

Board of Supervisors

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Anthony J. Romanello, ICMA-CM
County Administrator

Infrastructure Committee AGENDA

May 5, 2015 @ 1:30 p.m.
ABC Conference Room, Second Floor

Agenda Item	
	Introduction ❖ Welcome
1.	Carl Lewis Building
2.	Stafford Parkway
3.	Stafford Courthouse Area Corridor Improvements
4.	Brooke Road Project Status
5.	Utility Projects Update
6.	Next Meeting - June 2, 2015
	Adjourn

Carl Lewis Community Center

On March 24, 2015, PRCF staff received a report that a sink hole had formed in the floor at Carl Lewis. PRCF Maintenance staff responded to investigate. Upon arrival, staff observed a 10' wide by 1' deep sunken area in the floor. Further inspection of the crawl space, beneath the floor revealed the 2x12 joists and sub flooring are rotten and covered in mold. It was determined that the floor joist have rotted completely through causing the floor to drop.

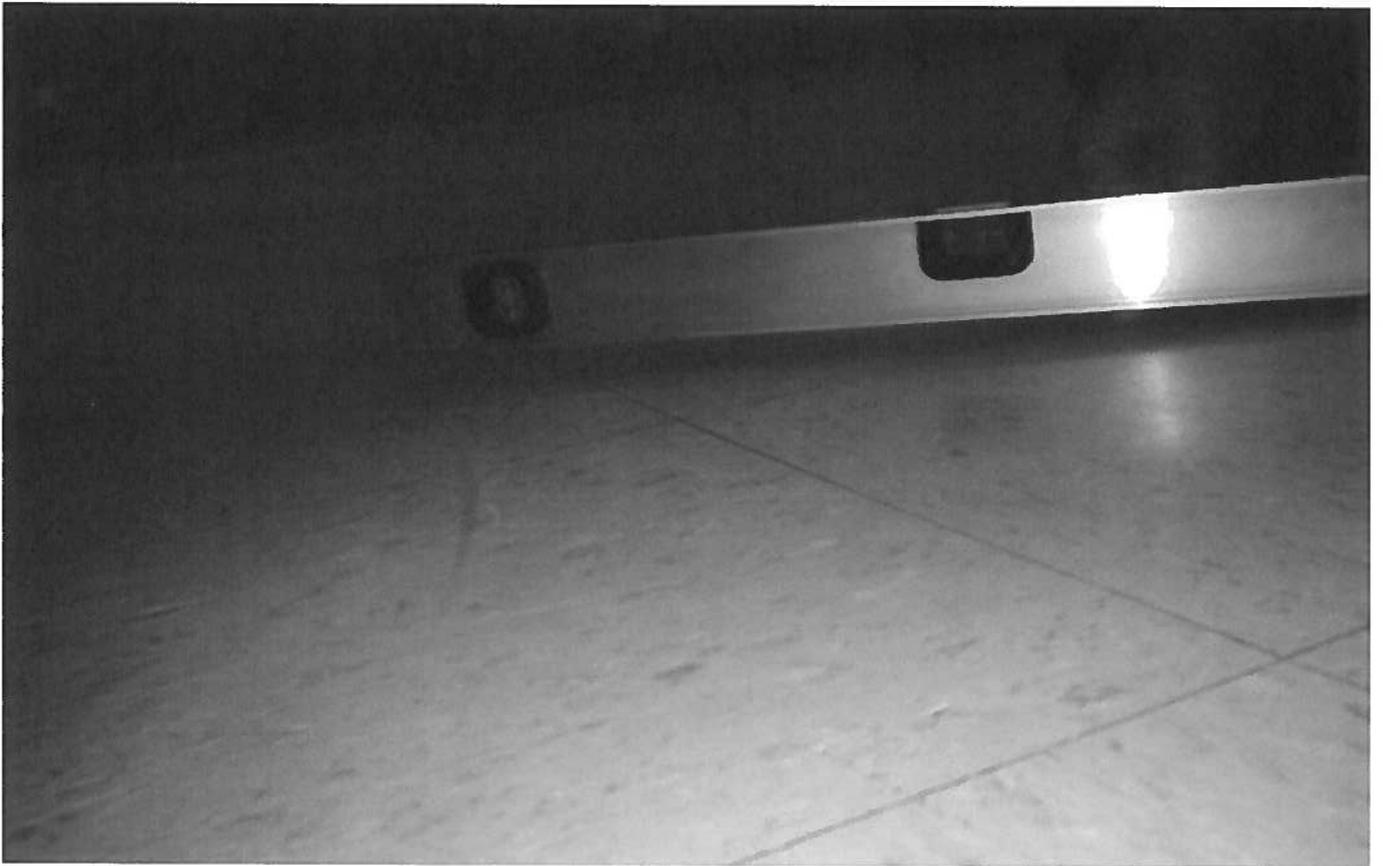
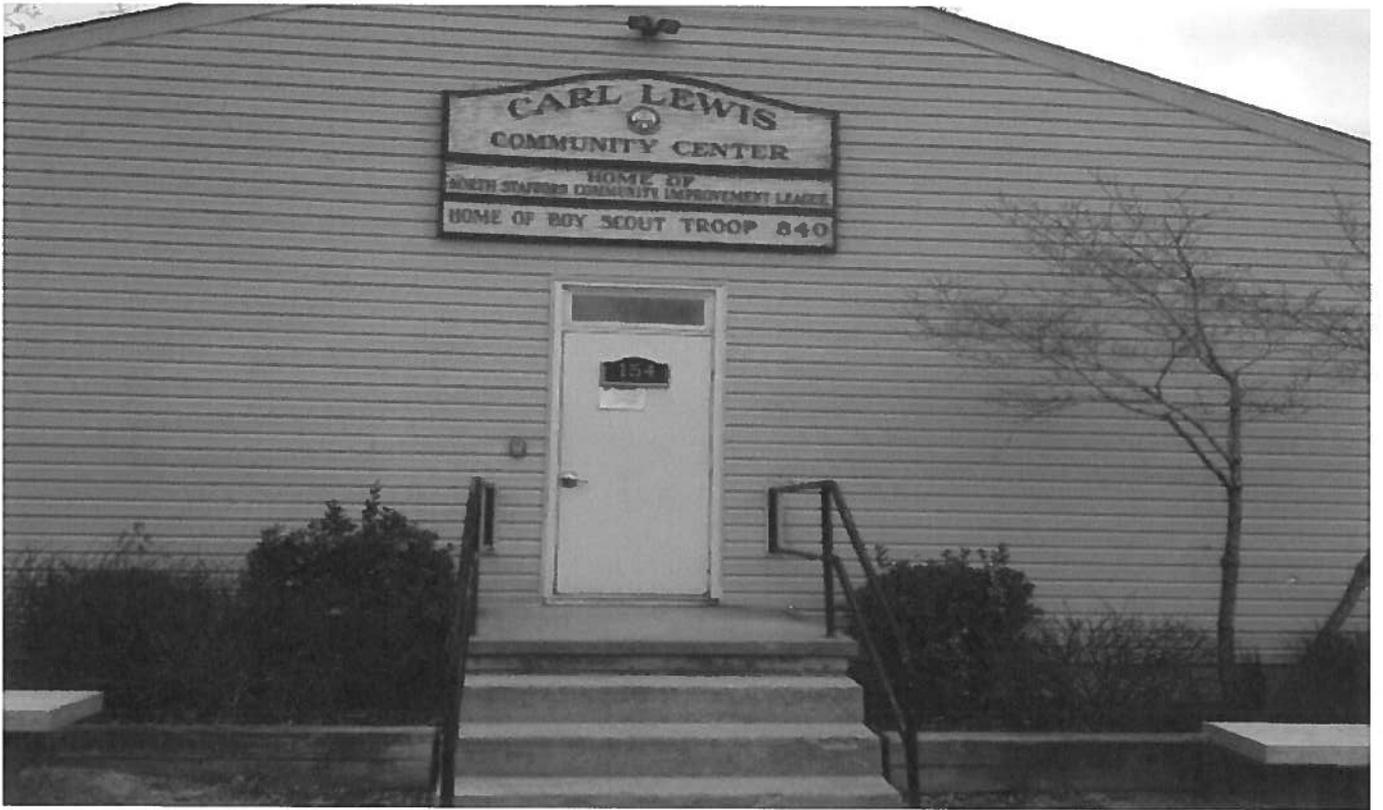
The Department of Code Compliance inspected the building and declared the structure unsafe for human occupancy The Inspectors findings are below:

- The 3-ply girder beam is broken in two places
- Numerous joists are decayed, rotted, and split in several places.
- There is no vapor barrier installed where the decaying is taking place, adding to the problem.
- Inspectors posted an "Unsafe for Human Occupancy" sign.

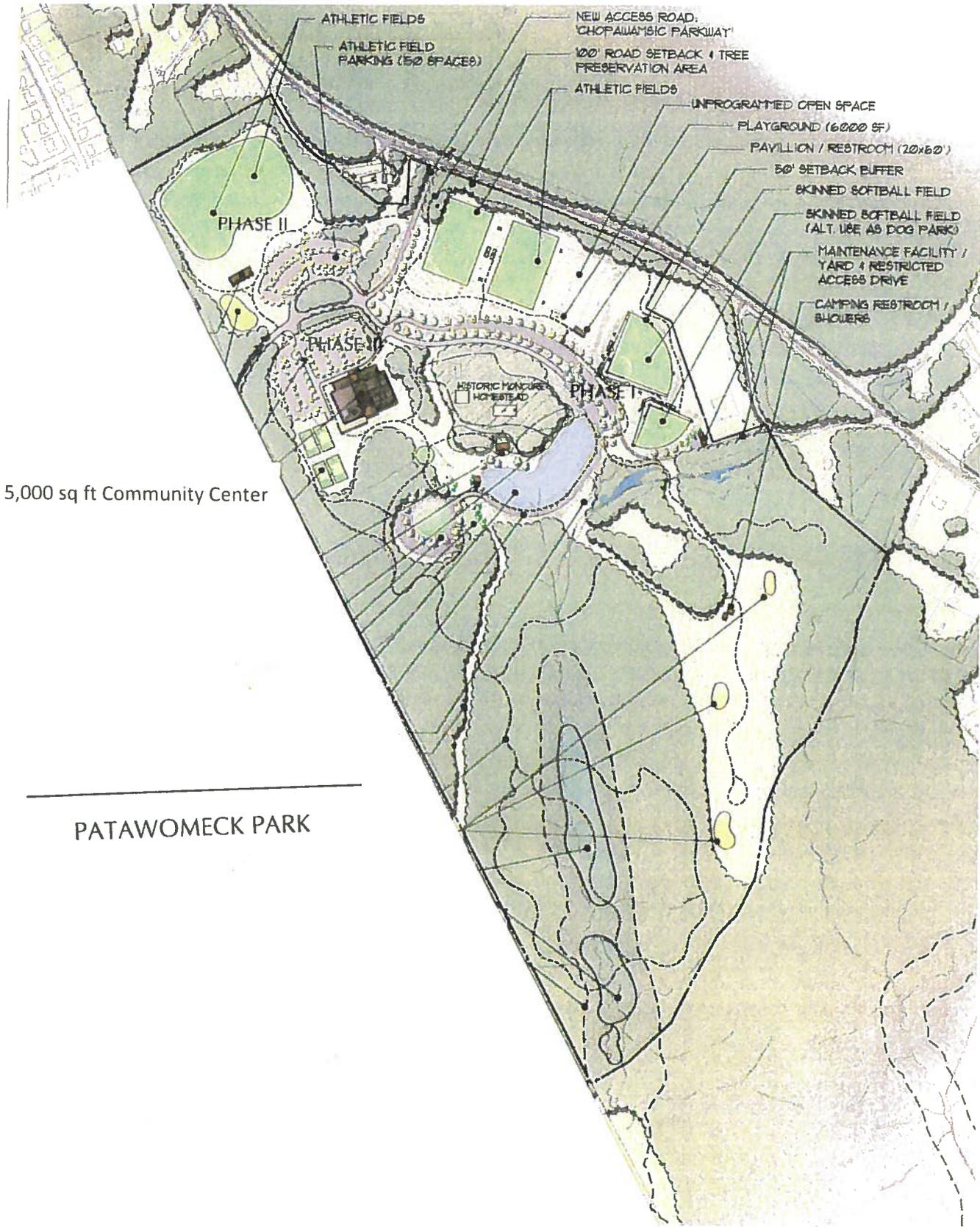
Engineers and Contractors have been engaged to complete an assessment of the structure and property to determine estimates and schedules for different courses of action; repaired, renovated, re-built, or re-purposed. Bigoney Engineers found concerns with the floor beams and joist located in the meeting hall. The report estimated the replacement of the meeting hall portion of the building at \$170,000. Repairs are estimated at \$95,000. This work, from notice to proceed, could be completed in 60 calendar days.

This portion of the building is approximately 1,920 square feet. The total structure with restrooms and kitchen is 2,592 square feet. Rebuilding the entire structure may require the county to build a commercial kitchen to comply with current ADA standards and include environmental features such as storm water ponds and parking lot improvements. This could increase the cost to \$175-\$275 a square foot (\$453,600-\$712,800). Finally, the potential of \$500,000 of proffers beyond 2017 could provide for a new structure and updated recreational programming opportunities at a northern location. Carl Lewis is the only northern situated recreation facility. Staff recommends that we consider the current budget constraints, priorities, and the opportunity to increase patronage at CCC near term to maximize use of that space, while still addressing the 1655 hour needs of the community that booked Carl Lewis in 2014 for a total of \$17,645 in revenue for calendar year 2014.

Staff's recommendation is that we strongly consider that the highest and best use of funds may not be to renovate this structure at this time. There is an opportunity to build a community facility at Patawomeck Park, which is currently planned for Phase 3, which would provide the necessary parking, playgrounds, athletic fields, pavilions and other associated amenities to make it a highly sought after destination versus Carl Lewis, which was used solely for meetings and church services.







5,000 sq ft Community Center

PATAWOMECK PARK



Stafford Parkway

May 5, 2015

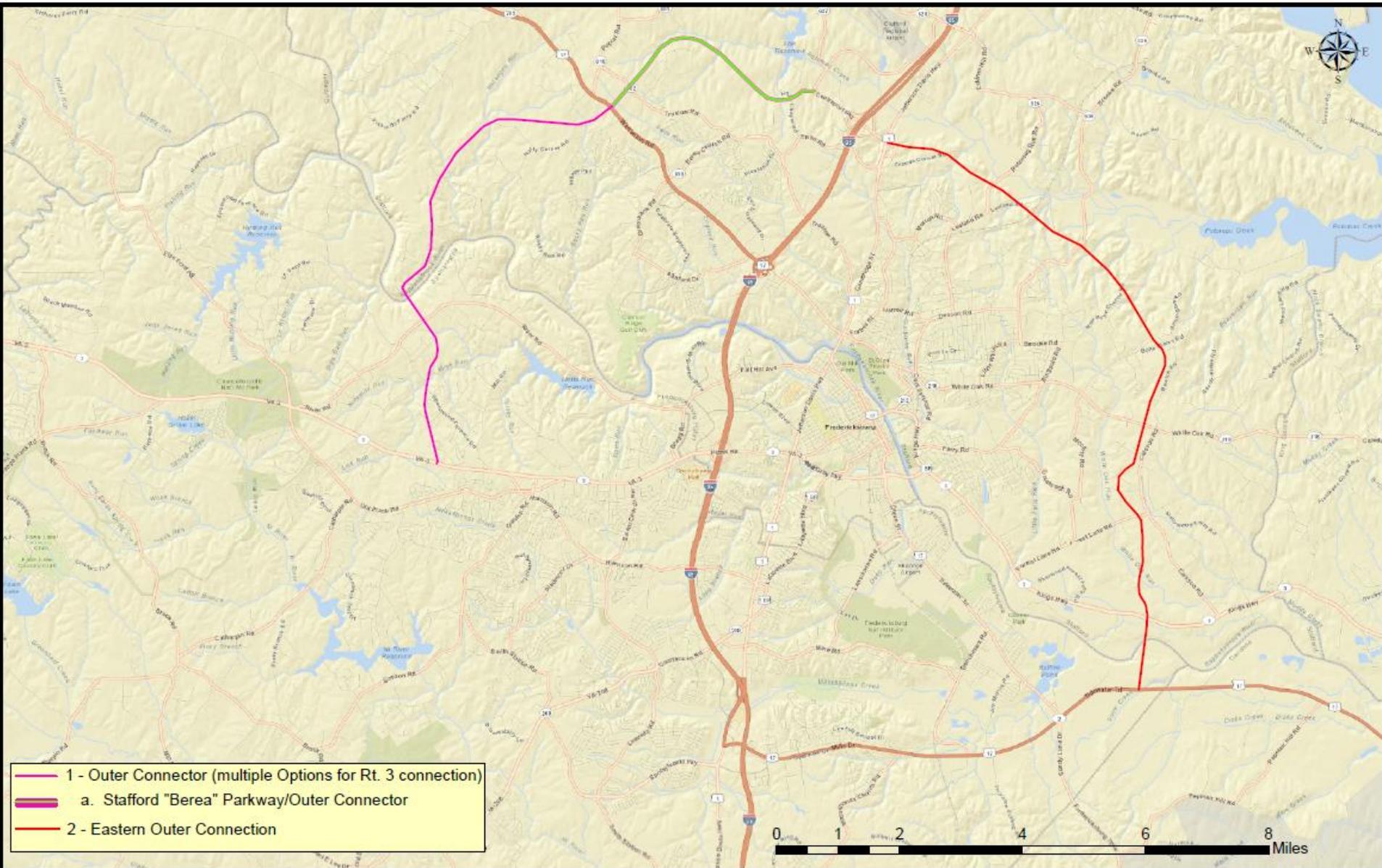


Background

- The Stafford Parkway (a.k.a. Berea Parkway) is envisioned as a 4-lane highway, 3.6 miles in length, connecting Centreport Parkway near Exit 136 on I-95 to Route 17 west of I-95 in the vicinity of the Poplar Road intersection
- This highway would be a component of the Outer Connector and would be a significant portion of the northwest quadrant, with the remaining northwest segment extending from Route 17 to Route 3 in Spotsylvania County
- The Board initiated a study of the parkway by requesting revenue sharing allocation of \$200,000 in March 2012, and matched this with \$200,000 from the Transportation Fund
- The Board authorized a contract for the study in September 2012
- Parkway not currently in CIP or otherwise funded



Outer Connector



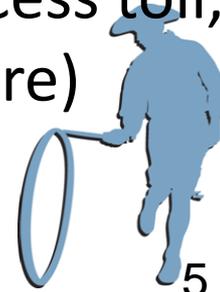
Study Team

- Stafford County Public Works – Project Management
- Engineering Groupe – lead engineer
- Cambridge Systematics – options analysis
- Bill Allen – traffic modeling
- VDOT – study review and input
- FAMPO – study review and input



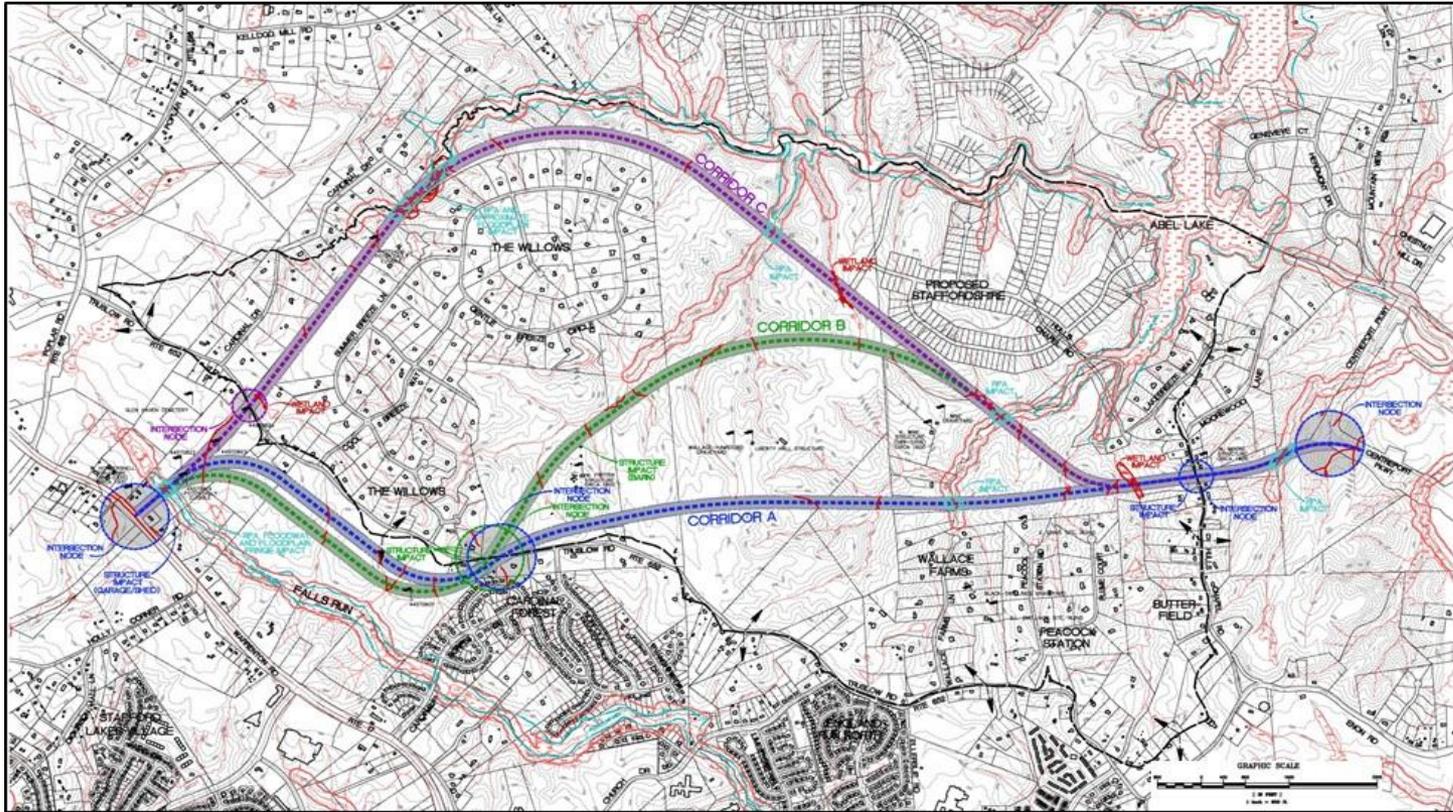
Study Process

- Review existing and future transportation infrastructure
 - VDOT and County road improvements
 - County CIP
 - Comprehensive Plan (roads, land use, and population growth)
 - Virginia Surface Transportation Plan
 - FAMPO Constrained Long Range Plan
 - Fredericksburg Area Congestion Relief Study
- Identify Potential Alignments (3)
- Identify potential road types - limited access, limited access toll, and broader access (Truslow, Hulls Chapel, & Staffordshire)
- Model future traffic patterns

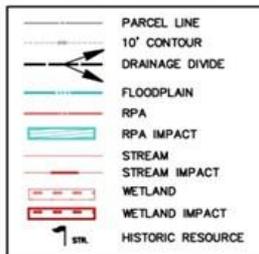


Alignment Options

Stafford Parkway – Location Overview



Stafford Parkway Study



CORRIDOR A	±19,100 LF
	OR ±3.6 MI
CORRIDOR B	±21,000 LF
	OR ±4.0 MI
CORRIDOR C	±22,500 LF
	OR ±4.3 MI

*LENGTHS TAKEN FROM PROPOSED INTERSECTION WITH CENTERPORT PARKWAY TO PROPOSED INTERSECTION WITH ROUTE 17

Study Methodology & Results

- Following I. C. input in April 2014, we completed the Parkway analysis without selecting a preferred alignment option, treating all three options as functionally equivalent
- The study has been completed in draft form
- Findings have been presented to VDOT staff and the FAMPO Technical Committee
- Excerpts from the summary presentation follow



Stafford Parkway Study

Study Status Briefing

presented to

FAMPO Technical Committee

presented by

Cambridge Systematics, Inc.

The Engineering Groupe

3/9/2015



Study Background

Objective – Planning level assessment intended to provide guidance regarding:

- Existing and future transportation network performance
- Corridor purpose and need
- Performance of various alternatives, including different approaches for managing access and tolling
- Roadway constructability and related environmental impacts
- Feasibility of funding construction of the roadway through toll revenues

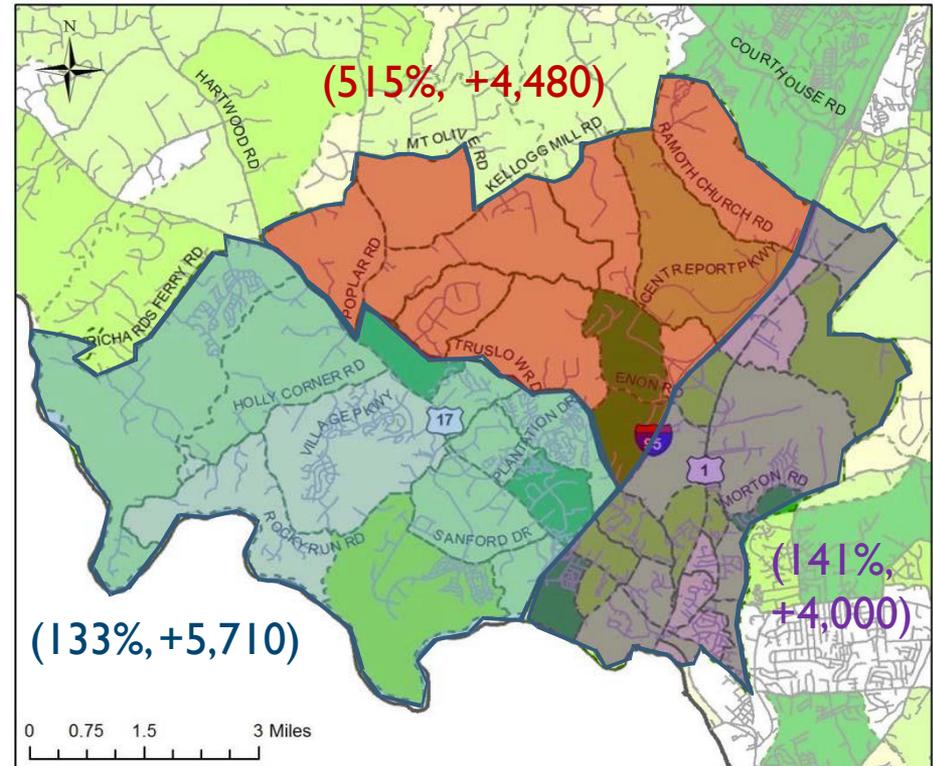
Existing & Future Conditions Review

2010 to 2040 CLRP*

*Constrained Long Range Plan

- Study area households*
(+178%, ~14,100 households)
- Study area jobs*
(+52%, ~10,200 jobs)
- Study area daily trips
(+170%, ~293,000 trips)
- Study area dailyVMT (+90%)
- AM congestedVMT
(61% at LOS F in 2040)

*Note: County staff revised FAMPO CLRP forecasts within the study area.



Features

Increase in Household Density (households/sq. mi.)

< 100

100 - 300

300 - 600

600+

Stafford County

FAMPO Traffic Analysis Zones

All Roadways

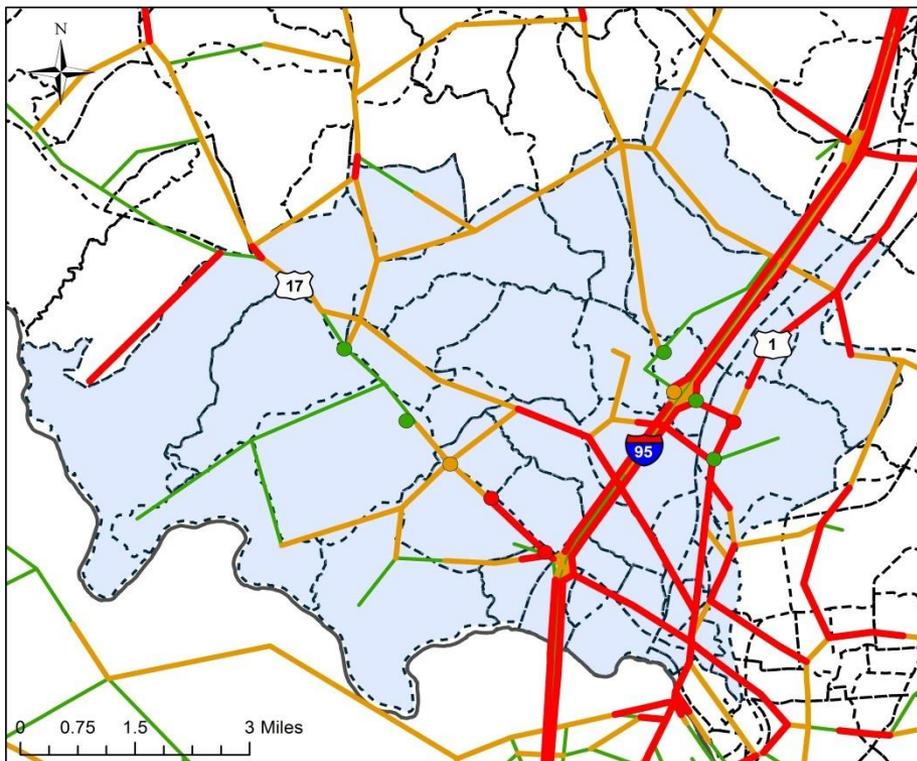
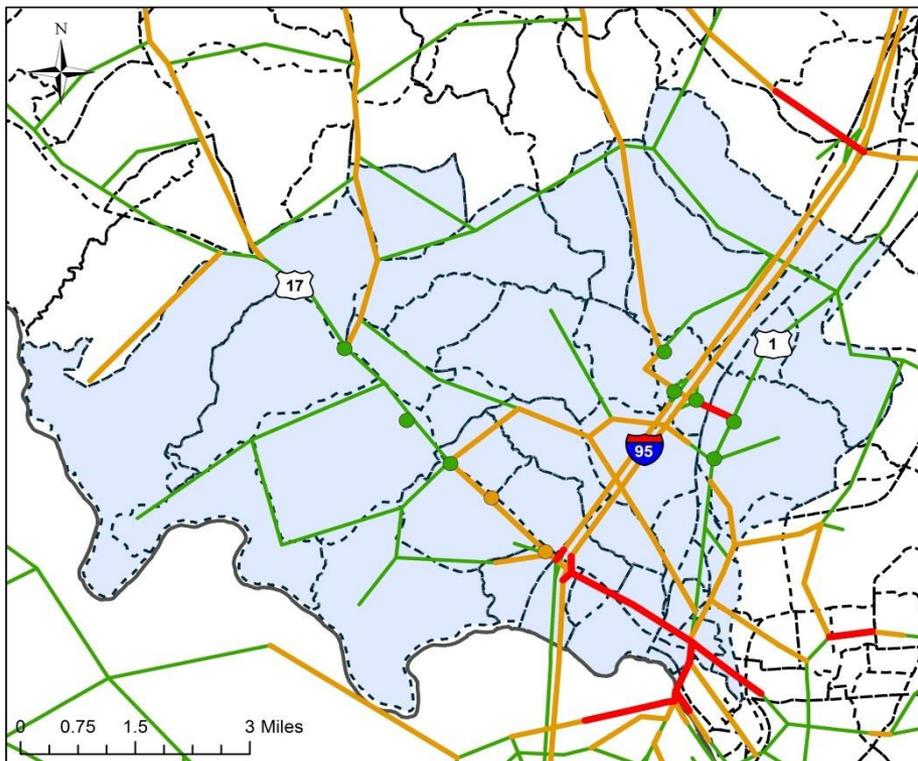
Stafford Parkway Study

Existing & Future Conditions Review

2010 to 2040 CLRP -AM Peak Period Level of Service

2010

2040 (FAMPO CLRP)



-  Traffic Analysis Zones in Study Area
-  Stafford County
-  FAMPO Traffic Analysis Zones

AM Peak Period Level of Service

-  Below Capacity
-  Approaching Capacity
-  At or Exceeding Capacity

AM Peak Hour Intersection Level of Service

-  Below Capacity
-  Approaching Capacity
-  At or Exceeding Capacity

Draft Purpose and Need Statement

Accommodate existing and future travel demand by:

- Providing an additional east-west corridor for all vehicles with direct access to I-95
- Providing improved, convenient access to residential areas
- Relieving projected congestion on U.S. 17 and local roads in the study area
- Enhancing access to alternative modes (VRE, Park & Ride, etc.)

Alternative Definition

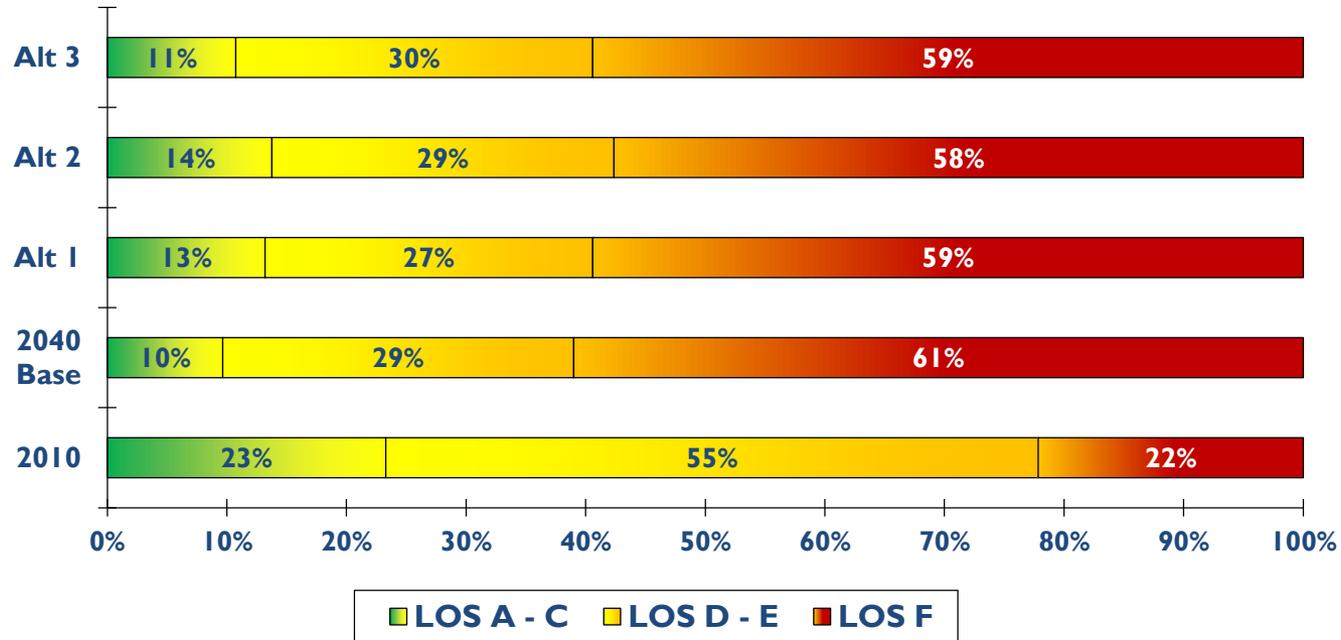
Summary

Alternative ID	Alternative Objective	Facility Type*	Access**	Tolling
2040 Baseline	No-build test, 2040 FAMPO CLRP	N/A	N/A	N/A
Alternative 1 – Stafford Parkway Build (Limited Access)	Limited access enhancing regional trip and thru-truck trip access to I-95	Principal urban arterial, possibly phased 2 to 4 lanes	U.S. 17 and Centreport Pkwy.	No
Alternative 2 – Stafford Parkway Build (Partial Access)	Local access improving study area access to I-95 and providing alternative to U.S. 17	Minor urban arterial, possibly phased 2 to 4 lanes	U.S. 17, Truslow Rd., Staffordshire, Hulls Chapel Rd., Centreport Pkwy	No
Alternative 3 – Stafford Parkway Build (Limited Access, Tolled)	Limited access enhancing regional trip and thru-truck trip access to I-95, with assessment of tolling feasibility	Principal urban arterial, 4 lanes	U.S. 17 and Centreport Pkwy.	Yes, fixed by direction

Alternative Analysis

VMT by Level of Service

Study Area – AM Peak-Period VMT by Level of Service

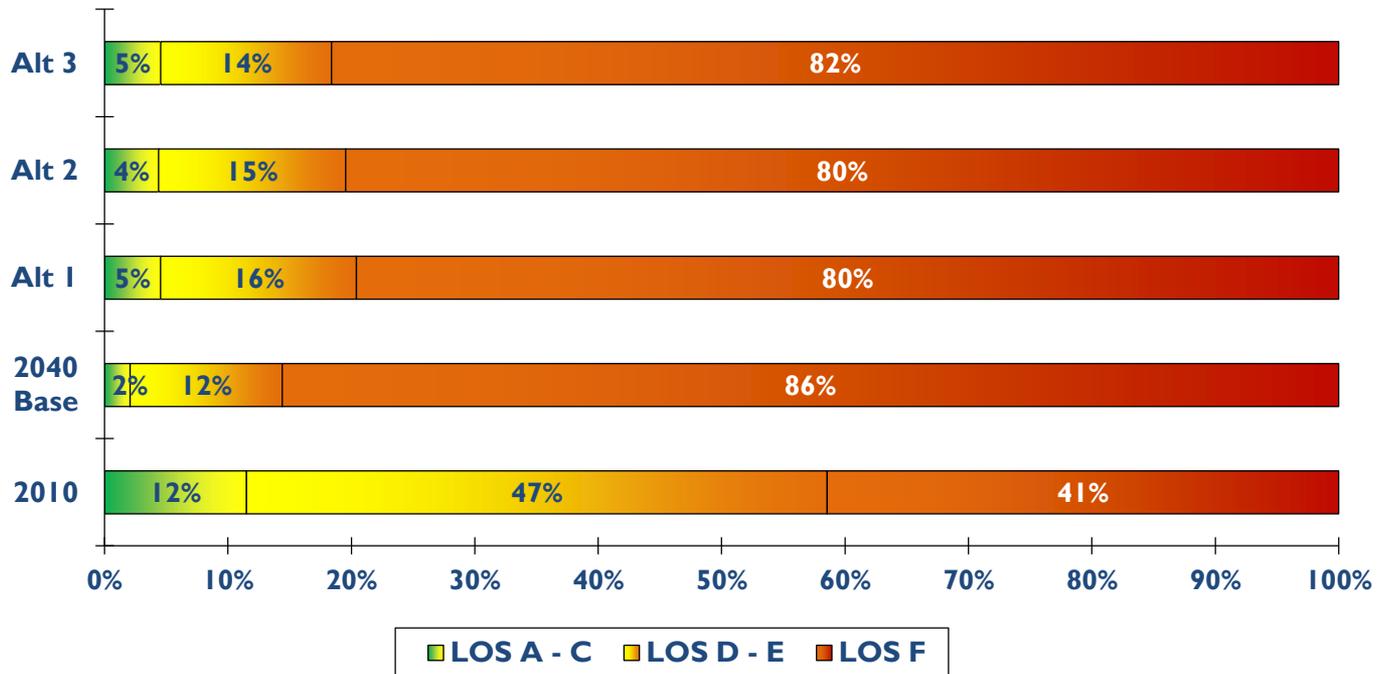


- 🌀 Study area peak period severe congestion changes minimally
 - » Impacts at the individual corridor basis more telling (AM Peak):
U.S. 17:28% in 2040 Base ➡ 17% in Alternative 1

Alternative Analysis

VMT by Level of Service

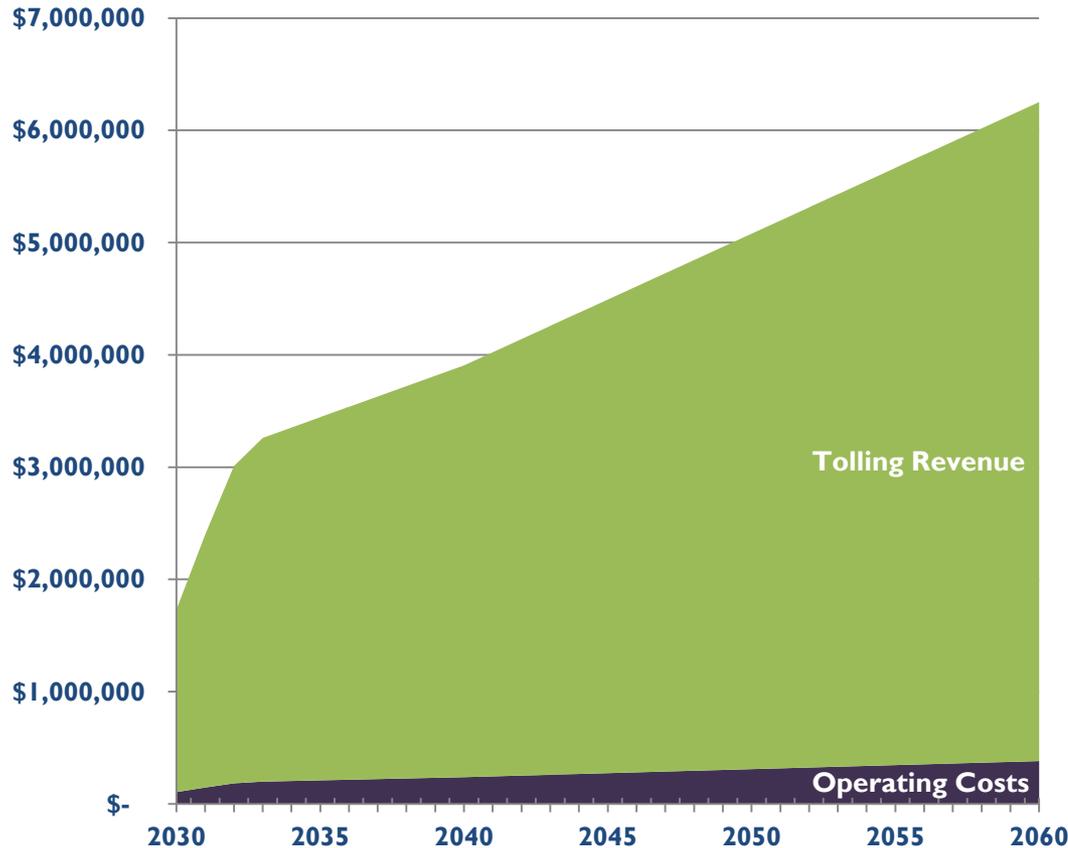
Study Area – PM Peak-Period VMT by Level of Service



- For each Alternative, congested VMT decrease across both arterials and collectors/local roads.
- Alternative 2 shows the largest decrease for all facility types in the study area for congested VMT (-7.7 percent).
- Alternative 2 also decreases the most congested VMT and delay on collectors and local roads in the study area (-13 percent).

Alternative Analysis

Alternative 3 – Draft Tolling Feasibility Review



Est. Project Cost: \$109.0 million
(including tolling infrastructure)

30-year Operating Cost: \$5.3 million

Est. Net Revenue: \$81.5 million
(2030 to 2060, includes tolling operations costs, does not include roadway maintenance)

Revenue NPV (2030): \$32.5 million
(assuming 2% discount rate)

**Potential Financing Required:
\$76.5 million**

Alternative Analysis

DRAFT Findings Summary

Congestion

- » Each alternative reduces parallel facility delay, including U.S. 17
- » However, travel growth through 2040 in the study area still exceeds system capacity (with or without the Stafford Parkway)
- » Alt 2 diverts the most local traffic – therefore reducing the greatest extent of congestion on arterials, collector/local roads
- » Alt 3 diverts the least traffic – proposed tolling rates reduce daily volumes by a third compared to Alt 1
- » For Stafford Parkway users, travel time savings for access to I-95 compared to existing route via US 17 averages 3 to 5 minutes*

* Based on FAMPO model analysis (does not fully represent intersection delay)

Alternative Analysis

DRAFT Findings Summary

- Environmental (high-level review, requires NEPA study to confirm)
 - » Wetland/stream impacts – each potential alignment requires multiple (3 to 7) stream or resource preservation area crossings
 - » There are no critical habitat impacts, and minimal anticipated impact on endangered species
 - » There is one historic property of interest
 - » Air quality impacts
 - Each alternative slightly increases study area VMT
 - Corridor reduces total traffic operating in severe congestion
 - Impact on future development patterns and trip generation is unknown

DRAFT Findings Summary

Alternative Comparison

Costs & Benefits	Alt 1	Alt 2	Alt 3
Cost Total Capital Cost	\$108,645,000	\$112,000,000 ¹	\$76,549,000 ²
Benefits (rank value of alternatives, 3 is highest score)			
Congestion	2	3	1
Accessibility	2	3	1
Environment	3	1	2
Safety	2	1	3
Land Use Coordination	2	3	1
Economic Development	1	1	1

Note 1: Includes initial cost estimate of three additional at-grade median crossings.

Note 2: Discounts the net present value of 30-year cumulative tolling revenues in open to traffic year (2030).

- » Alternative 1 – Lowest environmental impact, middle benefits on congestion and accessibility
- » Alternative 2 – Highest congestion and accessibility benefits, best coordination with planned land use, highest cost
- » Alternative 3 – Lowest cost, but lowest congestion and accessibility benefits

DRAFT Findings Summary

Alignment with Study Objectives

- Corridor feasibility –
 - High-level alternative alignment review reflects some environmental impacts, NEPA to confirm impacts and mitigation
- Reduce congestion –
 - Stafford Parkway diverts traffic from over-capacity study area arterials and collectors
 - Results in congestion mitigation, but represents only one solution in comparison to extensive needs
- Toll revenues to support funding –
 - Conservative estimate of gross revenue suggests 30-40% of capital cost can be offset by toll revenue

DRAFT Findings Summary

Additional Considerations

- ④ Projected land use change within study area
 - » Variable over time - non-linear increase in travel demand
- ④ Balance of local, regional, and through trips
 - » Alternatives focus on all 3 trip types, however some are better served than others (eg. Alt 2 better serves local trips)
- ④ Model may underestimate actual diversions
 - » Model is validated to volumes, not travel time
 - » Stafford Parkway travel time savings are likely underestimated
- ④ Truck trips are more likely to occur off-peak, where travel time savings may not be as significant

Summary of Results

- The Parkway helps alleviate 2040 traffic congestion to a limited extent
- Greatest benefit to motorists is when functioning as a local road
- Travel time savings are 5 minutes or less when compared to using Route 17
- Parkway will benefit motorists who divert from Route 17, and benefit those motorists remaining on Route 17 by reducing congestion
- Providing more access points may increase development pressure
- Short road segment length, low projected time savings and



Summary of Results (cont.)

- Providing more access points may increase development pressure
- Fewer access points limits use by local traffic
- Low toll revenue projections result from short road segment length and low projected time savings
- May function better in conjunction with the rest of the Outer Connector than as a stand alone road project



Recommendations

- Continue our efforts for regional solutions for traffic congestion
 - Rappahannock River Crossing
 - Northwest Quadrant of Outer Connector
 - Provide input into FAMPO Constrained Long Range Plan process starting this year
- Consider evaluation of the Northwest Quadrant as a toll road (FAMPO)



Stafford Parkway

Questions?

May 5, 2015



Proposed Improvements to the Route 1 Intersections at Courthouse Road (Rt. 630) and Bells Hill Road (Rt. 631)/Hope Road (Rt. 687)

U. S. Route 1 Corridor Study Findings:

- The US Route 1/Courthouse intersection was the poorest performing intersection identified in the recently completed US Route 1 Corridor Study.
- It is believed to be among the highest-delay intersections in Stafford County, if not the highest, in the entire County based on Level of Service (LOS).
- Neither the Route 1/Courthouse Road nor the Route 1/Bells Hill Road /Hope Road intersections have dedicated left-turn lanes on any of the four approaches, relegating them to an extremely inefficient 4-way split phasing operation.

US Route 1 Corridor Study Recommendations:

- Add dedicated left turn lanes for NB and SB Route 1 traffic at the intersection with Courthouse Road
- Add a left turn lane onto WB Courthouse Road and convert the existing through+left lane to a through lane only (existing right turn lane would remain)
- Re-stripe EB Courthouse Road lanes to a separate left turn lane and shared through+right lane
- Add dedicated left turn lanes in all directions at the Route 1/Bells Hill Road/Hope Road intersection (EB and WB left turns can be created through re-striping of respective approaches)
- Convert the EB Bells Hill Road right turn to a shared through+right lane
- Convert the WB Hope Road right turn lane to a shared through+right lane
- Unsplit the EB Bells Hill Road and WB Hope Road signal phasing
- Consider including facilities for bicyclists

Design Concept as Presented the Board in November 2014 (Exhibit 2C)

- Maintained existing 4-lane section with 11' travel lanes along Route 1
- Added dedicated left turn lanes for NB and SB Route 1 traffic at the intersection with Courthouse Road
- Re-striped WB Courthouse Road to convert one of the EB receiving lanes to a left turn lane onto SB Route 1
- Added a 6' concrete sidewalk with 4' buffer strip along Route 1
- Added a 4' to 16' raised concrete & grass median along Route 1 for access management
- Added curb & gutter to improve roadside drainage
- The Board authorized Bowman Consulting to design the Route 1 corridor transportation improvements from north of the Hope Road intersection to south of Courthouse Road
- This design has proceeded to the preliminary stage, and is now more fully developed. Design speed is 35 mph

Similarities between Preferred Concept and Current Scope of Route 1 & Route 630 Intersection Improvement Project

- Maintains existing 4-lane roadway section with 11' travel lanes along Route 1
- Provides dedicated left turn lanes from NB and SB Route 1 onto Courthouse Road
- Installs a raised concrete & grass median along Route 1 to limit left turns into commercial driveways and provide access management
- Provides curb & gutter and storm sewer system to improve roadside drainage
- Converts Route 1 intersection with Upton Lane and entrance to Stafford Courthouse to right-in/right-out only

Differences between Previous Concept and Current Preliminary Design of Route 1 & Route 630 Intersection

- Proposed project now incorporates Phase 2 of the Stafford Streetscape pedestrian improvements providing:
 - 8' wide sidewalks
 - 8' wide buffer strip to accommodate shade tree plantings
 - Crosswalks and protected pedestrian crossings at Courthouse Road and Bells Hill/Hope Road intersections
 - ADA-compliant curb ramps at driveways
- Proposed project widens EB Courthouse Road to provide a wider right turn lane onto SB Route 1

Route 1 Corridor Study Considerations Currently Being Evaluated

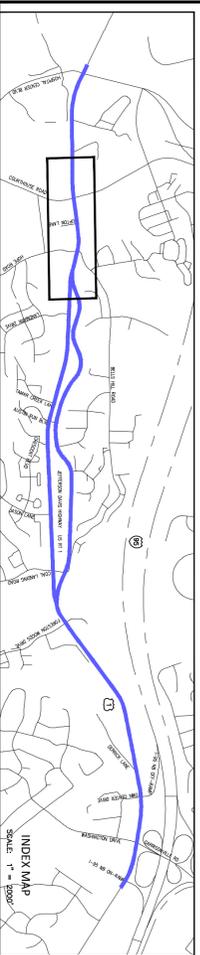
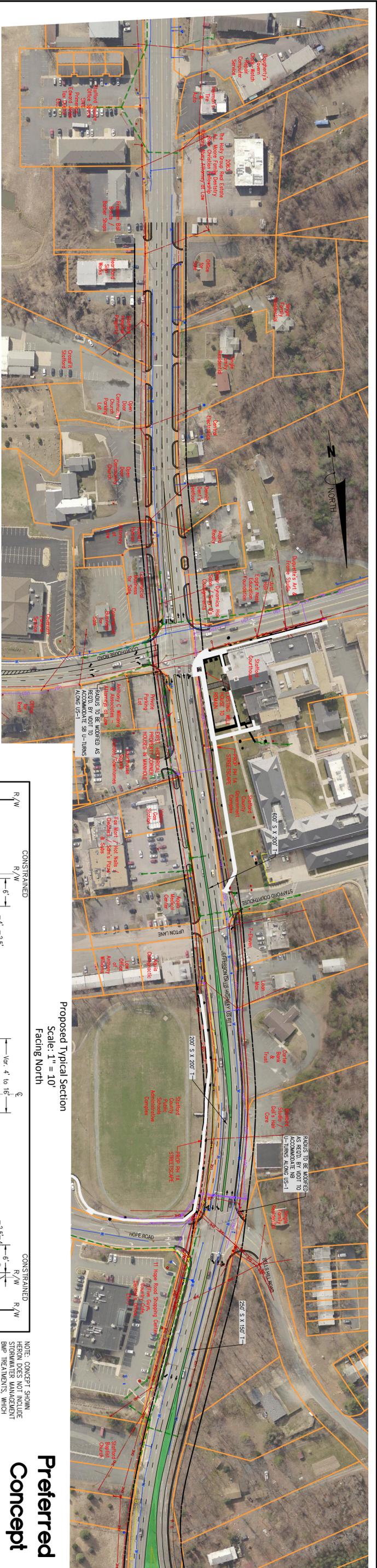
- Incorporate a dedicated left turn lane on EB or WB Courthouse Road.
 - Project modifications could provide dedicated left turn lanes from EB/WB Courthouse Road onto Route 1, given the conversion of through-only or other lanes.
 - Without the above modifications, improvements to signal phasing would be minimal. Eastbound and westbound movements would remain separate.
 - The new I-95 Exit 140 Interchange may impact the need for dedicated left turn lanes. Additional analysis will be necessary to confirm.
- Consider a dedicated left turn lane and combination through+right movement for Hope Road or Bells Hill Road.
 - Bells Hill Road would require widening beyond the Route 1 intersection to provide an effective left turn lane.
 - Lane modifications for Hope Road could be incorporated into project by re-striping existing lanes.
 - \$750,000 estimated additional cost for necessary improvements to Hope Road to provide a 3-lane section (1 receiving, 2 exiting) and meet current VDOT standards.
- Extend to 200' the right turn taper at entrance to Stafford Courthouse
- Consider including facilities for bicycles.
 - The Bicycle/Pedestrian Facilities Plan (April 1996), as part of the 2010-2030 Comprehensive Plan, identifies Route 1 as a Regional Bicycle Route.
- **Consider undergrounding utilities through this corridor to improve aesthetics and possibly offset right of way acquisition costs**
 - Preliminary utility relocation - \$1.9 million (overhead utility relocation)
 - Underground utility relocation - additional \$2.5 million dollars (\$4.4 million dollars total)

Additional Project Information:

- Right of Way Acquisition and Construction – Explore all avenues for funding
- Preliminary cost estimate for the improvements - \$13.2 million

Next Steps:

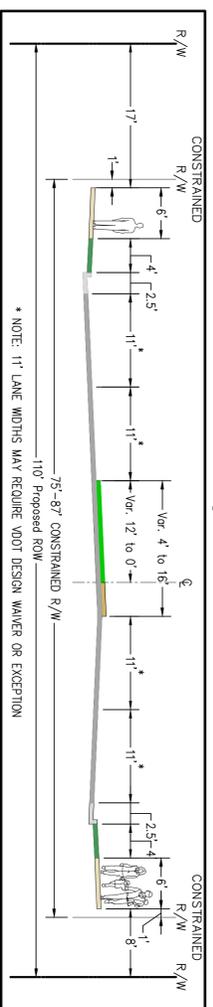
- Incorporate suggestions/changes from the Infrastructure Committee
- Present to VDOT (Project scope and preliminary layout review)
- Hold an information meeting for citizens to provide comments (late May or June 2015)
- Hold formal public hearing for the project (Fall 2015)



Patt. P-3390 - Route 1 Corridor Study/3390-01-001 (EN) Engineering/Pract/Proposed Courthouse Improvements - Option 2C with Utility Overlay and Plan Created Oct 31, 2014 - 4:27pm by samer

LEGEND

	EXISTING STORM SEWER
	EXISTING TELEPHONE
	EXISTING WATERLINE
	EXISTING ELECTRIC
	EXISTING ELECTRIC OVERHEAD
	EXISTING SANITARY SEWER
	EXISTING GAS
	EXISTING CONTOUR



NOTE: CONCEPT SHOWN HEREIN DOES NOT INCLUDE STORMWATER MANAGEMENT BMP REQUIREMENTS, WHICH MAY REQUIRE 1-2 AC. OF LAND FOR PONDS(S) AND/OR UNDERGROUND TREATMENT DEVICES.

Preferred Concept

Proposed Courthouse Road Improvements
US Route 1 Corridor Study
February, 2014

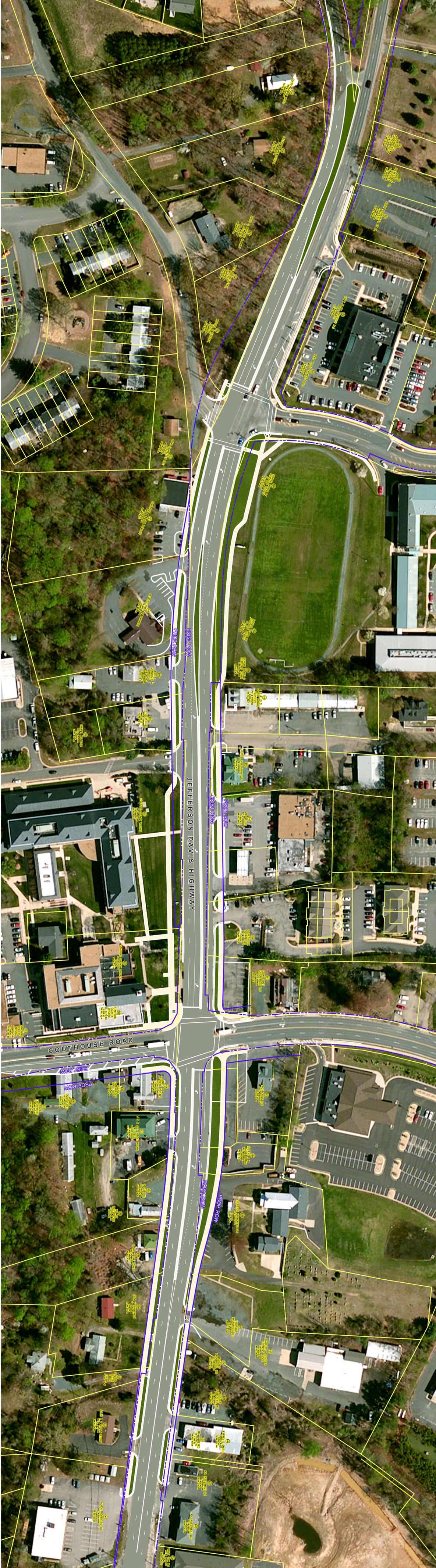
Prof. # 9390-01-001

Bowman
CONSULTING

Exhibit 2C

Possible Total Takes for the Route 1 & Courthouse Road Intersection Improvement Project





COURTHOUSE AREA ROAD IMPROVEMENTS

STAFFORD, VIRGINIA

AERIAL EXHIBIT

MAY 7, 2015

BOARD OF SUPERVISORS

Agenda Item

Meeting Date:	May 5, 2015
Title:	Authorize the County Administrator to Advertise a Public Hearing to Consider the Condemnation and Exercise of Quick-Take Powers in Connection with the Brooke Road Improvements Project
Department:	Public Works
Staff Contact:	Christopher K. Rapp, P.E. Director
Board Committee/ Other BACC:	N/A
Staff Recommendation:	Approval
Budget Impact:	See Background Report
Time Sensitivity:	See Background Report

ATTACHMENTS:

1.	Background Report	3.	Proposed Resolution R15-157 (Alexandra Romero)
2.	Location Map	4.	Proposed Resolution R15-158 (Joseph Reed and John McCallister)
		5.	Proposed Resolution R15-159 (James and Pamela Hiller)
		6.	Proposed Resolution R15-160 (Daniel Hughes)
		7.	Proposed Resolution R15-155

<input checked="" type="checkbox"/>	Consent Agenda	<input type="checkbox"/>	Other Business	<input type="checkbox"/>	Unfinished Business
<input type="checkbox"/>	Discussion	<input type="checkbox"/>	Presentation	<input type="checkbox"/>	Work Session
<input type="checkbox"/>	New Business	<input type="checkbox"/>	Public Hearing	<input type="checkbox"/>	Add-On

REVIEW:

<input checked="" type="checkbox"/>	County Administrator	
<input checked="" type="checkbox"/>	County Attorney	

DISTRICTS:	Falmouth, George Washington, and Aquia
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BACKGROUND REPORT

The Board identified the completion of road improvements on Brooke Road (SR-608) south of Eskimo Hill Road (SR-628), as a critical part of the County's road improvement plan. These improvements were approved by the Board in 2011 as the Brooke Road Improvement Project (Project) to address the safety concerns raised by the Youth Driver Task Force.

The County is currently in the process of acquiring the land and easements necessary for the construction of the Project. To date, the County has been able to come to an agreement with several of the property owners. Negotiations have reached an impasse on six properties, although two of these properties have owners in common. The County must acquire the right-of-way, and temporary and permanent easements, on the six properties in order to proceed with the Project. Attachment 2 is a map of Brooke Road showing the six affected properties.

The County must proceed with property acquisition if it is to stay on schedule for the established July, 2016 date to advertise for construction.

Listed below are the six properties that are currently being considered for condemnation and exercise of the County's quick-take powers. The properties were appraised by a certified professional using 2014 assessed values. Specific information on the properties and the status of negotiations is provided below.

Tax Map Parcel 47-56B owned by Alexandra Romero

Existing Property Size	2.89 Acres (126,037 Square Feet)
Post-Acquisition Property Size	2.85 Acres (124,069 Square Feet)
Fee Simple Right-of-Way	0.0452 Acres
Permanent Slope Easement	0.0111 Acres
Permanent Easement Culvert	0.0108 Acres
Verizon Easement	0.0916 Acres
Temporary Construction Easement	0.0698 Acres

On September 9, 2014, an initial offer of \$2,100 was presented to Alexandra Romero (Property Owner). The Property Owner, on numerous occasions, said she would counter the offer but to date, no counter offer has been received. The County, on February 2, 2015, increased its offer to \$2,600 in an effort to spur negotiations. No counter offer has been received on this parcel, and the Property Owner has been non-responsive. Attachment 3, proposed Resolution R15-157, pertains to this property.

Tax Map Parcel 47E-E owned by John McCallister and Joseph Reed

Existing Property Size	110.53 Acres (4,814,251 Square Feet)
Post-Acquisition Property Size	110.41 Acres (4,809,661 Square Feet)
Permanent Sight Distance Easement	0.0663 Acres
Permanent Easement Culvert	0.0391 Acres
Temporary Construction Easement	0.1302 Acres

On November 13, 2014, an initial offer of \$600 was presented to John McCallister and Joseph Reed (Property Owners). On December 16, 2014, the negotiator called to discuss the property acquisition with Mr. McCallister. The negotiator was told that Mr. McCallister would discuss the acquisition with Mr. Reed at a later date. To date, Mr. Reed has been non-responsive and has not expressed any interest in discussing the Project with the negotiator. The cooperation of both Property Owners is needed to conduct negotiations. Attachment 4, proposed Resolution R15-158, pertains to this Property.

Tax Map Parcel 47-39F owned by James and Pamela Hiller

Existing Property Size	3.00 Acres (130,756 Square Feet)
Post-Acquisition Property Size	2.91 Acres (126,887 Square Feet)
Fee Simple Right-of-Way	0.0888 Acres
Permanent Slope Easement	0.0767 Acres
Temporary Construction Easement	0.0767 Acres

On August 17, 2014, an initial offer of \$3,700 was presented to James and Pamela Hiller (Property Owners). On August 22, 2014, the negotiator received a letter stating that James Magner, Esq. would be representing the Property Owners. On November 7, 2014, the County received a letter from Mr. Magner raising issues about the property assessment, timbering and the Property Owners' well. Mr. Magner countered the County offer at \$28,752. On December 29, 2014, the County increased its offer to \$5,000 and offered well monitoring and protection during construction activities. The well was surveyed and found to be a fair distance from the construction activities. On March 2, 2015, Mr. Magner counter offered with \$18,000. The negotiations have not led to a settlement. Attachment 5, proposed Resolution R15-159, pertains to this Property.

Tax Map Parcel 47-39K and 47-39G owned by Daniel Hughes

Existing Property Size of 47-39K	1.01 Acres (43,957 Square Feet)
Post-Acquisition Property Size of 47-39K	0.98 Acres (42,664 Square Feet)
Existing Property Size of 47-39G	0.95 Acres (41,553 Square Feet)
Post-Acquisition Property Size of 47-39G	0.93 Acres (40,346 Square Feet)
Fee Simple Right-of-Way	0.0574 Acres
Permanent Slope Easement	0.0231 Acres
Temporary Construction Easement	0.0494 Acres

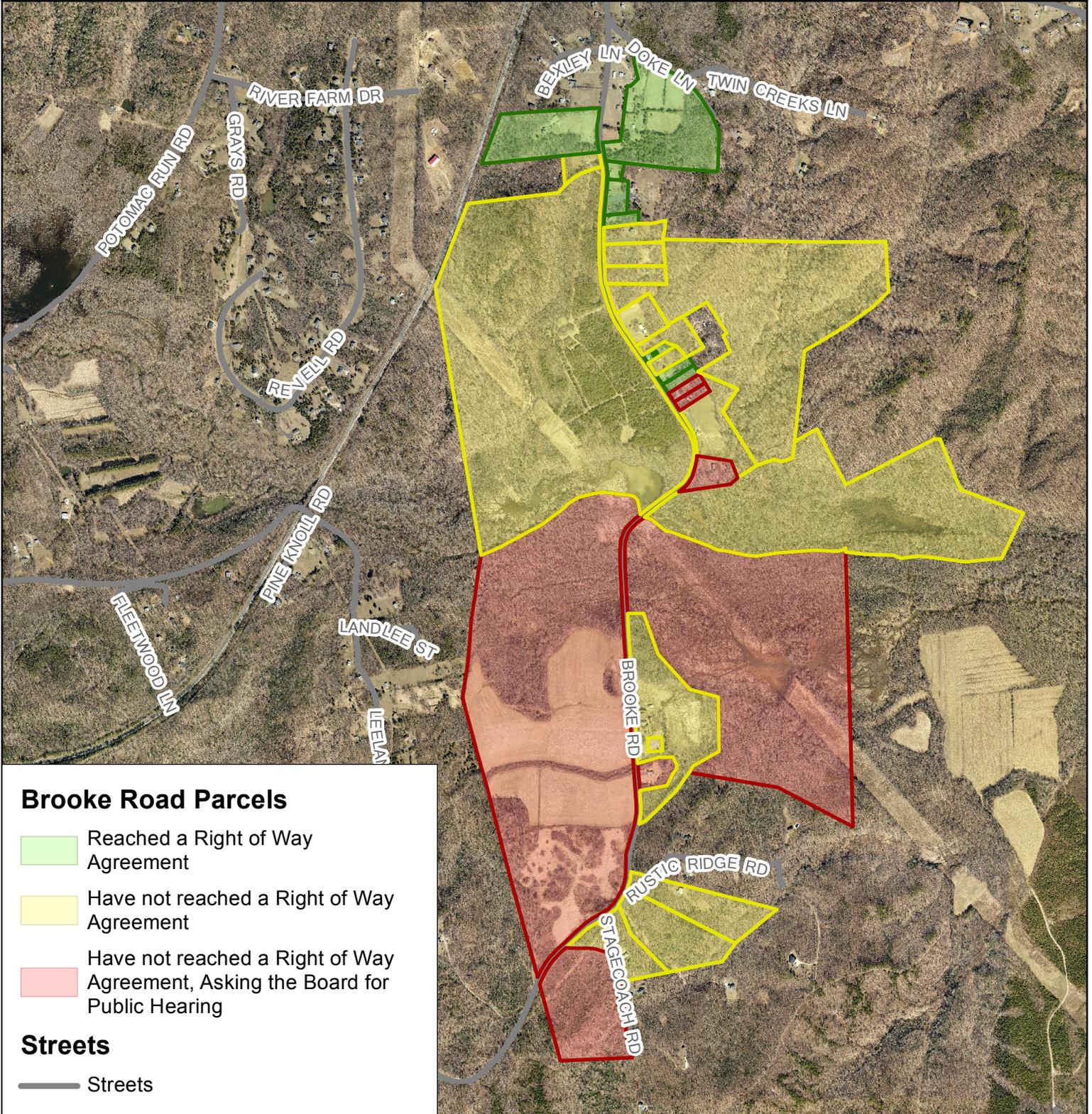
On September 15, 2014, an initial offer of \$6,311 was presented to Daniel Hughes (Property Owner). On October 1, 2014, the negotiator received a phone call stating that James Magner, Esq. would be representing the Property Owner. On December 15, 2014, the County received a letter from Mr. Magner raising issues about the property assessment, fencing, and the Property Owner's trees. Mr. Magner countered the County offer at \$18,363.12. On January 9, 2015, the County increased its offer to \$7,350 and offered to replace the fencing. On March 9, 2015, Mr. Magner counter offered with \$15,000. The negotiations have not led to a settlement. Attachment 6, proposed Resolution R15-160, pertains to this acquisition.

Staff recommends approval of proposed Resolution R15-155, which authorizes the County Administrator to advertise a public hearing to consider the condemnation and exercise of the County's quick-take powers in connection with the Project.



Brooke Road Project Parcels Right of Way Agreement Status

Produced by the Stafford County GIS Office
540-658-4033 | www.StaffordCountyGIS.org



Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

Produced: 4/28/2015

MXD Path: \\s\16\gisdata\users\gis\Brad\MiscProjects\Brooke Rd Parcels\BrookeRdParcels.mxd

Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.



PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the ___ day of _____, 2015:

MEMBERS:

- Gary F. Snellings, Chairman
- Laura A. Sellers, Vice Chairman
- Meg Bohmke
- Jack R. Cavalier
- Paul V. Milde, III
- Cord A. Sterling
- Robert “Bob” Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION AUTHORIZING THE CONDEMNATION AND EXERCISE OF QUICK-TAKE POWERS TO ACQUIRE FEE SIMPLE RIGHT-OF-WAY, PERMANENT SLOPE EASEMENT, PERMANENT EASEMENT FOR CULVERT, UTILITY EASEMENT TO BE CONVEYED TO VERIZON, AND TEMPORARY CONSTRUCTION EASEMENT ON TAX MAP PARCEL NO. 47-56B, OWNED BY ALEXANDRA ROMERO, IN CONNECTION WITH THE BROOKE ROAD IMPROVEMENT PROJECT, IN THE GEORGE WASHINGTON ELECTION DISTRICT

WHEREAS, the Board identified the completion of road improvements on Brooke Road south of Eskimo Hill Road (Project), as a critical part of Stafford County’s Road Improvement Plan; and

WHEREAS, the Board approved the acquisition of the land necessary for the completion of the Project and County staff is in the process of acquiring the necessary land for right-of-way, and permanent and temporary easements; and

WHEREAS, Tax Map Parcel No. 47-56B (Property) consists of approximately 2.89 acres of land owned by Alexandra Romero (Property Owner), located within the George Washington Election District; and

WHEREAS, the Board must acquire fee simple right-of-way, and permanent and temporary easements, because the design of the Project requires 0.0452 acres of fee simple right-of-way, 0.0111 acres of permanent slope easement, 0.0108 acres of permanent easement for culvert, 0.0916 acres of utility easement to be conveyed to Verizon, and 0.0698 acres of temporary construction easement; and

WHEREAS, fair market value for the required areas of the Property, together with damages, if any, to the remainder of the Property is Two Thousand One Hundred Dollars (\$2,100), based upon 2014 assessed values; and

WHEREAS, the Board, through its consulting negotiator, has made a bona fide, but ineffectual effort to purchase the affected areas of the Property by offering said fair market value on behalf of the County to the Property Owner; and

WHEREAS, the terms of purchase cannot be agreed upon, and the County's consulting negotiator was unsuccessful in negotiating a final settlement with the Property Owner, but will continue to work with the Property Owner to attempt to reach an acceptable settlement; and

WHEREAS, the Board conducted a public hearing in accordance with Virginia Code §§ 15.2-1903(B) and 15.2-1905(C) to determine the necessity for condemnation and the use of the County's quick-take powers, and has carefully considered the recommendations of staff and the public testimony, if any, at the public hearing; and

WHEREAS, the Board declares its intent to use its condemnation and quick-take powers to enter and take the above-referenced 0.0452 acres of fee simple right-of-way, 0.0111 acres of permanent slope easement, 0.0108 acres of permanent easement for culvert, 0.0916 acres of utility easement to be conveyed to Verizon, and 0.0698 acres of temporary construction easement, on the Property;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the _____ day of _____, 2015 that the Board be and it hereby does find that public necessity exists for the Board's ownership of fee simple right-of-way, permanent slope easement, permanent easement for culvert, utility easement to be conveyed to Verizon, and temporary construction easement on Tax Map Parcel No. 47-56B (Property) to complete the Brooke Road Improvement Project; and

BE IT FURTHER RESOLVED that the Board declares its intent to condemn and exercise the County's quick-take powers to enter upon and immediately acquire 0.0452 acres of fee simple right-of-way, 0.0111 acres of permanent slope easement, 0.0108 acres of permanent easement for culvert, 0.0916 acres of utility easement to be conveyed to Verizon, and 0.0698 acres of temporary construction easement, on the Property for the construction and operation of the Brooke Road Improvement Project, under the provisions of Virginia Code §§ 15.2-1903(B) and 15.2-1905(C); and

BE IT STILL FURTHER RESOLVED that the Board authorizes the County Attorney to file a Certificate of Take among the land records of Stafford County, and authorizes the County Administrator and the Chief Financial Officer, or their designees, to sign the Certificate and to deposit Two Thousand One Hundred Dollars (\$2,100), with the Clerk of the Stafford County Circuit Court, for Alexandra Romero's benefit, before entering and taking possession of the fee simple right-of-way, permanent slope easement, and permanent easement for culvert, utility easement to be conveyed to Verizon and temporary construction easement, in connection with the quick-take condemnation process on behalf of the Stafford County Board of Supervisors in accordance with the law.

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the ___ day of _____, 2015:

MEMBERS:

- Gary F. Snellings, Chairman
- Laura A. Sellers, Vice Chairman
- Meg Bohmke
- Jack R. Cavalier
- Paul V. Milde, III
- Cord A. Sterling
- Robert “Bob” Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION AUTHORIZING THE CONDEMNATION AND EXERCISE OF QUICK-TAKE POWERS TO ACQUIRE PERMANENT SIGHT DISTANCE EASEMENT, PERMANENT EASEMENT FOR CULVERT, AND TEMPORARY CONSTRUCTION EASEMENT ON TAX MAP PARCEL NO. 47E-E, OWNED BY JOHN MCCALLISTER AND JOSEPH REED, IN CONNECTION WITH THE BROOKE ROAD IMPROVEMENT PROJECT, IN THE GEORGE WASHINGTON ELECTION DISTRICT

WHEREAS, the Board identified the completion of road improvements on Brooke Road south of Eskimo Hill Road (Project), as a critical part of Stafford County’s Road Improvement Plan; and

WHEREAS, the Board approved the acquisition of the land necessary for the completion of the Project and County staff is in the process of acquiring the necessary land for right-of-way, and permanent and temporary easements; and

WHEREAS, Tax Map Parcel No. 47E-E (Property) consists of approximately 110.53 acres of land owned by Joseph Reed and John McCallister (Property Owners), located within the George Washington Election District; and

WHEREAS, the Board must acquire permanent and temporary easements, because the design of the Project requires 0.0663 acres of permanent sight distance easement, 0.0391 acres of permanent easement for culvert, and 0.1302 acres of temporary construction easement; and

WHEREAS, fair market value for the required areas of the Property, together with damages, if any, to the remainder of the Property is Six Hundred Dollars (\$600), based upon 2014 assessed values; and

WHEREAS, the Board, through its consulting negotiator, has made a bona fide, but ineffectual effort to purchase the affected areas of the Property by offering said fair market value on behalf of the County to the Property Owners; and

WHEREAS, the terms of purchase cannot be agreed upon, and the County's consulting negotiator was unsuccessful in negotiating a final settlement with the Property Owners, but will continue to work with the Property Owners to attempt to reach an acceptable settlement; and

WHEREAS, the Board conducted a public hearing in accordance with Virginia Code §§ 15.2-1903(B) and 15.2-1905(C) to determine the necessity for condemnation and use of the County's quick-take powers, and has carefully considered the recommendations of staff and the public testimony, if any, at the public hearing; and

WHEREAS, the Board declares its intent to use its condemnation and quick-take powers to enter and take the above-referenced 0.0663 acres of permanent sight distance easement, 0.0391 acres of permanent easement for culvert, and 0.1302 acres of temporary construction easement, on the Property;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the ____ day of _____, 2015 that the Board be and it hereby does find that public necessity exists for the Board's ownership of permanent sight distance easement, permanent easement for culvert, and temporary construction easement on Tax Map Parcel No. 47E-E (Property) to complete the Brooke Road Improvement Project; and

BE IT FURTHER RESOLVED that the Board declares its intent to condemn and exercise the County's quick-take powers to enter upon and immediately acquire 0.0663 acres of permanent sight distance easement, 0.0391 acres of permanent easement for culvert, and 0.1302 acres of temporary construction easement, on the Property for the construction and operation of the Brooke Road Improvement Project, under the provisions of Virginia Code §§ 15.2-1903(B) and 15.2-1905(C); and

BE IT STILL FURTHER RESOLVED that the Board authorizes the County Attorney to file a Certificate of Take among the land records of Stafford County, and authorizes the County Administrator and the Chief Financial Officer, or their designees, to sign the Certificate and to deposit Six Hundred Dollars (\$600), with the Clerk of the Stafford County Circuit Court, for Joseph Reed and John McCallister's benefit, before entering and taking possession of the permanent sight distance easement, permanent easement for culvert, and temporary construction easement, in connection with the quick-take condemnation process on behalf of the Stafford County Board of Supervisors in accordance with the law.

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the ___ day of _____, 2015:

MEMBERS:

- Gary F. Snellings, Chairman
- Laura A. Sellers, Vice Chairman
- Meg Bohmke
- Jack R. Cavalier
- Paul V. Milde, III
- Cord A. Sterling
- Robert “Bob” Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION AUTHORIZING THE CONDEMNATION AND EXERCISE OF QUICK-TAKE POWERS TO ACQUIRE FEE SIMPLE RIGHT-OF-WAY, PERMANENT SLOPE EASEMENT, AND TEMPORARY CONSTRUCTION EASEMENT ON TAX MAP PARCEL NO. 47-39F, OWNED BY JAMES AND PAMELA HILLER, IN CONNECTION WITH THE BROOKE ROAD IMPROVEMENT PROJECT, IN THE AQUIA ELECTION DISTRICT

WHEREAS, the Board identified the completion of road improvements on Brooke Road south of Eskimo Hill Road (Project), as a critical part of Stafford County’s Road Improvement Plan; and

WHEREAS, the Board approved the acquisition of the land necessary for the completion of the Project and County staff is in the process of acquiring the necessary land for right-of-way, and permanent and temporary easements; and

WHEREAS, Tax Map Parcel No. 47-39F (Property) consists of approximately 3.00 acres of land owned by James and Pamela Hiller (Property Owners), located within the Aquia Election District; and

WHEREAS, the Board must acquire fee simple right-of-way, and permanent and temporary easements, because the design of the Project requires 0.0888 acres of fee simple right-of-way, 0.1015 acres of permanent slope easement, and 0.0767 acres of temporary construction easement; and

WHEREAS, fair market value for the required areas of the Property, together with damages, if any, to the remainder of the Property is Three Thousand Seven Hundred Dollars (\$3,700), based upon 2014 assessed values; and

WHEREAS, the Board, through its consulting negotiator, has made a bona fide, but ineffectual effort to purchase the affected areas of the Property by offering said fair market value on behalf of the County to the Property Owners; and

WHEREAS, the terms of purchase cannot be agreed upon, and the County's consulting negotiator was unsuccessful in negotiating a final settlement with the Property Owners, but will continue to work with the Property Owners to attempt to reach an acceptable settlement; and

WHEREAS, the Board conducted a public hearing in accordance with Virginia Code §§ 15.2-1903(B) and 15.2-1905(C) to determine the necessity for condemnation and the use of the County's quick-take powers, and has carefully considered the recommendations of staff and the public testimony, if any, at the public hearing; and

WHEREAS, the Board declares its intent to use its condemnation and quick-take powers to enter and take the above-referenced 0.0888 acres of fee simple right-of-way, 0.1015 acres of permanent slope easement, and 0.0767 acres of temporary construction easement, on the Property;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the ____ day of _____, 2015 that the Board be and it hereby does find that public necessity exists for the Board's ownership of fee simple right-of-way, permanent slope easement, and temporary construction easement on Tax Map Parcel No. 47-39F (Property) to complete the Brooke Road Improvement Project; and

BE IT FURTHER RESOLVED that the Board declares its intent to condemn and exercise the County's quick-take powers to enter upon and immediately acquire 0.0888 acres of fee simple right-of-way, 0.1015 acres of permanent slope easement, and 0.0767 acres of temporary construction easement, on the Property for the construction and operation of the Brooke Road Improvement Project, under the provisions of Virginia Code §§ 15.2-1903(B) and 15.2-1905(C); and

BE IT STILL FURTHER RESOLVED that the Board authorizes the County Attorney to file a Certificate of Take among the land records of Stafford County, and authorizes the County Administrator and the Chief Financial Officer, or their designees, to sign the Certificate and to deposit Three Thousand Seven Hundred Dollars (\$3,700), with the Clerk of the Stafford County Circuit Court, for James and Pamela Hiller's benefit, before entering and taking possession of the fee simple right-of-way, permanent slope easement and temporary construction easement, in connection with the quick-take condemnation process on behalf of the Stafford County Board of Supervisors in accordance with the law.

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the ___ day of _____, 2015:

MEMBERS:

- Gary F. Snellings, Chairman
- Laura A. Sellers, Vice Chairman
- Meg Bohmke
- Jack R. Cavalier
- Paul V. Milde, III
- Cord A. Sterling
- Robert “Bob” Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION AUTHORIZING THE CONDEMNATION AND EXERCISE OF QUICK-TAKE POWERS TO ACQUIRE FEE SIMPLE RIGHT-OF-WAY, PERMANENT SLOPE EASEMENT, AND TEMPORARY CONSTRUCTION EASEMENT ON TAX MAP PARCELS 47-39K AND 47-39G, OWNED BY DANIEL HUGHES, IN CONNECTION WITH THE BROOKE ROAD IMPROVEMENT PROJECT, IN THE AQUIA ELECTION DISTRICT

WHEREAS, the Board identified the completion of road improvements on Brooke Road south of Eskimo Hill Road (Project), as a critical part of Stafford County’s Road Improvement Plan; and

WHEREAS, the Board approved the acquisition of the land necessary for the completion of the Project and County staff is in the process of acquiring the necessary land for right-of-way, and permanent and temporary easements; and

WHEREAS, Tax Map Parcel 47-39K consists of approximately 1.01 acres of land owned by Daniel Hughes (Property Owner), located within the Aquia Election District; and

WHEREAS, the Board must acquire fee simple right-of-way, permanent slope easement, and temporary construction easement, because the design of the Project requires 0.0297 acres of permanent right-of-way, 0.0129 acres of permanent slope easement, and 0.0242 acres of temporary construction easement; and

WHEREAS, Tax Map Parcel 47-39G (Property) consists of approximately 0.95 acres of land owned by Daniel Hughes (Property Owner), located within the Aquia Election District; and

WHEREAS, the Board must acquire fee simple right-of-way, permanent slope easement, and temporary construction easement, because the design of the Project requires 0.0277 acres of permanent right-of-way, 0.0101 acres of permanent slope easement, and 0.0252 acres of temporary construction easement; and

WHEREAS, fair market value for the required areas of the Property, together with damages, if any, to the remainder of the Property is Six Thousand Three Hundred Eleven Dollars (\$6,311), based upon 2014 assessed values; and

WHEREAS, the Board, through its consulting negotiator, has made a bona fide, but ineffectual effort to purchase the affected areas of the Property by offering said fair market value on behalf of the County to the Property Owner; and

WHEREAS, the terms of purchase cannot be agreed upon, and the County's consulting negotiator was unsuccessful in negotiating a final settlement with the Property Owner, but will continue to work with the Property Owner to attempt to reach an acceptable settlement; and

WHEREAS, the Board conducted a public hearing in accordance with Virginia Code §§ 15.2-1903(B) and 15.2-1905(C) to determine the necessity for condemnation and the use of the County's quick-take powers, and has carefully considered the recommendations of staff and the public testimony, if any, at the public hearing; and

WHEREAS, the Board declares its intent to use its condemnation and quick-take powers to enter and take the above-referenced 0.0574 acres of fee simple right-of-way, 0.0231 acres of permanent slope easement, and 0.0494 acres of temporary construction easement, on the Property;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the ____ day of _____, 2015 that the Board be and it hereby does find that public necessity exists for the Board's ownership of fee simple right-of-way, permanent slope easement, and temporary construction easement on Tax Map Parcels 47-39K and 47-39G (Property) to complete the Brooke Road Improvement Project; and

BE IT FURTHER RESOLVED that the Board declares its intent to condemn and exercise the County's quick-take powers to enter upon and immediately acquire 0.0574 acres of fee simple right-of-way, 0.0231 acres of permanent slope easement, and 0.0494 acres of temporary construction easement, on the Property for the construction and operation of the Brooke Road Improvement Project, under the provisions of Virginia Code §§ 15.2-1903(B) and 15.2-1905(C); and

BE IT STILL FURTHER RESOLVED that the Board authorizes the County Attorney to file a Certificate of Take among the land records of Stafford County, and authorizes the County Administrator and the Chief Financial Officer, or their designees, to sign the Certificate and to deposit Six Thousand Three Hundred Eleven Dollars (\$6,311), with the Clerk of the Stafford County Circuit Court, for Daniel Hughes' benefit, before entering and taking possession of the fee simple right-of-way, permanent slope easement, and temporary construction easement, in connection with the quick-take condemnation process on behalf of the Stafford County Board of Supervisors in accordance with the law.

AJR:ckr:elk:tbn

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 5th day of May, 2015:

MEMBERS:

Gary F. Snellings, Chairman
Laura A. Sellers, Vice Chairman
Meg Bohmke
Jack R. Cavalier
Paul V. Milde, III
Cord A. Sterling
Robert "Bob" Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO ADVERTISE A PUBLIC HEARING TO CONSIDER THE CONDEMNATION AND EXERCISE OF QUICK-TAKE POWERS TO ACQUIRE FEE SIMPLE RIGHT-OF-WAY AND PERMANENT AND TEMPORARY EASEMENTS ON TAX MAP PARCEL NOS. 47-23, 47-56B, 47E-E, 47-39F, 47-39K, AND 47-39G IN CONNECTION WITH THE BROOKE ROAD IMPROVEMENT PROJECT, IN THE FALMOUTH, GEORGE WASHINGTON, AND AQUIA DISTRICTS

WHEREAS, the Board identified the completion of road improvements on Brooke Road, south of Eskimo Hill Road (Project), as a critical part of Stafford County's Road Improvement Plan; and

WHEREAS, the Board approved the acquisition of the land and easements necessary for the completion of the Project, and staff is in the process of acquiring the necessary portions of land for right-of-way, and temporary and permanent easements; and

WHEREAS, Tax Map Parcel No. 47-56B consists of approximately 2.89 acres of land owned by Alexandra Romero, and the Board must acquire right-of-way and easements on Tax Map Parcel No. 47-56B because the design of the Project requires 0.0452 acres of fee simple right-of-way, 0.0111 acres of permanent slope easement, 0.0108 acres of permanent easement for culvert, 0.0916 acres of utility easement to be conveyed to Verizon, and 0.0698 acres of temporary construction easement on Tax Map Parcel No. 47-56B; and

WHEREAS, the fair market value for the acquisition of the required portions of Tax Map Parcel No. 47-56B, together with damages, if any, to the remainder of the property is Two Thousand One Hundred Dollars (\$2,100), based upon the 2014 assessed value; and

WHEREAS, Tax Map Parcel No. 47E-E consists of approximately 110.53 acres of land owned by Joseph Reed and John McCallister, and the Board must acquire easements on Tax Map Parcel No. 47E-E because the design of the Project requires 0.0663 acres of permanent sight distance easement, 0.0391 acres of permanent easement for culvert, and 0.1302 acres of temporary construction easement on Tax Map Parcel No. 47E-E; and

WHEREAS, the fair market value for the acquisition of the required portions of Tax Map Parcel No. 47E-E, together with damages, if any, to the remainder of the property is Six Hundred Dollars (\$600), based upon the 2014 assessed value; and

WHEREAS, Tax Map Parcel No. 47-39F consists of approximately 3.00 acres of land owned by James and Pamela Hiller, and the Board must acquire right-of-way and easements on Tax Map Parcel No. 47-39F because the design of the Project requires 0.0888 acres of fee simple right-of-way, 0.1015 acres of permanent slope easement, and 0.0767 acres of temporary construction easement on Tax Map Parcel No. 47-39F; and

WHEREAS, the fair market value for the acquisition of the required portions of Tax Map Parcel No. 47-39F, together with damages, if any, to the remainder of the property is Three Thousand Seven Hundred Dollars (\$3,700), based upon the 2014 assessed value; and

WHEREAS, Tax Map Parcel No. 47-39K consists of 1.01 acres of land and Tax Map Parcel No. 47-39G consists of approximately 0.95 acres of land owned by Daniel Hughes, and the Board must acquire easements on Tax Map Parcel Nos. 47-39K and 47-39G because the design of the Project requires 0.0297 acres of fee simple right-of-way, 0.0129 acres of permanent slope easement, and 0.0242 acres of temporary construction easement on Tax Map Parcel No. 47-39K; and the design of the Project requires 0.0277 acres of fee simple right-of-way, 0.0101 acres of permanent slope easement, and 0.0252 acres of temporary construction easement on Tax Map Parcel No. 47-39G; and

WHEREAS, the fair market value for the acquisition of the required portions of Tax Map Parcel Nos. 47-39K and 47-39G, together with damages, if any, to the remainder of the property is Six Thousand Three Hundred Eleven Dollars (\$6,311), based upon the 2014 assessed value; and

WHEREAS, the Board, through its consulting negotiator, made bona fide, but ineffectual, efforts to purchase the above-referenced affected areas of the listed Properties by offering said fair market value on behalf of the County to the respective property owners; and

WHEREAS, the terms of purchase cannot be agreed upon, and the County's consulting negotiator was unsuccessful in negotiating a final settlement with the respective Property Owners, but will continue to work with the Property Owners to attempt to reach an acceptable settlement; and

WHEREAS, pursuant to Virginia Code §§ 15.2-1903(B) and 15.2-1905(C), the Board desires and is required to conduct a public hearing to consider the necessity for condemnation and the use of the County's quick-take powers, and to receive the public's testimony, if any, at the public hearing;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 5th day of May, 2015 that the Board be and it hereby does authorize the County Administrator to advertise a public hearing to receive public testimony, and consider the condemnation and use of its quick-take power to acquire fee simple right-of-way, utility easements to be conveyed to Dominion Virginia Power, utility easements to be conveyed to Verizon, permanent slope easements, permanent easements for culvert and pipe, permanent drainage easements, permanent sight distance easements, and temporary construction easements on portions of the properties of Alexandra Romero, Tax Map Parcel No. 47-56B; Joseph Reed and John McCallister, Tax Map Parcel No. 47E-E; James and Pamela Hiller, Tax Map Parcel No. 47-39F; and Daniel Hughes, Tax Map Parcel Nos. 47-39K and 47-39G; in connection with the Brooke Road Improvement Project, under the provisions of Virginia Code, §§ 15.2-1903(B) and 15.2-1905(C).

Utilities Projects Update

5/05/15

OUT TO BID OR UNDER CONSTRUCTION

Celebrate Virginia Water Tank (Projected Construction Costs: \$2.2M)

Construction of a one million gallon elevated water tank on Greenbank Road in Celebrate Virginia near Banks Ford Parkway to replace the existing Berea Tank at Dominion Virginia Power.

- The project has been advertised for construction
- A pre-bid meeting was held on April 14, 2015.
- In response to questions posed at the pre-bid meeting, an addendum to the plans will be posted to address issues such as; accommodations for communications cables, lighting outside the facility etc.
- The bids will be accepted in mid-May

Austin Run Sanitary Sewer (Construction Contract for \$4.176 M)

Replacement of the Austin Run PS with a state of the art screw pump system with all the appropriate piping to position the pump station adjacent to Aqua Wastewater Treatment Facility.

- The pump station is 90% complete
- The screw pumps have been installed, crews are working on punch list items and will test the pumps this month
- Crews are also working on the associated piping to connect this to the collection line across Route 1, they are currently working on a bore under Route 1
- A connection from the New Pump Station to the Treatment Plant headworks will begin this month
- This project is on schedule for completion in August

Claiborne Run Generator Replacement (Construction Contract amount = \$618,240)

Project removes the existing generator and replaces with two 550 kW generators, a fuel polishing system, and fuel storage tanks in preparation for future station upgrades.

- The generator has been installed and crews are working on punch list items
- The generator manufacturer is on-site preparing for start-up.

Sanford to Olde Forge Water Line (342 Phase II) (Estimated Budget = \$8.5M)

This will transfer water from the new Lake Mooney Treatment Facility to areas east of I-95

- Design and property acquisition for this project has been completed
- The project has been advertised for construction and bids were received on April 30, 2015. We are in the process of reviewing the bids now.

Old Route 3 Pump Station Replacement (Construction Contract = \$1,173,000)

Project removes the existing pump station and builds a new pump station adjacent.

- Construction began on this project in early March and completion is expected in November
- Contractor has encountered rock in the area where the new wet well will be constructed and has asked for permission to blast – due to the proximity of the railroad lines and bridge, as well as the existing wet well, we have denied the use of explosives and have instructed them to use a hoe ram to remove the rock

UNDER DESIGN

Claiborne Run Sewer Upgrades (Estimated Construction Cost = \$2 M)

Much of the sewer interceptor along Claiborne Run has been replaced over the last ten years, this project will replace an additional 2,000 feet, upgrading it from 24” to 30”.

- The design for this project is complete
- We are still working on property/easement acquisitions – we are working with CSX for easements which can be time consuming
- We anticipate a draft agreement from CSX in the next couple of weeks
- Once complete we will advertise this project for construction
- We hope to bid this summer and have the construction complete by the end of next summer

Courthouse Water Tank (Project Budget = \$2.7 M)

A new Water Tank in the Courthouse area has been planned by the Utility Department for a number of years, and was included in the FY2015 CIP and the Water and Sewer Master Plan. The construction of a one million gallon elevated water tank will help to meet increasing water service and fire flow requirements

- We have received a proposal for design of this project at a cost of \$144,503
- This is no the consent agenda for this afternoon’s BOS meeting
- We hope to have the design completed this year and bid this project early next year for construction beginning in the summer of 2016 with a twelve month construction schedule

Falls Run Force Main (Project Budget = \$2.5 M)

Replacement of the Force Main from Falls Run PS to Claiborne Run Interceptor

- There is a section of this Force Main, where it converts to gravity, which has already failed. This section is along Butler Road near the CVS entrance.
- Temporary repairs have been made, and design is under way for this small section – we expect to have those repairs completed this summer.
- The rest of the FM will be designed over the next 18 months
- Staff has reviewed possible alignments for this project and will meet with VDOT to discuss placing the Force Main under the pavement along West Cambridge Street.

Route 1 North Sewer Line (Project Budget = \$4 M)

Approximately 4,400 feet of 18-inch gravity sewer along and parallel to Route 1 will replace deteriorated gravity sewer and provide additional capacity to move wastewater from the northern part of the county toward the Aquia Creek PS at Route 1 and Telegraph Road.

- Work continues on ROW acquisition – we are negotiating with four owners and revising the plans and plats to accommodate their wishes
- Plans have been submitted for review, we are waiting on comments from Planning and VDOT
- This project should be ready for advertisement this winter, with construction beginning in the spring of 2016 and completion by the end of 2016.

Falls Run Interceptor (Project Budget = \$1.2 for I-95 Bore,+ \$6.8 M for Interceptor)

This project will continue the replacement of the sewer interceptor that runs along 17 to Falls Run Pump Station. The portion from I-95 to the PS has been completed. The current project will bore under I-95. A future portion will replace the line out to Cardinal Forest. The existing lines were installed in the 1970's and are very deteriorated

- Our consultant is working with VDOT to obtain permits for conducting geotechnical samples in the median of I-95
- Once we have the results of this work, we can proceed with the design for the bore

Sweetbriar Force Main (Project Budget = \$750,000)

This project will install a parallel force main for the Sweetbriar PS. This will alleviate the instances of overflows in this PS.

- There alignment has been staked and our consultant is working to identify all of the buried utilities - Once utilities are confirmed the design will proceed

Olde Forge to Cool Spring Road Water Line (Project Budget = \$15 M)

Extension of water transmission line from Lake Mooney to South East portions of Stafford

- Design and ROW acquisition is underway
- Encountered archeological issues, working through those with a Phase II study
- Expect construction in FY18 & 19

Pump Station Replacements (Project Budget = \$300,000 each)

Design is underway for the replacement of the Ebenezer Church PS and the Oaks of Stafford PS.

- We anticipate bidding the construction for these two stations later this year, with completion of construction late next year

Neighborhood Sewer and Water Extension Projects

There are six small extension projects that are currently under design and will proceed with construction as the design for each is completed.