
Raleigh Parish Glebe

Circa 1774

Request for Limited Access

Introduction

- Purpose
 - Technical Issues
 - Economic Issues
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Purpose

- Appeal the denial of access by VDOT
 - Original request made in May 2013 for low volume “at grade” access to Highway 360 (Patrick Henry Highway) to support a Bed and Breakfast at the Raleigh Parish Glebe (circa 1774)
 - Denied based on application of regulation set in place when the highway 360 was built in 1964
 - Denies a much needed small business opportunity for Amelia County
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**Raleigh Parish Glebe
Bed and Breakfast
Circa 1774**



Technical Issues

- Independent research support of low impact on Highway 360. Low volume access, only to the East Bound side of 360 to support the B&B
 - There is currently no “Direct Access” to State Maintained Highway
 - 2 Easements to existing road
 - Restricted by Railroad on South property line
 - Approved by two previous Chief Engineers for Industrial development
 - Significant Safety Issues with the unguarded railroad crossing
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View of Proposed
Access looking
West

View of Proposed
Access looking East



Technical Issues

- Economic development clustered away from the courthouse area
 - 183 at grade intersections with highway 360 in Amelia Co.
 - 36% private driveways
 - 28% state road intersections
 - 36% industrial development
 - Significant economic growth in the Courthouse area 1/2 mile in either direction of the proposed access break
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Economic Issues

- Growth on Highway 360 has siphoned business from the Courthouse Area
 - Small Business in the B&B has unanimous support from:
 - Amelia Board of Supervisors
 - Amelia Country Administrator
 - Congressman Randy Forbes
 - State Senator Steve Martin
 - Former State Senator Eva Scott
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Economic Issues

- Boost to the *Amelia County* economy
 - History enthusiasts - travel Lee's retreat to *Appomattox*
 - Revolutionary War Site
 - Restaurant
 - 19th Century Daily Barn
 - Exploring future Winery and Tap-house
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Summary

- Please overturn the denial of a low volume right of way access to highway 360
 - The restriction that was put into place in 1964 was appropriate then, but no longer serves the original purpose
 - The restriction hurts further economic development and forces access across a dangerous railroad crossing
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