



**Board of Supervisors
County of Louisa
Monday, April 6, 2026
Louisa County Public Meeting Room
4:00 PM**

CALL TO ORDER - 4:00 P.M.

Chairman Adams called the April 6, 2026, worksession of the Louisa County Board of Supervisors to order at 4:00 p.m.

Attendee Name	Title	Status	Arrived
Tommy J. Barlow	Mountain Road District Supervisor	Present	5:00 PM
Fitzgerald A. Barnes	Patrick Henry District Supervisor	Present	5:00 PM
Christopher C. McCotter	Cuckoo District Supervisor	Present	5:00 PM
H. Manning Woodward, III	Louisa County Supervisor	Present	5:00 PM
R. T. Williams	Jackson District Supervisor	Present	5:00 PM
Duane A. Adams	Mineral District Supervisor	Present	5:00 PM
Rachel G. Jones	Green Springs District Supervisor	Present	5:00 PM

Others Present: Christian Goodwin, County Administrator; Chris Coon, Deputy County Administrator; Wanda Colvin, Deputy County Administrator; Patricia Smith, County Attorney; Alexandra Stanley, Executive Assistant/Deputy Clerk; and Scott Raettig, Director of Information Technology

INFORMATION/DISCUSSION ITEMS

Presentation – VDOT Secondary Six-Year Plan

The Louisa County Board of Supervisors convened a work session to review the Virginia Department of Transportation (VDOT) Six-Year Plan for Secondary Roads. The meeting was called to order by Chairman Adams who introduced Mr. Alan Thornton, Resident Engineer for the Louisa Residency, to present the proposed plan.

Mr. Thornton began by reviewing updates to the prior year's plan, noting significant changes related to funding for rural additions. He explained that, although state code previously allowed up to five percent of construction formula funds to be used for rural additions, those funds are no longer distributed. As a result, the provision is effectively obsolete, as there are no funds available to allocate. He further clarified that previous practices of using telefee funds to support rural additions are no longer permitted under revised guidance.

Mr. Thornton reported that two rural addition projects from the prior plan, Albemarle Avenue and Piedmont Avenue, totaling approximately \$107,000, along with a rural addition balance entry of approximately \$340,000, had been removed and reprogrammed. These funds were redistributed to other eligible projects, including Hart's Mill Road and the Countywide Traffic Engineering Services line item. He explained that telefee revenues, which had previously supported rural additions, are now directed toward traffic engineering services because they may only be used for roads already within the state system.

Discussion then turned to the status of West Green Springs Road. Mr. Thornton noted that the project is fully funded and has remained at the top of the plan for approximately two years but cannot proceed without adoption of a rural rustic resolution by the Board. Chairman Adams and Board members discussed whether to act immediately or defer action. It was agreed that the resolution could be placed on a future agenda, as the matter was not time-sensitive. Supervisor Jones confirmed her support for the project, provided that the road would remain gravel as previously discussed. Mr. Thornton confirmed that no paving would occur and that the road would be maintained as gravel in accordance with the rural rustic designation.

Mr. Thornton also described a modification to the Hart's Mill Road project. He explained that the project termini had been extended to connect fully to Rolling Road, eliminating a previous gap of approximately one-half mile. This adjustment ensures that, upon completion, the entire section will be hard surfaced.

Board members raised concerns regarding the condition of existing paved secondary roads. One Supervisor cited deteriorating conditions on Old Mountain Road, questioning whether current funding levels are sufficient for maintenance. Mr. Thornton explained that maintenance funding is allocated through the General Assembly and distributed through VDOT's district and residency structure. He further explained that roads are evaluated annually using pavement condition ratings and traffic counts to determine placement within preventative, restorative, or reconstruction categories. While VDOT does not leave allocated funds unspent, prioritization is based on established criteria, and not all roads can be addressed immediately.

At the Board's request, Mr. Thornton agreed to provide a link to the online resurfacing schedule so members could review planned maintenance activities.

Additional discussion focused on telefee revenues and their allowable uses. Mr. Thornton clarified that telefees may be used for improvements to roads already within the state system but cannot be used for rural additions. For roads not in the system, funding options are limited to revenue sharing, local contributions, or other third-party funding sources. He explained the revenue sharing process, noting that the County must apply for funds and provide a local match.

The Board reviewed the list of unpaved roads eligible for improvement within the Six-Year Plan. Mr. Thornton identified roads already included in the plan, as well as additional qualifying roads, and recommended prioritization based on traffic counts. He explained that available funding could be used to accelerate projects, potentially advancing multiple road improvements within the planning period.

Significant discussion occurred regarding the Countywide Traffic Engineering Services fund. Mr. Thornton explained that, if no changes were made, the fund would accumulate more than \$500,000 by Fiscal Year 2031–2032. Board members expressed concern about maintaining such a large balance given minimal recent expenditures. One Supervisor noted that only approximately \$6,500 had been spent over the past two years.

The Board reached consensus on a revised funding approach. Members proposed maintaining a smaller annual allocation, approximately \$10,000 per year, in the Countywide Traffic Engineering Services fund, while redirecting the remaining telefee revenues toward accelerating unpaved road improvements. This approach would allow the County to maintain flexibility for traffic-related needs while prioritizing road surface improvements.

Following discussion, a motion was made and seconded to direct VDOT to advertise the Six-Year Plan for public hearing with the proposed amendments, including reallocation of telefee funds and retention of the current prioritization of unpaved roads. The motion passed unanimously.

Before concluding, Board members asked additional questions regarding the development of VDOT's annual resurfacing schedule. Mr. Thornton explained that roads are evaluated by a third-party contractor and assigned condition ratings. These ratings, combined with traffic data and cost considerations, determine whether roads receive preventative maintenance, restorative treatment, or full reconstruction. He noted that VDOT staff verify these ratings in the field and develop multi-year schedules extending several years into the future.

Board members also inquired about the level of local input in the maintenance prioritization process. Mr. Thornton stated that, while VDOT considers recommendations, final decisions are largely determined at higher levels based on established criteria and available funding.

Discussion concluded with questions regarding roads within historic districts. Mr. Thornton confirmed that the Board retains authority to direct whether such roads are paved or maintained as gravel, and that additional maintenance funding could be applied without requiring paving.

ADJOURNMENT

On the motion Supervisor Barnes, seconded by Supervisor Williams, which carried by a vote of 7-0, the Board voted to adjourn the April 6, 2026, meeting at 4:37 p.m.

BY ORDER OF:
DUANE A. ADAMS, CHAIRMAN
BOARD OF SUPERVISORS
LOUISA COUNTY, VIRGINIA