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**TOWN OF WENTWORTH  
TOWN COUNCIL MEETING  
MINUTES  
February 5, 2008  
7:00 P.M.**

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**The Wentworth Town Council** held their regular monthly meeting in the Town Hall meeting room at the National Guard Armory, on **Tuesday, February 5, 2008, at 7:00 p.m.**

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

**A quorum was present.**

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

**Article I. Mayor Paschal** called the meeting to order.

**Article II. Councilman James Belcher** gave the **Invocation.**

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

**A. Requests and Petitions of Citizens**

**Mayor Paschal** advised that **Mr. Harry Rakestraw** of 283 Foch Farm Road in Wentworth, signed the Speaker Register to address Council regarding street lights and reducing the speed limit on Foch Farm Road.

**Mayor Paschal** made a motion to *“Add Mr. Rakestraw under Article VII. Public Comments. As part of the same motion, I would like to add Item D. under (Article VI.) New Business—Consideration of Letter of Support Naming PTCOG as lead for the RPO, and Item E. Appointment of Council Member(s) as Liaison for New Town Hall Project.”*

**Councilman James Belcher** 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 – January 2, 2008**

**Mayor Paschal** asked if there were any corrections to the minutes of the Town Council Meeting for January 2, 2008.

**Councilwoman Iris Powell** made a motion, *“The Minutes be accepted as written.”*

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

**Article V. PUBLIC HEARING**

**A. Consideration of Revisions to the Town of Wentworth Planning & Zoning Ordinances - Chapter 1 Definitions, and Chapter 4 - Drinking Water Supply Watershed Protection**

**Mayor Paschal** called the Public Hearing to order and recognized **Hanna Cockburn, Sr.** Planner for the Piedmont Triad Council of Governments.

**Ms. Cockburn** explained that the revised information would look familiar to Council, "...because you have reviewed this in the past. We brought this to you in its draft form prior to sending it to the State Division of Water Quality for their review. They had some minor additional changes they wanted to include in the Chapter. The Planning Board reviewed this in December and gave their approval."

**Ms. Cockburn** highlighted the changes as follows:

- A section of Chapter I of the Zoning Ordinance – Definitions  
(**Note:** *A copy of the pages with highlighted changes, attached hereto as part of the Minutes (Attachment 1).*)

**Ms. Cockburn** explained that some of the definitions were adjusted to match the State's newest model ordinance.

- Chapter 4 – Drinking Water Supply Watershed Protection  
(**Note:** *A copy of the revised Ordinance is attached hereto as part of the Minutes (Attachment 2).*)

**Ms. Cockburn** advised that the substantial change to the Drinking Supply Watershed Ordinance is that it has been condensed to include only those areas that apply within the town limits of the Town of Wentworth. All other references to watersheds outside the town limits were removed from the Ordinance, since they are not in the Town's jurisdiction and could not be enforced by the Town.

**Ms. Cockburn** said some additional items were added, based on new standards reflected in the State's revised model ordinance for watershed protection.

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“If you approve this tonight,” **Ms. Cockburn** added, “it will be accompanied by a letter from the Town Clerk, certifying that it was approved by the Town Council. Then it will have to be approved by the Division of Water Quality as well. That is the final step before it can be enforced.”

**Ms. Cockburn** said she would be glad to answer any questions.

**Councilman Belcher** commented, “This just brings us in line with the State standards and cleans up any extraneous...”

“Right.” **Ms. Cockburn** replied. “Essentially, what you had before was an adoption of the verbatim Rockingham County Watershed Ordinance.”

She explained that if someone wanted to argue that the Town is not able to enforce a portion of the ordinance because it wasn't in the Town's jurisdiction, "...you might run the risk of throwing out the baby with the bathwater. So this clarifies very clearly what is in your jurisdictional boundaries, what you are able to enforce, and, it updates the ordinance. Since the time that the Town adopted the County ordinance, the State has approved a new model with different language in regards to when you do clustering, when you can apply for the 10/70 rule, those types of things.”

There were no additional questions. **Mayor Paschal** made a motion, *“That we adopt the Amendments to the Town of Wentworth Planning and Zoning Ordinance, specifically Chapter 1 - Definitions, and Chapter 4 - Drinking Water Supply Watershed Protection, and that we adopt the Statements of Consistency as required by NCGS 160A-382(b) and 160A-383, and as outlined in the Town Council's Analysis and Statement.”*

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

**Mayor Paschal** declared the Public Hearing closed and moved on to New Business.

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**Article VI. New Business**

**A. Reappointment of Planning Board Members for New Terms**

- Kay Hammock: 4-Year Term
- Cindy Shannon: 2-Year Term

**Mayor Paschal** advised that **Kay Hammock** and **Cindy Shannon**, "...are up for reappointment to the Town of Wentworth Planning Board—Kay Hammock for a 4-year term and Cindy Shannon for a two-year term."

**Councilman James Belcher** made a motion, *"That we reappoint Kay Hammock to a 4-year term, and Cindy Shannon to a 2-year term on the Wentworth Planning Board."*

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

**Mayor Paschal** asked **Ms. Hammock** and **Ms. Shannon** to come forward to be sworn in by the Town Clerk.

**Ms. Ward** administered the Oath of Office to the Planning Board members and **Mayor Paschal** thanked them for their service to the Town.

**B. Consideration of Letter and Resolution Calling for Restoration of Project Right-of-Way and Construction Schedules / Funding for the Greensboro Eastern Urban Loop from US 70 to US 29 (U-2525B) in the 2009-2015 Final State Transportation Improvement Program (TIP)**

**Mayor Paschal** asked **Hanna Cockburn** (PTCOG) to address Council concerning the Resolution.

**Ms. Cockburn** thanked the Town Council for the opportunity to give some background on the Resolution. She explained, "This request comes on behalf of the Greensboro MPO. They have asked for all those groups and jurisdictions that have supported this project in the past, to reassert their support."

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**Ms. Cockburn** referred Council to a map in their packets and explained, “This is the section of the Greensboro Urban Loop that will connect the first section from 40/85 northward to where US 70 terminates, all the way up to US 29. It is the only way for the section of 29—which now meets Interstate standards because of the safety improvements that have been done by the Division (NCDOT) over the last 4 years—it is the only way they will be able to designate this stretch as I-785.”

“The stretch from where this will terminate on US 29, down to where 29 currently meets US 40 can in no way, shape, or form, meet today’s interstate standards. The access points are far too close and the ramps are almost non-existent.”

“So in order for this stretch of US 29 to be designated as an interstate route, that stretch of new roadway needs to be constructed. That is one of the primary reasons it has been on the TIP (Transportation Improvement Program) priority list in Rockingham County for the last several years.”

**Ms. Cockburn** advised, “There will be a prioritization meeting tomorrow for TIP projects for the County, and you all are always welcome to come and participate in that. The hearing for Division 7 will be on the 20<sup>th</sup> (February), so there is some sense of urgency. The Piedmont Triad RPO will be considering a Resolution almost identical to this at our meeting on the 20<sup>th</sup> as well. We meet that morning and the hearing is in the afternoon.”

**Ms. Cockburn** said she would be glad to answer any questions regarding the request.

**Councilman Belcher** remarked, “Given the current state of affairs within the Department of Transportation, it seems unwise to me to request funding for new highway projects when they are robbing the Highway Trust Fund to do other things instead of maintaining the current highways we have.”

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**Councilman Belcher** added, “It would seem a lot more beneficial to me if the municipalities would strongly request, if not *demand*, that the State Government be more inclined to repair the highways we have, bring the bridges up to standard, than spending money on new projects.”

He continued, “Also, it makes me very hesitant to consider new projects, since the State is considering toll roads. Even if the State specifically said that there would be no tolls on existing highways, now they have even gone to the point of considering it to pay for that bridge on I-85 (between Davidson and Rowan). The Toll Commission was appointed and has no representation or public input allowed by the citizens of the State of North Carolina, so they can de facto tax by decree without any opportunity for public input. So, I for one would be strongly opposed to any request for new projects. “

**Ms. Cockburn** replied, “To give you some background on this particular section, this is a Trust Fund-eligible project, because it is part of the Greensboro Urban Loop which was one of the seven, now eleven, projects that were included in that Highway Trust Fund allocation. This project should have been done about nine years ago...”

“Yes,” replied **Councilman Belcher**, “and I believe that money has *been* gone and the cost has more than quadrupled numerous times since then...”

**Councilwoman Powell** asked, “If they put this through, is that one of the reasons the Rock House Creek Bridge has been moved out further on the list (TIP Priority List).”

**Ms. Cockburn** replied, “They have pushed that project back. The funding issue is very complicated. Bridge funds come down from the Federal Government in a protected pot of money. And one of the reasons that money has been diverted from Rock House Creek is to fund bridge replacements for bridges that are even in worst condition than that one.”

Everyone asked, “Where are they?”

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**Ms. Cockburn** said that after the bridge collapse in Minneapolis, the State of North Carolina went through a “rapid response process and reviewed the conditions of every bridge structure in North Carolina and revised their ratings for many of them, having discovered more damage than they had previously anticipated or had seen. All of that bridge money...has landed in different places. That doesn’t mean that Rock House Creek Bridge doesn’t need to be replaced, because it does.”

**Councilman Belcher** stated, “When I was on the Town Council a few years ago, I seem to recall that it had been determined that Rock House Creek Bridge was one of the worst bridges in the State of North Carolina at that time.

“It has a very low sufficiency rate,” said **Ms. Cockburn**.

“There again,” said **Councilman Belcher**, “I think if the State was serious about it, instead of robbing the Highway Trust Fund, they could spend some of their own money since we pay one of the highest, if not *the* highest, Highway Use Tax in the Southeast.”

“It’s a big issue,” replied **Ms. Cockburn**. “The gap between what our transportation needs are in this state, and what we have monetarily right now, given what we can anticipate from Federal monies coming in...there’s a gap of almost sixty-five billion dollars...and that number continues to grow. Some folks are estimating that it is more like *\$90 billion* now, because of the sharp cost increases we’ve seen—asphalt costs and just the construction of facilities alone. The cost of steel has gone up, the cost of concrete has gone up, because there is world-wide competition right type for these type products. So, it is very complicated and not a pretty picture.”

**Councilwoman Powell** asked about the importance and location of the Urban Loop project.

**Ms. Cockburn** explained, “In order for them to be able connect US 29 and call it an interstate, that section of roadway has to be constructed, because there is no way for them to reconstruct the stretch from where this meets, back to 40 on US 29. I am sure some of you travel that.”

**Mayor Paschal** asked, “Is that the Death Valley section?”

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“This is prior to Death Valley,” **Ms. Cockburn** said.

**Councilman Belcher** added, “Past Summit Avenue, Wendover, and Market Street.”

“From Cone Boulevard back to I-40,” said **Councilman Aswell**.

**Councilman Belcher** said, “They have within that section, connections directly to US 29 that have no on or off ramps. How does that meet interstate standards?”

“It doesn’t,” **Ms. Cockburn** said...

“And those are sections that would be contained within this...”

**Councilman Belcher** commented.”

“No,” replied **Councilman Aswell**.

**Ms. Cockburn** explained, “This road would actually replace and be designated as both US 29 and Interstate 785.”

“So it is going to replace that section of 29?” asked **Mayor Paschal**.

That stretch will continue to exist but it will be signed as Business 29, **Ms. Cockburn** replied.

There was additional discussion on access issues and improvements that will need to take place.

**Ms. Cockburn** added, “U.S. 29 is one of the original inter-state highways. It wasn’t called an interstate, but it was one of those stretches of highways that provided connectivity between states and up and down the east coast. It is a product of its design era. They weren’t ever thinking that cars would travel 90 mph down this road, but yet they do today.”

**Mayor Paschal** asked, “So without this section, you wouldn’t be able to attach 29 to the I-785?”

“Right,” replied **Ms. Cockburn**. U.S. 29 has to connect back to an interstate, so in order for them to be able to designate that stretch of 29 as interstate, it has to reach I-40/85 somehow, and this new road alignment would allow that process to move forward.”

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**Mayor Paschal** asked if there were additional comments or questions.

**Town Administrator, Brenda Ward**, asked, “You did say that the funds for this (Urban Loop Project) come from a different pot of money than what is set aside for bridges.”

“Right,” replied **Ms. Cockburn**. “The money comes in these silos and some of it is State money. The money for this particular project is primarily State funds from the State Highway Trust fund that was established to build a specific set of projects. It was intended to widen US 158 to a multi-lane facility, among other urban loop projects—the urban loop in Charlotte, 540 in Raleigh, the urban loop in Greensboro and in Winston. Some of those projects have major opposition and environmental issues. The one in Winston is a good example of that. In Guilford County’s case, they have done a fairly good job of reserving right of way as development has occurred in this northeast section of Guilford County.

If you look on an aerial map, you can almost see where the development comes to the future right-of-way line as it is drawn on the map in the shape of an interstate.

**Councilwoman Powell** said she would like to make a motion, “*That the Council support this project by adopting the resolution and sending the letter (to Governor Easley).*”

**Note:** *(Letter and Resolution attached hereto as part of these Minutes.)*

**Councilman Aswell** seconded the motion. There was no other discussion.

The motion passed 4 - 1 with Councilman Belcher voting in opposition to the motion.

**Article VI. NEW BUSINESS**

**C. Consideration of Proclamation in Recognition and Support of  
ROCKINGHAM COUNTY READS!**

**- Requested by Jay Stephens, Director  
Rockingham County Public Library**

**Mayor Paschal** noted that **Jay Stephens**, Director of the Rockingham County Public Library could not make it to the Council meeting, “but said that he would appreciate Council’s consideration of the Resolution.”

**Councilman Belcher** made a motion, “*That we adopt the Proclamation in Recognition and support of Rockingham County Reads!*”

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

**D. Consideration of Letter of Support Naming Piedmont Triad  
Council of Governments as Lead for the Rural Planning  
Organization**

**Mayor Paschal** asked Hanna Cockburn to comment on this agenda item.

**Ms. Cockburn** said that she would like to give Council a “brief presentation concerning the RPO.”

She began, “You are members of the Piedmont Triad Rural Planning Organization (PTRPO) by virtue of the fact that you are a municipality in Rockingham County. In 2002, our agency was chartered by the State of North Carolina. North Carolina responded to Federal requirements for rural, local, official consultation by creating this RPO program, and now every county in North Carolina is covered either by a MPO (Metropolitan Planning Organization)—a Federal creation—or an RPO (Rural Planning Organization) which is a State creation.”

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**Ms. Cockburn** advised, “Our RPO consists of 5 counties and 22 municipalities, ranging in size from 500 to almost 20,000 people. A very big geographic area, we go from the Virginia state line to one county shy of the South Carolina state line. A great diversity of issues for small towns, growing towns, and rural preservation.”

She continued, “We have two committees that are very active and meet every other month. Robert (Councilman Aswell) serves as the municipal representative for Rockingham County on the Transportation Advisory Committee (TAC), which is made up of elected officials.”

“The Technical Coordinating Committee (TCC) is made up of staff folks, and Brenda (Town Clerk) receives a packet of information about those meetings.” **Ms. Cockburn** said that for efficiency purposes, both committees now meet jointly to conserve time and cut down on the duplication of information/issues.”

**Ms. Cockburn** said that the Piedmont Triad Council of Governments (PTCOG) serves as the lead planning agency. “That means that we receive the funds from the State of North Carolina, and administer those and provide staff support, primarily myself and our GIS Planner, as well as some assistance from other staff people when we need it.”

“You may be wondering what in the world we do,” **Ms. Cockburn** said. “The State legislation was very clear. We have been given four (4) core duties to focus on:

- Assist communities in developing long-range transportation plans
- Assist the State in collecting and analyzing data and providing this information back to the State and our local governments
- Help local areas develop and prioritize projects for the Transportation Improvement Program (TIP).
- Provide forums for the public so they can get involved in transportation planning.”

**Ms. Cockburn** reviewed the RPO’s vision statement: “Committed to establishing a regional system of transportation that enhances our ability to move from one place to another, that supports local communities’ vision of what economic opportunity is, and to improve the quality of life for residents, both rural and urban in our region.”

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**Ms. Cockburn** said she would like to talk to the Council about the T.I.P. (Transportation Improvement Program), a seven-year list of transportation projects for the entire state of North Carolina—everything from ferries to greenways to highway projects to intersection improvements—you name it and it is probably in the TIP Documents.”

She continued, “There are 3 categories listed in the TIP. The first category covers the first 3 years (2009-2015) of the Plan. These are called the *deliverable* (projects). These projects are those that have been funded—the State knows they have the money. They have completed required environmental documents and can actually go out, put the bulldozer on the ground and begin the project.”

“The projects that are in years four to seven of the document are really for planning purposes...this allows them to expend funds to complete environmental documents which sometimes takes *years* to do the engineering required in order to get a project on the ground.”

“And then,” **Ms. Cockburn** said, “there is this whole collection of projects listed in the TIP that have no funding associated with them. These unfunded projects exist to say there is an unmet need in this particular area.”

“The State of North Carolina is required to complete a TIP once every four years. We (North Carolina) do it every two years, and recently we switched from an even-year system to an odd-year system.”

**Ms. Cockburn** explained how the TIP priority list is prioritized. Committees are formed in each of the RTPO counties, comprised of local officials, staff, EMS, environment groups, economic development groups. The committee reviews the priorities, identifies any new projects and inserts those. We use these committees to help us establish the local goals for transportation in that particular county.”

“Again,” said **Ms. Cockburn**, “we go back to that Vision. The project doesn’t get on the list unless it meets the criteria. Does it enhance mobility? Does it support economic vitality, and does it improve the quality of life in the region? If it can’t really meet those three tests, it doesn’t belong on the list.”

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**Ms. Cockburn** presented an example of a priority list (Randolph County's) just to give Council an idea of the types of projects that end up on the list. She said the project must have both State and regional significance; the County priorities are places where there are lower traffic volumes but have very high mobility needs; and then there are the local projects and a collection of other things including plans and feasibility studies for greenways, etc.

**Ms. Cockburn** advised Council members of a meeting at the Rockingham County Governmental Center on Wednesday morning to go over the priority list for Rockingham County—"...to go over the existing priorities and identify any additional projects that may need to be added."

**Ms. Cockburn** noted, "But the real reason that I am here is the Memorandum of Understanding (MOU). The MOU is a multi-party agreement to establish the RPO. It allows us to exist. It allows the Piedmont Triad Council of Governments to receive the funds from the State to administer the program. The MOU itself is signed by each of the counties, and the COG, and the Department of Transportation. Tonight we are asking for your approval of the Resolution, signifying continued support of the RPO by your presence and your participation."

**Ms. Cockburn** added, "The way the money works, we are funded through the administrative arm of the Highway Trust Fund. Those funds require a local match of 20%. Over the course of the last 5 years, that match has been broken out per county. The county government actually pays a portion of the match based on population. The municipalities in our region aren't paying anything to participate, but we hope you feel like you are getting some value out of the RPO and the program that we are providing."

"The MOU has been revised as requested by the State to clarify our core duties. They wanted us to refocus on what is in State law. Mainly, streamlined membership, establishing the use of alternate members, quorum requirements for meetings and adherence to the Open Meetings Law, and we were already doing this, but they want it spelled out in the MOU."

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**Ms. Cockburn** advised, “We are participating in a project on the State level, working to blend the environmental and land use considerations into transportation planning. The transportation planning project we will be doing for the Town of Wentworth and Rockingham County is going to be one of the guinea pigs for blending those things together into the transportation plan—letting them be the basis for the actual transportation needs you have, based on what your future land use vision is for your community.”

**Ms. Cockburn** concluded, “We are bringing this to each of the counties and to the county seat of each of the counties, which is why I am in Wentworth tonight. Then we will be taking this to the PTCOG Board of Delegates at their meeting on the 20<sup>th</sup> (February) before it goes off to NCDOT.”

**Mayor Paschal** asked if anyone had a question for Ms. Cockburn.

**Councilwoman Powell** commented, “Most people are like me—just ride down the road and don’t have a clue as to all the work and everything that goes into this.”

**Ms. Cockburn** added, “I was just like you are—taking the roads and ditches and interstates for granted until I started working with the transportation planning about five years ago. And we certainly appreciate Robert’s expertise and his participation, representing not just Wentworth, but all the municipalities of Rockingham County.”

There were no additional comments, and **Councilman Aswell** made a motion, “*That we approve the Municipal Statement of Adoption of the Amended Memorandum of Understanding, and that we continue to support it.*”

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

**Ms. Cockburn** thanked the Council for their time and continued support.

**Article VI. New Business - Continued**

**E. Appointment of Council Member(s) as Liaison for New Town Hall Construction**

**Mayor Paschal** advised, “Robert (Councilman Aswell) said he would have time to do this. Whoever is appointed will need to be available to meet with the architects during the day...for how many meetings, Brenda?”

**Ms. Ward** said, “I really don’t have any idea. We’re supposed to be getting together with Ken Stafford (AWCK) in the next week or two. They may give us an idea, but I’m sure there will be several meetings.”

**Mayor Paschal** asked if anyone else was interested in attending the meetings with the architects. **Mayor Pro Tem Conner** said she would like to do so.

**Mayor Paschal** said, “Well, that’s two, unless someone else wants to do it and if they do, I guess we’ll have to vote.”

**Councilwoman Powell** said, “I think it should be somebody who knows what they’re talking about, and I don’t, so...”

**Mayor Paschal** then made a motion to, “*Appoint Robert Aswell and Evelyn Conner as Council liaisons for the Town Hall project.*”

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

**Article VII. Public Comments**

**Mayor Paschal** noted that **Harry Rakestraw** of 283 Foch Farm Road in Wentworth, signed up to address Council regarding street lights and the speed limit on Foch Farm Road.

**Mr. Rakestraw** said he appreciates the opportunity to address Council. He said as he was listening, he came up with an idea—“I think we should put a toll bridge down at Rock House Creek and that will take care of the funding for the new bridge.”

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**Councilman Belcher** said, "I would oppose that."

After the laughter settled, **Mr. Rakestraw** said he wanted to express his appreciation to the Town for their involvement in getting the paving done on Foch Farm Road. He said the paving had not begun yet, but that construction has started.

"One of the things that has concerned me, though," said **Mr. Rakestraw**, "is that once the road is paved there may be problems with speeding on the road. My cows get out every once in a while and I have a few beagles roaming the farm. My request would be for the Town to put in a speed limit sign where it could be posted at maybe 25 miles per hour...is that a possibility?"

**Mayor Paschal** replied, "The roads (in the town limits) are automatically 35 miles per hour unless otherwise posted. I'm sure we could probably get the State to post it as 35, but you want to go down to 25 (mph)?"

"To me," **Mr. Rakestraw** replied, "25 would be a better speed limit for the area, not only because of wildlife, but for the cattle, and there is a lot of farming...on that road. I'm not saying the people will speed up and down there, but I know the speed of traffic will pick up some once it gets paved."

**Councilman Aswell** commented, "I think it's going to be hard to get the State to put a 25 mph speed limit down there with no more residences than there are."

**Councilman Belcher** said, "I think, that until we see a problem, too, it wouldn't be beneficial to spend the money on a sign..."

**Mayor Paschal** asked the Town Clerk about Spring Road—"Didn't someone request 25 mph and the State wouldn't do it."

**Ms. Ward** said that NCDOT would not agree to the 25 mph speed limit on Spring Road, but that they did post the 35 mph limit..."and there are a whole lot more people living on that road than on Foch Farm Road."

**Mr. Rakestraw** said, "That's why I'm asking, I didn't know if it is something they would do or not."

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**Councilman Aswell** said he would like to make a motion, *“That we request NCDOT to post a 35 mph speed limit on Foch Farm Road.”*

**Councilwoman Powell** said, “But he wants a 25 mph speed limit.”

**Mr. Rakestraw** replied, “Well, if you don’t think they’ll do 25, then 35 will be fine. Maybe that will keep people from doing 40 or 45.”

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

**Mr. Rakestraw** moved on to another request—“The other thing I would like to start some discussion about is related to some property I have near the Central Business District, the commercial area of NC 87...I do think we’re going to see some commercial development come to this area, and I would like to see the Town consider some streetlights in the business district. The only streetlights Wentworth has now is around the courthouse.”

**Mr. Rakestraw** continued, “I think as you see development come, you’ll see more night traffic and more people in Wentworth after dark. I would like to see you look toward the future and start looking into what the costs would be. Of course, I’m not asking you to make any decisions tonight, but I think y’all would agree that when the new courthouse is built, development will increase in that area.”

**Mayor Paschal** replied, “We have talked about streetlights in that area and I think that is something that will come along as development is begun.”

The **Town Clerk** advised that someone else had already come before Council requesting streetlights—“It was the lady from Fidelity Bank.”

“Just as long as the Town knows there is a situation that needs to be addressed,” **Mr. Rakestraw** said.

**Ms. Ward** said she was advised recently to call Duke Energy and request an engineer to look at the area and make a recommendation. She said she also intends to speak to the Sheriff and see if he sees any immediate areas where there might be safety concerns.

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**Mr. Rakestraw** thanked Council for taking his comments into consideration.

**Mayor Paschal** advised everyone that he would like to recognize, “**Zach Long**, with **Boy Scout Troop 567** in Eden. He is here tonight to earn merits for attending a municipal meeting to see government in action.”

The Mayor asked Zach to stand and be recognized, and thanked him for coming.

**Councilman Aswell** asked if anyone had given any thought to Deputy Cheshire’s request to consider a Christmas Parade for the Town.

**Mayor Paschal** replied, “I guess we’ll be addressing that at a future meeting, before long.”

**Councilwoman Powell** asked, “When are they going to start on the Town Hall?” The **Town Clerk** said that the architect seems to think they’ll have everything ready for the bids to go out in April or May and then hopefully begin construction in June or July.”

**Councilwoman Powell** suggested April 22<sup>nd</sup> would be a good day— “That’s the day I was born!”

**Article VIII. Announcements**

**Mayor Paschal** made the following announcements:

- There will be a **Training Session for Planning Board members and Town Council members** on **Saturday, February 9, 2008**, from 10:00 a.m. – 2:00 p.m. Lunch will be served.
- The next regular meeting of the **Town of Wentworth Planning Board** will be held on **Tuesday, February 19, 2008**, at **7:00 p.m.** in the Town Hall Meeting Room at the National Guard Armory.
- The next regular meeting of the **Wentworth Town Council** will be on **Tuesday, March 4, 2008**, at **7:00 p.m.** in the Town Hall Meeting Room at the National Guard Armory.

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As an added announcement, the **Town Clerk** reminded Council, "...be sure to review the financial information Yvonne provided in your packets...we will be having a Budget Work Session at the March meeting."

**Article IX.**

**A D J O U R N**

**Mayor Paschal** made a motion, "*That we adjourn.*" The motion received two seconds. The meeting adjourned.

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

**Approved By:** \_\_\_\_\_  
**Dennis Paschal, Mayor**