

## Infrastructure Committee Meeting AGENDA

March 7, 2016 – 1:30 pm  
Conference Room A/B/C, Second Floor

**Committee Members:** Chairman Meg Bohmke, Jack Cavalier and Paul Milde

| Agenda Item |  |
|-------------|--|
| 1.          | SRAA Proposed changes to the Memorandum of Understanding regarding return of revenues  |
| 2.          | Transportation Issues: <ul style="list-style-type: none"><li>a. Update on Fred Ex – presented by VDOT</li><li>b. FY2018-2023 Secondary Six Year Program Funding</li><li>c. Woodstock Lane progress update</li><li>d. Ferry Farm Phase VI Trail alignment</li></ul> |
| 3.          | Consider an RFEI to use the School's broadband to provide broadband service to underserved portions of the County  |
| 4.          | Economic Development proposed plans for renovation   |
| 5.          | Discuss Destination Signage at the Mine Road and Staffordboro Commuter Lots  |
|             | Next INFRASTRUCTURE meeting is scheduled for April 4, 2017   |

INFRA03072017agenda



## **SRAA Proposed Changes to MOU Regarding Return of Revenue**

- The Stafford Regional Airport Authority (SRAA) signed a Memorandum Of Agreement (MOU) with the County in 2012 regarding a loan for the construction of the Terminal
- The Board requested a minimum payment to the County of 55% of revenue from new commercial clients after the date of the 2012 MOU.
- The 2012 MOU provides for 55% of revenue from “ground lease”
- In October 2016, SRAA came back to the Board and requested a change to the MOU to reduce the amount of revenue to be paid each month.
- SRAA expressed concern about obtaining a commercial loan, with the requirement to pay the County 55% of all new revenues. SRAA requested the County change the MOU to state that SRAA is exempt from paying the 55% on hangars owned and operated by SRAA (letter dated August 2, 2016). The County did not choose to accept that proposal.
- In a letter dated September 18, 2016, SRAA amended their request to change the following language of the MOU as follows:
  - Add a sentence after “...*minimum payment to the County of 55% of revenues from new commercial clients after the date of the MOU*” that reads: *Additionally, a minimum payment to the County of 55% of net revenues will be assessed for new facilities that are built and operated by the SRAA after the date of the MOU.*
- The Board approved an MOU as requested on October 4, 2016.
- SRAA has requested an additional change to the MOU to clarify the meaning of “55% of net revenues.”
- County Attorney staff has suggested the following clarification:
  - Net revenue shall mean the total lease revenue derived from facilities which are built and operated by the SRAA after the date of this Memorandum (New Facilities), less the monthly payment to the financing institution or lender which financed the New Facilities.
- SRAA has not responded to the specific language suggested to date, but we will continue to work with them to craft language that meets the Board’s intent.
- Once the final language is agreed upon, this matter will come back to the full Board for their approval.

**Board of Supervisors**

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

C. Douglas Barnes  
Interim County Administrator

AMENDED AND RESTATED  
MEMORANDUM OF UNDERSTANDING  
BETWEEN  
COUNTY OF STAFFORD, VIRGINIA  
AND  
STAFFORD REGIONAL AIRPORT AUTHORITY

This Amended and Restated Memorandum of Understanding ("Memorandum") is made this \_\_\_\_\_ day of \_\_\_\_\_, 2016, by and between the County of Stafford, Virginia, a political subdivision of the Commonwealth of Virginia ("County"), and the Stafford Regional Airport Authority, a public authority created pursuant to Section 5.1-31, *et seq.*, of the Code of Virginia, 1950, as amended ("SRAA") (the SRAA and the County, together, the "Parties").

WHEREAS, in 2012, the SRAA requested a loan from the County in the amount of One Million Four Hundred Thousand Dollars (\$1,400,000) to assist in financing the construction of a terminal building at Stafford Regional Airport; and

WHEREAS, the Board of Supervisors of Stafford County adopted Resolution R12-113 on May 15, 2012 authorizing a Memorandum of Understanding (MOU) between the SRAA and the County; and

WHEREAS, Resolution R12-113 budgets and appropriates funds not to exceed One Million Four Hundred Thousand Dollars (\$1,400,000) from the FY2013 Transportation Fund for a loan to SRAA for construction of a terminal building at Stafford Regional Airport; and

WHEREAS, Resolution R12-113 authorizes the County Administrator to sign a Memorandum with the SRAA that reflects the SRAA's commitment to repay the loan as soon as possible, with a minimum payment to the County of 55% of revenues from new commercial clients after the date of this Memorandum; and

WHEREAS, the County and the SRAA entered into the original Memorandum of Understanding on July 17, 2012 (2012 MOU); and

WHEREAS, the SRAA now desires to finance and operate a new hanger for aircraft maintenance and overnight aircraft storage under their ownership; and



WHEREAS, the Parties desire to amend and restate the 2012 MOU, pursuant to this Memorandum to provide a minimum payment of 55% of the net revenue, as further detailed below;

NOW, THEREFORE, the Parties bind themselves to this Memorandum and the 2012 MOU for a loan from the County to the SRAA in an amount not to exceed One Million Four Hundred Thousand Dollars (\$1,400,000) for the purpose of financing a portion of the construction cost for a terminal building at Stafford Regional Airport, and the SRAA's repayment thereof (the "Terminal Construction Loan"), in accordance with the following terms and conditions:

1. The SRAA earmarked 55% of ground lease income from a corporate expansion site with an existing corporate client to repay the August, 2009 Moral Obligation support provided by the County in the amount of One Hundred Thirty-three Thousand Nine Hundred Fifty Dollars (\$133,950).
2. The Terminal Construction Loan funds were disbursed by the County to SRAA over the course of construction of the terminal building in amounts to be determined and supported by the construction contractor's progress billings detailing the total amount paid and allocating funding between the Virginia Department of Aviation and the County. The County, in its sole discretion, may request any additional documentation that it deems necessary or appropriate.
3. The total amount of the Terminal Construction Loan is \$\_\_\_\_\_.
4. The SRAA commits 55% of the ground lease revenues from new corporate or commercial clients of the Corporate Aviation Hanger Facilities acquired after the date of the 2012 MOU (the "New Clients"), and not including the existing client referenced in paragraph 1 above, and subject to modification for those facilities built and operated by the SRAA addressed in paragraph 5 below, to the County to repay the Terminal Construction Loan.
5. The SRAA commits 55% of the net revenues for new facilities which are built and operated by the SRAA after the date of this Memorandum. Net revenue shall be defined as the total lease revenue derived from facilities which are built and operated by the SRAA after the date of this Memorandum (New Facilities) less SRAA's monthly payment to the financing institution or lender which financed the construction of the New Facilities.
6. The SRAA shall commence repayment of the Terminal Construction Loan to the County promptly upon successful ground lease negotiations and receipt of lease payments from New Clients, not including the existing client referenced in paragraph 1 above.
7. The SRAA payments to the County shall increase with each additional lease with New Clients at the stated rate of 55% of ground lease revenues received, except for those facilities referenced in paragraphs 1 and 5 above.
8. The SRAA shall continue repayment to the County until the Terminal Construction Loan balance is retired in full. Nothing in this Memorandum shall prohibit SRAA, in its sole discretion, from (a) repaying the Terminal Construction Loan in full or in part at any time, or





(b) committing a greater percentage than 55% of the ground lease revenues from New Clients to the County to repay the Terminal Construction Loan.

This Amended and Restated Memorandum of Understanding represents the entire understanding of the Parties with respect to this agreement and supersedes any prior agreements, whether written or oral. Any amendment or modification of this Memorandum must be in writing and signed by the Parties. This Memorandum shall be governed by the laws of the Commonwealth of Virginia. The Circuit Court of Stafford County, Virginia shall be the exclusive venue for any legal action related to this Memorandum.

County of Stafford, Virginia:

\_\_\_\_\_  
C. Douglas Barnes  
Interim County Administrator

\_\_\_\_\_  
Date

Stafford Regional Airport Authority:

\_\_\_\_\_  
Hamilton G. Palmer  
Chairman

\_\_\_\_\_  
Date

Approved as to form:

\_\_\_\_\_  
Stafford County Attorney's Office  
Printed Name:  
Title:

Approved as to form:

\_\_\_\_\_  
Printed Name:  
Counsel for Stafford Regional Airport Authority



| GROUP  | PO  | ACCTG | -----TRANSACTION----- |          |         |  |            |                    |
|--|-----|-------|-----------------------|----------|---------|--|------------|--------------------|
| NBR  | NBR | PER.  | CD                    | DATE     | NUMBER  | DESCRIPTION  | DEBITS     | CREDITS            |
|  |     |       |                       |          |         |  |            | CURRENT<br>BALANCE |
| FUND 210 Transportation Comm. Fund                             |     |       |                       |          |         |  |            |                    |
| 210-0000-115.13-01 Regional Airport / Terminal Constructn Loan |     |       |                       |          |         |  |            |                    |
| 12859  |     | 13/13 | AJ                    | 06/30/13 |         | Rcls constr loan exp to<br>AR FY13                   | 189,149.58 |                    |
| 13281  |     | 13/13 | AJ                    | 06/30/13 |         | Rcls constr loan exp to<br>AR FY13                   | 3,740.46   |                    |
| 12579  |     | 12/13 | AJ                    | 06/25/13 |         | Recls constr loan exp to<br>A/R FY2013               | 153,985.61 |                    |
| 12876  |     | 12/14 | AJ                    | 06/30/14 |         | FY14 loan paid to Airport<br>for Terminal to AR      | 915,755.02 |                    |
| 12036  |     | 12/14 | CR                    | 06/16/14 | 0014542 | TRANS-AIRPORT/CONSTRUCTIO<br>DOCSDRB 06/16/14 74     |            | 605.00             |
| 13134  |     | 14/15 | AJ                    | 06/30/15 |         | Reclass airport req's to<br>terminal construction ln | 53,596.95  |                    |
| 11953  |     | 12/15 | CR                    | 06/23/15 | 0027085 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 06/23/15 03     |            | 605.00             |
| 10449  |     | 11/15 | CR                    | 05/14/15 | 0017566 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 05/14/15 73     |            | 605.00             |
| 10449  |     | 11/15 | CR                    | 05/14/15 | 0017567 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 05/14/15 73     |            | 605.00             |
| 8461   |     | 09/15 | CR                    | 03/26/15 | 0030788 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKKC 03/26/15 35     |            | 605.00             |
| 8461   |     | 09/15 | CR                    | 03/26/15 | 0030789 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKKC 03/26/15 35     |            | 605.00             |
| 7582   |     | 09/15 | CR                    | 03/03/15 | 0002234 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKKC 03/03/15 19     |            | 605.00             |
| 5942   |     | 07/15 | CR                    | 01/12/15 | 0011437 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKKC 01/12/15 83     |            | 605.00             |
| 4681   |     | 05/15 | CR                    | 11/25/14 | 0026230 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 11/25/14 54     |            | 605.00             |
| 4681   |     | 05/15 | CR                    | 11/25/14 | 0026231 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 11/25/14 54     |            | 605.00             |
| 2968   |     | 04/15 | CR                    | 10/02/14 | 0000607 | TRANS-AIRPORT/CONSTRUCTIO<br>TREABPJ 10/02/14 15     |            | 605.00             |
| 1357   |     | 02/15 | CR                    | 08/19/14 | 0017990 | TRANS-AIRPORT/CONSTRUCTIO<br>DOCSDRB 08/19/14 51     |            | 605.00             |
| 725  |     | 01/15 | CR                    | 07/29/14 | 0028272 | TRANS-AIRPORT/CONSTRUCTIO<br>DOCSDRB 07/29/14 20     |            | 605.00             |
| 12223  |     | 13/16 | AJ                    | 06/30/16 |         | Correct CR Grp#10294<br>Recpt#24846                  |            | 623.15             |
| 8982   |     | 10/16 | CR                    | 04/12/16 | 0015146 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 04/12/16 18     |            | 623.15             |
| 7611   |     | 09/16 | CR                    | 03/08/16 | 0010367 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 03/08/16 91     |            | 623.15             |
| 6966   |     | 08/16 | CR                    | 02/18/16 | 0022338 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 02/18/16 77     |            | 623.15             |
| 6966   |     | 08/16 | CR                    | 02/18/16 | 0022339 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 02/18/16 77     |            | 623.15             |
| 5197   |     | 06/16 | CR                    | 12/14/15 | 0016487 | TRANS-AIRPORT/CONSTRUCTIO<br>TREAKEB 12/14/15 35     |            | 623.15             |
| 4525   |     | 05/16 | CR                    | 11/20/15 | 0023263 | TRANS-AIRPORT/CONSTRUCTIO                            |            | 605.00             |

| GROUP<br>NBR   | PO<br>NBR | ACCTG<br>PER. | -----TRANSACTION-----<br>CD DATE NUMBER | DESCRIPTION                                      | DEBITS       | CREDITS   | CURRENT<br>BALANCE |
|--|-----------|---------------|---|--|--------------|-----------|--------------------|
| FUND 210 Transportation Comm. Fund                             |           |               |   |  |              |           |                    |
| 210-0000-115.13-01 Regional Airport / Terminal Constructn Loan |           |               |   |  | continued    |           |                    |
| 2778   | 03/16     | CR            | 09/30/15 0033038                        | TREAKEB 11/20/15 20<br>TRANS-AIRPORT/CONSTRUCTIO |              | 605.00    |                    |
| 2245   | 03/16     | CR            | 09/14/15 0013265                        | TREAKEB 09/30/15 81<br>TRANS-AIRPORT/CONSTRUCTIO |              | 605.00    |                    |
| 821  | 02/16     | CR            | 08/03/15 0036113                        | TREAKEB 09/14/15 69<br>TRANS-AIRPORT/CONSTRUCTIO |              | 605.00    |                    |
| 379  | 01/16     | CR            | 07/15/15 0017392                        | TREAKEB 08/03/15 36<br>TRANS-AIRPORT/CONSTRUCTIO |              | 605.00    |                    |
| 3808   | 08/17     | CR            | 02/28/17 0033281                        | TREAKKC 07/15/15 21<br>TRANS-AIRPORT/CONSTRUCTIO |              | 641.85    |                    |
| 3300   | 07/17     | CR            | 01/30/17 0035673                        | TREAKEB 02/28/17 50<br>TRANS-AIRPORT/CONSTRUCTIO |              | 641.85    |                    |
| 3135   | 07/17     | CR            | 01/19/17 0023382                        | TREAKEB 01/30/17 29<br>TRANS-AIRPORT/CONSTRUCTIO |              | 641.85    |                    |
| 2561   | 06/17     | CR            | 12/07/16 0010072                        | TREAKKC 01/19/17 22<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
| 2039   | 05/17     | CR            | 11/01/16 0034104                        | TREAKEB 12/07/16 93<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
| 1413   | 03/17     | CR            | 09/22/16 0024237                        | TREAKEB 11/01/16 68<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
| 1413   | 03/17     | CR            | 09/22/16 0024238                        | TREAKEB 09/22/16 39<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
| 1413   | 03/17     | CR            | 09/22/16 0024239                        | TREAKEB 09/22/16 39<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
| 189  | 01/17     | CR            | 07/11/16 0009502                        | TREAKEB 09/22/16 39<br>TRANS-AIRPORT/CONSTRUCTIO |              | 623.15    |                    |
|  |           |               |   | TREAKKC 07/11/16 84                              |              |           |                    |
| ACCOUNT TOTAL  |           |               |   |  | 1,316,227.62 | 20,293.35 | 1,295,934.27       |
| FUND TOTAL   |           |               |   |  | 1,316,227.62 | 20,293.35 | 1,295,934.27       |
| GRAND TOTAL  |           |               |   |  | 1,316,227.62 | 20,293.35 | 1,295,934.27       |

## SECONDARY SIX YEAR PLAN FUNDING

- Staff has initiated discussions with VDOT regarding the FY2018 to 2023 SSYP.
- This state funding program is reviewed each year. Currently, new funding in this program is limited mainly to TeleFee revenue, estimated at just over \$400,000 each year, with limited funding for unpaved state maintained roads, totaling approximately \$2.7 million total over 6 years.
- The proposed SSYP (attached) includes funding for several projects currently underway, including:
  - Poplar Road - intersection with Mountain View Road – \$115,657; County administered
  - Courthouse Road Widening – roughly \$1 million over three years; design-build VDOT administered project
- The proposed funding continues the Board priority to fund paving those unpaved state maintained roads which qualify for state funding as follows:
  - Quarry Road – Due to prior year savings from other unpaved road projects, this project has been shifted forward and is fully funded for construction in FY2018.
  - Juggins Road – funding has been moved up to FY2018 to coincide with the road improvement project for the Moncure Elementary School replacement. The \$170,159 would resurface the portion of unpaved road remaining after the school project is completed, from the project boundary to the end of State maintenance.
  - Raven Road – shown in two sections: resurfacing the section of existing State road and then a rural addition and resurfacing of another section.
  - Brent Point Road – This is a new resurfacing project. Fully funded in FY2023.
  - Other roads will be considered for paving when they reach required traffic counts and as funding permits.
- The proposed SSYP also includes partial funding in FY2023 for shoulder hardening and ditch improvements on Hope Road.
- Funding also applied to other categories such as: speed studies and secondary road signs.
- The SSYP is planned to go to the Board for authorization for a joint public hearing with VDOT on March 21, with the public hearing scheduled for the April 18 meeting.

## Secondary Six Year Plan Summary

| Projects   | Estimated Cost | Previous Funding | Additional Funding Needed | FY2018  | FY2019  | FY2020  | FY2021  | FY2022  | FY2023  | Balance to Complete | Total Project Funding | Scope of Work                      |
|--|----------------|------------------|---------------------------|---------|---------|---------|---------|---------|---------|---------------------|-----------------------|------------------------------------|
| Poplar Road  | 2,021,621      | 1,905,964        | 115,657                   | 115,657 | -       | -       | -       | -       | -       | -                   | 2,021,621             | Safety Improvement                 |
| From: 0.08 Miles North West of Intersection of Route 616 & Route 627 |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: 0.27 Miles South of Intersection of Route 616 & Route 627        |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Courthouse Road  | 35,966,920     | 34,967,861       | 999,059                   | 251,172 | 387,640 | 360,247 | -       | -       | -       | -                   | 35,966,920            | Reconstruction with Added Capacity |
| From: 0.10 Miles West of Route 628                                   |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: 0.22 Miles West of Route 732                                     |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Quarry Road  | 109,200        | -                | 109,200                   | 109,200 | -       | -       | -       | -       | -       | -                   | 109,200               | Resurfacing                        |
| From: 0.26 Miles South of Intersection with Route 658                |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: Dead End   |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Juggins Road   | 170,599        | 440              | 170,159                   | 170,159 | -       | -       | -       | -       | -       | -                   | 170,599               | Resurfacing                        |
| From: 0.04 Miles South of End of State Maintenance                   |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: 0.28 Miles North of Route 659 Doc Stone Road                     |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Raven Road - Phase 1 (0.4 miles)                                     | 477,500        | 341,000          | 136,500                   | -       | 42,000  | 55,543  | 38,957  | -       | -       | -                   | 477,500               | Rural Addition & Resurfacing       |
| From: 0.4 Miles South of End of State Maintenance                    |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: Brook Road (south intersection)                                  |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Raven Road - Phase 2 (2.1 miles)                                     | 598,500        | -                | 598,500                   | -       | -       | -       | 193,500 | 405,000 | -       | -                   | 598,500               | Resurfacing                        |
| From: 0.4 Miles South of current End of State Maintenance            |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: Brook Road (north intersection)                                  |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Brent Point Road (1.78 miles)  | 373,800        | -                | 373,800                   | -       | -       | 3,339   | 228,152 | 55,609  | 86,700  | -                   | 373,800               | Resurfacing                        |
| From: Intersection of 635 Decatur Rd                                 |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: Intersection of 633 Arkendale Rd                                 |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Hope Road (3.11 miles)   | 622,000        | -                | 622,000                   | -       | -       | -       | -       | -       | 373,909 | 248,091             | 373,909               | Safety Improvement                 |
| From: Intersection of Route 1  |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| To: 3.11 mile from Intersection of Route 1                           |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |
| Maintenance Paving   | n/a            |                  | n/a                       | 32,644  | -       | -       | 55,351  | 55,351  | -       | n/a                 | 143,346               | TBD Misc. Paving Locations         |
| Patching & resurfacing existing paved roads                          |                |                  |                           |         |         |         |         |         |         |                     |                       |                                    |

## Secondary Six Year Plan Summary

| Projects   | Estimated Cost | Previous Funding | Additional Funding Needed | FY2018  | FY2019  | FY2020  | FY2021  | FY2022  | FY2023  | Balance to Complete | Total Project Funding | Scope of Work  |
|--|----------------|------------------|---------------------------|---------|---------|---------|---------|---------|---------|---------------------|-----------------------|--|
| <b>Countywide Traffic</b>  | n/a            | 86,330           | n/a                       | 29,536  | 16,821  | 25,736  | -       | -       | -       | n/a                 | 158,423               | <b>Traffic Services Include: Secondary Speed Zones, Speed Studles, other New Secondary Signs</b> |
| Services include secondary speed zones, speed studies, & other new secondary signs |                |                  |                           |         |         |         |         |         |         |                     |                       |  |
| <b>Countywide Rural</b>  | n/a            | 19,576           | n/a                       | -       | -       | -       | -       | -       | -       | n/a                 | 59,863                | <b>Reconstruction without Added Capacity</b>   |
| Reconstruction without added capacity  |                |                  |                           |         |         |         |         |         |         |                     |                       |  |
| <b>Countywide Right-of-Way</b>   | n/a            | -                | n/a                       | -       | -       | -       | -       | -       | -       | n/a                 | -                     | <b>Right-of-Way</b>  |
| Use when impractical to open a project: Attorney Fees & Acquisition Cost           |                |                  |                           |         |         |         |         |         |         |                     |                       |  |
| <b>Countywide Engineering &amp; Survey</b>   | n/a            | 48,256           | n/a                       | -       | -       | -       | -       | -       | -       | n/a                 | 48,256                | <b>Preliminary Engineering</b>   |
| Minor Survey & Preliminary Engineering for Budget Items & Incidental Type Work     |                |                  |                           |         |         |         |         |         |         |                     |                       |  |
| Total  |                | \$39,332,601     | \$3,354,827               | 708,368 | 446,461 | 444,865 | 515,960 | 515,960 | 460,609 | 248,091             | \$42,609,304          |  |

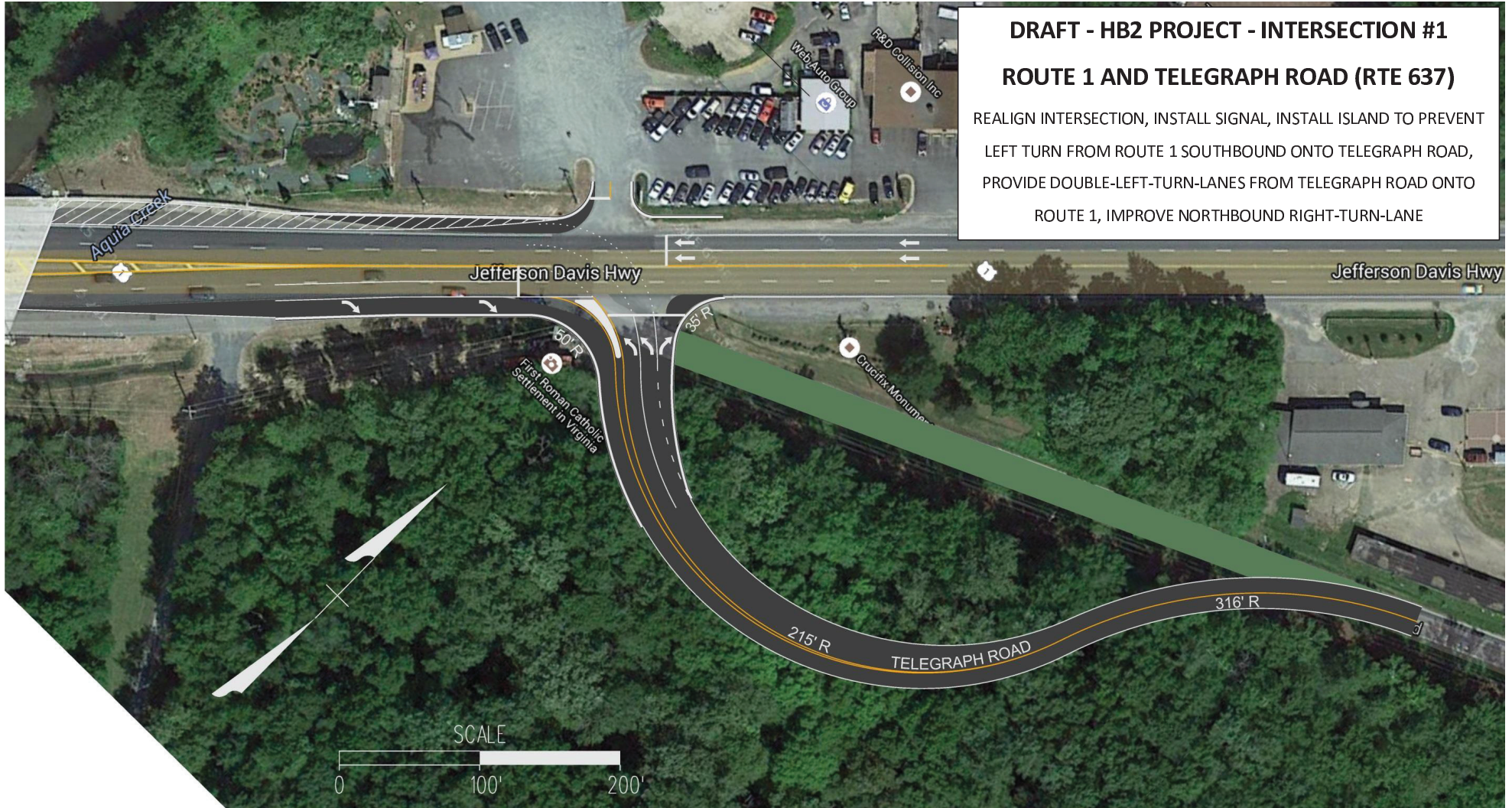
| Funding Sources                              |  |  |  | FY2018  | FY2019  | FY2020  | FY2021  | FY2022  | FY2023  | Later Years Funding | Total Project Cost |
|--|--|--|--|---------|---------|---------|---------|---------|---------|---------------------|--------------------|
| CTB Formula/HB 1887 DGP- Unpaved State Roads |  |  |  | 37,872  | 41,018  | 39,422  | 55,166  | 55,166  | 55,166  |                     | 316,263            |
| TeleFee                                      |  |  |  | 405,443 | 405,443 | 405,443 | 405,443 | 405,443 | 405,443 |                     | 2,432,658          |
| Secondary Funds                              |  |  |  | -       | -       | -       | 55,351  | 55,351  |         |                     |                    |
| Prior Year Savings                           |  |  |  | 265,053 |         |         |         |         |         |                     |                    |
| Total Funding Sources Identified             |  |  |  | 708,368 | 446,461 | 444,865 | 515,960 | 515,960 | 460,609 | -                   | 2,748,921          |



## **Route 1 Intersection Improvements at Telegraph Road**

- The Board submitted a successful HB2 application in 2015 to fund improvements to the intersection of Route 1 in the vicinity of Telegraph Road
- The project was funded for \$8.8 million, of which \$1.275 million is provided by the County
- Engineering work is funded in FY2017, with right of way acquisition and construction phases funded in subsequent years, with the balance of the funding received in FY2020
- As approved, the improvements would involve modest improvements to the Route 1 and Woodstock Lane intersection, with a realignment and signalization of the Route 1 and Telegraph Road intersection. Conceptual sketches of these intersection improvements are attached
- Subsequent to the HB2 submission, staff was contacted by a developer suggesting another alternative to create a new signalized intersection at a point approximately halfway between Telegraph Road and Woodstock Lane. They have committed in writing to providing the right of way on their property free of charge
- This option, also shown on an attached conceptual sketch, would include modest improvements at Woodstock Lane and Telegraph Road, while focusing the more significant improvements at the new intersection and along the Route 1 corridor.
- Although the concept shows a cul de sac at Telegraph Road, staff believes converting that intersection to a right in-right out, or right turn only, may be preferable.
- Staff believes there are some benefits to giving serious consideration to this alternative, including:
  - Reducing problems with utility conflicts and grade challenges at Woodstock Lane
  - Eliminating road construction in the floodplain and over wetlands near the Telegraph Road intersection
  - Dramatically reduced right of way acquisition costs
  - Easier construction of the new intersection at an undeveloped location
  - Opportunity for a compressed completion schedule by shortening right of way and utility relocation schedules
  - Enhanced economic development potential on Parcel 21-160
- Staff has previously indicated a preference for this project to be locally administered

- VDOT has expressed concerns about this project being locally administered, and provided the following reasons
  - The proposed changes could result in the project being re-scored under the SmartScale process, resulting in the loss of funds. VDOT feels they are better positioned to prevent this from occurring
  - They are concerned with the ability of the County to deliver the project on time
  - There are some concerns about traffic movement in future years with the proposed intersection
- Following a meeting with VDOT to address their concerns, the County requested a cost proposal to complete an engineering evaluation of the two concepts to determine a preferred alternative. If the concept of the new intersection alignment was determined to resolve traffic safety concerns in a more cost effective manner, the study would be used to support the revised SmartScale project scope. The study would be completed by the County as a locally administered project
- Rinker Design Associates, one of the County's on-call consultants, has provided a cost proposal in the amount of \$165,420 to complete this initial study. The scope includes considerable surveying effort useful for the design of these improvements
- This proposal is currently under review by VDOT. Provided they complete their review and approve the proposal in time for the March 21 Board meeting, staff plans on having an item on the agenda for consideration to award a contract and locally administer the project.







## DRAFT - HB2 PROJECT - INTERSECTION #2

### ROUTE 1 AND WOODSTOCK LANE (RTE 639)

REALIGN INTERSECTION, INSTALL SOUTHBOUND LEFT-TURN-LANE  
INSTALL MEDIAN (SLOTTED-LEFT) TO PREVENT LEFTS-OUT FROM  
CONNECTING ROADWAYS, IMPROVE NORTHBOUND RIGHT-TURN-LANE,  
GUINNS LANE CONNECTION/ENTRANCE (RI/RO) TO BE DETERMINED

NOTE: FUTURE SIGNAL OPTIONAL



**SILVER**

C O M P A N I E S

1201 Central Park Blvd.  
Fredericksburg, Virginia 22401  
540 786 1405 • FAX 540 786 1406

PROPOSED  
TRAFFIC SIGNAL

ROUTE 1 (45 MPH)

PARCEL 21-160  
6.14 AC

ON-SITE  
R/W DEDICATION  
0.76 AC

WOODSTOCK LANE (30 MPH)

TELEGRAPH ROAD (35 MPH)

0000000000000000

00000000M0000

000000000000000000000000

011315



**Fairbanks &  
Franklin**

CIVIL ENGINEERING • LAND PLANNING  
1005 Mahone Street • Fredericksburg, VA 22401 • (540) 899-3700

0 100 200  
SCALE IN FEET



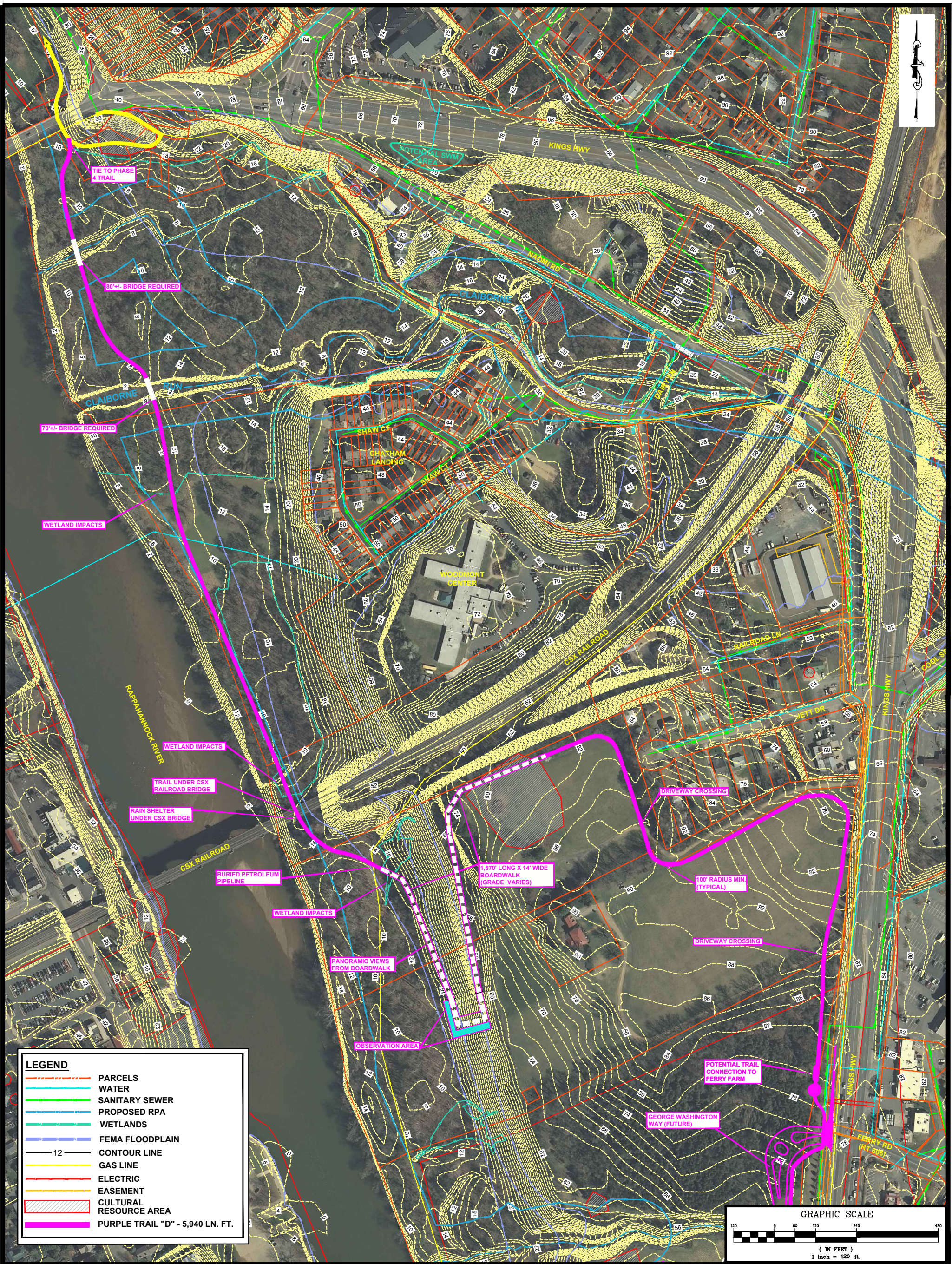
## Belmont-Ferry Farm Phase VI Trail Alignment

- Phase 6 of the Belmont-Ferry Farm Trail is proposed to connect with the terminus of Phase 4 at the Chatham Bridge, and run to the George Washington Boyhood Home at Ferry Farm
- Numerous alignment options were examined and presented to the Infrastructure Committee. Staff last discussed alignment options with the Infrastructure Committee in June 2016, and previously at the April 5<sup>th</sup> and May 3<sup>rd</sup> meetings.
- The Infrastructure Committee preferred a trail option along the Rappahannock River. Various options were developed to present to the George Washington Foundation at the Ferry Farm site.
- After receiving initial feedback from the Foundation, another alternative alignment was prepared (attached) which followed the property line as much as practical to minimize perceived impacts to the historical site
- Following a subsequent meeting to discuss this option, it was made clear that Foundation staff is not receptive to any option which brings the trail onto Foundation property at any location other than possibly along the frontage of Route 3
- In light of the opposition of Foundation staff to any option entering their property from the river, the Infrastructure Committee may wish to reconsider previous alignments to connect Chatham Bridge to the George Washington Boyhood Home
- Staff suggests two alignments presented previously may be satisfactory for further consideration;
  - Red Option – follows the abandoned Dairy Lane roadbed for much of the initial length, before paralleling the portion of Dairy Lane still in use. The trail will then follow Naomi Road under the RR Bridge to the intersection with Kings Highway. Then paralleling Kings Highway across Foundation property to the terminus in the parking lot at the George Washington Boyhood Home. Total Length – 4,200’ Estimated Cost - \$1,165,000
  - Green Option – beginning with the Phase 4 connection at Chatham Bridge, this option then follows an easement for an overhead utility through a natural area before following the alignment of the Red Option along the active portion of Dairy Lane and past the RR crossing to the George Washington Boyhood Home. Total Length – 4,350’ Estimated Cost - \$1,025,000

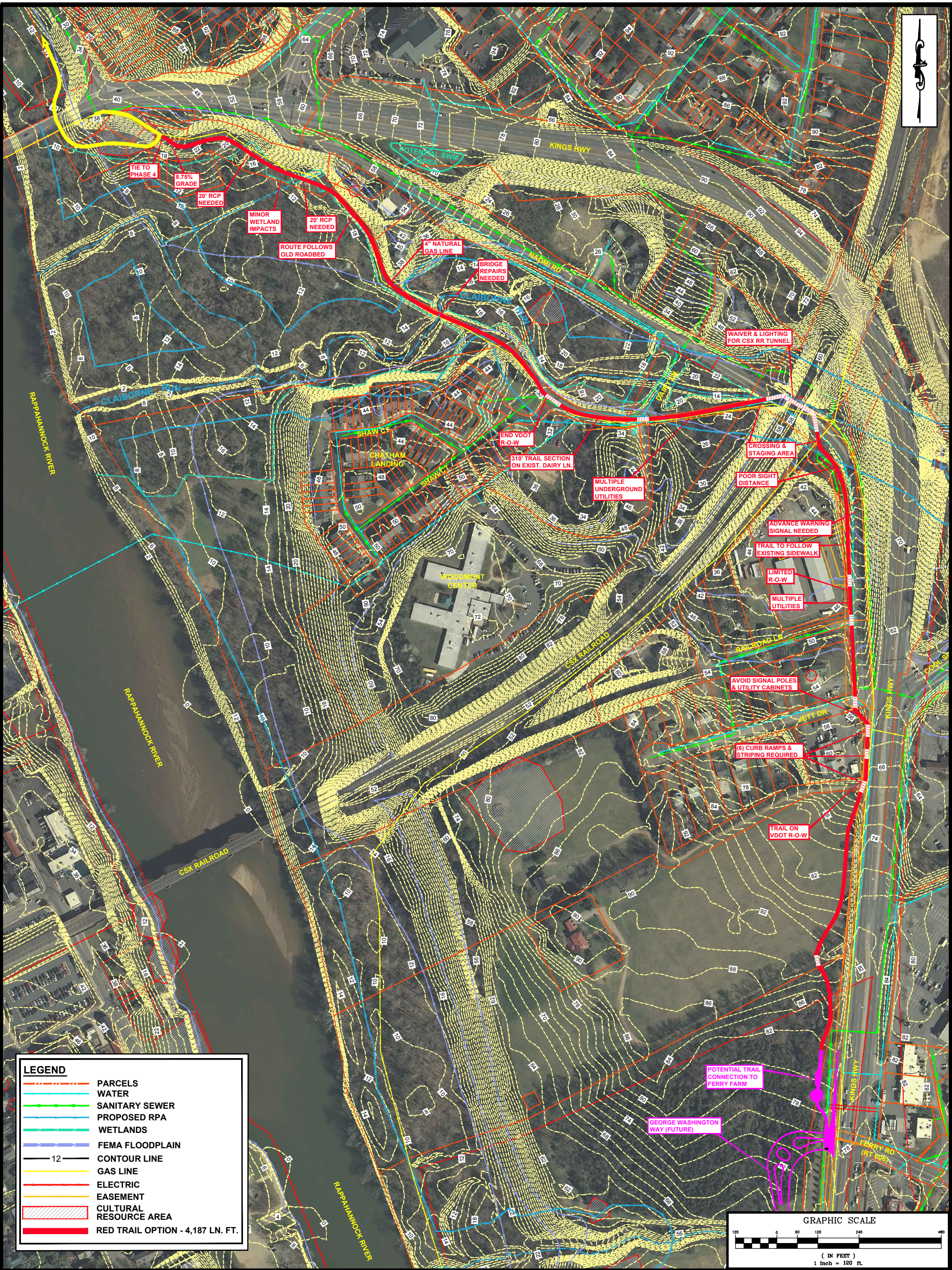


- Purple Option – for comparative purposes, the Purple Option described above was as follows: Total Length – 5,725’ Estimated Cost - \$2,225,000
- Staff is of the opinion that the Foundation staff will not relent in the opposition to the use of Foundation property for trail purposes, with the possible exception of along the Kings Highway frontage. If the Board desires to advance the BFF Phase 6 project without protracted and possibly contentious interaction with the George Washington Foundation, reconsideration of the trail alternatives that avoids Foundation property away from Kings Highway may be advisable.









LEGEND

PARCELS

WATER

SANITARY SEWER

PROPOSED RPA

WETLANDS

FEMA FLOODPLAIN

12

CONTOUR LINE

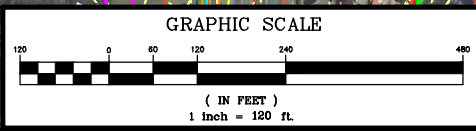
GAS LINE

ELECTRIC

EASEMENT

CULTURAL RESOURCE AREA

RED TRAIL OPTION - 4,187 LN. FT.



AMT

A. MORTON THOMAS AND ASSOCIATES, INC.  
CONSULTING ENGINEERS

FEBRUARY 26, 2016

BELMONT FERRY FARM TRAIL

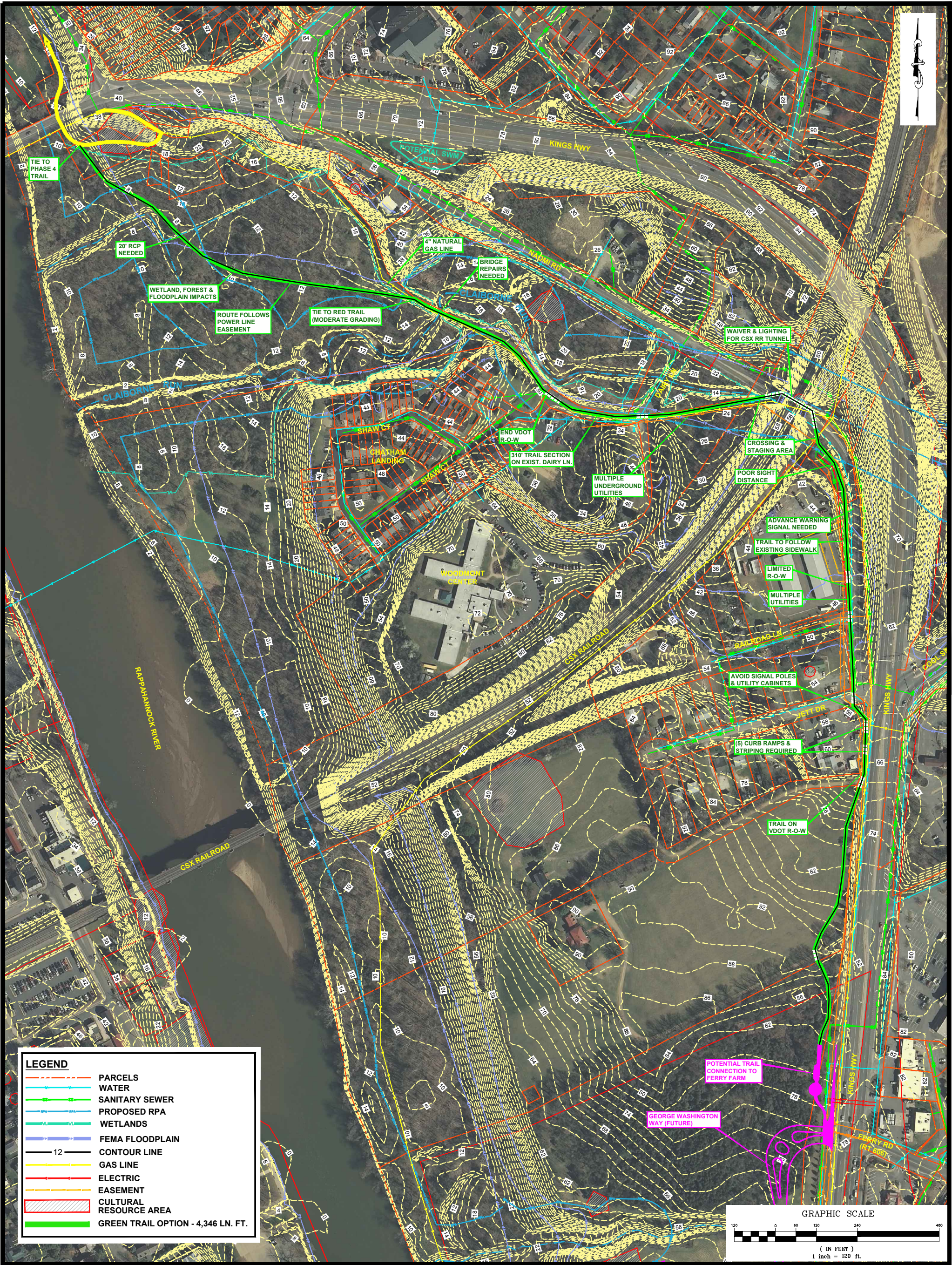
PHASE 6

STAFFORD COUNTY, VIRGINIA

RED OPTION









# Stafford County, Virginia

Request for Expression of

Interest ("RFEI") For

**Broadband Services**

**April 20, 2017**

**Proposal Submission Deadline:**

**May 15, 2017**

**Mail or Hand Deliver RFEI Documents To:**

Anita Perrow, Purchasing Manager

Purchasing Division

Stafford County

1300 Courthouse Road

P.O. Box 339

Stafford, Virginia 22555-0339

Note: This is not a request for proposal ("RFP")

## REQUEST FOR Expression of Interest

SUBJECT: Broadband Service

INQUIRIES: All inquiries or questions must be directed to Anita Perrow, Purchasing Manager, 540-809-8611, or email [aperrow@staffordcountyva.gov](mailto:aperrow@staffordcountyva.gov)

Questions must be received no later than May 1, 2017. If a determination is made that a clarification or change to the RFEI document is required, a written addendum will be posted on the appropriate sections of the websites of the Issuers. Respondents are responsible for obtaining all RFEI updates.

Responses must be delivered at the following address no later than 3:30 pm EST on May 15, 2017.

Attn: Anita Perrow, Purchasing Manager  
Purchasing Division  
Stafford County  
1300 Courthouse Road, P.O. Box 339  
Stafford, VA 22555-0339

Submit one (1) hard copy and one (1) electronic copy (via email to [aperrow@staffordcountyva.gov](mailto:aperrow@staffordcountyva.gov)) of your response including any product literature or data. Submittals must be labeled:  
"RFEI for Broadband Services"



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## 1. EXECUTIVE SUMMARY

Stafford County is issuing this Request for Expression of Interest, to seek potential businesses interested in partnering with the County to offer broadband services to unserved and underserved portions of the County and to run fiber to County facilities not currently connected to the County's fiber network.

The County recognizes the importance of access to high speed internet service as a vital service for its citizens and businesses.

County staff and the Stafford County Telecommunications Commission have been investigating options to provide broadband access to underserved and unserved residents and businesses.

While most Stafford County residents do have access to one broadband provider, many rural residents, especially in the Western part of the County and along the Potomac River do not have access. Additionally, some residents within the service footprint of cable/Internet providers do not have access due to large setbacks from where their residence is with respect to the roadway where the service runs along.

Stafford County, hereinafter referred to as "County," issues this Request for Expression of Interest ("RFEI") to gather ideas and interest from service providers of High Speed Internet/Broadband (hereafter "Broadband") services for affordable, reliable high speed Internet access for residential, business, and government constituents throughout the County.

This RFEI is intended to outline the market opportunity and invite interested providers to submit their ideas for new or expanded service delivery in Stafford County. This process is one of many steps that the County is taking to help unserved and underserved areas throughout the County.

The County seeks ideas and interest from respondents on how to achieve the sole object to provide high speed broadband service in underserved or unserved areas throughout the County. High speed broadband service can include but not limited to the deployment of a fiber-to-the-home solution, fixed wireless solution, or some other type of last mile solution. Interested parties should provide information on how its services can meet the FCC's broadband benchmark speeds of 25 megabits per second (Mbps) for downloads and 3 Mbps for uploads ([https://apps.fcc.gov/edocs\\_public/attachmatch/DOC-331760A1.pdf](https://apps.fcc.gov/edocs_public/attachmatch/DOC-331760A1.pdf)) or provide information as to how your advertised speeds can meet the broadband speed guide provided by the FCC (<https://www.fcc.gov/reports-research/guides/broadband-speed-guide>).

Note: The County welcomes responses to this RFEI from ALL interested or potentially interested parties. Since this is only to solicit preliminary interest and ideas, this RFEI should not be interpreted as an invitation for bids or request for proposals. For the purposes of this RFEI, the terms "respondent", "providers", "vendor" mean an entity or entities submitting a written response to this RFEI.

## 2. RFEI TIMELINE

### A. Important Dates

|   |                |
|---|----------------|
| Publish RFEI                            | April 20, 2017 |
| Deadline for Questions                  | May 1, 2017    |
| Responses Due by 5:00 pm                | May 15, 2017   |
| Review of responses completed by County | June 16, 2017  |

### B. Contact for questions and information requests

All general communications regarding the RFEI or requests for additional information should be directed to:

Attn: Anita Perrow  
Stafford County  
Purchasing  
Division

1300 Courthouse Road  
P.O. Box 339  
Stafford, Virginia 22555-0339

### C. Further Process

Stafford County will evaluate the information gathered through this RFEI process and make a determination on whether to proceed with a formal request for proposals (RFP) related to the deployment of high speed internet/broadband services.

An electronic copy may be downloaded from [www.staffordcounty.gov](http://www.staffordcounty.gov)

Access to County data for the identification of demand and assets is available by request. Any amendment or addendum to this RFEI is valid only if issued in writing by the Stafford County.

Any changes in the process or updates to the schedule above will be posted on the County website.

### 3. OBJECTIVES OF RFEI

Stafford County, Virginia, located midway between Washington, DC and Richmond, the capital of Virginia, along Interstate 95 is a vibrant and growing community. The County encompasses 277 square miles, is bounded by the Potomac River and King George County to the east, the Rappahannock river to the South, Fauquier County to the West, and Prince William County to the North. While some of the County remains rural, portions of the County have developed rapidly in recent years taking on a more suburban character. For decades, because of its proximity to Washington, DC, Stafford County saw many of its workers commute to jobs inside the Washington beltway. That outmigration is changing rapidly as local jobs have grown more than 42% in the past decade, with more than 40,000 local jobs in the County today and an unemployment rate of 4%. As of the 2014 Census, the County's population was estimated to be over 135,000, an increase of 8.5% from the 2010 Census, making Stafford one of the fastest growing counties in Virginia and the United States. 2015 Household income was \$95,666 and ranks 22nd nationally.

Stafford County is home to the Marine Corps Base Quantico, the national training ground for Marine Corps Officers, the FBI Academy and National Crime Lab, Drug Enforcement Agency Training and now consolidated DOD investigative Agencies. In all the federally diverse Quantico Marine Corps Base employees nearly 25,000 and has a regional economic impact of \$5 billion annually. Stafford is also a community with a rapidly growing high tech, industrial presence, with nearly 2,500 companies pricing goods and services to a diverse market. Major employers within the County include Geico Insurance, FBI, Intuit, MITRE, Greencore, and Northrup Grumman

#### Housing Data

|   |                     |
|---|---------------------|
| Housing units   | 45,100              |
| Renter-occupied housing units                             | 10,000              |
| Average value of housing unit with mortgage/without mort. | \$312,887/\$310,216 |
| Households 2016   | 42,800              |
| Persons per household                                     | 3.02                |
| Median age of occupants                                   | 35.3                |

All of these factors contribute to Stafford County's RFEI for a broadband Internet solution that will serve residents, business and governments throughout the County. While a significant portion of the County does have Internet access, there are several thousand households that are unserved or underserved. Stafford County wishes to obtain access to high quality Internet access at the benchmark speed by the FCC (see <https://www.fcc.gov/document/fcc-finds-us-broadband-deployment-not-keeping-pace>) for its citizens and to encourage economic development.

The County is relying on the private sector and seeking last mile internet service providers to provide Internet to connect and serve the underserved or unserved rural areas of the County. A County-wide solution is optimal; however, it is understood that certain areas could potentially be chosen as a pilot for providers that do not have an existing footprint in the County. Incumbent providers are strongly encouraged to provide information as to proposed or future deployment in the identified unserved and underserved areas of the County.

The County believes that increased deployment of affordable broadband services is key to fostering innovation, to drive job creation, and to stimulate economic growth. Respondents to this RFEI should provide options or recommendations to provide service to unserved or underserved areas.

The County is open to considering a variety of methods to reach unserved and underserved residents and businesses. Fixed wireless broadband, fiber to the home, satellite and other options are methods that the County encourages providers to consider.

The County also wishes to connect 26 facilities scattered throughout the County, including fire stations, recreation facilities, and water utility facilities. Currently these sites are served by cable modems and the County wishes to connect these to the County's and Schools' fiber network. The connection distance varies from 0.5 miles to 4.8 miles, totaling 35.0 miles. The County will also consider fixed wireless broadband for these facilities as well.

#### 4. REQUESTED INFORMATION

##### 4.1. Cover Sheet (Attachment A)

- 4.1.1. Provide the full legal name of the Provider. Provide specific information concerning the agency, including: the agency's legal name and type of entity. If multiple providers are partnering, please include a separate coversheet for each provider with an explanation of primary role.
- 4.1.2. The cover sheet must be signed by an owner, corporate officer, or agent authorized by the Provider.
- 4.1.3. The names of all principals of the Provider must be disclosed on the cover sheet; specifically, all persons who have an equity interest in the Provider organization and/or hold a senior leadership position in the Provider organization.

##### 4.2. Previous Experience

- 4.2.1. Identify firm's previous experience in providing Internet services and broadband content in other markets
- 4.2.2. Customer segments served
- 4.2.3. Services and content offered, including pricing and contract terms
- 4.2.4. Customer service capabilities and technical Support practices, including service standards
- 4.2.5. Identify three references (names and contact information) who are familiar with your previous experience as a service provider

##### 4.3. Preliminary proposal for Internet service and broadband content you would offer in the Stafford County market

- 4.3.1. Provide a detailed preliminary description of Internet service and broadband content provider would propose to offer in the Stafford County market
- 4.3.2. What customer segments would you serve?
- 4.3.3. What services and content would you offer to various customer segments, including pricing and contract terms?
- 4.3.4. What Customer Service and Technical Support would you offer?
  - 4.3.4.1. How and where would you staff this?
  - 4.3.4.2. What customer service standards and service level agreements (SLAs) would you provide?

##### 4.4. Preliminary proposal for fiber extension to 26 County facilities including fire stations, recreation facilities and utilities.

- 4.4.1. Provide a detailed preliminary description of how vendor would deploy point to point fiber and/or fixed wireless broadband to connect County facilities
- 4.4.2. What pricing structure would be offered
- 4.4.3. SLAs Offered



## 5. AREAS OF COOPERATION

To the extent not covered in previous responses, this section highlights ways that the County could cooperate with respondents to improve the business case for proposed solutions. We encourage respondents to be creative and suggest other types of partnerships or business opportunities of interest

Specifically, this section could include:

1. Resources and facilities: Explanation of need for access to community assets and resources. Respondents should also address the relative importance and impact of variations in terms or more flexibility with respect to accessing the following types of community assets, facilities, and policies:
  - a. County Water Towers
  - b. County-owned radio towers
  - c. Three Milestone-owned monopoles (Landfill, Mountain View, Duff McDuff Park), which the County has rights to attach equipment
  - d. County controlled rights of way
2. Regulatory environment: Description of any rules or regulations at the federal, state or local level that could impact the feasibility or underlying economics associated with the proposed solutions. Responses should also include an explanation of any forms of proposed regulatory relief, including streamlined permitting, which could improve the economic case for the business models or network solutions proposed or for other network solutions that respondents considered but dismissed due to existing regulations and their effect on economic viability of such proposal.
3. Contracting issues: Explanation of any material considerations or expectations that respondents have with respect to any of the following issues likely to be negotiated during any future Requests for Proposal:
  - a. Intellectual property
  - b. Insurance
  - c. Indemnities
  - d. Warranties
  - e. Dispute resolution
  - f. problems with current providers if any.
  - g. Other contracting issues not specifically listed above
4. Other partnership or revenue opportunities: Discussion of any other types of partnerships or working relationships between respondents and Supporters which could improve the business case for respondents to partner with one or more supporters.

## 6. TERMS, CONDITIONS AND DISCLAIMERS FOR RFEI

Responses to this RFEI become the exclusive property of the County. All documents submitted in response to this RFEI may be regarded as public records according to the Commonwealth of Virginia Public Records Act. and may be subject to disclosure. Any material submitted that the respondent wishes to keep confidential should be clearly marked confidential on each page. The entire submission cannot be considered confidential. This RFEI is issued solely for information and planning purposes and does not constitute a solicitation. No material submitted in response to this RFEI will be returned. Respondents are solely responsible for all expenses associated with responding to this RFEI.

### Incurring Costs

The County will not be liable in any way for any costs incurred by respondents in replying to this RFEI, including, but not limited to, costs associated with preparing the response or participating in any site visits, demonstrations, conferences or oral presentations.

Should the County issue an RFP in the future, a Bidder or Offeror must be organized or authorized to transact business in the Commonwealth pursuant to Title 13.1 or Title 50 of the Code of Virginia shall include in its Bid or Proposal the identification number issued to it by the State Corporation Commission. Any Bidder or Offeror that is not required to be authorized to transact business in the Commonwealth as a foreign business entity under Title 13.1 or Title 50 of the Code of Virginia or as otherwise required by law shall include in its Bid or Proposal a statement describing why the Bidder or Offeror is not required to be so authorized. Any Bidder or Offeror described herein that fails to provide the required information shall not receive an award unless a waiver of this requirement and the administrative policies and procedures established to implement this section is granted by the County Administrator

([https://cisiweb.scc.virginia.gov/z\\_container.aspx](https://cisiweb.scc.virginia.gov/z_container.aspx)).

ATTACHMENT A: COVER SHEET

|   |  |
|---|--|
| Name of Person, Business or Organization:   |  |
| Type of Entity: (e.g. Sole-Proprietorship, Partnership, Corp., Non-Profit, Public Agency) |  |
| Federal Tax ID Number:  |  |
| Contact Person – Name   |  |
| Contact Person – Address  |  |
| Contact Person – Phone Number (s)   |  |
| Contact Person – e-mail address   |  |

By signing this Cover Sheet I hereby attest: that I have read and understood all the terms listed in the RFEI and I have read and understood all terms listed in this request.

\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Printed Name of Authorized Representative

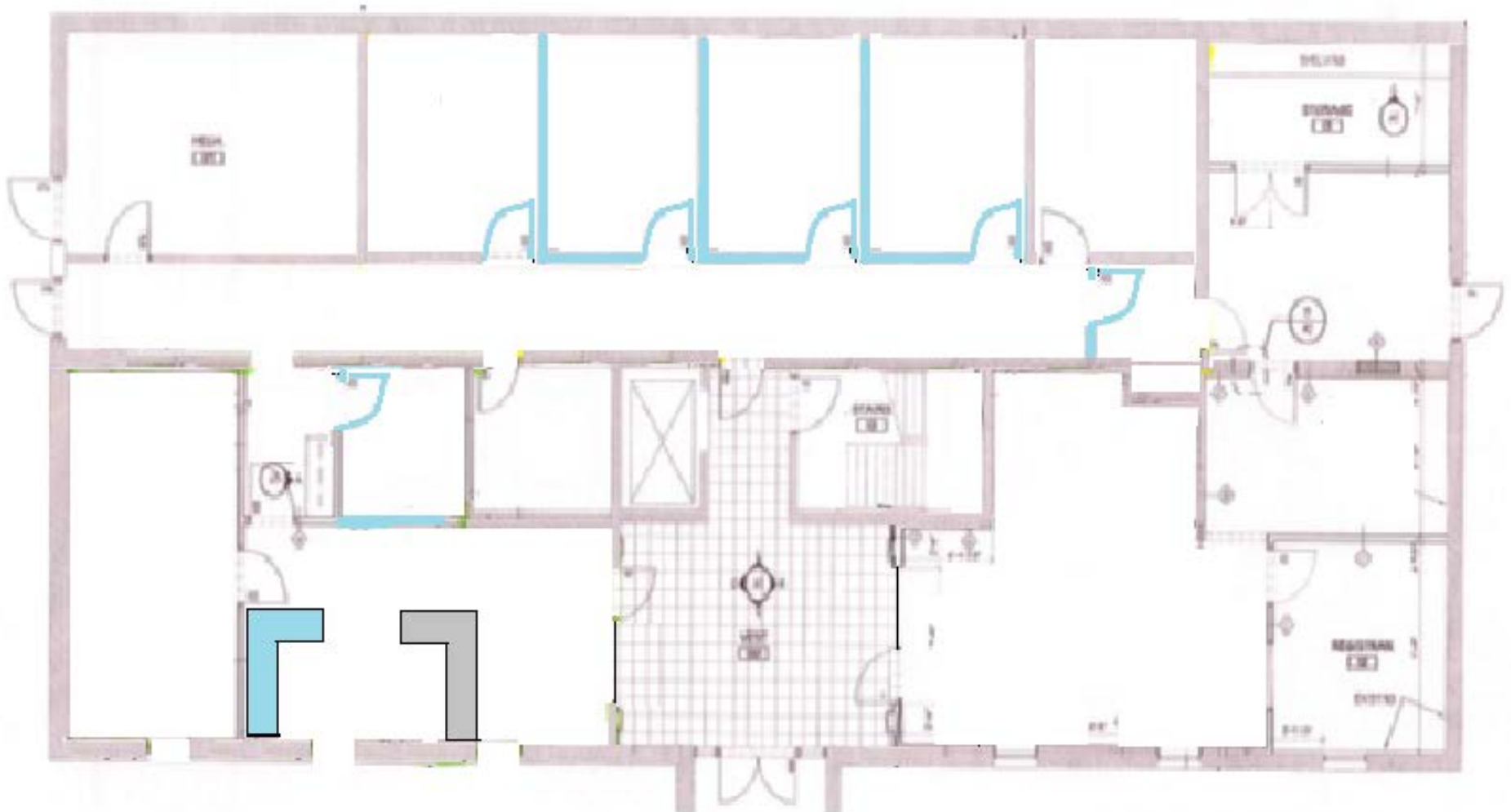
\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Title of Authorized Representative

**Economic Development Renovations**  
**Infrastructure Committee**  
**March 7, 2017**

- The Finance Audit and Budget Committee meeting discussed Capital Project Reserve Year End funds and potential projects
- A tour was conducted of the Economic Development department to discuss renovations related to the addition of a Department Head, and the need for an additional office.
- The plans were provided along with a detailed cost estimate. (attached)
- The Committee asked staff to look at options for a shared break room with the Registrar's office
- Due to the complications of code required security for the registrar space, the option was not viable due to the cost
- The Committee is asked to consider moving the allocation of funds for the Economic Development renovations to the full Board for budget and appropriation
- Staff recommends approval

# ECONOMIC DEVELOPMENT CONCEPT PLAN



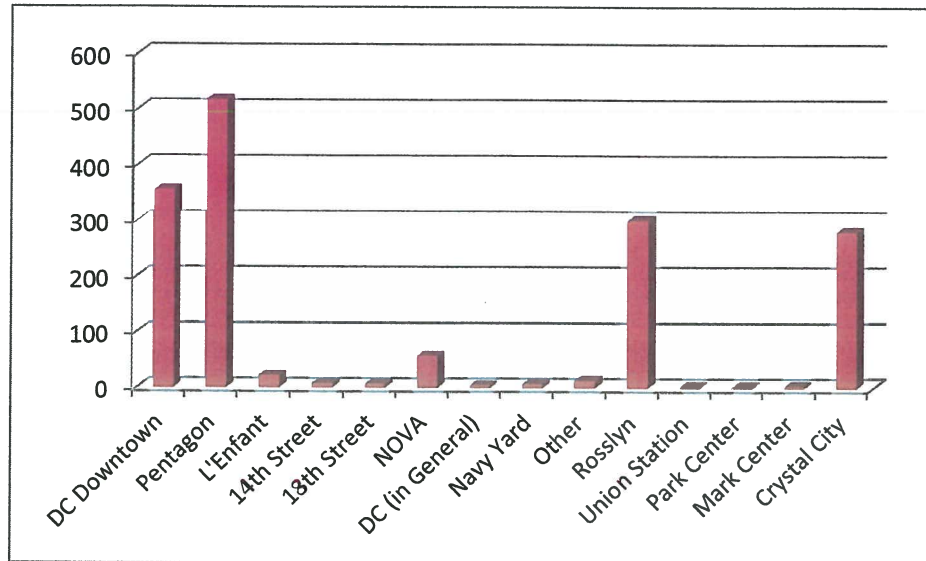
Blue=new

## **DESTINATION SIGNAGE AT THE MINE ROAD AND STAFFORDBORO COMMUTER LOTS**

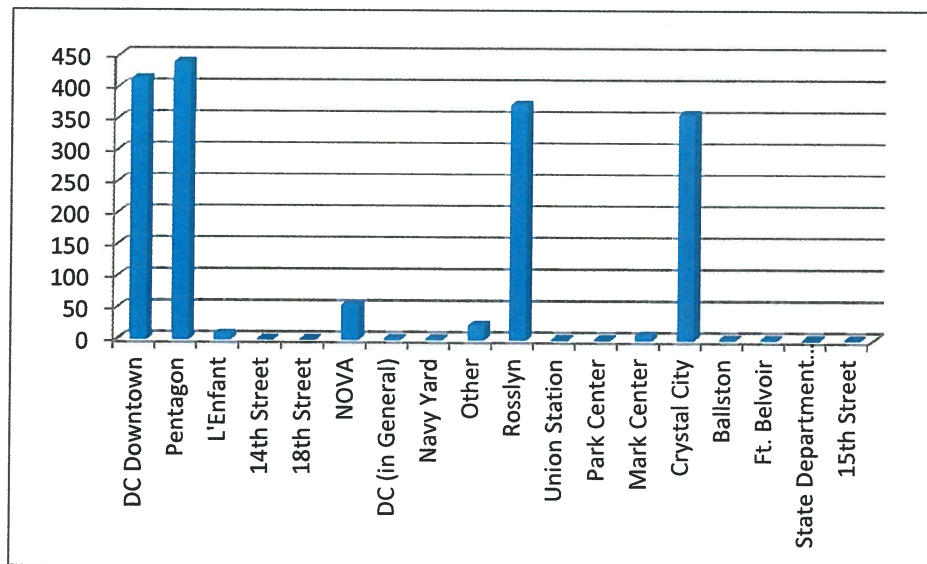
- In summer 2016 the County was contacted with a request to place destination signs at the slug lines located at the Mine Road and the Staffordboro commuter lots.
- As a result several meetings have been held which were attended by citizens, VDOT, GWRC, and Public Works.
- In addition the County has conducted a Commuter Lot Survey, both online and onsite at the two commuter lots with 78% of the respondents in favor of directional signage
- The most recent meeting was held on February 22<sup>nd</sup>, 2017 at the request of a Board member. Public Works staff, VDOT, and GWRC, along with Ms. Sellers, attended and heard the concerns of several slug commuters.
- County staff presented the results of the County survey, and GWRC presented van pool and commuter lot utilization data.
- VDOT discussed the future commuter lot currently under design which is to be built with the I-95/Courthouse Road Interchange project. Representatives from Shirley Construction and Dewberry Engineers shared the current design plans for the future lot with those present, and elicited input from the slug commuters.
- Discussion then focused again on a request for destination signs at the Mine Road and Staffordboro commuter lots. A potential layout for destination signs at the two lots was shared with the slug commuters, who voiced support for the signs and their proposed locations.
- VDOT has reviewed the sign locations and indicated a permit from VDOT would be required for sign installation. Stafford County would be responsible for paying for the signs and any future maintenance associated with the signs.
- It is estimated the overall cost for the signs will be about \$1,200 per sign. There would be four double-sided signs, two at each lot.
- If authorized, the signs would be funded from the sign budget within the Transportation Fund.



## Mine Road



## Staffordboro







# Mine Rd. Commuter Lot Proposed Destination Signs

Produced by the Stafford County GIS Office

540-658-4033 | [www.StaffordCountyGIS.org](http://www.StaffordCountyGIS.org)



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

Produced: 12/9/2016

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\MineRdCommuterLot.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.

0 0.0125 0.025 0.05 Miles







# Staffordboro Commuter Lot Proposed Destination Signs

Produced by the Stafford County GIS Office  
540-658-4033 | [www.StaffordCountyGIS.org](http://www.StaffordCountyGIS.org)



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

Produced: 12/8/2016

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\610CommuterLot.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.

0 0.02 0.04 0.08 Miles

