

**Board of Supervisors**

Robert "Bob" Thomas, Jr., Chairman  
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Jack R. Cavalier  
Wendy Maurer  
Paul V. Milde, III  
Gary F. Snellings

Anthony J. Romanello, ICMA-CM  
County Administrator

**Infrastructure Committee  
AGENDA**

**April 5, 2016 @ 1:30 p.m.  
ABC Conference Room, Second Floor**

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Agenda Item	
	Introduction ❖ Welcome
1.	Wyche Road/Exit 140 Revisions
2.	VRE Commuter Stations
3.	Potomac Heritage Trail - Federal Earmark Funds
4.	Belmont Ferry Farm Trail Phase 6 Alignment Study
5.	FY2017 Secondary Six Year Plan Funding
6.	Stafford (Berea) Parkway Follow-up
7.	Animal Shelter Update
8.	FAMPO I-95 Study Alternatives Update
9.	Next Meeting - May 3, 2016
	Adjourn

## **1 – Wyche Road Exit 140 Revisions**

- VDOT initially proposed a single lane intersection of Wyche Road where it is planned to connect with the realigned Courthouse Road with the diverging diamond interchange (DDI) project.
- This configuration was felt to be under-designed to handle expected commuter lot and commercial development traffic once the DDI was completed and commercial development accelerated.
- The Board, by motion at the February 16, 2016 meeting, authorized the County Administrator to request VDOT include enhancements to Wyche Road as a proposal alternate when they solicit detailed proposals from qualified firms.
- Following the request from Stafford, VDOT re-evaluated their design for this intersection and provided the attached graphic showing the proposed improvements.
- The new design provides for two left turn lanes from Wyche Road onto courthouse Road west to the DDI, along with a through lane and right turn lane. The road width tapers to two lanes where it connects with the existing Wyche Road.
- Although the dual lanes do not extend all the way south to the existing alignment of Wyche Road, the intersection as currently planned will have significantly more capacity than the previous design, and a continuous second lane can be easily added if it proves necessary in the future.
- The improvements are included in the base proposal request and not as a proposal alternate, increasing the likelihood they will be constructed along with the new Exit 140 interchange.
- Staff believes the proposed revisions to the relocated Wyche Road and Courthouse Road intersection is a significant improvement to the previous design and responsive to the Board's request to VDOT.



**BURNS FAMILY LIMITED PARTNERSHIP**

Inst. 050004630  
PM 060000173  
21.956 AC.  
Tax ID 29 93C

005

Curve WYCHE-4  
PI: 25-3083  
DELTA: 12°58'12" (LT)  
D: 14°57'26"  
T: 45.8'  
L: 90.64'  
R: 40000'  
PC: 25-3083  
PT: 25-3083  
V: 30 mph  
G: 1%

**CARDINAL CONCRETE COMPANY**

DB 675 PG 231  
DB 389 PG 22 (Plat)  
5,905 AC.  
Tax ID 29 92A

060

**BURNS FAMILY LIMITED PARTNERSHIP**

Inst. 120012663  
PB 395 PD 60 (Plat)  
3,000 AC  
Tax ID 29 92B

005

**PARADISE E**

Inst. 040  
DB 290 PG  
12,299  
Tax ID

007

Curve RTE 630-5  
PI: 24-4800  
DELTA: 6°30'58" (LT)  
D: 6°04'56"  
T: 560.6'  
L: 104.39'  
R: 942.07'  
PC: 24-4800  
PT: 24-4800  
V: 40 mph  
G: 3.6%

**W.W. WYCHE, R.B. JONES &  
W.F. CHRISTOPHER, TRUSTEES OF THE  
CHURCH OF GOD & TRUE HOLINESS**

DB 81 PG 8  
1,370 AC  
PB 1 PG 178  
TAX ID 29A 19

004

Curve RTE 630-4  
PI: 140-224  
DELTA: 54°17'35.99" (RT)  
D: 6°11'06"  
T: 358.93'  
L: 663.35'  
R: 70000'  
PC: 140-224  
PT: 140-224  
V: 40 mph  
G: 3.3%

End Limited Access

Curve WYCHE-2  
PI: 17-0362  
DELTA: 13°30'48.42" (RT)  
D: 6°00'00"  
T: 64.85'  
L: 48.92'  
R: 76.20'  
PC: 17-0362  
PT: 17-0362  
V: 30 mph  
G: 1%

**BURNS FAMILY LIMITED PARTNERSHIP**

Inst. 070002439  
DB 394 PG 667 (Plat)  
1,9748 AC.  
Tax ID 29 93D

**COURTHOUSE RD**

**WYCHE ROAD**



## 2- VRE COMMUTER STATIONS

- Staff was asked to research the matter of funding for the two Stafford VRE stations at the February 1<sup>st</sup> Infrastructure Committee, and following discussion at the March 1<sup>st</sup> meeting, staff was asked to provide additional follow up for the April 5<sup>th</sup> meeting.
- At the March 1<sup>st</sup> committee meeting, staff reported the process and outcome for the HB2 application for the Brooke and Leeland VRE Station Improvements.
- Staff was asked to research further the reasons these two projects were scored so low and denied funding.
- On March 29<sup>th</sup> a debriefing was held amongst DRPT, VRE, VDOT, County, and FAMPO staff to discuss why the project did not score better and how it might achieve funding in the next round of HB2 applications.
- Several factors mentioned at the debriefing include:
  - The benefits of the VRE projects are realized over an extended period of time and require phasing of future projects for full impact.
  - The station improvements will ultimately increase ridership, but additional train cars and a locomotive will need to be purchased to take full advantage of the improvements.
  - Including the cost for another train purchase in the application was considered, but would have increased the overall project cost and therefore may have adversely impacted the project scoring.
  - The project will prepare the stations to accommodate a third rail, which will improve reliability and track capacity. However installation of a third rail is a separate and future project.
  - The inclusion of the Potomac Shores station increased the total project cost, but did not greatly improve scoring for congestion mitigation.
  - Several evaluation categories received zero score. These categories are: Increase in Daily Person Throughput, Intermodal Access Improvements, and Travel Time Reliability.
  - The scoring process may favor road projects over the higher cost, broader in scope, and phased mass transit projects.
  - During the application process the project funding/cost numbers changed.



- Next Steps:
  - Submit an application in next round of HB2: August 1st – September 30th.
  - Staff suggests that a different agency prepare the application to assure that the key HB2 evaluating factors are addressed in a more positive manner.
  - Demonstrate a distinct benefit to increasing ridership and improving reliability and travel time.
  - Review project costs and look for additional funding sources to improve scoring.
  - Evaluate potential Federal earmark funding that may be available.
  - These projects could be submitted for district grant funding as well as statewide to increase the pool of available money. These projects would then be competing against other Stafford priorities for available funding at the district level.



### 3 – Federal Earmark Funds - Potomac Heritage Trail

#### *Federal Earmark Funds*

- The Fredericksburg Area Metropolitan Planning Organization (FAMPO) has advised that Federal Earmark funds previously designated for the Potomac Heritage National Scenic Trail in Northern Virginia have been unused and may be available for an eligible project within the FAMPO area.
- These trail funds have an undesignated fund balance of \$148,496.00.
- The Consolidated Appropriations Act 2016, gives states the option of repurposing certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed and the funds are surplus. Through the end of FY 2016, states have the option of re-designating these dollars to other projects within 50 miles of the originally intended use.
- A condition of receipt of these funds is that they must be expended by September 2019.
- These funds could be applied to the Belmont Ferry Farm Trail, Phase 6, as it is included in the Potomac Heritage National Scenic Trail network.
- With Board support, staff will coordinate our efforts with FAMPO to attempt to have these funds applied to our Belmont Ferry Farm Trail, Phase 6 project.

#### *Potomac Heritage National Scenic Trail in Stafford*

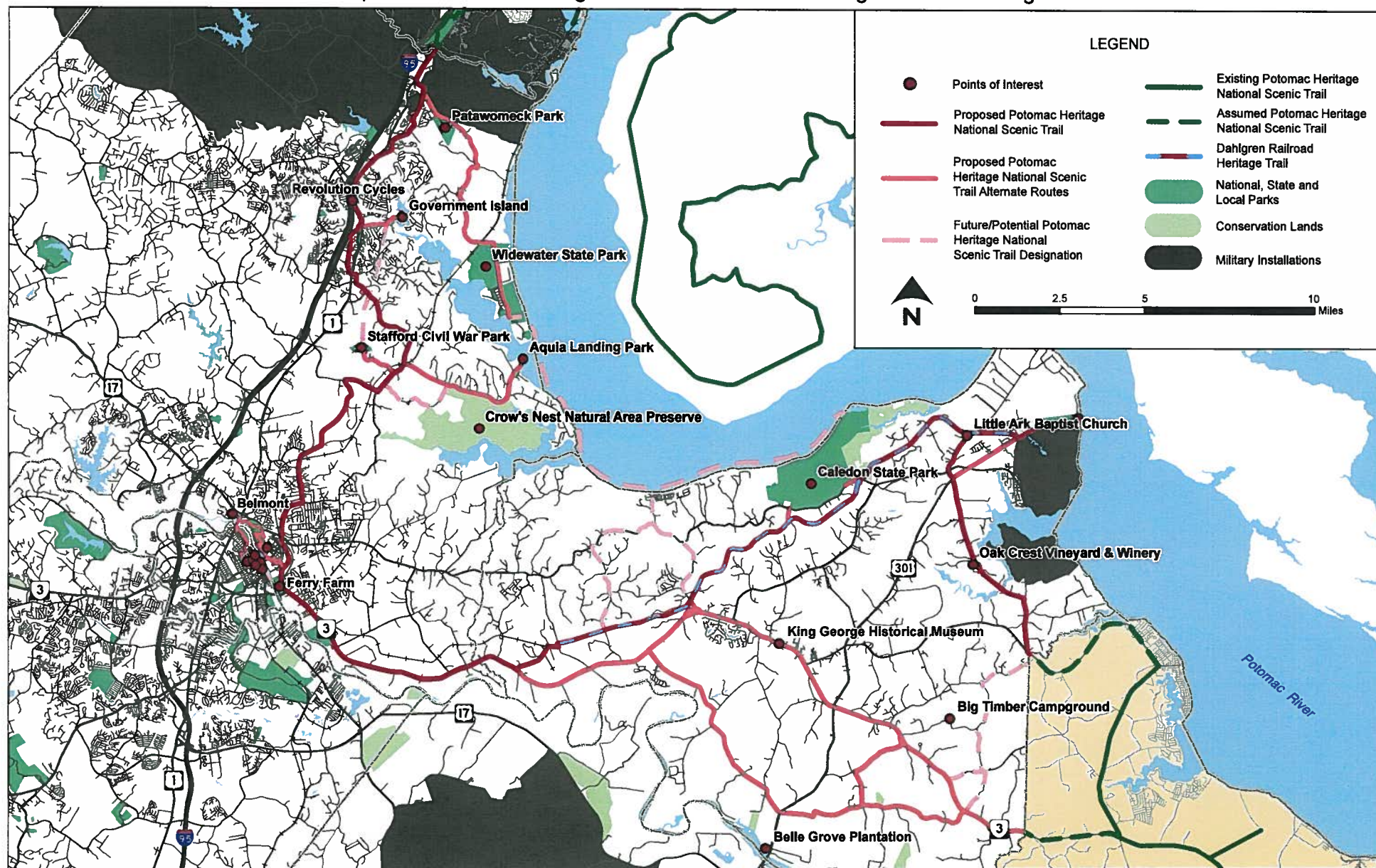
- The above matter coincides with a recent regional initiative to coordinate trail enhancements among area localities.
- George Washington Regional Commission (GWRC) adopted a Regional Bicycle and Pedestrian plan in 2013.
- The Plan includes various regional and national trails, such as the Potomac National Heritage Scenic Trail, Bicycle Route 1, and the East Coast Greenway; as well as local trails, road improvements with bike shoulders and bike lanes, and water trails.
- We have included maps of the Potomac Heritage National Scenic Trail in the region, with additional detail on the network of trails in Stafford and the area of the Belmont-Ferry Farm Trail.



- The National Park Service manages the Potomac Heritage National Scenic Trail, and would like to establish an MOU among our region localities to show support for the trail. They also recommend localities work toward adoption of the bike/pedestrian trail plan. This can be accomplished in conjunction with the comprehensive plan amendment effort currently underway.
- Staff recommends we support this regional initiative to expand trail opportunities for the GWRC area.

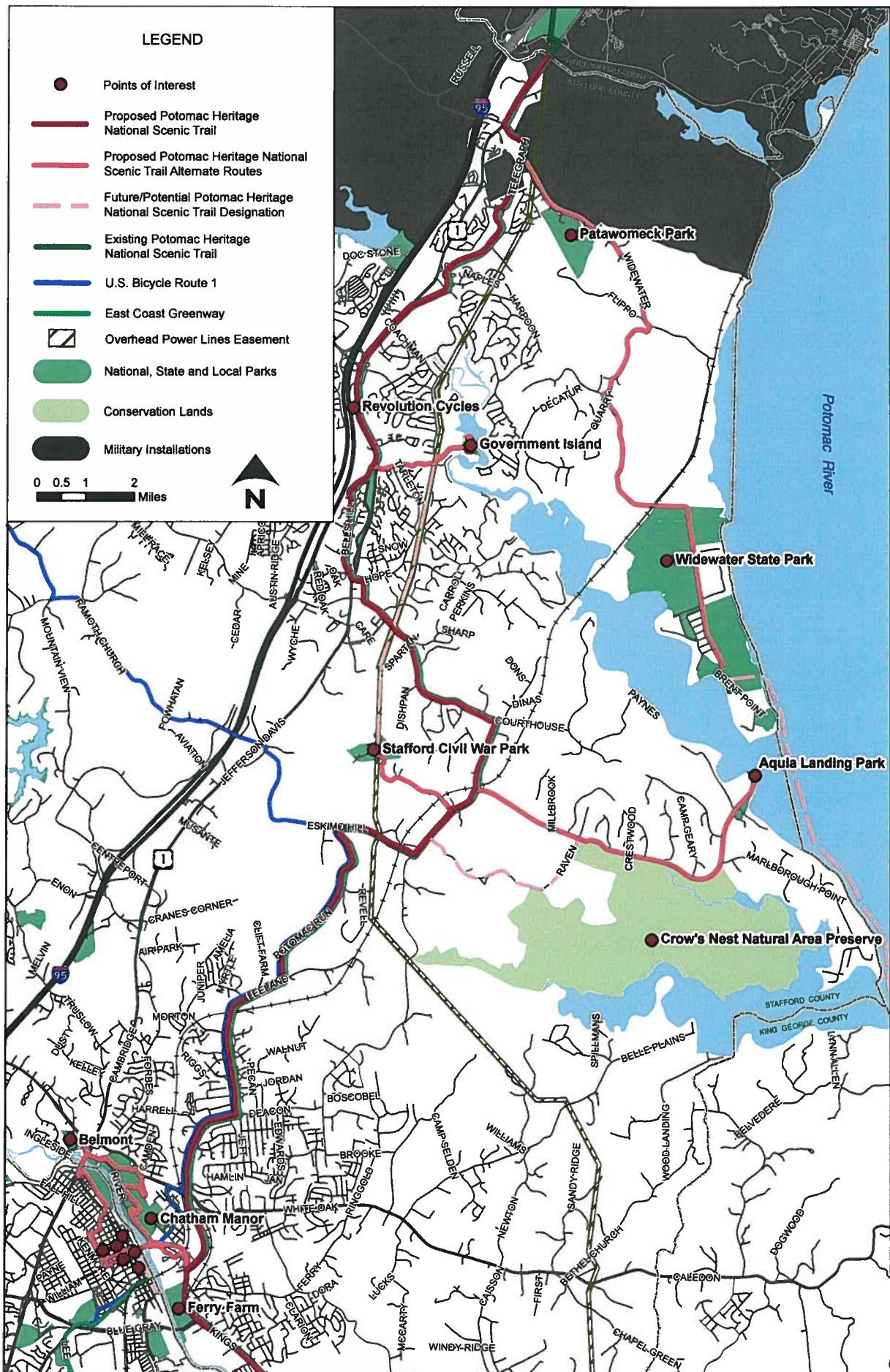


## Proposed Potomac Heritage National Scenic Trail through the GWRC Region



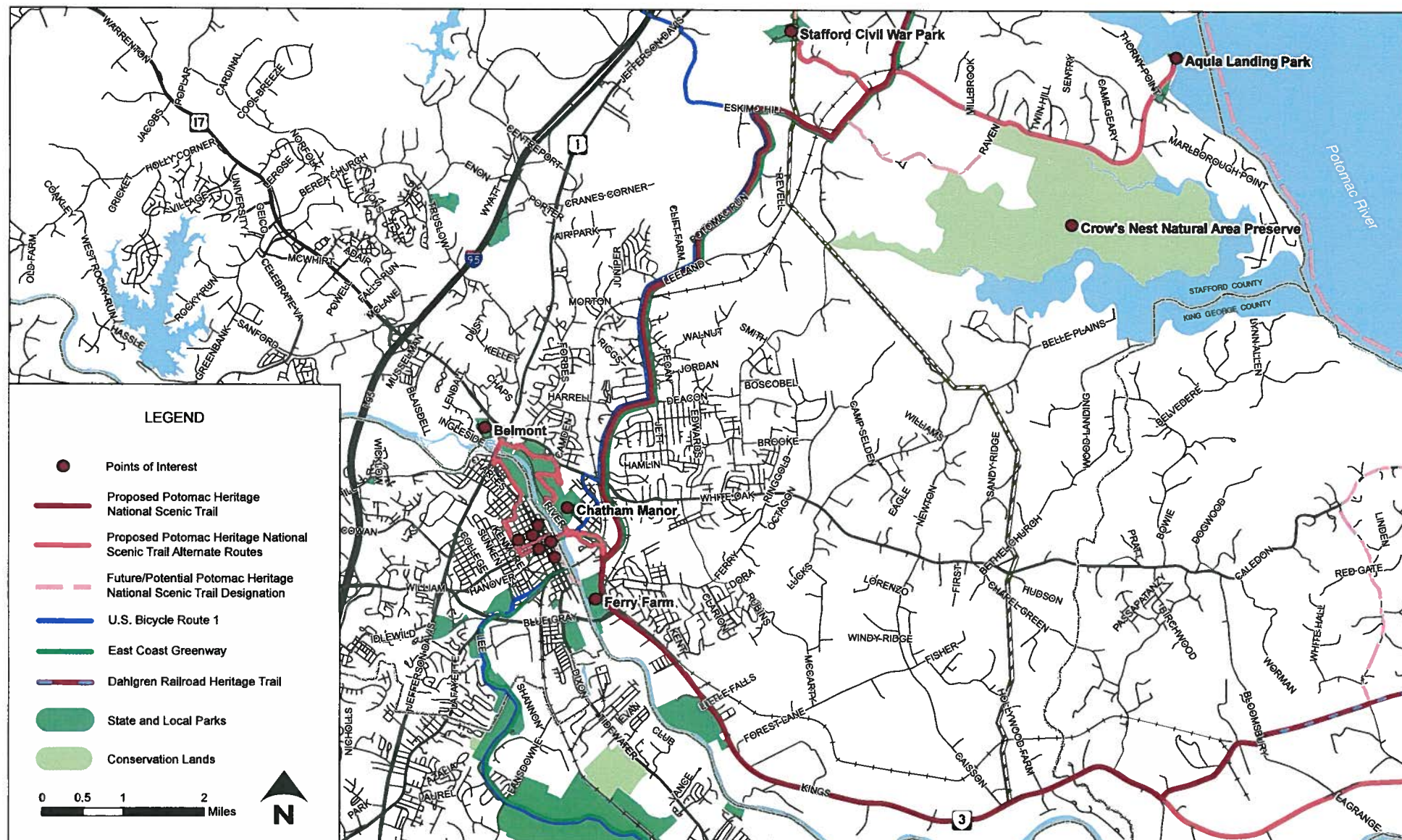


# Stafford County Proposed Potomac Heritage National Scenic Trail





## Southern Stafford County Proposed Potomac Heritage National Scenic Trail

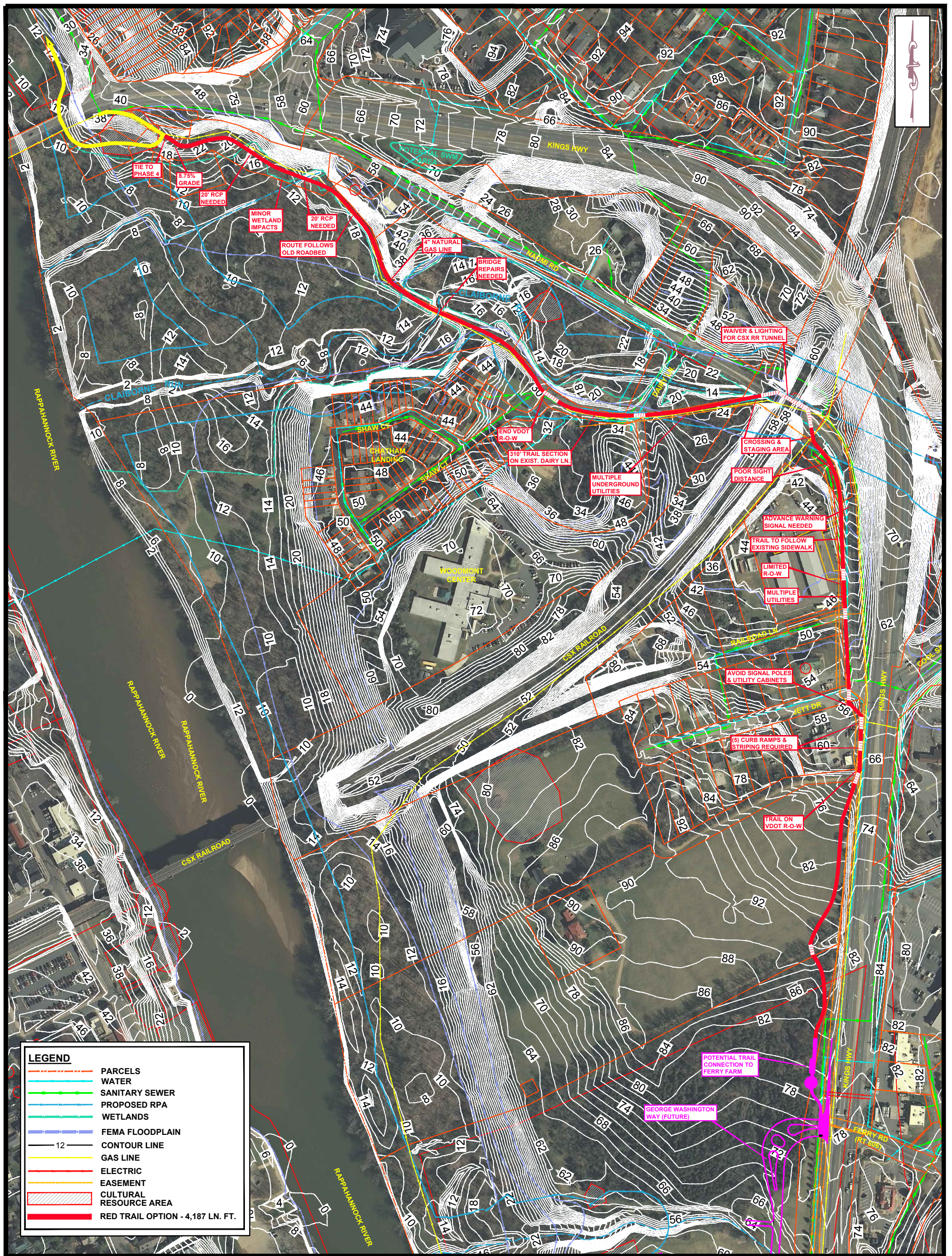




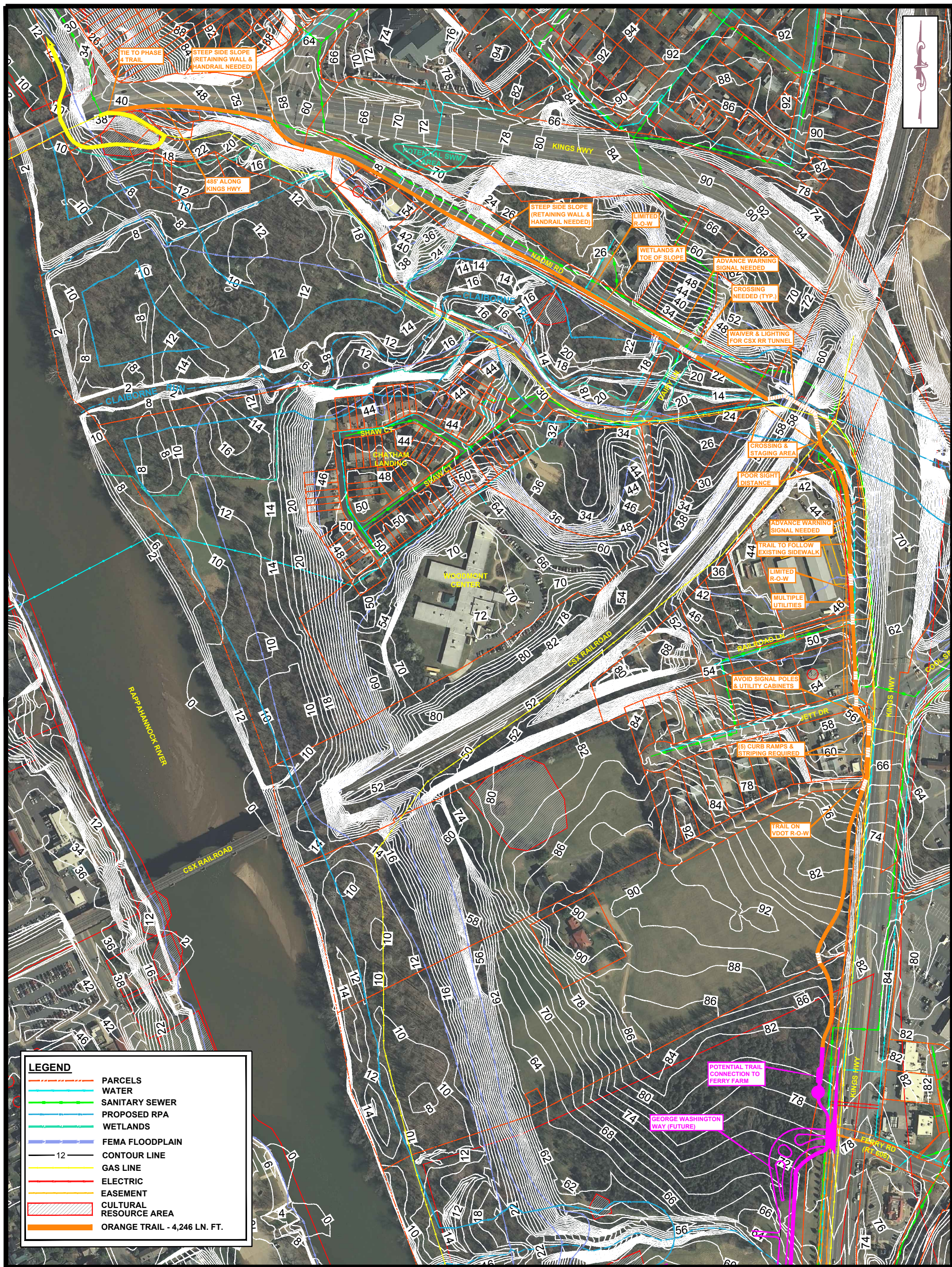
## **4 Belmont-Ferry Farm Trail Phase 6**

- Staff is currently working on an alignment alternatives study to identify possible alignments between the east end of Phase 4 at the Chatham Bridge and Ferry Farm.
- We have been awarded \$1,000,451 in TAP allocations from FY15 and FY16 for the Belmont-Ferry Farm Trail Phase 6. The total project cost is estimated to be \$1,250,000. The County's share of the expenses equates to \$250,000 (20%). We expect this amount to be full funding, although the project is still in the early stages of development.
- Four possible alignments have been identified and conceptual studies have been performed. The trail graphics are included.
- One of the 4, which parallels Route 3, appears to not be viable due to the high cost of constructing the trail on steep topography and the need to cross over the railroad tracks with possibly a new, trail-specific bridge. Initial estimates place the cost of this option at just over \$3.4 million, well over the \$1.25 million in available funding.
- The other 3 alignments follow the same route parallel to Route 3 from Ferry Farm to the tunnels under the railroad tracks on Naomi Road. The three options have an overall length of approximately 0.8 miles, but follow different routes from the railroad underpass to the terminus with the Phase 4 trail.
- One option follows Naomi Road, with the other two following Dairy Lane before separating for the last 1,500' of the route.
- Each route has its own challenges of stream crossings, wetlands, topography, private property acquisition, the impacts of which are still being evaluated.
- Preliminary construction cost estimates for the 3 feasible alignments range from \$1.0 M and \$1.1 Million. Project costs will be refined once the preferred route is selected and more detailed survey and design work is completed.
- Staff expects to have a recommendation on the preferred alignment this month. This will allow initiation of detailed design efforts on Phase 6 of the Belmont-Ferry Farm Trail.
- The Belmont-Ferry Farm Trail is considered part of the Potomac Heritage Trail. Federal Earmark Funds for the Potomac Heritage Trail could be used on Phase 6 to help cover a possible funding gap.







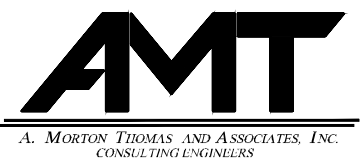
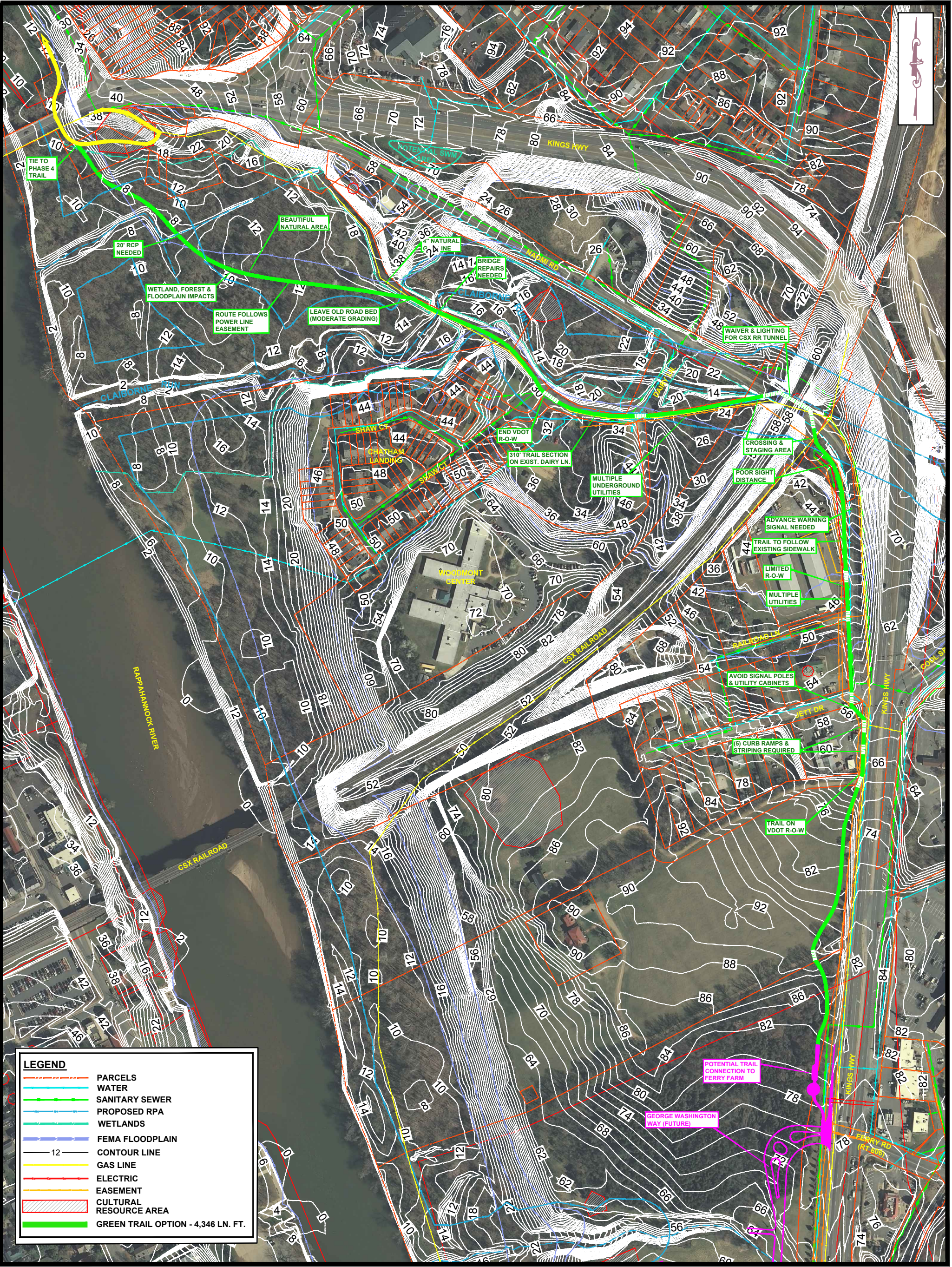


FEBRUARY 26, 2016

**BELMONT FERRY FARM TRAIL  
PHASE 6  
STAFFORD COUNTY, VIRGINIA  
ORANGE OPTION**







FEBRUARY 26, 2016

**BELMONT FERRY FARM TRAIL  
PHASE 6  
STAFFORD COUNTY, VIRGINIA  
GREEN OPTION**







**LEGEND**

- PARCELS
- WATER
- SANITARY SEWER
- PROPOSED RPA
- WETLANDS
- FEMA FLOODPLAIN
- CONTOUR LINE
- GAS LINE
- ELECTRIC
- EASEMENT
- CULTURAL RESOURCE AREA
- BLUE TRAIL OPTION - 4,530' LN. FT.



APRIL 1, 2016

**BELMONT FERRY FARM TRAIL  
PHASE 6  
STAFFORD COUNTY, VIRGINIA  
BLUE OPTION**





## 5 – SECONDARY SIX YEAR PLAN FUNDING

- Staff has initiated discussions with VDOT regarding the FY2017 to 2022 SSYP.
- The state is behind this year in determining funding for the SSYP. We have not been provided with exact funding amounts, but expect to be provided with them in early April.
- We have assumed that new funding in this program will be limited mainly to TeleFee revenue, with limited funding for unpaved state maintained roads – with total funding estimated at just over \$400,000 each year for the period – approximately \$2.6 million total over 6 years. This is consistent with the funding levels for this program the past few years.
- The proposed SSYP (attached) includes new funding for County road construction projects as noted below.
  - Poplar Road Ph. III –the intersection with Mountain View Road - \$254,699 next fiscal year, and \$115,657 the following year. This is unchanged from last year.
  - Courthouse Road Widening – roughly \$1 million over three years. The project budget has been decreased by approximately \$3 million from last year due to cost estimate changes for the combined project with Exit 140.
- The proposed SSYP also includes roughly \$70,000 in funding in FY2017 for improvements to Bells Hill Road. This funding was included in last year's SSYP.
- The proposed SSYP continues the Board priority to fund paving the unpaved state maintained roads which qualify for state funding as follows:
  - Southern View Drive – funded for construction during the 2016 season.
  - Quarry Road – fully funded for construction in 2019, but we expect surplus funding from other projects to allow completion this road as soon as 2017.
  - Juggins Road – funding in FY2021, following the completion of the new Moncure Elementary School.
  - Raven Road – new project funded with \$341,000 in surplus funds from the Leeland-Primmer signal installation. Project to be completed in two phases, with



completion of the private section and acceptance into the state system as phase 1, and improvements to the portion already in the state system as phase 2. The draft SSYP transfers \$235,284 from the Maintenance Paving category in FY2021, and fully funds the project with \$405,000 in FY2022. We expect these amounts to be amended lower prior to presentation to the Board at the next meeting.

- Other unpaved state roads will be considered for paving when they reach required traffic counts and as funding permits.
- Funding also applied to other categories such as: traffic engineering, secondary road signs, and rural road reconstruction projects.
- The SSYP is scheduled to go to the Board for authorization for a joint public hearing with VDOT on April 19, with the public hearing scheduled for the May 17 meeting.
- The Board resolution is scheduled for delivery to the Fredericksburg District Office by the end of May.

## Secondary Six Year Plan Summary

Projects	Estimated Cost	Previous Funding	Additional Funding Needed	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	Balance to Complete	Total Project Funding	Scope of Work
<b>Poplar Road (Route 616)</b>												
From: 0.08 Miles North West of Intersection Route 616 and Route 627	2,021,621	1,651,265	370,356	254,699	115,657	-	-	-	-	-	2,021,621	Safety Improvement
To: 0.27 Miles South of Intersection of Route 616 and Route 627												
<b>Courthouse Road</b>												
From: 0.10 Miles West of Route 628	35,966,920	34,967,861	999,059		251,172	387,640	360,247	-	-	-	35,966,920	Reconstruction with Added Capacity
To: 0.22 Miles West of Route 732												
<b>Centreport Parkway</b>												
From: 0.096 Miles South of Route 628	1,539,250	1,539,250	-	-	-	-	-	-	-	-	1,539,250	New Construction
To: Route 628												
<b>Leeland Road</b>												
From: 0.10 Miles North Intersection Route 626 & Route 624 Primmer House Road	191,197	191,197			-	-	-	-	-	-	191,197	Safety Improvement
To: 0.10 Miles North Intersection Route 626 & Route 624 Primmer House Road												
<b>Bells Hill Road</b>												
From: Intersection Route 1	200,000	64,291	135,709	70,709		-	-	-	-	65,000	200,000	Safety Improvement
To: Cork Street												
<b>Coakley Lane</b>												
From: Route 655 Holly Corner Road	137,679	137,679	-	-	-	-	-	-	-	-	137,679	Resurfacing
To: End of State Maintenance												
<b>Southern View Drive</b>												
From: Route 628 Eskimo Hill Road	125,000	30,757	94,243	73,484	38,562	-	-	-	-	(17,803)	142,803	Resurfacing
To: End of State Maintenance												
<b>Quarry Road</b>												
From: 0.26 Miles S of Intersection with Route 658	109,200	-	109,200	-	-	41,561	67,639	-	-	-	109,200	Resurfacing
To: Dead End												
<b>Juggins Road</b>												
From: 0.04 Miles South of End of Maintenance	170,599	440	170,159	-	-	-	-	170,159	-	-	170,599	Resurfacing
To: 0.28 Miles North of Route 659 Doc Stone Road												
<b>Raven Road-Phase 1 (0.4 miles)</b>												
From: 0.4 Miles South of End of Maintenance	341,000	341,000	341,000							-	341,000	Rural Addition and Resurfacing
To: Brook Road (south intersection)												
<b>Raven Road - Phase 2 (2.1 miles)</b>												
From: 0.4 Miles South of current End of Maintenance	735,000	-	735,000					235,284	405,000	94,716	640,284	Resurfacing
To: Brook Road (north intersection)												
<b>Maintenance Paving</b>												
Patching and resurfacing existing paved roads	250,000		(250,000)	-	-	-	-		-	n/a		TBD Misc. Paving Locations



## Secondary Six Year Plan Summary

Projects	Estimated Cost	Previous Funding	Additional Funding Needed	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	Balance to Complete	Total Project Funding	Scope of Work
<b>Countywide Traffic</b>												
Services include secondary speed zones, speed studies, and other new secondary signs	273,029	273,029	-	-	14,610	17,803	17,500	-	-	n/a		Traffic Services Include: Secondary Speed Zones, Speed Studies, other New Secondary Signs
<b>Countywide Rural</b>												
Reconstruction without added capacity	250,000	-	185,709	40,287	24,004	-	-	-	-	n/a		Reconstruction without Added Capacity
<b>Countywide Right of Way</b>												
Use when impractical to open a project : Attorney Fees and Acquisition Cost	250,000	39,793	210,207	-	-	-	-	-	-	n/a		Right of Way
<b>Countywide Engineering &amp; Survey</b>												
Minor Survey & Preliminary Engineering for Budget Items and Incidental Type Work	250,000	25,028	224,972	-	-	-	-	-	-	n/a		Preliminary Engineering
Total		\$39,261,590	\$3,325,614	\$439,179	\$444,005	\$447,004	\$445,386	\$405,443	\$405,000	\$141,913	\$41,460,553	

Funding Sources		Prior Funding		FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	Later Years Funding	Total Project Cost
CTB Formula- Unpaved State Roads				32,453	37,872	41,018	39,422	40,000	40,000		256,606
TeleFee				405,443	405,443	405,443	405,443	405,443	405,443		2,838,101
Total Funding Sources Identified		-		437,896	443,315	446,461	444,865	445,443	445,443	-	3,094,707

## **6- STAFFORD (BEREA) PARKWAY FOLLOW-UP**

- At the March 1<sup>st</sup> Infrastructure Committee, Richard Ward, Managing Partner of Ellisdale Construction, addressed the Infrastructure Committee regarding his proposed development between Centreport Parkway and Hulls Chapel Road.
- His project, Hulls Chapel Estates, is situated along the proposed alignment of the Stafford (Berea) Parkway. Mr. Ward also noted that his proposed Staffordshire development could also be served by the Parkway.
- Mr. Ward proposed to dedicate to the County a 110 foot right-of-way across property controlled by his company for the future build-out of the Parkway, while also constructing a portion of the Parkway as a two-lane roadway.
- In return Mr. Ward requested that the County consider using its eminent domain powers to acquire, and if necessary condemn, properties located south of the intersection with Centreport Parkway.
- Staff was asked to provide comment on Mr. Ward's proposal.

### Background:

- The Stafford 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 larger multi-jurisdictional 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 3.6 mile Parkway was modeled as a limited access toll road, a limited access non-toll road, and a road with a few access points, specifically at the termini with Centreport Parkway, Route 17, Truslow Road, Hulls Chapel Road, and a possible access to the future development of Staffordshire.
- Additional access points would detract from the classification as an Urban Arterial Highway, potentially resulting in a downgrading to an Urban Collector. This significantly reduces the efficiency and capacity of this major roadway.



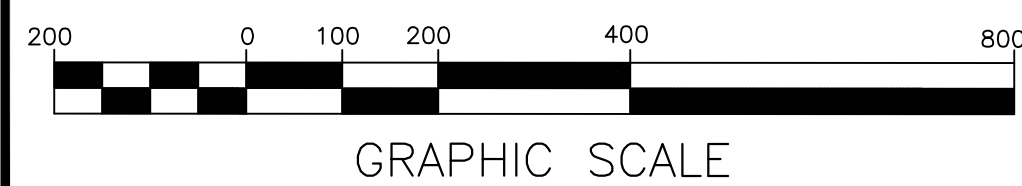
- Mr. Ward has proposed two subdivision scenarios for Hulls Chapel Estates, one with two intersections with the Parkway, and the other with three intersections. This would serve as many as 38 lots. The layouts are attached.
- The proposed 20- lane road also includes significantly more curvature than the 4-lane Parkway. This has a bearing on safety for the motorists using the road.

#### Staff Opinion

- While staff recognizes the value of dedicated right of way and partial construction of the Stafford Parkway, we are concerned about the characteristics in this proposed road that detract from the Parkway's primary function as an arterial roadway.
- Allowing multiple intersections on this road for a small residential development will establish a precedent that could result in numerous additional connections in the future, degrading highway functionality still further.
- The County's should closely examine the use of eminent domain authority for what may be perceived as solely for a residential development.



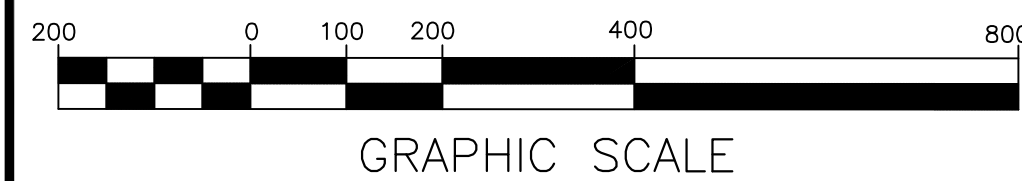
SITE AREA . . . . .	142.1272 ACRES
PROPOSED ZONING . . . . .	A-1
PROPOSED USE . . . . .	SINGLE FAMILY RESIDENTIAL
AREA DEDICATED TO FUTURE BYPASS & SUBDIVISION STREETS WITHIN TM 17-12, 12A, 13 AND 17 . . . . .	13.7339 ACRES
ALLOWABLE LOT AREA . . . . .	3.0000 ACRES
ALLOWABLE NUMBER OF LOTS (142.1272/3.0) . . . . .	47.3757 OR 47 LOTS
PROPOSED NUMBER OF PROPOSED LOTS . . . . .	38 LOTS
PROPOSED OPEN SPACE AREA (OUTLOT) . . . . .	4.0756 ACRES
PROPOSED LOT AREA . . . . .	124.2443 ACRES
PROPOSED CEMETARY AREA . . . . .	0.0673 ACRES
AVERAGE LOT AREA . . . . .	3.2696 ACRES



Drawn By:	JM
Designed By:	JM
Checked By:	MB
Date:	11-4-15
Scale:	1"=200'
County Plan Number:	
Sheet:	1 of 1
File Number:	
Drawing Number:	



SITE AREA . . . . .	142.1272 ACRES
PROPOSED ZONING . . . . .	A-1
PROPOSED USE . . . . .	SINGLE FAMILY RESIDENTIAL
AREA DEDICATED TO FUTURE BYPASS & SUBDIVISION STREETS WITHIN TM 17-12, 12A, 13 AND 17 . . . . .	12.7467 ACRES
ALLOWABLE LOT AREA . . . . .	3.0000 ACRES
ALLOWABLE NUMBER OF LOTS (142.1272/3.0) . . . . .	47.3757 OR 47 LOTS
PROPOSED NUMBER OF PROPOSED LOTS . . . . .	37 LOTS
PROPOSED LOT AREA . . . . .	120.9506 ACRES
PROPOSED CEMETARY AREA . . . . .	0.0664 ACRES
AVERAGE LOT AREA . . . . .	3.2689 ACRES



Development and Engineering Services  
11672 Sandal Wood Lane, Manassas, Virginia 20112  
Phone: (703)927-7783

[illegible]

**SUBDIVISION LAYOUT "B"**  
**FOR PROPOSED A-1 ZONING STANDARDS**  
**HULLS CHAPEL ESTATES**  
FALMOUTH-HARTWOOD MAGISTERIAL DISTRICT  
STAFFORD COUNTY, VIRGINIA

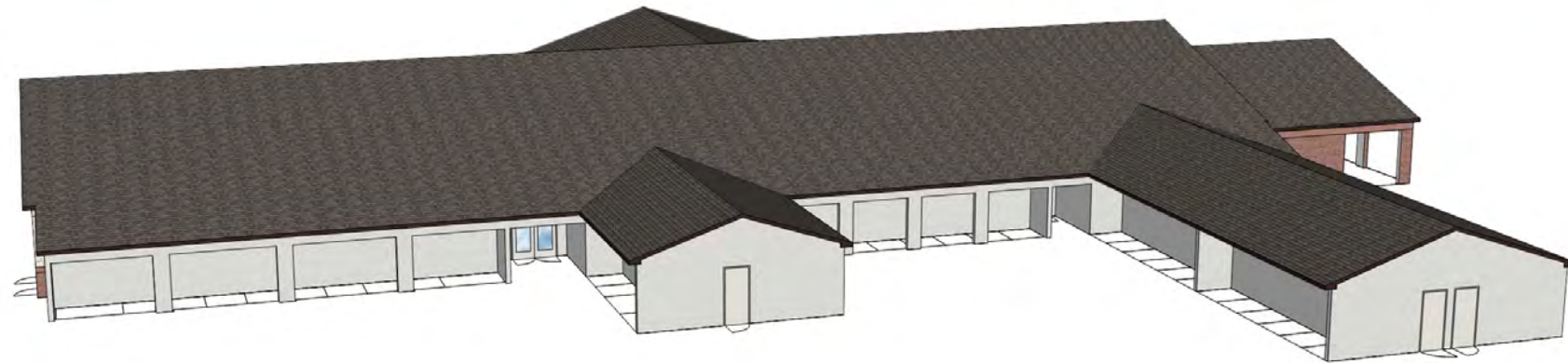
Drawn By:	JM
Designed By:	JM
Checked By:	MB
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County Plan Number:	
Sheet:	1 of 1
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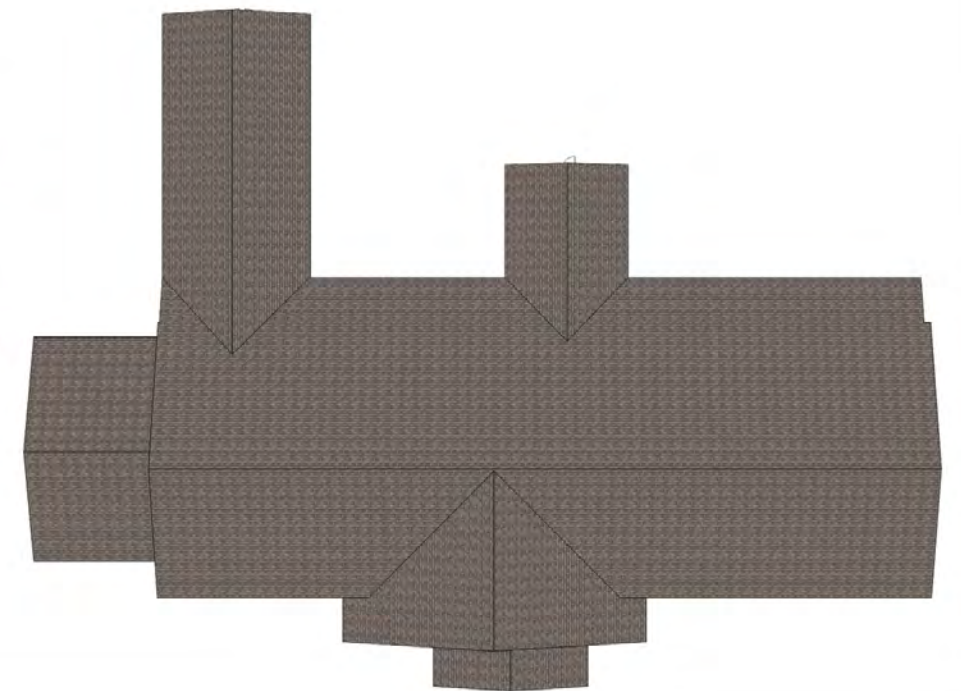
## 7 – Animal Shelter Update

- The Board authorized the design of a new animal shelter last fall.
- Design efforts on the new animal shelter planned adjacent to the juvenile detention facility are proceeding on schedule, with completion of design efforts scheduled for this fall.
- Plans are currently over 50% complete, with the programming and layout of the facility finished. The architect is currently developing the permitting and construction set.
- The facility is being designed using the square footage developed by the programming study completed last year and presented to the Board. We have added a covered, and fenced sally port for the unloading of animals at the facility.
- As shown on the attached overall plan, the new shelter provides for adequate space for separation of animals, along with shelter staff and the animal control officers who operate from the facility.
- The facility includes an attractive lobby area to greet visitors to the facility, along with display areas for featured animals offered for adoption, and get acquainted areas for pets to meet their prospective families.
- The new facility focuses on including space for the display of animals for adoption. It is expected that a more inviting atmosphere will improve visitation to the new shelter by those interested in adoption, thereby improving adoption rates.
- The animal shelter construction cost remains as previously reported to the Board, and the overall project is estimated at less than the \$5.348 million included in the proposed Capital Improvement Program, despite moderate increase in site development costs due to additional retaining walls necessary for the entrance from Wyche Road.
- In an effort to reduce site related costs, staff is planning to bid this work in April when the bidding climate is favorable for earthwork. This will also help in maintain a planned opening for this facility in the latter part of 2017.
- Award of the site development contract is planned for consideration by the Board at the second meeting in May.

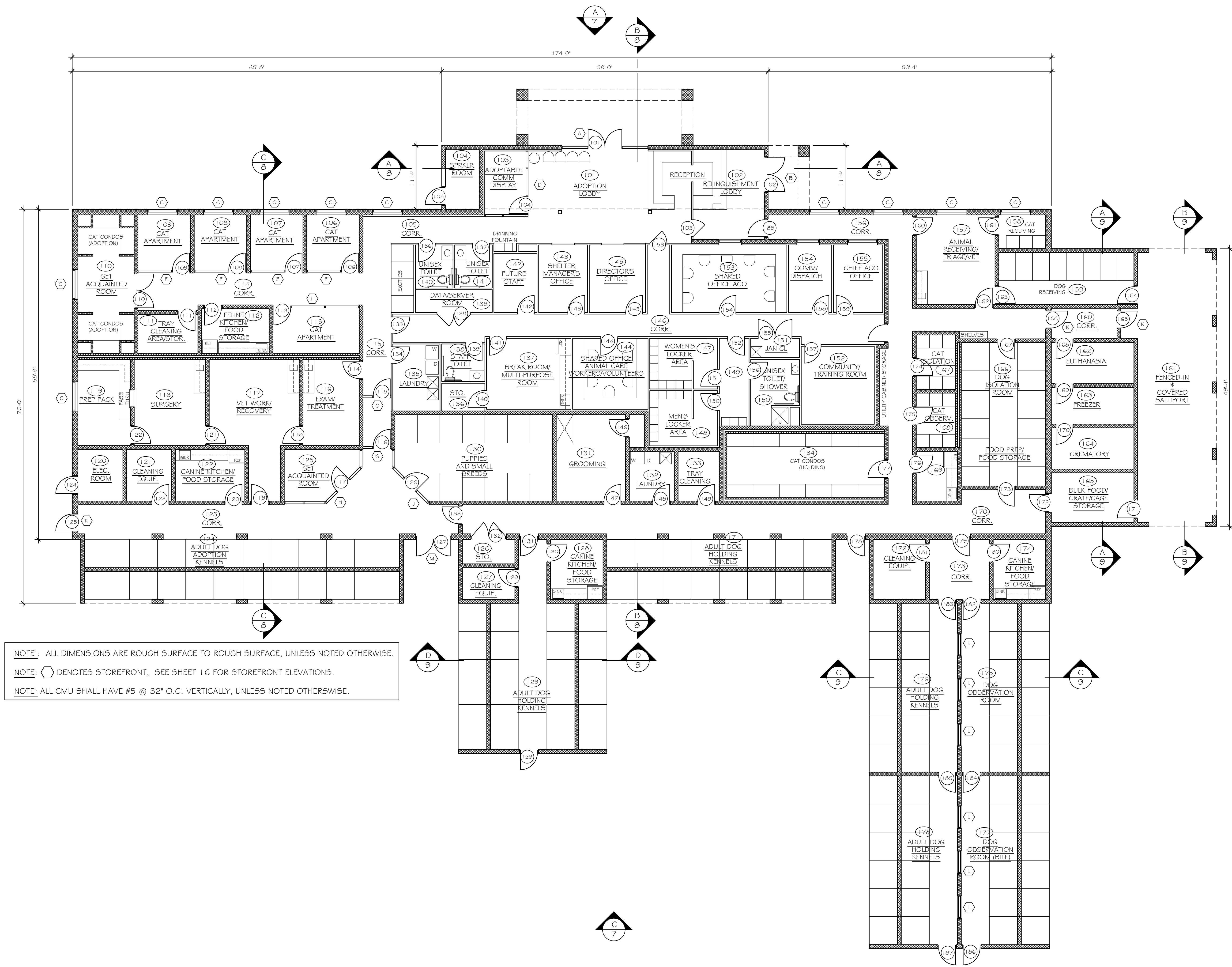




Stafford County Animal Shelter  
Stafford County, Virginia







NOTE : ALL DIMENSIONS ARE ROUGH SURFACE TO ROUGH SURFACE, UNLESS NOTED OTHERWISE.  
NOTE: DENOTES STOREFRONT, SEE SHEET 16 FOR STOREFRONT ELEVATIONS.  
NOTE: ALL CMU SHALL HAVE #5 @ 32" O.C. VERTICALLY, UNLESS NOTED OTHERWISE.

FLOOR PLAN  
1/8" = 1'-0"

PROGRESS SET - NOT FOR CONSTRUCTION

JOHN J. BURGER, P.C. ARCHITECT FREDERICKSBURG, VIRGINIA (540) 371-8356	STAFFORD COUNTY ANIMAL SHELTER STAFFORD COUNTY, VIRGINIA	SHEET TITLE: FLOOR PLAN AND NOTES	REVISIONS:  DATE: SHEET NO.:
			4
			4 OF 18 SHEETS



## 8 – I-95 FAMPO Study Update

- The Fredericksburg Area Metropolitan Planning Organization (FAMPO) is conducting a study of potential projects designed to alleviate congestion along the I-95 corridor between Exit 143 at Garrisonville Road and Exit 126 at Route 1 near Massaponax in Spotsylvania County.
- The study group consists of representatives from FAMPO, VDOT, Stafford, Fredericksburg, and Spotsylvania.
- During a FAMPO briefing at the March 1, 2016 Infrastructure Committee briefing on this matter, the committee was advised of traffic congestion data demonstrating that portions of I-95 in Stafford were severely congested every day of the week, at a level exceeding all other sections of I-95 in the study area.
- FAMPO explained that the basis of the study assumes that Exit 140, the Express Lanes extension south of Exit 143, and the southbound lanes of the Rappahannock River crossing with associated CD lanes to Exit 130 are complete.
- The Board then selected three projects for study as follows:
  - Extension of a fourth general purpose lane from the new express lanes terminus to the Rappahannock River Crossing CD lanes
  - Direct access from eastbound Garrisonville Road to the northbound Express Lanes
  - Extension of the Express Lanes as far south as practical, up to Exit 126
- These recommendations were included with others to provide the sixteen alternatives shown on the attached “Universe of Alternatives as of March 18, 2016”.
- These alternatives were suggested to be modified to eliminate certain alternatives felt to be less practical for a study of this nature. The modified list is attached as “Candidate Alternatives for possible study in Phase 1”.
- FAMPO has requested each locality representative provide recommendations for five alternatives for further study by April 5<sup>th</sup>.
- Staff suggests including the three alternatives previously selected by the Board as three of the five recommendations.
- Addition of a connection off of I-95 into Celebrate Virginia was included in a previous Board recommendation for I-95 improvements and should alleviate congestion



southbound on I-95 between Route 17 and Route 3. This is Alternative F2 on the alternatives list.

- Staff believes that the extension of CD lanes south from Exit 130 to Exit 126 would provide relief for I-95 congestion. This is Alternatives V2, C2, and SP1 on the alternatives list.



## **Universe of Alternatives as of March 18, 2016**

### **From VDOT**

- V1. Fourth general purpose lane in both NB and SB direction
- V2. CD Road from Rte. 3 thru Rte. 620 Harrison Rd, Rte. 208 Courthouse, and possibly Rte. 1
- V3. Route 610 eastbound to I-95 northbound Express Lanes direct access
- V4. Additional Rappahannock River Crossing – at location outside of the I-95 corridor
- V5. Relocate interchange at US Route 1 Exit 126 to new location further south

### **From Spotsylvania**

- SP1. Extend CD Lanes to the south to include new slip ramps at Harrison Road & Courthouse Road
- SP2. Super Ramp, J Ramp & other improvements as indicated in the I-95 Exit 126 area planning study
- SP3. Addition of a new exit at MP 123 as indicated by the Jackson Gateway IJR dated 10/16/12

### **From CTAG**

- C1. Extend 95 Express Lanes and / or additional general purpose shoulder lane to Exit 126
- C2. Extend Rapp. Crossing project w/CD lanes down to Exit 126 and new interchange at Harrison Rd
- C3. Improved operations from Exit 133 (US 17) to Southbound I-95

### **From Stafford via BOS resolution R16-100 (unanimous)**

- ST1. Fourth GP lane in both directions from new Express Lanes to Rappahannock Crossing CD Lanes
- ST2. Direct access from Garrisonville Road eastbound to I-95 Express Lanes northbound
- ST3. Extend I-95 Express Lanes as far south as practical, up to Exit 126

### **From Fredericksburg via Whitley letter dated March 21, 2016**

- F1. Northbound CD Lanes for the Rappahannock River Crossing Project
- F2. Slip lane(s) into Celebrate Virginia coming off of new southbound CD lanes



## **Candidate Alternatives for possible study in Phase 1**

### **From VDOT**

- V1. Fourth general purpose lane in both NB and SB direction
- V2. CD Road from Rte. 3 thru Rte. 620 Harrison Rd, Rte. 208 Courthouse, and possibly Rte. 1
- V3. Route 610 eastbound to I-95 northbound Express Lanes direct access
- V4. Additional Rappahannock River Crossing – at location outside of the I-95 corridor
- V5. Relocate interchange at US Route 1 Exit 126 to new location further south

### **From Spotsylvania**

- SP1. Extend CD Lanes to the south to include new slip ramps at Harrison Road & Courthouse Road
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### **From CTAG**

- C1. Extend 95 Express Lanes and / or additional general purpose shoulder lane to Exit 126
- C2. Extend Rapp. Crossing project w/CD lanes down to Exit 126 and new interchange at Harrison Rd
- C3. Improved operations from Exit 133 (US 17) to Southbound I-95

### **From Stafford via BOS resolution R16-100 (unanimous)**

- ST1. Fourth GP lane in both directions from new Express Lanes to Rappahannock Crossing CD Lanes
- ST2. Direct access from Garrisonville Road eastbound to I-95 Express Lanes northbound
- ST3. Extend I-95 Express Lanes as far south as practical, up to Exit 126

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- F1. Northbound CD Lanes for the Rappahannock River Crossing Project
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