Board of Supervisors held Tuesday, June 1, 2021 at 6:00 p.m. in the Peter Francisco Auditorium of the Buckingham County Administration Complex, the following members were present: Don Matthews, Chairman; T. Jordan Miles, III, Vice-Chairman; Dennis Davis; Harry W. Bryant, Jr.; Joe N. Chambers, Jr.; and Danny R. Allen. Donald E. Bryan was absent. Also present were Rebecca S. Carter, County Administrator and E.M. Wright, Jr., County Attorney.

**Re: Call to Order**

Chairman Matthews called the meeting to order.

**Re: Establishment of a Quorum**

Chairman Matthews certified there was a quorum. Six of seven members were present and the meeting could continue.

**Re: Invocation and Pledge of Allegiance**

Supervisor Allen gave the invocation and the Pledge of Allegiance was said by all who were in attendance.

**Re: Executive Closed Session**

**Miles:** Mr. Chairman, I would offer a motion that we go into executive closed session under Code of Virginia. §2.2-3711.A.1 for the purpose of discussion, consideration, interviews of prospective candidates for employment; assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees or employees of any public body; and evaluation of performance of departments.

**Allen:** Second.

**Matthews:** We have a motion and a second. Call for the vote. Unanimous.

**Vice Chairman Miles moved, Supervisor Allen seconded and was unanimously carried by the Board to enter into executive closed session under the above stated Code.**

**Re: Return to Regular Session**

**Miles:** Okay, Mr. Chairman. Mr. Chairman, I would move that we would return to open session and certify that to the best of each board members knowledge that only business matters related to the Code of Virginia of which the executive meeting was convened, was discussed or considered in the closed session.

**Allen:** Second.

**Matthews:** We have a motion and a second. Call for the vote. Unanimous with one being absent.

**Vice Chairman Miles moved, Supervisor Allen seconded and was unanimously carried by the Board to return to open session and certification that to the best of each Board members knowledge only business matters related to the Codes of Virginia of which the executive meeting was convened was discussed or considered in the closed session.**

**Re: Scott Fredrick, VDOT, Work Session on Proposed Six Year Plan**

**Matthews:** Next item on the agenda is Mr. Scott Fredrick from VDOT with our six year plan. So we're going to turn the floor over to Mr. Fredrick.

**Fredrick:** Okay, good evening Board. So a work session similar to what we did last year. COVID kind of messed it up where we did the work session way before we actually did the public hearing. But we finally got that behind us. But it kind of makes it feel like we just did this. So, we do have more funding to add, and it's similar to what it was last year. The FY26 allocation is \$670,000. And that's about enough to do somewhere between four and five miles of Road. So the board can add about that much on to the end of the six year plan. So, I brought some maps with me tonight, and also some traffic data. And I handed that out to you guys. On the map of the county, there's some Roads that aren't colored or highlighted at all. Those are Roads that they either have less than 50 vehicles a day on them, or they're already paved. And then the Roads that are red are gravel Roads that have 50 vehicles per day on them. And then the Roads that are black, were red, and I blacked them out because they have either been built previously by the rural rustic program or they're on the six year improvement plan already. So the Roads that are red are what I would call good candidates to add to the existing six year plan. It is possible to add a Road with less than 50 vehicles per day on it but I don't feel like you're getting the most bang for your buck if you do that, but it's certainly something you could do if you elected to do so. You guys know the needs of the county better than I. So I was gonna read through the six year plan. I assume we're being kind of recorded for minutes, so I thought it'd be smart to read through what's already on the plan. So Ridge Road hasn't been completed yet. That's the first Road on the list. We're just kind of getting our materials together. We were talking about ordering some oil for that one today. River Ridge Road, we got a little bit out of order last year. River Ridge Road is second on the list. That one got

finished last year. We did some work on both of those two Roads, River Ridge Road is done. So that one will come off the next six year plan that you guys approve, and then everything after that hasn't been worked on yet. So I'll just read through them. We got Ivy Road from 702 to the dead end. That one's two miles long with the estimated cost of \$300,000. We got Hunting Shack Road from Route 668 to its dead end. That one is Route 668, excuse me, and it goes from its dead end to its connection with Route 650. It is six tenths of a mile long and we estimate the cost to build that one \$90,000. Next on the list, we got Hunters Road. Route 768 from Route 640 to the dead end, 1.3 miles \$195,000. Payne's Pond Road, Route 679 from Route 784 to 2.84 miles north of Route 784. It's 2.8 miles long, \$426,000 estimated cost. You've got Payne's Pond Road which is Route 679, it's going to the termini from Route 652 to Route 784. It's one mile long \$150,000 estimated cost. Got Red Road, Route 630. This one is from one mile north of Route 15 to Route 60 and that road has already been worked on once. Mr. Miles is really familiar with it. So this portion of it is the rest of the road so it'll be good to get that one finished when we get to it.

**Miles:** Absolutely.

**Fredrick:** Estimated cost on that 1.2 miles section is \$180,000. Crescent Road is next after Red Road, which is Route 689 from Route 15 South to Route 15 North. That one must be one of those little circular roads.

**Matthews:** Right below Shepherd's, between Shepherd's and Bates Market.

**Fredrick:** Yeah, half mile long, estimated cost of \$67,500. Next on the list after that is Wise Ridge Road, Route 756. From the dead end to the Route 15 is seven tenths of a mile long \$79,500 estimated cost. Virginia Mill Road, Route 673 from the dead end to Route 676, three tenths of a mile, \$45,000 cost. Blackwell Road, which is Route 739. From its dead end to Route 678. Wyland Road, Route 693 from three miles east of its dead end to Route 604. It's a half mile long \$75,000 cost. Mill Road which is Route 620. From its dead end to Route 15. Its one mile, \$150,000 estimated cost. Then Warren Ferry Road, Route 627, one tenth of a mile north of Route 678 to six tenths of a mile north of 678, a half mile long estimated cost \$75,000.

**Chambers:** Isn't that 695 through there?

**Fredrick:** Yeah, there's two years' worth of projects programed here, two actually three. And they changed the format of the way they program them. So they're over in the comment section after this point. And it doesn't say the names of them anymore. But I'll just read through what we have left here. It is about a dozen more. Route 740 from Route 665 to its dead and 1.05 miles long. The estimated cost of \$168,000. Route 766 from Route 60 to its dead and its 0.27 miles long, estimated cost of 43,200. Route 714 from Route 15 to the dead end is six tenths of a mile long, \$96,000. Then this road I'm going

to read splits over the fiscal years. It's the way the money works out. So it's in both columns, but it's Route 778 from Route 650 point .40 miles north of Route 650, four tenths of a mile long, \$64,000 in that block, and then the next block picks up from 0.4 miles north of Route 650 to the dead end, and that's 0.93 miles long. So if you notice there's money in both those years, you add that together to get the total cost that's over \$200,000 cost on that section. Then after that, it goes back to normal until you get out of this fiscal year, Route 820 from Route 640 to the dead end, 0.33 miles, \$59,400 estimated costs. Route 705 from Route 20 to the dead end is 0.65 miles, \$117,000 cost. Route 608 from Route 636. Then this one here is splits the fiscal year again. So it's from Route 636 to 1.07 miles north of 636. And then in the next fiscal year, I have the rest of it from 1.07 miles north of Route 636 to Route 635. So the total length of it is 1.77 miles with a cost of...this one here is one that I need to get corrected before we redo the plan because in fiscal year 25 it left the money off that road. The money is there, it just doesn't have it listed on the plan but its \$140,000 plus the money to do the 1.07 miles in fiscal year 25 and then Route 780 from Route 638 to the dead end, point two miles long, \$40,000 cost. Route 790 from 638 to the dead end, 0.4 miles north, \$80,000 and then this is the very last road on the list here is Route 713 from Route 695 to the dead end, 1.37 miles long and it's \$274,000 estimated cost. Then there is more blocks after that. We have our what we call our cost centers for survey, engineering, right away and then traffic services. And there's also one for drainage improvements. But those are the cost centers that are in there every year. What was that one you asked about, Mr. Chambers?

**Chambers:** I thought Rock Island Road was 678 and comes back around to Hatton's Ferry Road, Route 695 make that loop and comes back right before you get to Payne's Pond Road.

**Fredrick:** Okay. You remember the route number?

**Chambers:** 695, cross 20 and go behind Parson's TV shops that dead end before you get to Payne's Pond Road. White Rock Road is by Baber's store. The intersection is 695. Make a loop and come back on 20. That's 695 then across 20 go down in front of Spanglers over there.

**Fredrick:** There's a little section on the map here that's red. It says BAH Road.

**Allen:** Yes that's where he's talking about. Yeah.

**Chambers:** I'm talking about Hatton's Ferry, 695, Hatton's Ferry Road is 695.

**Fredrick:** Okay.

**Chambers:** You make a loop, 695 makes a loop then off a 678 back to 20. It comes out right there just before you get to Payne's Pond Road with is 679.

**Fredrick:** Okay.

**Chambers:** Hatton's Ferry Road is a dead end road like you said and comes out on 695.

**Allen:** It's already been paved.

**Chambers:** No, the parts that's been paved is behind Parson's TV Shop. I'm talking about Hatton's Ferry Road.

**Allen:** That's what he was just saying was red right now. Yeah, this road right here. You say that's already been paved.

**Chambers:** No, on the other side.

**Allen:** This is a Spanglers shop.

**Chambers:** It's a dead end. That's been paved.

**Miles:** Can I ask a question, Mr. Chairman? What routes and maybe my colleagues will probably know this, it's off Dixie Hill Road, Route 780 and Route 790. What roads are those? I think one of them is on the left there. I think two of them are on the left.

**Fredrick:** Hilltop Road and Plantation Road.

**Miles:** 780 and 790?

**Fredrick:** I believe so.

**Miles:** Okay.

**Chambers:** That comes out on Perkins Mill Road. I would like to see moved, Red Road moved up. And we can put that where Shumaker Road is, and those are in my district and explaining that. You know, since last time we talked, Scott, there have been at least five new houses on the gravel part of that road, and it's exploding because it's almost a big subdivision now in there. And most of the growth has been on that gravel part. And it's a lot of in and out. And it's it has been a safety issue, but it's becoming more and more of a safety issue now, because you've got more traffic, people use that road to cut through all the time. That's this reality of it. And they're more houses on that road. Can we do that?

**Fredrick:** The six year plan is you guys plan. All I do is build it.

**Miles:** And the reason I say that, Mr. Chairman, first place Shumaker Road has maybe five houses on it. And I'm not trying to knock Shumaker Road but it's a dead end Road too. It doesn't have nearly the amount of traffic. Shumaker Road is off Andersonville on the right. No, no, I'm sorry, not Shumaker Road, Hunting Shack Road. No, I don't mean Hunting Shack Road, Hunters Road. I apologize. Hunters Road. Hunters Road. That's on the first page. Hunters Road. Yes, sir. If we could swap that with Red Road, please.

**Fredrick:** Just historically, you know, like, this is a living plan every year. So and like I said, it's your plan. You can revise it how you want. But typically people add on to the end because in years past other people fought to get, you know their roads.

**Allen:** It's a long time before they ever get to it.

**Miles:** I totally understand that. But we have a road that's half paved road, half not paved road, and has a ton of traffic on that road now. There's a lot of residential development.

**Fredrick:** We would never pave half a road if it were totally up to me, because that's a way to make the other half of the road mad.

**Matthews:** It's in your district. So you want to change those in your district on this sheet right here.

**Miles:** As long as that's okay with the Board because we've got to vote on this at some point.

**Matthews:** Well, I mean, that's your suggestion in your district. So and you're gonna explain it to the constituents when they come up here and say, hey, this is the way it's gonna be. Absolutely. I mean, I don't care.

**Miles:** Hunters Road will stay on there.

**Matthews:** That's your call and your district. So you do what you want to do. But you got to know you're not moving ahead of anybody else on the district change. You're just changing the lineup of the roads that are being serviced in your district.

**Miles:** It's just a swap.

**Matthews:** So I mean, that's you want to make a note of that, Mr. Frederick?

**Fredrick:** Yeah, I'm writing it down right now.

**Davis:** I got a question for him, Mr. Chairman, when you're done.

**Miles:** And plus, it'll cost less too. The cost point is less than on that one.

**Matthews:** Is it Hunters Road?

**Miles:** Yes, sir. Hunters Road.

**Matthews:** Red Road is going to Hunters Road, right?

**Miles:** Yes, sir.

**Fredrick:** That one's easy. I mean, you guys will vote on it. But it's I can certainly make that's swap. No problem.

**Matthews:** Well, Mr. Davis has a question.

**Davis:** You said today y'all were looking at ordering oil. Ridge Road is one I'm catching a lot of flak about. Ridge Road is in my ears and I was just wondering if y'all have some kind of time frame when it's gonna get done. You said you were looking at ordering oil for it.

**Fredrick:** Yeah, I think we'll do the bulk of the work in July. You'll see them out there putting stones down starting, maybe even this week. They're gonna add stone and they like it to be six inches of base stone and then they come in and shoot the oil and number eight stone on top to make it look like pavement. A lot of people call it tar and chip. We call it surface treatment. That's all going to take place in July. As long as Mother Nature doesn't throw a hurricane at us.

**Davis:** This is the one I've been hearing and hearing and hearing about when I go to the dollar store. When is our road gonna get done? So we meet we'll meet on Monday just give me a minute.

**Fredrick:** Yeah. It's next on the list and we're working on it now.

**Miles:** With that switch, Mr. Chairman, with that switch from Red and Hunters, when would Hunters be? What's the date on that is what I'm asking? What fiscal year?

**Fredrick:** I feel like we'll we're definitely gonna be working Hunter's this year. And it looks like Red Road will be next. So I feel like you're really just switching that.

**Miles:** So it might be within the same fiscal year depending on the revenue?

**Fredrick:** Our fiscal years switch July 1.

**Miles:** Right, right. I'm with you.

**Fredrick:** It's possible. We're gonna build Hunter's this year, like this summer, and then next summer.

**Chambers:** That will put you in election year.

**Miles:** So what you're saying is, is that you all could do Red Road, and that in the upcoming fiscal year, and potentially, obviously, there are so many factors do Hunters Road this at the end of the same year? Is that what you're saying?

**Fredrick:** Actually, I think the answer to your question is yes. We get it before June 30 of next year, it will be the same exact.

**Miles:** Okay, thank you. Thank you

**Carter:** River Ridge has a 2024 date on this sheet.

**Miles:** 2024 on this one, Becky? It says 2024 that doesn't mean anything?

**Fredrick:** We're a little bit ahead of schedule. Last year, I did a lot of housekeeping. The plan used to have a lot more pages to it because it had some roads that were built and nobody ever closed out the paperwork. So I closed out all those old roads and swept all the money that was left in them forward so now we can kind of...we're at more speed over the next two years. So I'm hoping to get...I'm hoping to get like a whole first page here knocked out this year. And then I'm not gonna say that to too many people but I think it'd be around Payne's Pond Road when we were cutting off. It wasn't gonna make the cut.

**Miles:** And then Fitzpatrick Road is the only road and Red that's in my district that's unpaved. I guess we should add that to the end.

**Fredrick:** Say that one more time.

**Miles:** So Fitzpatrick Road off of 602. Its Route 708, Fitzpatrick Road. That's the only road that is rural that I can see in the Maysville District, which we should add that to the end would that be proper?

**Fredrick:** You get to add about somewhere between four and five miles

**Miles:** Okay, well, that's only, that roads not a mile long.

**Fredrick:** The Board get to make that call not me.

**Miles:** So it's Fitzpatrick. It's off 602 on the right. Maybe three people live back there.

**Matthews:** Want to add it to this year? Is that what you're saying?

**Miles:** I mean just depends on what everyone else wants to add.

**Allen:** That's all you're doing adding to the end of the six year plan. If you want to, you want to add another one, I would like to add Randolph Creek Road. 717.

**Fredrick:** Okay.

**Davis:** I see you got Randolph Creek in red.

**Allen:** Yeah. What's going on, I think a lot of people out of Peterville Church Road comes out that way.

**Davis:** A half a mile is not paved. They paved to the bridge.

**Allen:** Well that's good.

**Fredrick:** That is called Randolph Creek?

**Allen:** Randolph Creek, 717. It's the lower end of...one side comes out at Petersville Church. I'm sorry goes over to Cartersville Road.

**Fredrick:** Okay, so it's broken up into two sections on the traffic, three sections. Petersville Church Road to 613 and then from 613 to 610 and then from 610 to the dead end. They call that last section Shade Tree Road. It's still the same route number.

**Allen:** Okay.

**Fredrick:** Randolph Creeks total length will be 2.6.

**Allen:** Yeah, just like he said it's been tarred over...

**Davis:** about last half mile of it. Randolph Creek itself to Petersville Road.

**Matthews:** You want to add that to this year?

**Allen:** Add that to the end of the list.

**Davis:** Half that road is mine and half of the road is yours.

**Chambers:** I used to have it one time. When you draw on the draw the line this side of the creek. When they split the district they put Payne's Pond in his district. I've got the left hand side all the way down to 652. I have 652 all the way down to Scottsville.

**Allen:** On your paper, that's already been done.

**Fredrick:** I'm going to come up there and see where it's at.

**Chambers:** It's on there somewhere I guess.

**Allen:** Where the chip mill, not the chip mill,

**Chambers:** They would draw the line when they were doing the redistricting, some of the lines would go down a cow pasture.

**Allen:** You go down to the creek.

**Fredrick:** Okay, well, they did that when they replaced a bridge or culvert work. Sometimes they just pave like, you know, 10th of a mile on either side or something. If it's steep coming down hill or something.

**Davis:** It's steep coming from Petersville side, its steep coming down the hill.

**Fredrick:** I didn't think that we had done it with the rural rustic program. Sometimes they sneak in other avenues.

**Allen:** I think a lot of people from Petersville come through there. That's where you to have traffic from.

**Fredrick:** One of them said that 200 on a gravel road.

**Chambers:** Oh snap. If you go on 20 north, if you pass Slate River, is the first route there 651 on the right? Next up was Sharon Church Road. You go what they call a dead end road. You stop right there and you go about a mile through there to 622 which was Sharon Church Road. I like put that on there. If you cross 20, go down and cross Slate River Bridge. It would be the first right. I think it's 651. Go down and cross the creek at the top of the hill it's paved. But there is a dead end section. I just wanted to put that one there.

**Fredrick:** Let me write this all out.

**Chambers:** Sharon Church Road. E.E. Talbert and all of them live down there. It's a dead end road and there's a big pond. After you pass that it's a dirt road off of 622. It's just a short distance through there. Don't even go a mile, ain't it Brother?

**Bryant:** It's about a mile.

**Allen:** Are you talking about Betty Branch Road?

**Chambers:** Betty Branch Road is paved. If you go down 651 after you pass the creek I think it's Maxey Creek, no Muddy Creek, after you cross Muddy Creek down 651. Go to the top of the hill, it's a dead end road. E.E. Talbert and a bunch of them. River Ridge Road. After you pass that, River Ridge is about a one mile section through the 622.

**Allen:** It is yeah. And that's what he's talking about. He's just g finishing off Muddy Creek. Because I know I've talked to you a little bit about it but you say that there is not enough traffic on it.

**Chambers:** Sharon Church is 622.

**Allen:** And that's before you get to that. It connects to this.

**Chambers:** Little section about a mile.

**Allen:** 651.

**Chambers:** You are on 651, cross the creek down there, Muddy Creek. Cross Muddy Creek go to the top of the hill is a dirt road up to 622. Stay on Muddy Creek, 651. After you pass the creek down there and go to the top of the hill.

**Bryant:** Off of Firehouse Road, 740, Logan Road, I know y'all get part of it last year, year before last.

**Fredrick:** The unpaved section of Muddy Creek is about a mile?

**Chambers:** About a mile or something like that.

**Fredrick:** Yeah, I think that we're getting close to having two miles wrote down already but I think Mr. Bryant was gonna bring up a section. You said Logan Road.

**Bryant:** Yeah. Part of it has been paved, about two miles left on it. It comes out to 602.

**Fredrick:** Two miles left to go?

**Bryant:** Something like that. I'm just guessing.

**Fredrick:** Is that what I should write down for the last two miles?

**Bryant:** You know, y'all started at Axtel Road and built it on down around to where Mr. Steger lives. Where y'all turn from that point to 602.

**Fredrick:** Okay.

**Matthews:** That maxes us out for additional stuff for this year?

**Fredrick:** With the mileage that we have wrote down. I could put one more and then if the money works out I could try to add it in there.

**Matthews:** I got a loop, that Crescent Road, that's not very long. Is that gonna put you over the top?

**Fredrick:** For some reason I thought Crescent was on the list.

**Matthews:** It is on the list.

**Fredrick:** But Mr. Miles was talking about was just switching the order. Well, we've been discussing recently just add more roads on six years out.

**Matthews:** So six. Okay. We need we need to take a vote on this tonight?

**Fredrick:** No, what I was going to do is I was going to go and program these and there's gonna be a public hearing at the next meeting.

**Matthews:** So we need to set a public hearing tonight.

**Allen:** No, we've already set it.

**Chambers:** Already set it.

**Fredrick:** I guess it's just, I don't know if you guys close a work session formally or not. But I think we've handled this.

**Matthews:** I mean, I think that's it.

**Fredrick:** Sounds good. Thank you.

**Matthews:** I do have one thing, though, but it doesn't pertain to these roads. But if you go on up 60 and go down to where the Presbyterian Church is, you know, 35 mile an hour goes through town and you start going down to hill. When you start going down that hill it's a curve. Herbert Maxey owns the land, it's a white fence with two brick columns. About 50 yards, not even that far, maybe 25 yards back up the hill in that curve is a tree that you cannot see up the hill and the speed limits 35 but people go on and about 55 or 60 coming down the hill. And somebody is gonna get hurt right there if they don't cut that tree back off that, where you can see back up the hill.

**Fredrick:** I think I know where you're talking about. It kind of hangs out over blocks that this the sight distance?

**Matthews:** Well, anyway, that's a dangerous place right there and if you got a load or tractor trailers got a load coming down and there is no way they're gonna be able to stop if somebody pulls out there and taking their time right.

**Fredrick:** That's one of those trees that we have to keep going back and retouch it. So I'll get him to go take a look.

**Matthews:** I think it's a light pole right there too. So all the vines and stuff is growing up on that light pole. And it's blocking the view of that curve. That's the dangerous part of it.

**Fredrick:** Okay, well, thank you for bringing that up. I'll see what we can do with our part. I think last year, we had to call the utility to get the vines taken care of. I'll bring that back to their attention.

**Miles:** And then the one...

**Matthews:** Hold on. We got one more question for you, Mr. Fredrick.

**Davis:** We spoke last time we talked when you was you called in. How about...what's going on with the survey on 15 down there at the Bremono Bridge back up. We've had a couple more accidents since me and you talked.

**Fredrick:** Yeah, I need to double check that. I dug through the file that I have at the office and that hadn't been studied recently, like within the last three years. So I sent it back to traffic engineering. And there's a long turnaround time on getting them to study stuff. It's about somewhere around four months most of the time. Those ones where it's, I know when there's accidents like people bug you guys and want to see some action, so I tend to try to bump stuff like that forward as much as I can. It's it seems like it hasn't happened to...

**Davis:** A person around talking over with some of the people in our community the other day we had a barbecue, I would like to see that reduced to 45 mph through there. There's a lot of businesses on the 15 corridor right there. Last couple of years it's been a lot of accidents right down that stretch and it just...

**Fredrick:** Yeah, I get what you're saying. The reason I rely so heavily on traffic engineering is they tend to look at everything through the same lens. They check all the curvature. They check the traffic volume, you know, accident history, the whole nine yards and then they give their formal recommendations. So if everybody that ever complained got what they wanted, we just have total chaos. Sometimes you know, they don't take any action and that's, you know, their call. That what they're paid to do. Other times I've seen it where they do like on 15 at Sprouse's Corner heading south. They actually moved the 45 mile per hour zone and made it go a little bit further down towards Andersonville Road just recently. So sometimes they make the recommendation sometimes they don't. But I always just go with what they recommend.

**Miles:** Mr. Chairman to a speaker at Sprouse's Corner, I'm glad you brought that up Scott because almost evaded me and I forgot. There's...if you're on 15 headed south and you're stopped at the stop sign and say you want to turn on the 60 West like I do when I leave Dillwyn to come home. If you're here to the courthouse. If you take a right there on the right hand side where Sprouse's Motel is or the apartments, that guardrail is all messed up right there where it looked like somebody had a motor vehicle accident. And it's been that way for a while. And then there's a big pothole right there. It has nothing to do with whatever accident somebody had. So if you could look into that, please. And have y'all been able to do anything with that Amish buggy sign that got mowed down by that fast driver. On three, four Saturday nights ago at Mr. Fitz?

**Fredrick:** I think they had to order another one. Something to do with the sign or the anchor. They know about it and they've got everything. When we put those up, we oversize it.

**Miles:** They took the sign with them. Well the vehicle took it or somebody took it.

**Fredrick:** So anyway, when we when we came up with that plan to do the parameter and then later we did Sprouse's Corner to remind people that were and hadn't made it that far into the county, we upsized them and now it's something that we don't keep in stock like the smaller ones we used to have those on hand so when we have to order them It takes a little longer to get them put back up.

**Miles:** Thank you sir.

**Fredrick:** No problem.

### **Re: Other Board Matters**

**Matthews:** Other board matters, are there any?

**Allen:** Yeah, I'm still thinking about this DMV thing and it's...we've come to a point where it's getting ready to be shut down altogether in Dillwyn and everybody I've talked to would love to have it in Dillwyn. We can't have it here so I'd like to see something done about it. I'd still like to which nobody here wants it at this time. We would need to do something I mean, even if we're going to work on the trash or better that cost us money. There's a lot of money we put into it. This is another thing for the people in the county. The only other thing I could see that may help if we're able to do is our extra \$5 charge to add on and then at the end the year that would be enough to hire somebody.

**Carter:** I don't know if we can do that.

**Allen:** I don't know either. I mean it's just something else they put on you.

**Miles:** I'm very sad about DMV's decision to leave Buckingham County because it is theirs. It's all the Department of Motor Vehicles not this County.

**Matthews:** I mean did you want to make a motion Mr. Allen or what would you like to do?

**Allen:** I'd like to make a motion that we put it back in Dillwyn somewhere. I know we've talked about our...I like it at the library myself. I think it would be a good place, good location. And I know some people don't want to put it there but and I've looked there's 1, 2, 3, it's 4 or 5 places in Dillwyn that's empty that you put them but you'd have to buy them. So it's more money we'd have to spend. Anyway. So to me, I'd like to see us put some in the...beside the library, what do we call building?

**Matthews:** Community Center.

**Allen:** The Community Center. And just put the DMV in there and bring the people who run it right now to run it and hire one more person. That's my thought. My motion. You might not like it.

**Matthews:** I will give you some discussion on that. But first thing, if you went into the, to the community center, you're going to have to do some renovation to secure it. So that's a renovation on top of a renovation that we just completed. And the other thing is, I mean, personally, I don't think it's the right place for that. That's more for the community to use, not for somebody that wants I mean for DMV to be using, I mean, that's just my take on it. Now you say there is 4 or 5 other buildings up there. It just looks like to me, whichever way you go, you're never gonna get cost recovery on something like that. It's gonna, it's going to eventually cost the taxpayers money. And I understand what you're saying, you're looking after the citizens and I wish we could make it work out. But in my opinion, I don't think it's going to work out. It's going to always be dead weight. As far as revenue situation, so where are we gonna be in 10 years? How much money are we gonna lose in, say, 10 years down the road if we did this thing? You know, that's the thing.

**Allen:** I'm just saying that if we could add another \$5 to 10,000 people like they've been doing. That's \$50,000 to add to it.

**Miles:** Mr. Chairman, what if we did ask staff to do a financial analysis to see how this would look? And so we can have something, you know, how much would it cost to do that?

**Carter:** The number would be an estimate. And as far as the fee and don't think the county has authority to do that. I'd have to check on that.

**Miles:** Yes but to have something in writing, because I agree, Supervisor Allen, I mean, but I just want to see where we are financially and what kind of return on this investment we're going to get.

**Carter:** There needs to be an analysis because you are still faced unless something spectacular happens with a tax increase for the rescue squad when the COVID money goes away. What's been holding you and the Dominion grant money. Now, I don't... I wouldn't want you all to get all sudden, (mic faded out) I don't know what it would cost to run it except (faded out) They have to have a new DMV line. It's a lot of things to add if it's done somewhere other than here, because we do have a DMV line here.

**Miles:** And they've exhausted, I'm sorry, all options to have it with the constitutional officers here have been exhausted. Right?

**Allen:** From what I understand.

**Matthews:** Mr. Davis had something he wanted to say.

**Davis:** I'm just going over some numbers. I just don't see...if we was to put it in one of the other buildings in Dillwyn, we will have to spend money to renovate that building and perhaps buy a building. And I agree with the chairman on that we built a library and a community center to be a library and community center. To me if we were to do that we will have to renovate because we need to block that off from where the library and all is because it would have to be a separate entity.

**Allen:** It is already it's already blocked off. The Community Center is separate from library.

**Davis:** We have to do...the reason as I understand it, they closed the one Dillwyn down because of their bathroom facilities and all right?

**Allen:** They don't have restrooms. They said they don't have place to stand. But it's been there for since 1970. And its other places that's in worse shape than that and using porta potties and they haven't shut them down.

**Carter:** That tells you something.

**Allen:** It's something else under their sleeve in my opinion that they're doing and I don't know what it is.

**Matthews:** Where was it before 1970? What building was it?

**Allen:** It was in Dillwyn at the...I think where the old...

**Bryant:** Beside the old Chevrolet dealership. It's a service to the county I'll tell you that. It's hard to go to DMV anywhere else. I tried to make an appointment to get and ID card and I couldn't get it until the 27<sup>th</sup> of July.

**Carter:** You still have to do appointments. Even if they can't, you got to follow their guidelines.

**Allen:** But they got eight places that do not do appointment.

**Carter:** That's not what he told us.

**Allen:** It's not what they told us but he called me later and told me that they have other places that don't do appointments. But it's done different in different places with different reason. They said they want us to be a partner, but they don't want us to make any decisions. Not much of a partner.

**Chambers:** You say Christie says she will look at it again in six months?

**Allen:** Yeah.

**Matthews:** Have you approached any other business other than Foster Tire?

**Carter:** It's my understanding they would only turn it over to the County.

**Allen:** Yeah, they don't want to turn it over to anyone but the County.

**Matthews:** Oh, not another business.

**Allen:** They don't want to do anybody else private.

**Chambers:** In Fluvanna they have it at the supermarket.

**Allen:** Yeah. They got porta-potties.

**Matthews:** Is any other discussion?

**Miles:** Mr. Chairman, so Supervisor Allen, how do you feel about doing a cost analysis? Just to see what the numbers are?

**Allen:** It's gonna be over with by the end of June. They'll be gone. You talking about doing an analysis and all it...

**Carter:** You really can't do, I was thinking, you can't do analysis unless you know where it would be?

**Matthews:** Well, I got a question. Who owns these other buildings that DMV is in that? Like, if you go too Farmville? Who owns that building? Does DMV own it or somebody rent it?

**Bryant:** I don't know.

**Chambers:** I heard somebody leased it to them.

**Davis:** Just like they do the Post Office.

**Matthews:** Have you talked about that to DMV about you know, if we were to take it, we'll lease something to them? How about that? They want to pay for it? They would do that. To me, it looks like they want it all their way or no way. I mean, at some point in time, you got to draw the line. Even, you got to make good common sense out of this whole scenario. And to me, that's the telling tale right there. They just don't want to work with us. We're trying to find a way to work with them and they don't want to work with us.

Okay. No more discussion. We don't need to return to reconvene or anything like that. We just need to...

**Carter:** Just adjourn. Can you check on that fee that Danny was talking about? Maybe \$5 if we wanted to add something to do that.

**Allen:** If we added a fee we'd get some money. Enough money to pay for what's going on.

**Re: Adjournment**

**Matthews:** All right. Adjourned.

There being no further business to discuss, Chairman Matthews declared the meeting adjourned.

**ATTEST:**

---

Rebecca S. Carter  
County Administrator

---

Don Matthews  
Chairman