

Infrastructure Committee Meeting AGENDA

July 7, 2015 – 1:30 p.m.
Conference Room A/B/C, Second Floor

Agenda Item	
	Introduction ❖ Welcome
1.	DC to Richmond High Speed Rail – Presented by Randy Selleck, DRPT
2.	Rappahannock River Crossing – Presented by Michelle Shropshire, P.E., VDOT
3.	Government Center Parking Renovation
4.	HB2 Project Scoring Procedures
	❖ Next meeting – September 1, 2015
	Adjourn

CEDC07072015agenda





DC2RVA Project Update

Randy Selleck, AICP
Deputy Project Manager, Planning

Stafford County
Infrastructure Committee Meeting
July 7, 2015

Agenda

- Project Overview
- Schedule
- Current Activities
- Next Steps



Project Overview

SEHSR Corridor

Richmond to Raleigh
Tier II EIS

Richmond to Hampton Roads
Tier I EIS

Washington, D.C. to Richmond
Tier II EIS

Charlotte to Atlanta
Tier I EIS

SEHSR Extended
Feasibility Studies Complete

Washington D.C.

Richmond

Raleigh

Charlotte

Columbia

Atlanta

Jacksonville

Southeast High Speed Rail (SEHSR)

NEPA | Tiered Approach



Tier I Program-Level Document

- Program is being introduced that may have far reaching affects.
- Large physical area is being addressed.
- Looks at general environmental conditions and general levels of impact.
- Site-specific details have not yet been identified or designed.

Tier II Project-Level Document

- Performed when a specific project is investigated in detail.
- Impacts are quantified and analyzed and potential mitigation measures are identified.
- Documentation and decisions lead to Record of Decision (ROD), permitting, final design, right-of-way acquisition, and construction.

Project Snapshot



123-Mile Corridor

Northernmost Segment of the SEHSR Corridor

Connects to the Northeast Corridor

Preliminary Engineering and Environmental Review

Ridership and Revenue Review

Station Area Improvements

Service Frequency



Project Sponsor:



Virginia Department of Rail and Public Transportation

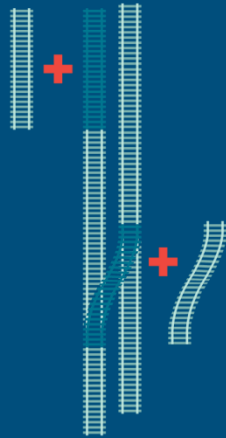
Lead Federal Agency:



U.S. Department of Transportation
Federal Railroad Administration

Improvement Concepts

Construction of additional main line tracks and crossovers.



Straightening of curves.



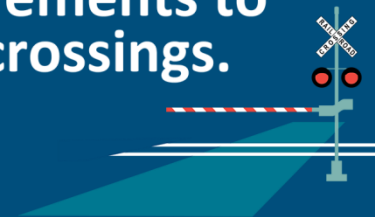
Station area improvements.



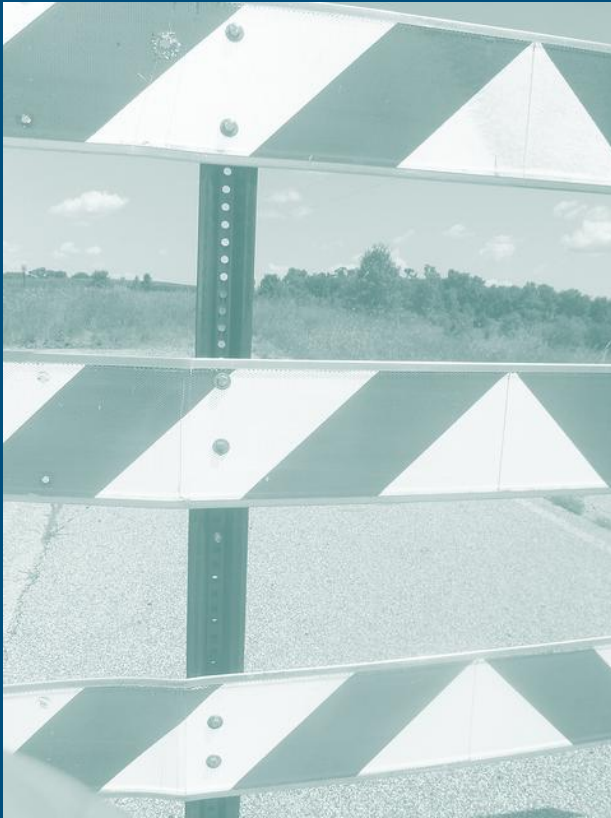
Improvements to sidings and signals.



Improvements to grade crossings.



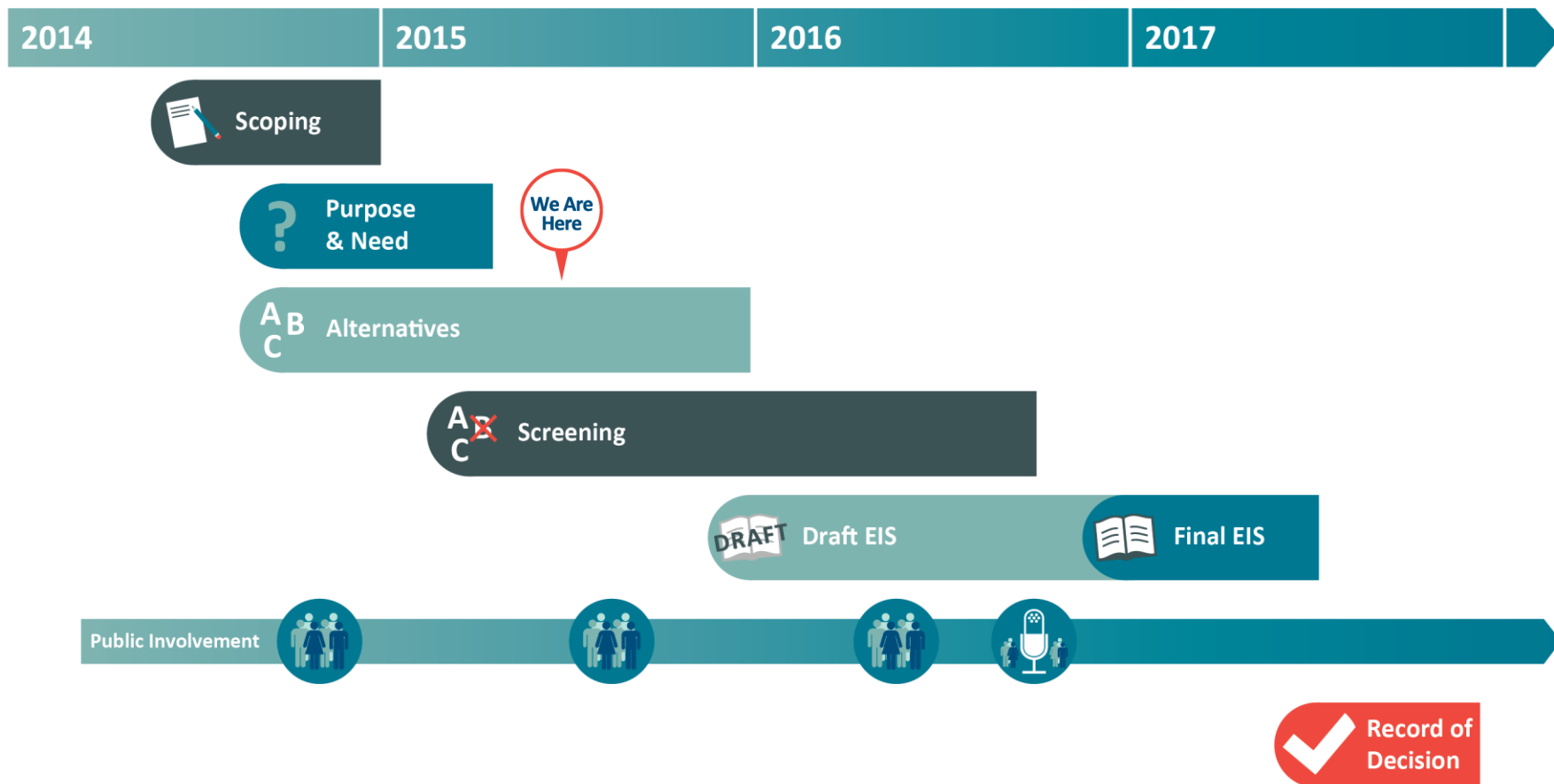
Challenges



- Updating key elements of the 2002 SEHSR Tier I EIS
- Effectively applying past studies
- Addressing unresolved corridor issues
- Considering future VRE, Amtrak, and freight rail plans

Schedule

Project Update | Where Are We Now?



Current Activities

Service Goals

Service Goals



Reliability

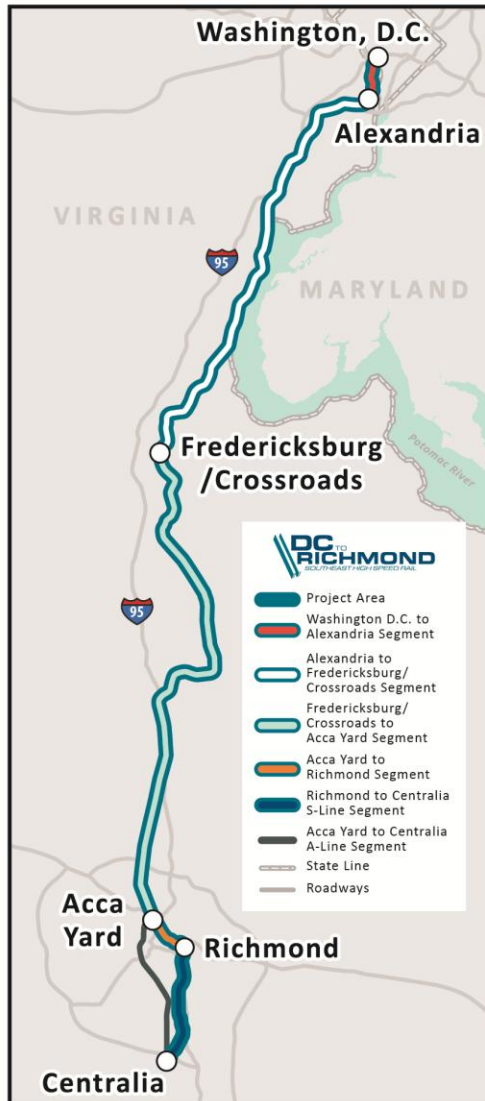


Travel Time



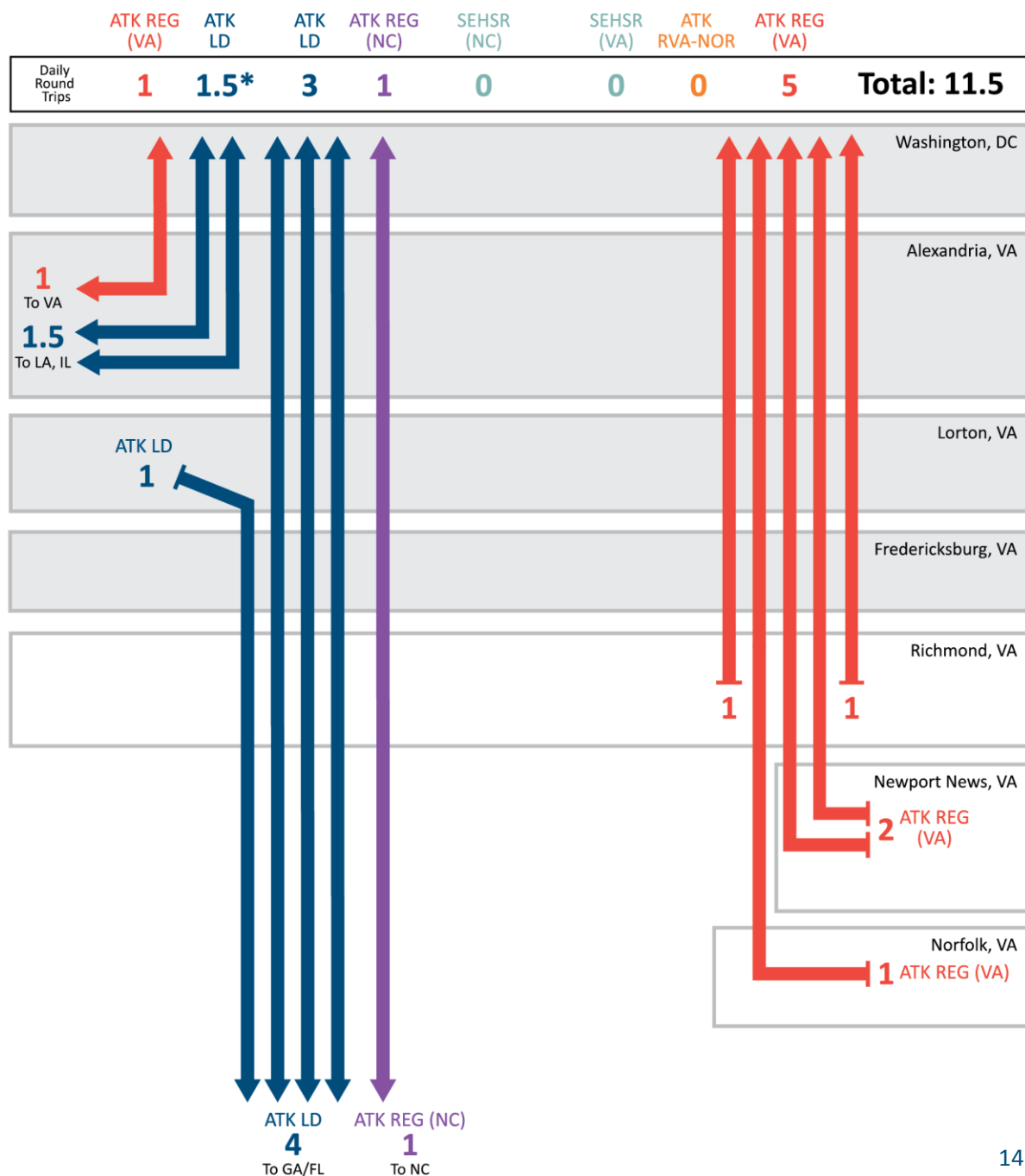
Frequency

Number of Trains by Segment 2015

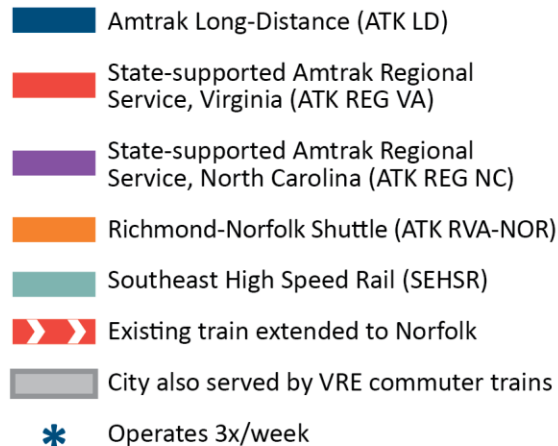


Intercity Passenger Train Frequencies 2015

- Amtrak Long-Distance (ATK LD)
- State-supported Amtrak Regional Service, Virginia (ATK REG VA)
- State-supported Amtrak Regional Service, North Carolina (ATK REG NC)
- Richmond-Norfolk Shuttle (ATK RVA-NOR)
- Southeast High Speed Rail (SEHSR)
- Existing train extended to Norfolk
- City also served by VRE commuter trains
- * Operates 3x/week

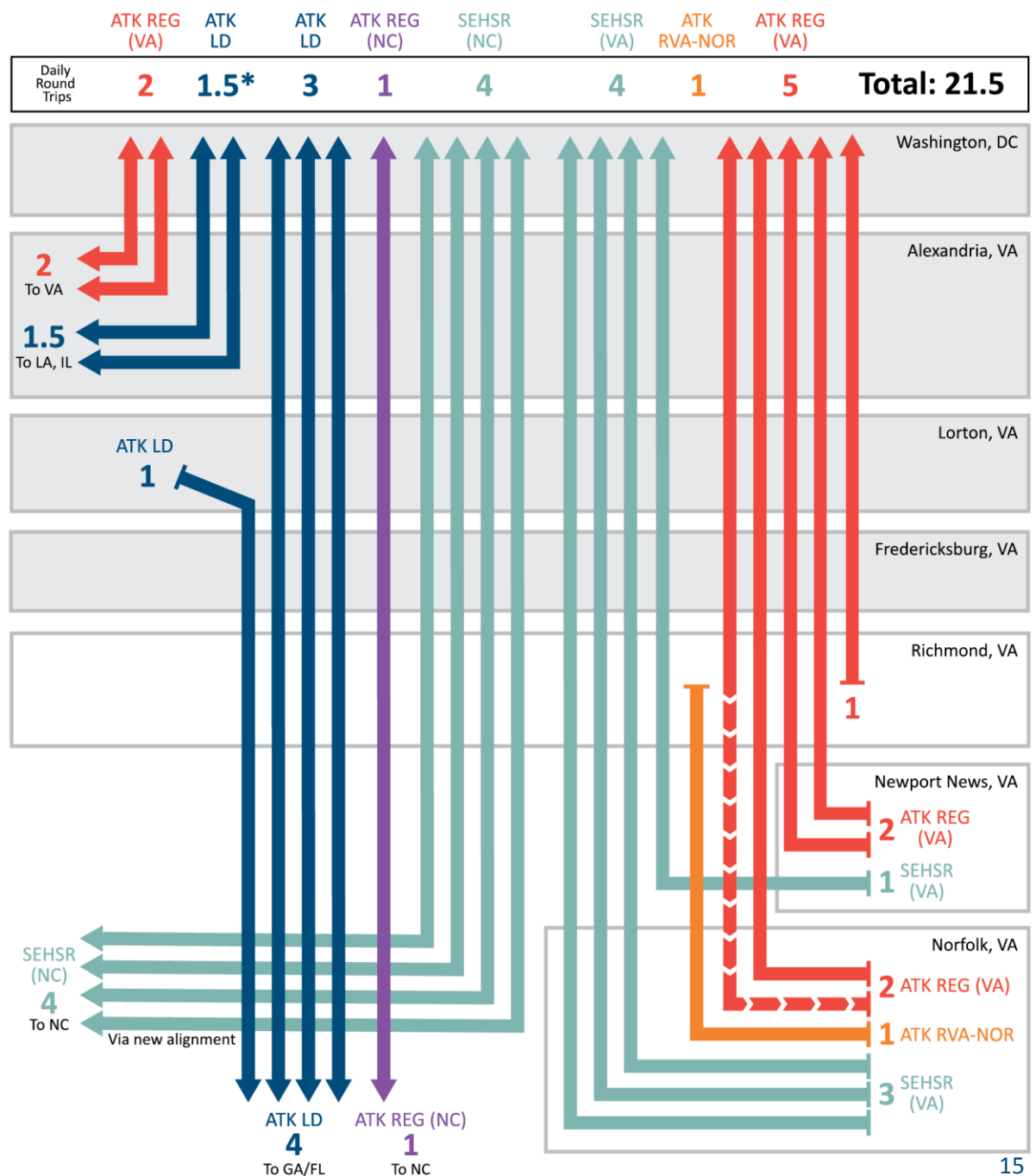


Intercity Passenger Train Frequencies Future



Changes from 2015

- 8 new SEHSR round trips
 - 4 to NC
 - 3 to Norfolk
 - 1 to Newport News
- 1 new Regional round trip to Lynchburg via Norfolk Southern
- One new Richmond-Norfolk Shuttle



Define Alternatives

Design Options

- Rail Alignment
- Stations
- Road/Rail Crossings

Service Options

- Frequency of Service
- Schedule
- Station Stops

Rail Alignment Screening Process

A
B
C

Develop Preliminary
Track Alignment Options

A
~~B~~
C

Stage I Screening - Fatal Flaw

A
~~B~~
C

Stage II Screening -
Order of Magnitude Impacts

A
~~B~~
C

Stage III Screening -
Infrastructure Constraints

~~A~~
B
C

Stage IV Screening -
Area Options

June Public Meetings

Meeting Attendance:

- Alexandria: 52
- Fredericksburg: 37
- Richmond: 95
- Online Meeting: 1,380
- Comments Received: 189



Public Meetings – Feedback

Common themes:

- Support for improved intercity passenger service
- A desire for speeds higher than the Project's proposed speeds
- Concerns about cost and impacts
- Support for improved connectivity within the Commonwealth
- Travel time
- Station location in Richmond
- Station location and rail alignments in Ashland

Next Steps | Screening Continues

Rail Alignment Screening Process

A
B
C

Develop Preliminary
Track Alignment Options

A
C

Stage I Screening - Fatal Flaw

A
B
C

Stage II Screening -
Order of Magnitude Impacts

A
C

Stage III Screening -
Infrastructure Constraints

A
B
C

Stage IV Screening -
Area Options

- Continue screening alternatives to identify narrowed range of reasonable alternatives
- These reasonable alternatives will be presented for comment at a third set of public meetings

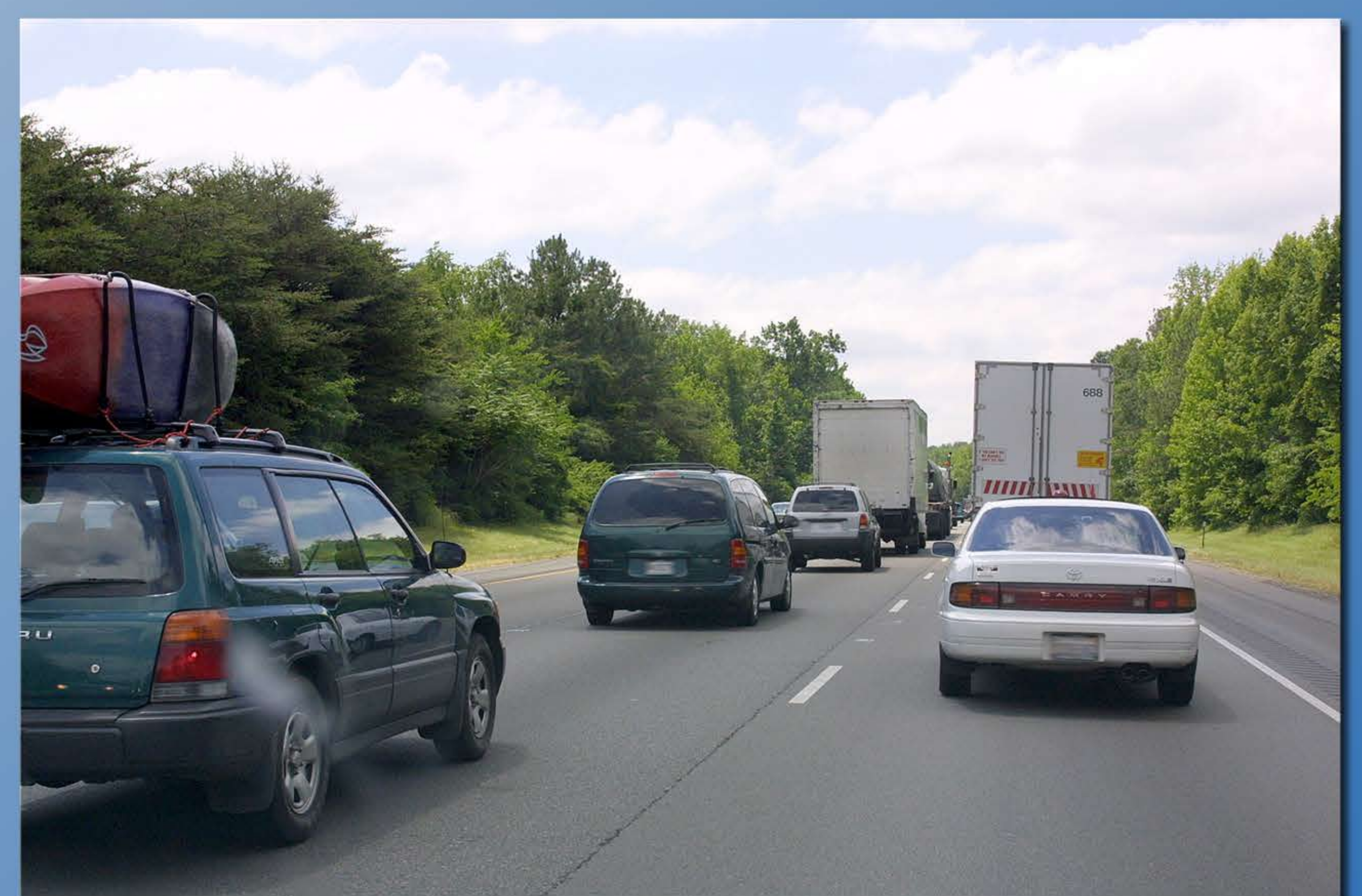
Questions?

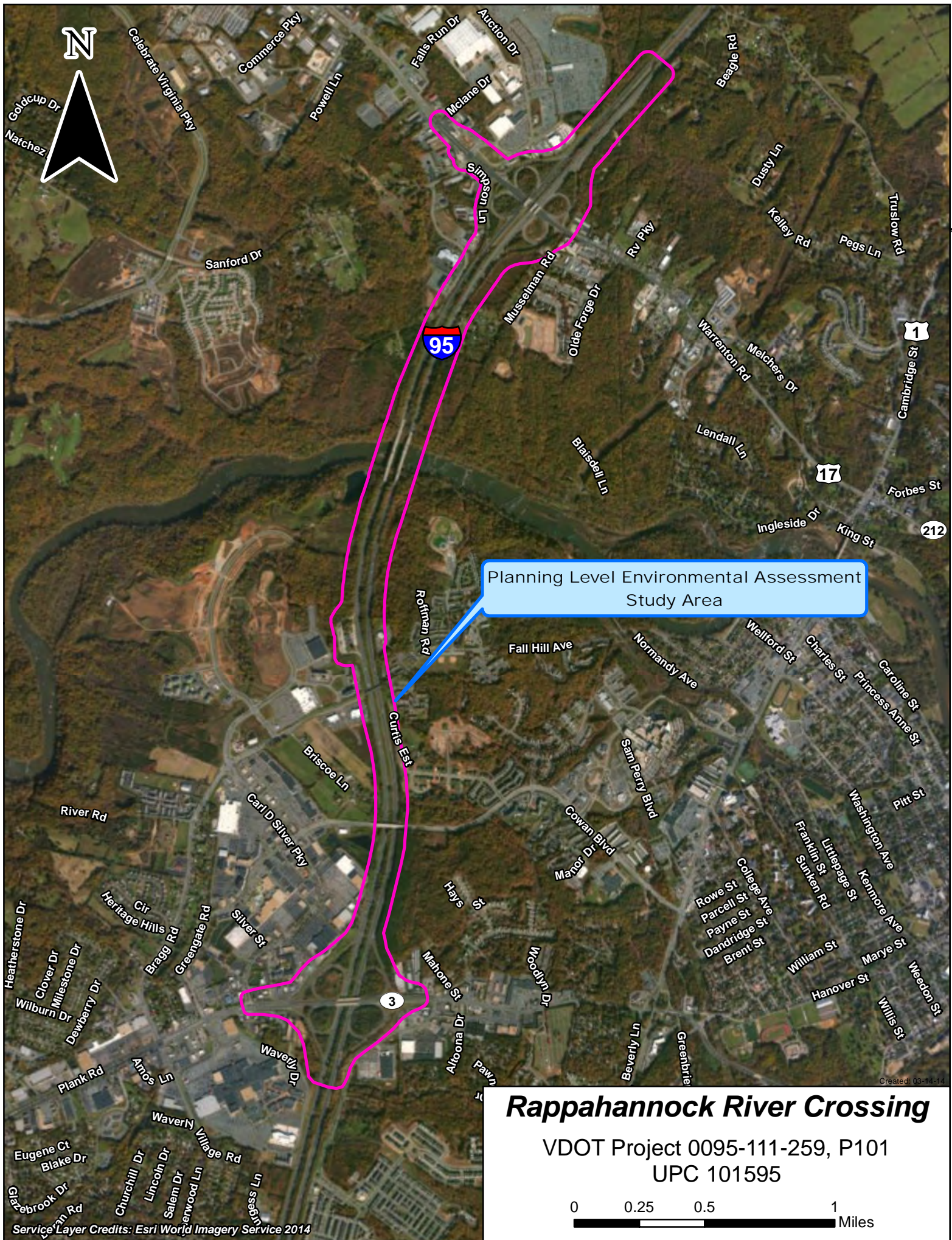
PROJECT HISTORY

- **2000-2010** Various studies identify potential improvements to relieve congestion in the I-95 corridor in the greater Fredericksburg area.
- **May 2011** The Rappahannock River Crossing (RRC) project was requested by the City of Fredericksburg and is included in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) Fiscal Year 2012-2015 Transportation Improvement Program.
- **April 2013** The RRC project is included in the FAMPO 2040 Long Range Transportation Plan, adopted April 15, 2013.
- **June 2013** The RRC project is programmed in the Fiscal Year 2014-2019 VDOT Six-Year Improvement Program. The I-95 Interchange Modification Report, Improvements to I-95 between Exit 133 and Exit 130, is initiated by VDOT.
- **April 2015** The Draft Fiscal Year 2016-2021 VDOT SYIP is published, which shows preliminary engineering funded for the southbound direction.
- **June 2015** The I-95 IMR, Improvements to I-95 between Exit 133 and Exit 130, has been completed by VDOT and awaiting conditional approval from the Federal Highway Administration.

PURPOSE AND NEED

- Provide additional capacity.
- Reduce congestion through this section of the I-95 corridor.
- Improve accessibility and mobility to and within the surrounding activity and employment centers.
- Improve safety on this section of I-95 where high traffic volumes and heavy weaving and merging volumes contribute to a crash rate above the statewide average.
- Address current and planned growth that will increase traffic volumes in the study area, projected to increase 44-52% by 2040.





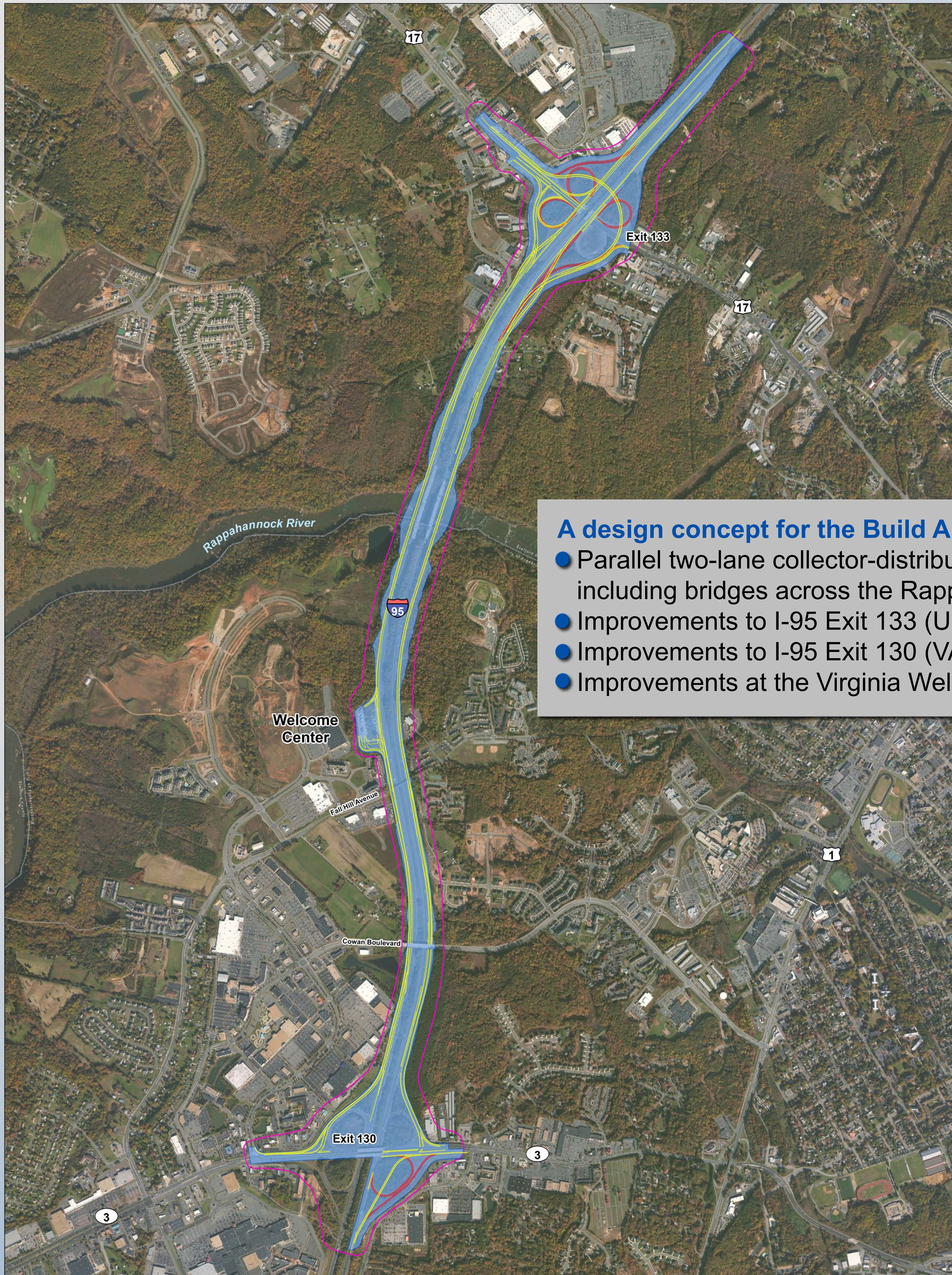
PROJECT STUDY AREA TRAFFIC VOLUMES FOR GENERAL PURPOSE LANES

Roadway/Location	2013 Existing Conditions	2040 No-Build Conditions	2040 Build Conditions
I-95-South of Exit 130(VA 3)	115,100	174,500	178,300
I-95- within the Project Corridor (between Exits 130 and 133)	152,600	226,000	159,000
I-95-North of Exit 133 (US 17)	134,700	194,000	203,800

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Category	Quantity in the Study Area	Estimated Impacts of Build Alternative	Estimated Impacts of No-Build Alternative
Right of Way (count of parcels/acres)	172/174.5	73/32.7	0
Non-Profit Organizations (count of parcels)	1	0	0
Churches (count of parcels)	0	0	0
Low-Income Housing (count of parcels)	2	0	0
Other Community Facilities (count of parcels)	3	0	0
Prime Farmlands (acres)	12.6	0	0
Farmlands of Statewide Importance (acres)	18	0	0
Forest Land (acres)	116.8	37.9	0
Streams (linear feet)	10,754	6,408	0
Wetlands (acres)	5.97	2.4	0
FEMA Floodplain (acres)	18.9	13.4	0
Eligible/Potentially Eligible Archaeology Sites (count/acres)	1/1.4	1/1.2	0
Eligible/Potentially Eligible Architectural Sites (count/acres)	2/12.4	2/6.5	0
Noise (count of receptors impacted)	192	45	0
Potential Contaminated Sites (count)	4	3	0

BUILD ALTERNATIVE



A design concept for the Build Alternative would include:

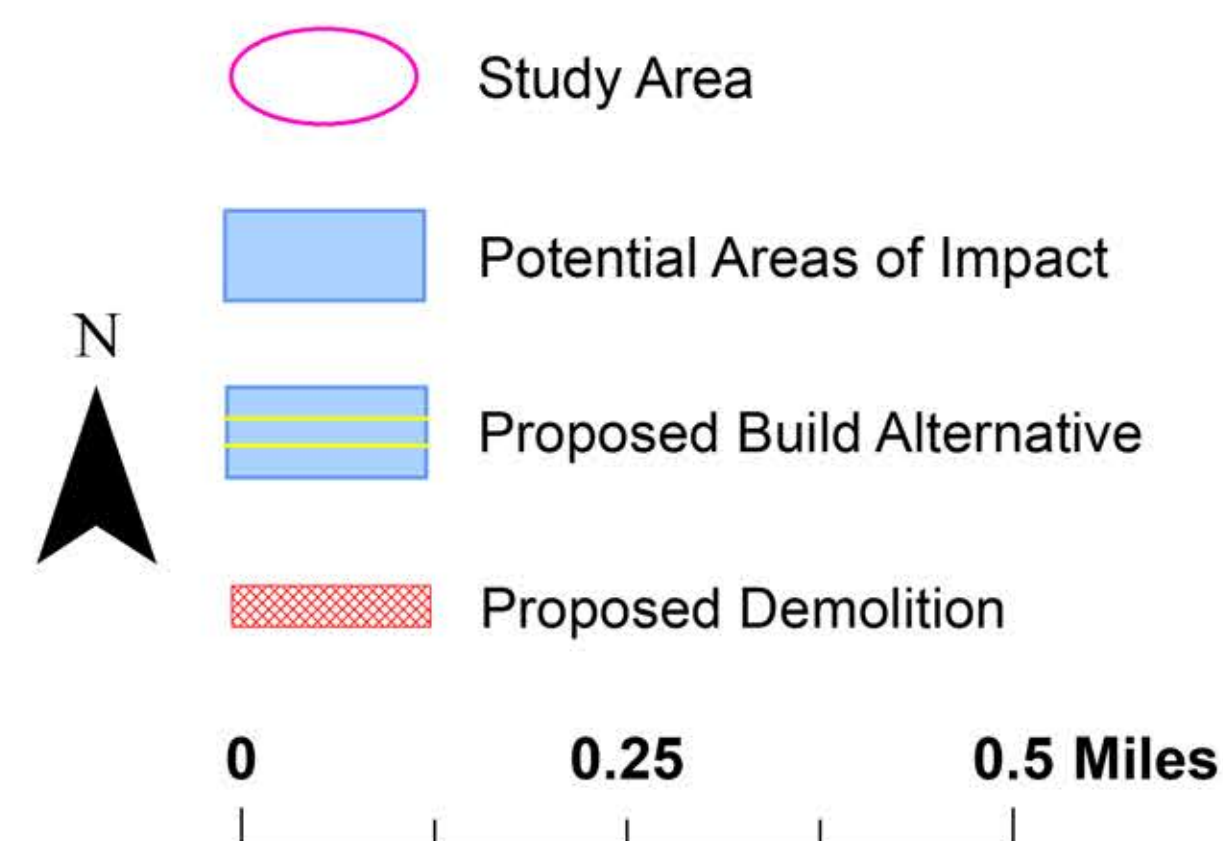
- Parallel two-lane collector-distributor roads in each direction, including bridges across the Rappahannock River
- Improvements to I-95 Exit 133 (US 17 interchange)
- Improvements to I-95 Exit 130 (VA 3 interchange)
- Improvements at the Virginia Welcome Center

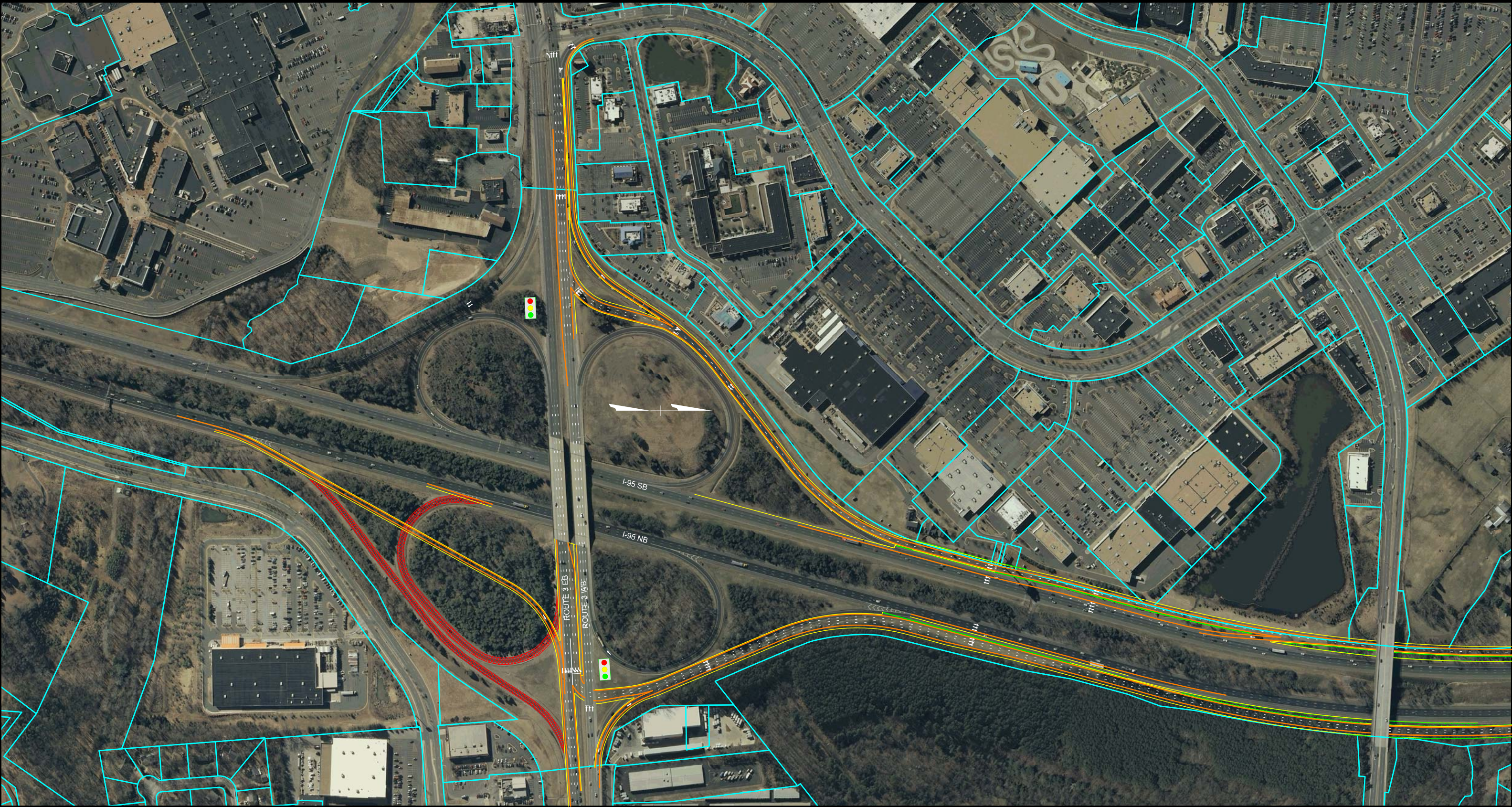


Build Alternative Map
I-95 Rappahannock River Crossing

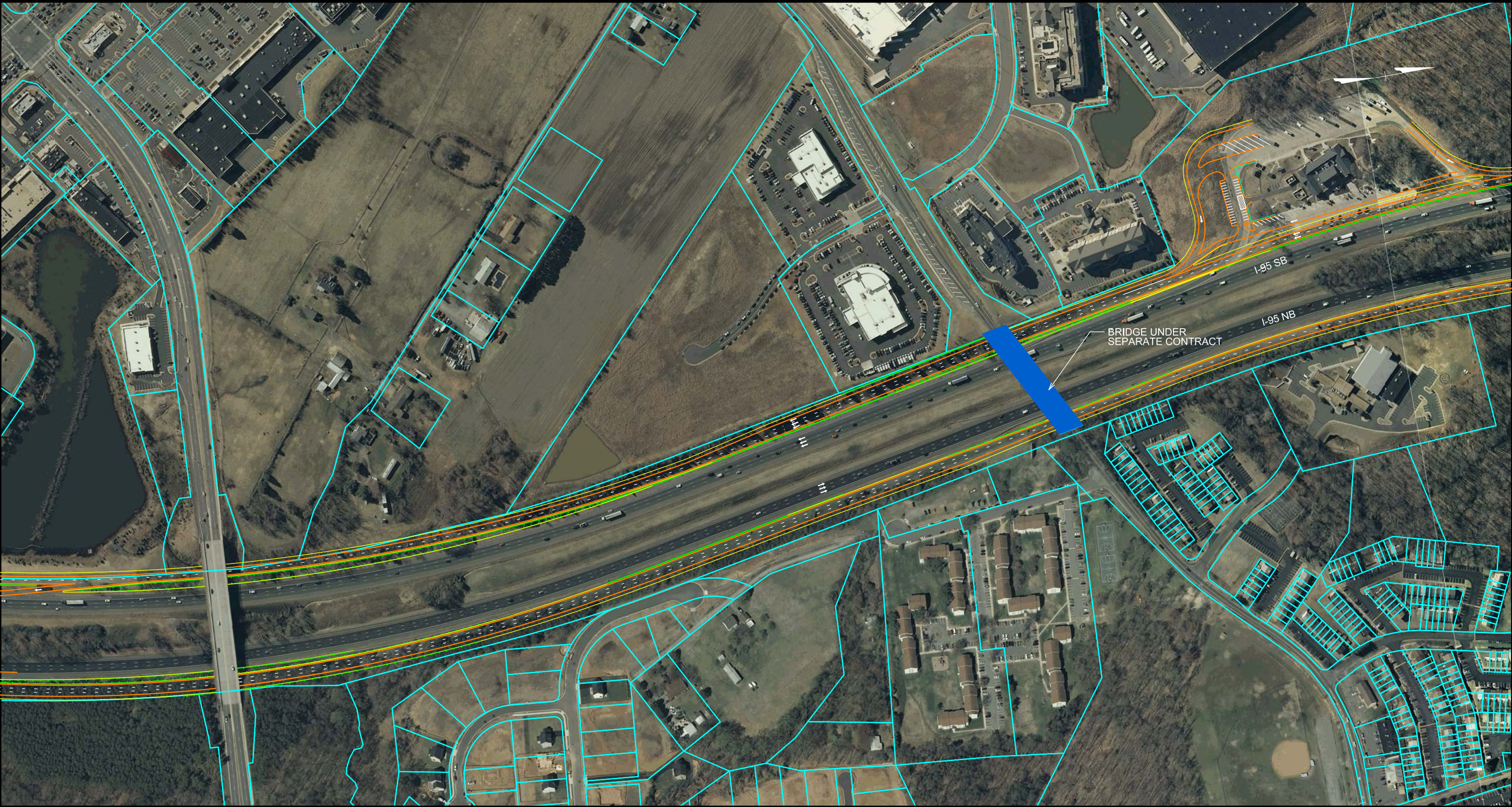
VDOT Projects: 0095-111-259, P101; UPC 101595
0095-111-270, P101; UPC 105510

Stafford and Spotsylvania Counties and the City of Fredericksburg, Virginia
(Source: Esri & Digital Globe; 2013)

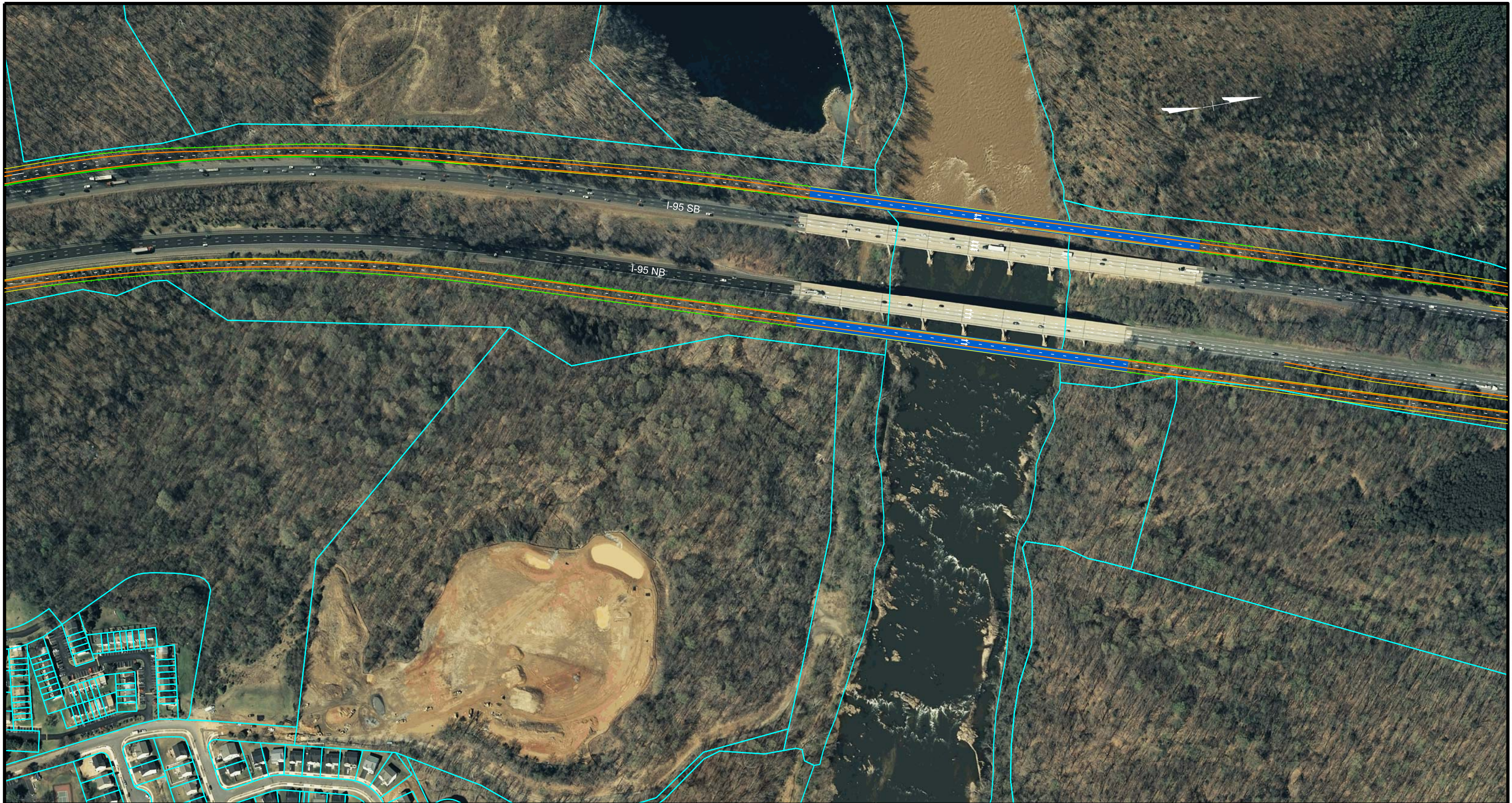




<p>I-95 Interchange Modification Report</p>	<p>Legend</p> <ul style="list-style-type: none">Edge of PavementEdge of ShoulderPrevious Construction Replaced by FlyoverExisting ParcelsProposed BarriersProposed Bridges	<p>PREFERRED ALTERNATIVE</p> <p>800 400 0 800 FEET</p> <p>SHEET 1</p>	<p>Baker</p>
<p>Figure 6-1 : Preferred Alternative</p>			



<p>I-95 Interchange Modification Report</p>	<p>Legend</p> <ul style="list-style-type: none">Edge of PavementEdge of ShoulderPrevious Construction Replaced by FlyoverExisting ParcelsProposed BarriersProposed Bridges	<p>PREFERRED ALTERNATIVE</p> <p>600 300 0 600 FEET</p> <p>SHEET 2</p>	
<p>Figure 6-1 : Preferred Alternative</p>			



I-95 Interchange Modification
Report

Figure 6-1 : Preferred Alternative

Legend

- Edge of Pavement
- Edge of Shoulder
- Previous Construction
Replaced by Flyover
- Existing Parcels
- Proposed Barriers
- Proposed Bridges

PREFERRED ALTERNATIVE

600 300 0 600 FEET





I-95 Interchange Modification Report

Legend

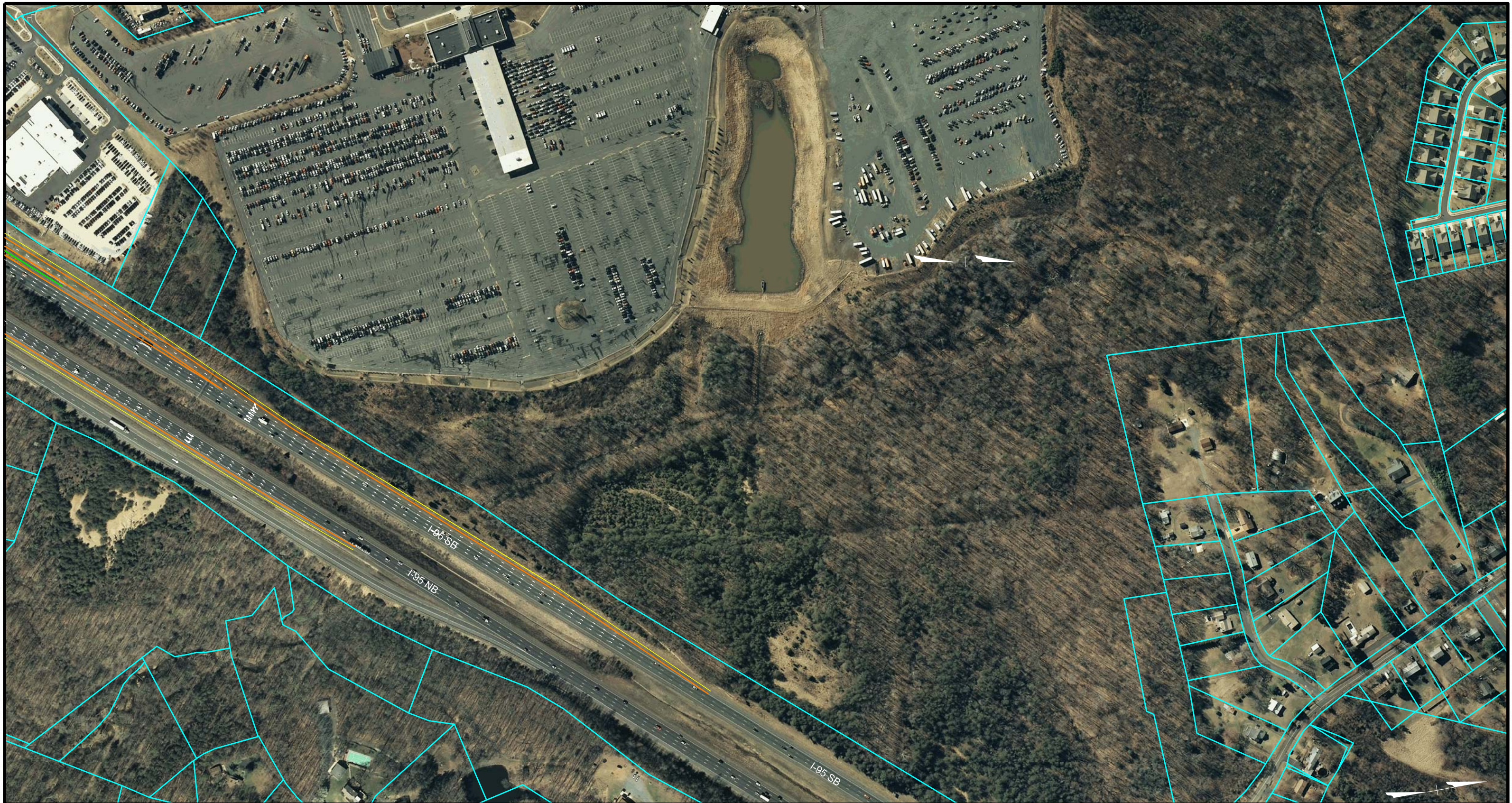
- Edge of Pavement
- Edge of Shoulder
- Previous Construction Replaced by Flyover
- Existing Parcels
- Proposed Barriers
- Proposed Bridges

PREFERRED ALTERNATIVE

800 400 0 800 FEET



Figure 6-1 : Preferred Alternative



I-95 Interchange Modification
Report

Figure 6-1 : Preferred Alternative

Legend

- Edge of Pavement
- Edge of Shoulder
- Previous Construction
Replaced by Flyover
- Existing Parcels
- Proposed Barriers
- Proposed Bridges

PREFERRED ALTERNATIVE

600 300 0 600 FEET



PUBLIC COMMENTS

Thank you for reviewing the materials presented here. Your comments are valuable. Written comments must be postmarked or sent electronically no later than July 9, 2015, and may be submitted in three ways:

- At this hearing: Put written comments in the designated box or make an oral comment to the court reporter.
- By mail: Send written comments to:
Heather Williams, Project Manager
Virginia Department of Transportation
Environmental Division
1401 E. Broad St.
Richmond, VA 23219
- By email: Send emails to:
heather.williams@VDOT.Virginia.gov
Please reference "I-95 Rappahannock River Crossing Public Comment" in the subject line.



All comments submitted at this hearing and during the comment period will be incorporated in the hearing record, which is available for public review upon request.

NEXT STEPS

VDOT will review and evaluate the comments recieved tonight and during the comment period. The EA will be revised as appropriate to reflect changes resulting from comments received. The EA then will be submitted to FHWA, along with a copy of the public hearing transcript, the location recommendation, and a request for a final decision be made by FHWA.

SCHEDULE

DATE	EVENT
June 24, 2015	Location Public Hearing
July 9, 2015	Final day to submit comments
Late Summer 2015	EA revised, based on comments received
Winter 2015*	Final decision on the EA by FHWA

** Schedule dependent on funding based on House Bill 2 prioritization*

BOARD OF SUPERVISORS
Agenda Item

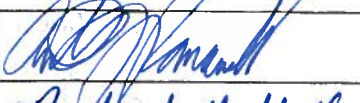
Meeting Date:	July 7, 2015
Title:	Authorize the County Administrator to Execute Contracts for the Courthouse and Government Center Parking Facility Improvements with Slurry Pavers, Inc. for the Full Depth Reclamation Process, and Espina Paving, Inc. for Asphalt Installation
Department:	Parks, Recreation and Community Facilities
Staff Contact:	Jamie Porter, Director
Board Committee/ Other BACC:	Infrastructure Committee
Staff Recommendation:	Approval
Budget Impact:	See Background Report
Time Sensitivity:	See Background Report

ATTACHMENTS:

1.	Background Report	2.	Proposed Resolution R15-254
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X	Consent Agenda		Other Business		Unfinished Business
	Discussion		Presentation		Work Session
	New Business		Public Hearing		Add-On

REVIEW:

X	County Administrator	
X	County Attorney	Ruphedell M. McClellendon for C&S
X	Finance and Budget	McCollin

DISTRICT:	Aquia
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BACKGROUND REPORT

The Stafford County Courthouse and Government Center's 24-year old parking facility requires complete rebuilding to improve the pavement sub-base, travel surface, and aesthetics. When completed in the early 1990's, the existing parking lot was installed over a sub-grade of inconsistent quality, and an inadequate drainage system, resulting in the failure of the asphalt surface over much of the parking lot. Staff has proceeded to correct deficiencies in the drainage system, including repairs to storm water piping, curb, and gutter, in preparation for sub-base and asphalt surface repairs.

Staff analyzed multiple processes for the correction of the sub-base deficiencies and asphalt resurfacing. Following this research, staff determined that the full depth reclamation (FDR) process was best suited to the Government Center due to the economy, extended life cycle, and the speed at which the work can be completed.

FDR is an automated process that pulverizes and mixes the existing asphalt and sub-base material to a depth of up to 12 inches. The material is mixed with water and cement then reshaped and installed to create a compacted superior sub-base for the new paving surface. With the FDR improved sub-base, the newly paved surface will provide additional years of services over the standard practice of milling and paving.

FDR is considered to be environmentally responsible as the process recycles 100% of the existing material thus eliminating the need for the long line of multiple trucks hauling away the old removed asphalt and sub-base material, then hauling in new resources for the sub-base material. FDR produces a base with a significantly enhanced life expectancy of service, costing less over the life of the asphalt surface. The paving contractor will provide two-inch depth of compacted surface mix asphalt to ensure a strong, smooth long-lasting surface capping the FDR sub-base.

Lastly, layout of the parking stalls in the main parking lots have been redesigned reducing the stalls width from ten-foot to nine-foot wide. Compact vehicle spaces and motorcycle spaces would be added to the design, as well. The new layout would provide parking for the future Armed Services Memorial and increases the current parking lot stall number by an additional 106 parking stalls, allowing us to better serve the public accessing the Courthouse or Government Center.

Staff advertised three public bids for each section of the projects and received two bids for the FDR:

Slurry Pavers, Inc.	\$438,016.02
Ruston Paving Co. Inc.	\$532,980.00

Three bids were received for asphalt installation:

Espina Paving, Inc.	\$412,566.00
Finley Asphalt, Inc.	\$427,410.48
Ruston Paving Co., Inc.	\$432,306.00

Staff reviewed the bids and recommends approval of proposed Resolution R15-254, which would award the FDR contract to Slurry Pavers, Inc. for \$438,017.00; and the asphalt paving contract to Espina Paving, Inc. for \$412,566.00. Funding for this project has been budgeted in cash capital for FY2015 and FY2016.

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 7th day of July, 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 EXECUTE CONTRACTS FOR THE COURTHOUSE AND GOVERNMENT CENTER PARKING FACILITY IMPROVEMENTS WITH: SLURRY PAVERS, INC. FOR THE FULL DEPTH RECLAMATION PROCESS, AND ESPINA PAVING, INC. FOR ASPHALT INSTALLATION

WHEREAS, the Stafford County Courthouse and Government Center's 24-year old parking facility requires complete rebuilding to improve the pavement and sub-base, travel surface, and aesthetics; and

WHEREAS, improvements to the Stafford County Courthouse and Government Center parking facility were budgeted and appropriated in Cash Capital for FY2015 and FY2016; and

WHEREAS, staff determined that Slurry Pavers, Inc. is the lowest responsive and responsible bidder for the Full Depth Reclamation; and

WHEREAS, staff determined that Espina Paving, Inc. is the lowest responsive and responsible bidder for asphalt installation;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 7th day of July, 2015, that the County Administrator be and he hereby is authorized to execute a contract with Slurry Pavers, Inc., in an amount not to exceed Four Hundred Thirty Eight Thousand Seventeen Dollars (\$438,017.00), unless modified by a duly-authorized change order, for the Full Depth Reclamation of the County's Courthouse and Government Center parking facility; and

BE IT FURTHER RESOLVED, that the County Administrator be and he hereby is authorized to execute a contract with Espina Paving, Inc. in an amount not to exceed Four Hundred Twelve Thousand Five Hundred Sixty-six Dollars (\$412,566.00), unless authorized by a duly-authorized change order, for the installation of asphalt pavement at the County Courthouse and Government Center parking facility.

AJR:jbm:toc

4 – HB2 PROJECT SCORING PROCEDURES

- House Bill Two (HB2) legislation establishes a statewide prioritization process for project selection
 - Public Outreach - Numerous CTB hearings, stakeholder sessions, and meetings with every MPO
- VDOT currently offering training opportunities for local government officials and staff. We are participating in this training.
- Application Process – Submittal period for projects: **August 1st – October 1st**
- Screening Process – Project must meet a defined need
 - State of Good Repair
 - Statewide allocation based on need
 - High Priority Projects
 - Corridor of Statewide Significance (Need support from regional entity)
 - Two corridors in Stafford County: Route 17 and I-95/Route 1
 - Regional Networks
 - Construction District Grant Programs
 - Local governments must be applicant
 - Must be within local jurisdiction, or
 - May submit joint application with adjacent locality
- Weighting Frameworks – Four Categories (A-D)
 - Stafford County (and FAMPO) is in Category A
 - Recommended Factor Weighting Framework, Category A (as of June 16, 2015)

▪ Congestion Mitigation	45%
▪ Economic Development	10%
▪ Accessibility	10%
▪ Safety	10%
▪ Environmental Quality	10%
▪ Land Use	15%
- Evaluation Measures – Further defines scoring process (points) within each of the six factors

- VTrans2040 – The VTrans2040 Vision document and VTrans2040 Multimodal Transportation Plan are currently being developed by VDOT
 - VDOT currently holding meetings with stake holders to identify needs
 - Only projects that help address a need identified in the VTrans2040 Multimodal Transportation Plan will be considered for funding under the statewide prioritization process from HB2.

- Funding Sources Exempt From HB2
 - Highway Safety Improvement Program
 - CMAQ & RSTP
 - Revenue Sharing

- Next Steps:
 - Certify staff in the HB2 and HB1887 prioritization process
 - Identify projects for solicitation to VDOT
 - Possible candidates – Exit 140, Rappahannock River Crossing, HOT Lanes extension, Route 1 & Courthouse Road Intersection, Outer Connector (NW Quadrant)
 - Board Endorsement at September 15, 2015 BOS meeting
 - Municipalities/Agencies submit applications to VDOT by October 1st
 - Project evaluation by VDOT/CTB – October to January
 - 1st round of projects – FY17-22 SYIP update
 - \$500 Million – High Priority Projects
 - \$500 Million – Construction District Grants Statewide
 - Fredericksburg District – **\$35 million**