

Infrastructure Committee Meeting AGENDA

November 21, 2017 – 1:30 pm
Conference Room A/B/C, Second Floor

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

Agenda Item	
1.	Transportation Updates <ul style="list-style-type: none">a. VDOT discussion of closing Chatham Bridge during upgradeb. Update of FredEx and request for Board Support via resolutionc. Highway Safety Improvement Program (HSIP) updated. Route 1 and Telegraph Road Intersectione. Budget and Appropriate Funds for Garrisonville Road Projectf. FRED bus discussiong. Courthouse Bypass discussion
2.	Broadband RFP Update
	Next IC meeting is scheduled for February 6, 2018 (Tentative)

INFRA11212017agenda





CHATHAM BRIDGE

ROUTE 3 OVER RAPPAHANNOCK RIVER

STAFFORD COUNTY AND CITY OF FREDERICKSBURG

| Full Closure vs. Partial Closure Analysis

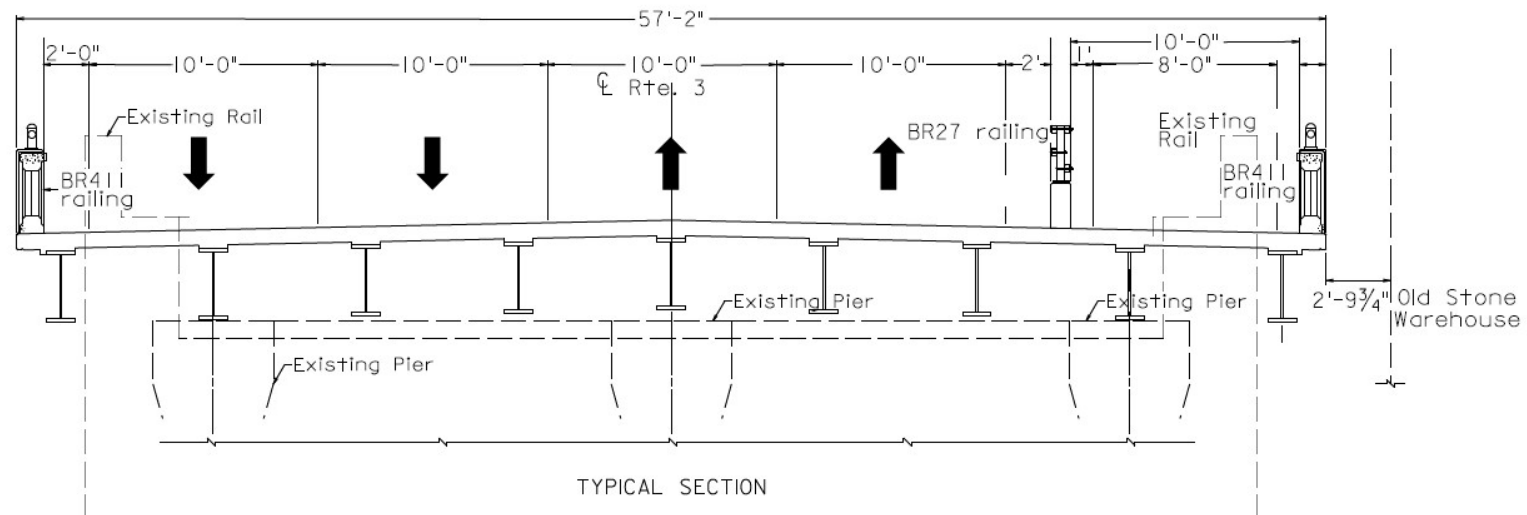
Existing Bridge History

- **Built in 1941**
- **Length – 1,006 feet**
- **Joint ownership – VDOT and City of Fredericksburg**
- **Width – 40 feet between curbs, with 4 foot sidewalk on each side**
- **Travel lanes – 4 lanes, each 10 feet wide**
- **Structurally deficient**
- **10 spans, structural steel**
- **Asphalt pavement over concrete deck**



Proposed Bridge Typical

- 4 – 10' travel lanes
- Barrier-separated shared use path on downstream side
- Church style bridge railing



Example Picture Outside Rail



Example Picture

Attenuator at Shared Use Path Termini



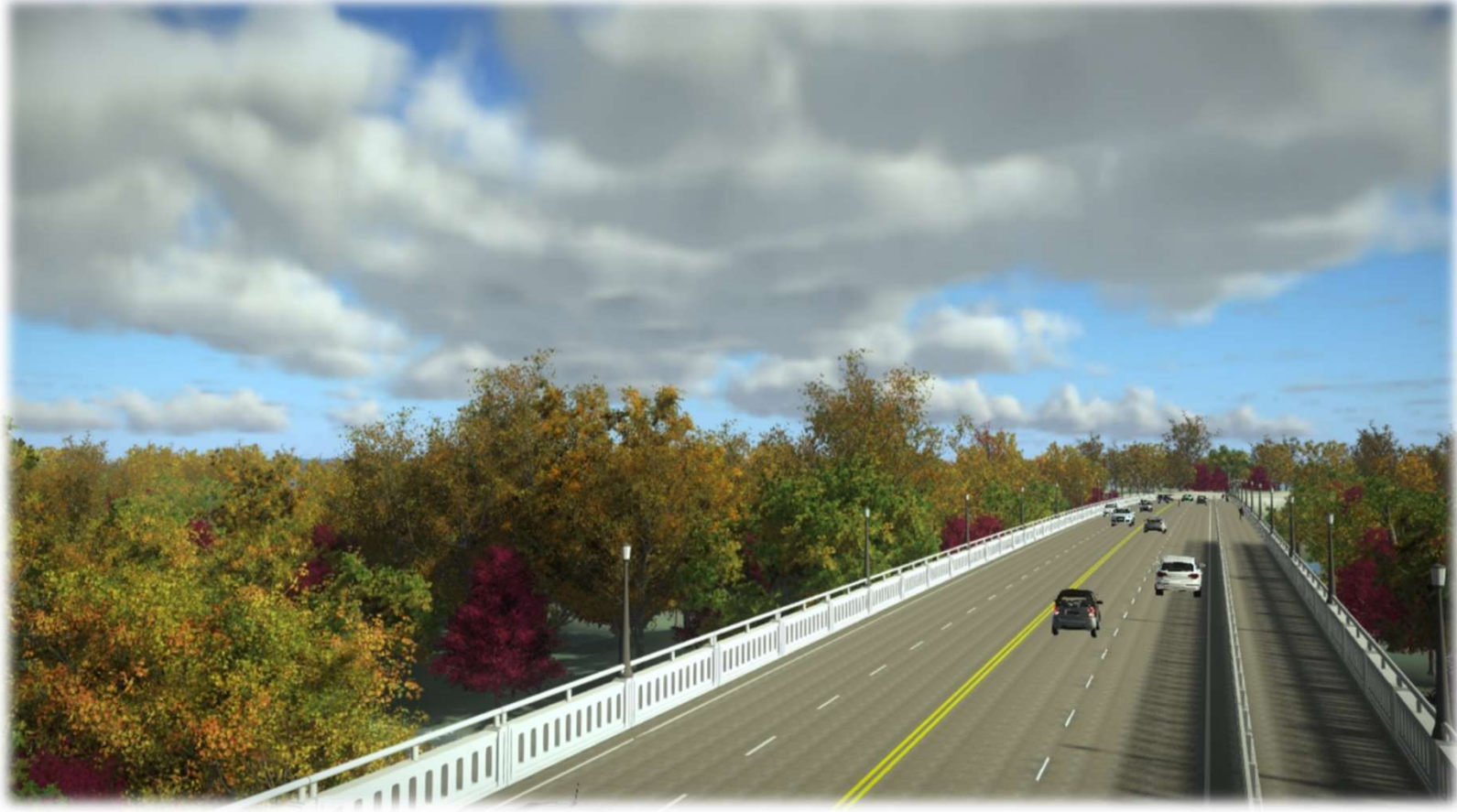
Example Picture Inside Shared Use Path Railing



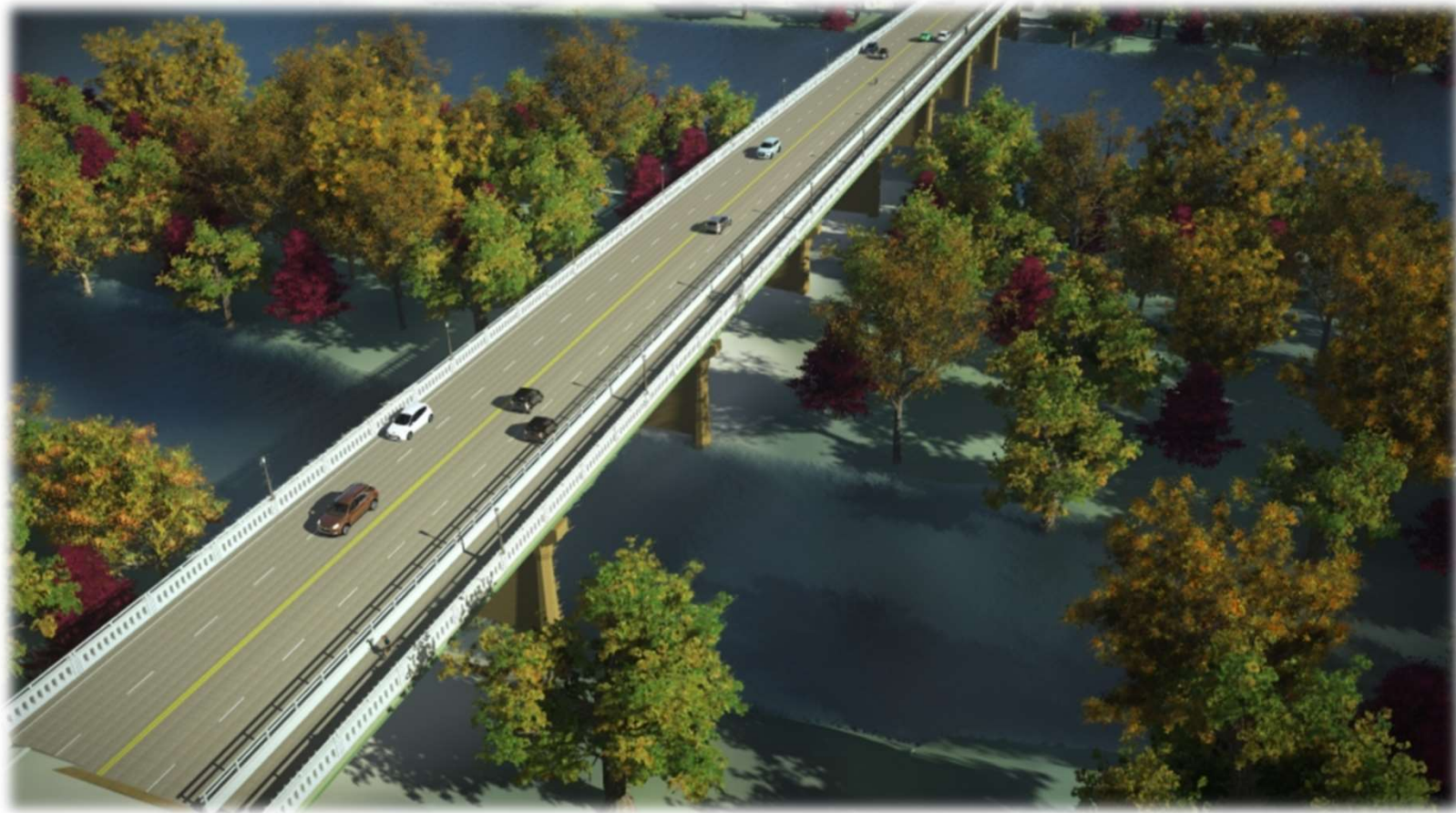
Chatham Bridge Rendering – Upstream View



Chatham Bridge Rendering – Stafford County View



Chatham Bridge Rendering – Aerial View



THE UNITED STATES OF AMERICA
DO 148 PG 28
PB 2 PG 132B
PB 3 PG 21
17.22 AC
TAX MAP# 54F 31 5

Edge of Water (1235+00)

Fredericksburg

Shared Use Path on Bridge

LEAH B. WATSON
BAJRAM GASHI
LP# 100004629
16.4313 AC
TAX MAP# 54F 31 5

LEAH B. WATSON
BAJRAM GASHI
LP# 170000015
0.44 AC
TAX MAP# 54F 31 5

CURVE W/500
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PT=1240+00
L=380.56'
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2

Construction Challenges

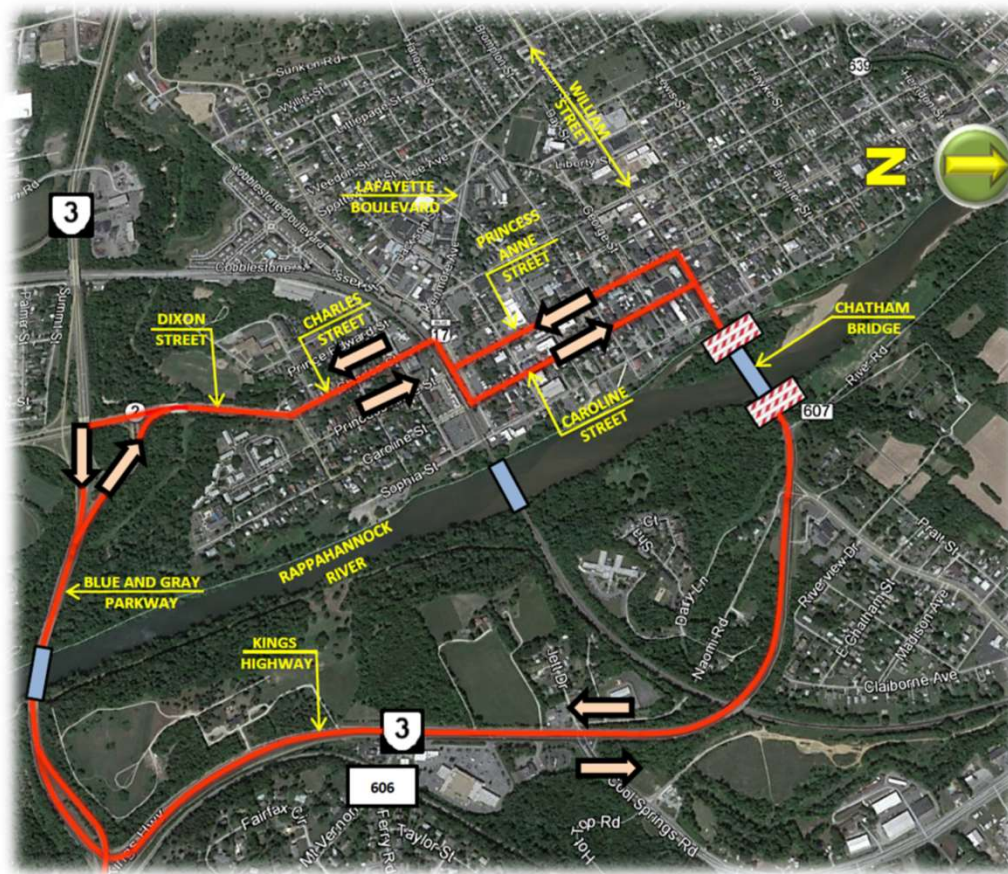
- Significant utility impacts and accommodations
- Historic district
- Old Stone Warehouse – structural concerns
- National Park Service land
- Maintenance of traffic
- Detour routes



Construction Options:

Full Closure vs. Partial Closure

Full Closure: Official Dixon Street Detour Route



Full Closure:

Blue and Gray Parkway to Dixon Street Ramp Mitigation



Full Closure: Sequence of Construction

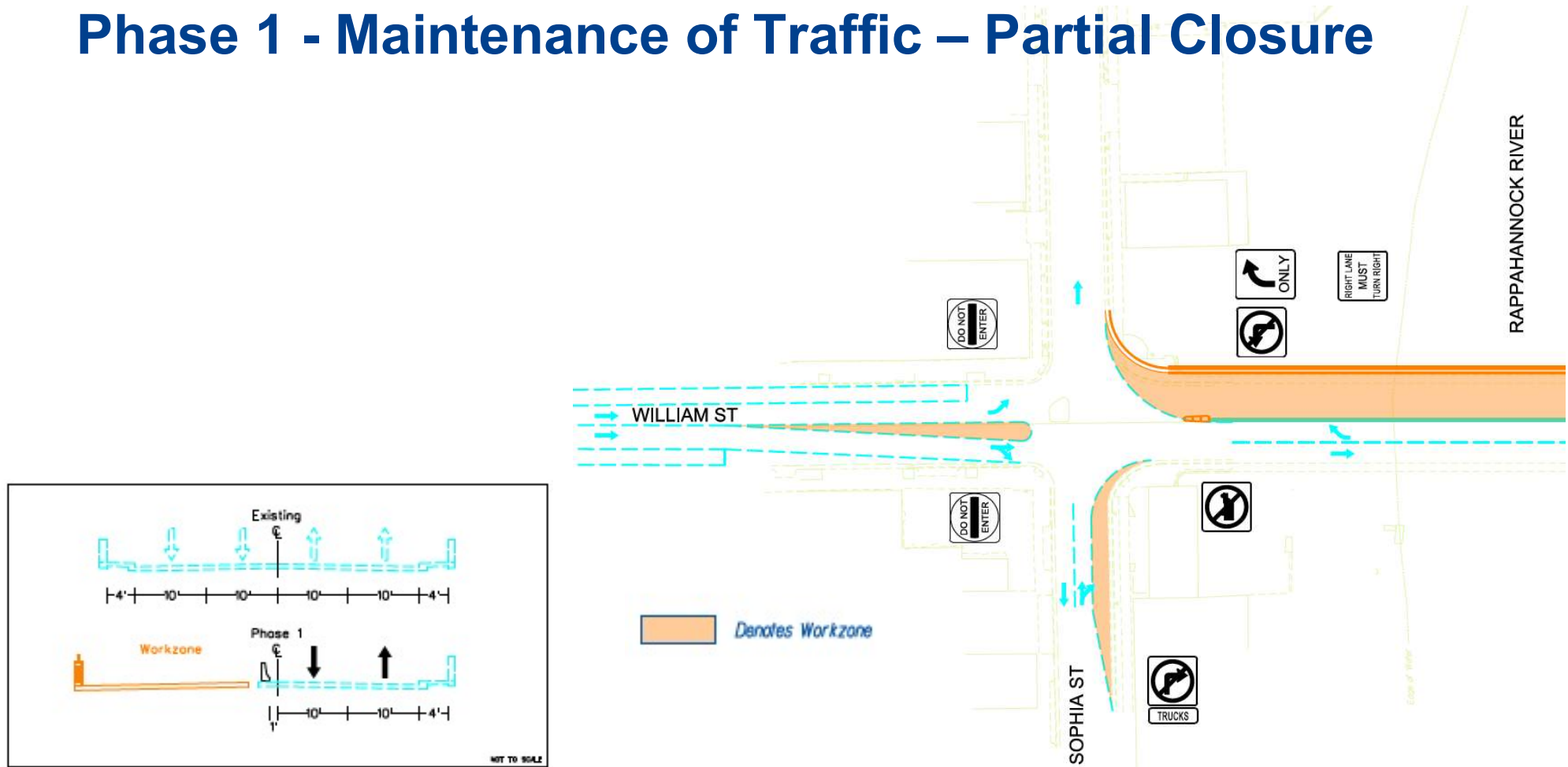
- Improve Dixon Street ramp
- Adjust signal timing along detour routes
- Establish detour routes
- Bridge closure
- Construction timeframe (16 – 19 months)



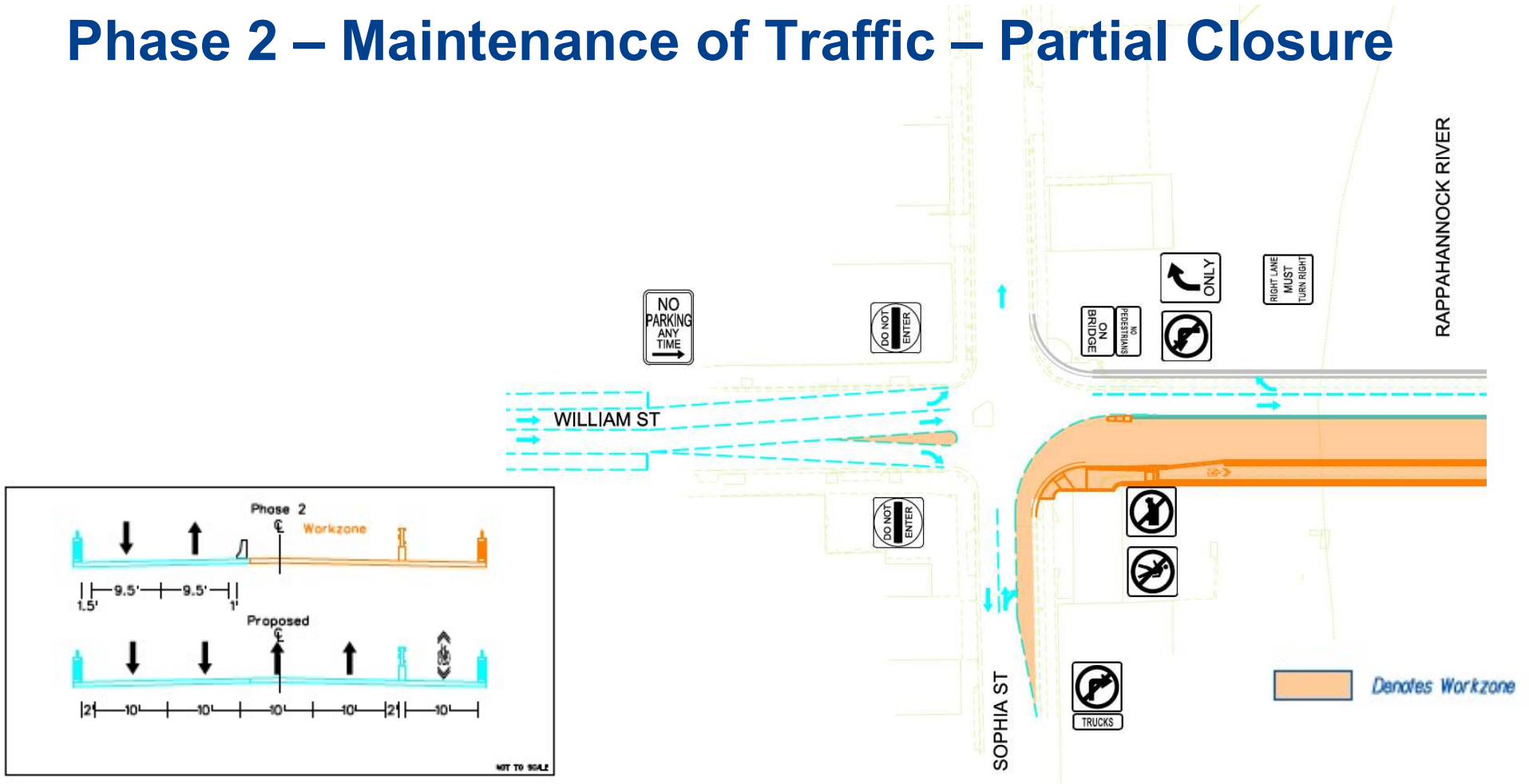
Partial Closure: Sequence of Construction

- **Phase 1: 15 months, upstream closure**
- **Phase 2: 15 months, downstream closure**
- **Construction timeframe (30 months)**

Phase 1 - Maintenance of Traffic – Partial Closure



Phase 2 – Maintenance of Traffic – Partial Closure



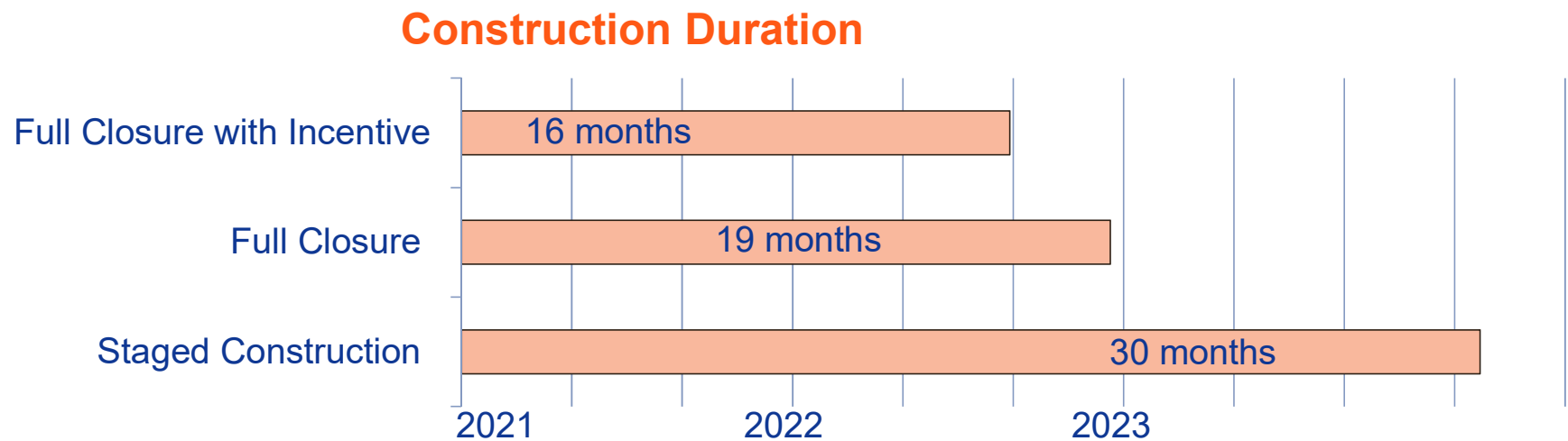
Partial Closure: Additional Considerations

- Heavy congestion anticipated in downtown area
- Disabled vehicles would stop traffic
- Additional restrictions for heavier-weight emergency service vehicles and trucks
- No pedestrian access

Costs: Full Closure Benefits vs. Partial Closure

Activity	Cost Savings	Explanation
Construction Engineering & Inspection	\$650,000	Savings based on reduced construction duration
Bridge Construction	\$2,000,000	Reduced maintenance of traffic
Utility Relocation	\$1,000,000	Full closure will require one relocation, phased construction will require two relocations
Roadway Construction	+\$172,000	Operational improvements along the alternate routes
Total Savings	\$3,478,000	

Duration: Full Closure vs. Partial Closure



**Potential to save up to 14 months in
construction duration**

Additional Benefits: Full Closure vs. Partial Closure

Public Safety	Avoid risks of traveling through an active work zone, contractor employees avoid interactions with vehicles
Environmental	Reduced number of temporary causeways, less impacts due to shorter duration
Construction Quality	Greater flexibility, better finished product
Maintenance	Reduction in long term maintenance costs due to elimination of longitudinal construction joint and anchored temporary barriers

Next Steps

- **Coordinate additional stakeholder meetings
(emergency response providers, business owners, etc.)**
- **Public Hearing in January 2018**

Questions?



BOARD OF SUPERVISORS Agenda Item

Meeting Date:	November 21, 2017
Title:	A Resolution of Support for the Virginia Department of Transportation (VDOT) I-95 Express Lanes Fredericksburg Extension (Fred Ex) Project
Department:	Public Works
Staff Contact:	Keith Dayton, Interim Director
Board Committee/ Other BACC:	N/A
Staff Recommendation:	Approval
Fiscal Impact:	N/A
Time Sensitivity:	N/A

ATTACHMENTS:

1.	Background Report	3.	VDOT Express Lane Study Area Map
2.	Proposed Resolution R17-294		

X	Consent Agenda		Other Business		Unfinished Business
	Discussion		Presentation		Work Session
	New Business		Public Hearing		Add-On

REVIEW:

X	County Administrator	<i>Thomas C. Foley</i>
X	County Attorney (legal review only)	<i>Charles L. Thomas</i>

DISTRICTS:	Aquia, Falmouth, Garrisonville, George Washington, Hartwood
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BACKGROUND REPORT

The Virginia Department of Transportation (VDOT) requested a resolution in support of the I-95 Express Lanes Fredericksburg Extension (Fred Ex) project (Project), which would extend the I-95 Express Lanes approximately 10 miles south of Route 610 (Garrisonville Road; I-95 Exit 143) to the vicinity of US Route 17 (Warrenton Road; I-95 Exit 133). The extension would connect to the I-95 Southbound Collector-Distributor Lanes/Rappahannock River Crossing project, which is currently in procurement and scheduled for completion in 2022.

Project funding was included in the Atlantic Gateway grant application. In 2016, the Commonwealth received a \$165 million FASTLANE grant from the U.S. Department of Transportation for the Atlantic Gateway, a \$1.4 billion package of highway, transit, and rail projects along the multi-state I-95 corridor.

The proposed improvements would reduce daily congestion and accommodate travel demand more efficiently, and provide greater reliability of travel times. In addition, the proposed improvements would expand travel choices by increasing the attractiveness and utility of ridesharing and transit usage, while also providing an option for single-occupant vehicles to bypass congested road conditions.

The proposed improvements include two, new 12-foot wide reversible express lanes with 10-foot wide shoulders with a variable width grass median between these new lanes and the existing northbound and southbound general purpose lanes. Access points in Stafford County would include reversible direct connection, i.e. northbound entrance and southbound exit, at Route 630 (Courthouse Road; I-95 Exit 140), a northbound flyover entrance between the Truslow Road bridge overpass and Route 8900 (Centreport Parkway; I-95 Exit 136), a southbound flyover exit just south of the Truslow Road bridge overpass, a northbound slip ramp entrance just north of US Route 17 (Warrenton Road; I-95 Exit 133) and a southbound slip ramp exit also just north of US Route 17. In addition, new access points would be added in Prince William County at Russell Road (I-95 Exit 148) at Marine Corps Base Quantico. These access points would include a northbound flyover exit and a southbound flyover entrance (Attachment 3).

This Project is at its regional long-range plan decision stage with final environmental documentation to be complete in the winter of 2017/beginning of 2018. Procurement will occur late in 2017 with construction set to begin in the spring of 2019.

Staff recommends approval of proposed Resolution R17-294, which supports the Fred Ex project.

R17-294

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 21st day of November, 2017:

MEMBERS:

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

VOTE:

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

A RESOLUTION OF SUPPORT FOR THE VIRGINIA DEPARTMENT
OF TRANSPORTATION I-95 EXPRESS LANES FREDERICKSBURG
EXTENSION PROJECT

WHEREAS, the Virginia Department of Transportation (VDOT) has requested a resolution of support for the I-95 Express Lanes Fredericksburg Extension (Fred Ex) project (Project); and

WHEREAS, Fred Ex was included in the Atlantic Gateway grant application, a \$1.4 billion package of highway, transit, and rail projects along the I-95 corridor, that VDOT submitted and was awarded approximately \$165 million in FASTLANE grant funds from the U.S. Department of Transportation in 2016; and

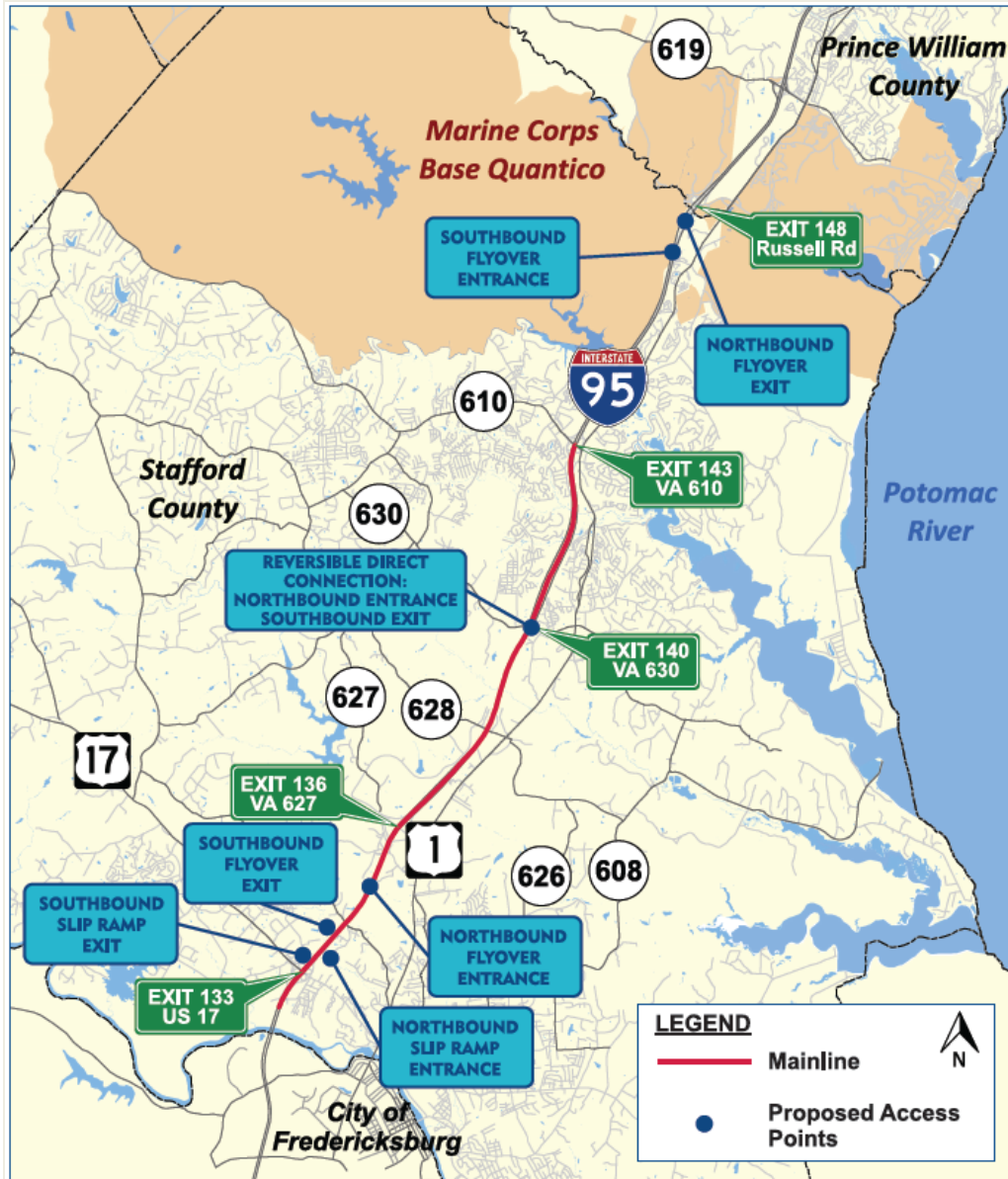
WHEREAS, Fred Ex would extend the I-95 Express Lanes approximately 10 miles south of Route 610 (Garrisonville Road) to the vicinity of US Route 17 (Warrenton Road) providing additional capacity to the I-95 corridor and include multiple points of access to these new express lanes; and

WHEREAS, Fred Ex would reduce daily congestion, accommodate travel demand, provide greater reliability, and expand travel choices for Stafford County residents;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors, on this the 21st day of November, 2017, that it be and hereby does support the I-95 Express Lanes Fredericksburg Extension Project; and

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded to the Virginia Department of Transportation Fredericksburg District Administrator.

TCF:KCD:cjh:tbn



BOARD OF SUPERVISORS Agenda Item

Meeting Date:	November 21, 2017
Title:	Endorse all Virginia Department of Transportation, Fredericksburg District, Bicycle and Pedestrian Safety Program Improvement Applications for Stafford County Projects for FY2019 Highway Safety Improvement Program Funding
Department:	Public Works
Staff Contact:	Keith Dayton, Interim Director
Board Committee/ Other BACC:	Infrastructure Committee
Staff Recommendation:	Approval
Fiscal Impact:	There is no required local match. Selected projects will be fully funded through HSIP.
Time Sensitivity:	By December 2017.

ATTACHMENTS:

1.	Background Report	3.	BSPS Project Location Maps
2.	Proposed Resolution R17-304		

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

REVIEW:

<input checked="" type="checkbox"/>	County Administrator	Michael Smith for TCF
<input checked="" type="checkbox"/>	County Attorney (legal review only)	Rytheda H. Millender for CZL

DISTRICTS:	Falmouth, George Washington, Garrisonville, Rock Hill
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BACKGROUND REPORT

As part of the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), which became law in July 2012, and was extended to authorize the federal surface transportation programs for highways, highway safety, and transit, the Highway Safety Improvement Program (HSIP) involves the identification of intersections or highway segments with above average total and injury crashes for existing traffic, analysis of crash trends and existing conditions, and economic and/or risk evaluation of proposed safety project benefits. MAP-21 continues the core HSIP initiatives, administered by the Federal Highway Administration (FHWA), structured and funded to make significant progress in reducing highway fatalities and severe injuries on all public roads. Federal aid contributes 90% to 100% of certain safety improvements.

The Fredericksburg Residency of the Virginia Department of Transportation (VDOT) submits applications on behalf of localities within the Fredericksburg District (District) to the VDOT Central Office for its review, potential award, and allocation of funds. Any project selected within the District would be reflected in VDOT's Six-Year Improvement Program (SYIP).

VDOT and County staff selected five sidewalk projects within the County as potential HSIP candidates. VDOT staff then conducted a site visit at each of these sites to develop cost estimates for each project. The list of the candidate projects with estimated costs is:

- Manning Drive (SR-1005) from James Madison Circle to Forbes Street (\$426,000)
- Lichfield Boulevard (SR-700) from Harrogate Road to Plantation Drive (\$162,000)
- Flatford Road (SR-709) from Parkway Boulevard to Winding Creek Road (\$650,000)
- Butler Road (SR-218) from Carter Street to Camden Street (\$530,000)
- Deacon Road (SR-607) from VDOT District Office to Leeland Road (\$1,050,000)

A decision on whether these projects will receive HSIP funding will be determined in June 2018, by the Commonwealth Transportation Board (CTB). If funding is awarded, the money will be allocated in FY2023 and FY2024. A local match is not required for this program.

Staff recommends approval of proposed Resolution R17-304, which endorses all FY2019 Bicycle and Pedestrian Safety Program improvement applications for Stafford County projects for HSIP Funding as submitted by the VDOT Fredericksburg Residency.

R17-304

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 21st day of November, 2017:

MEMBERS:

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

VOTE:

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

A RESOLUTION TO ENDORSE ALL FY2019 VIRGINIA
DEPARTMENT OF TRANSPORTATION, FREDERICKSBURG
DISTRICT, BICYCLE AND PEDESTRIAN SAFETY PROGRAM
IMPROVEMENT APPLICATIONS FOR STAFFORD COUNTY
PROJECTS FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM
FUNDING

WHEREAS, the Highway Safety Improvement Program (HSIP) is a part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was passed into law in July 2012, and is administered by the Federal Highway Administration; and

WHEREAS, HSIP is a data-driven, strategic approach program for infrastructure improvements for all highway travel modes with emphasis placed on strategies and actions with expected performance outcomes documented in Virginia's 2012-2016 Strategic Highway Safety Plan; and

WHEREAS, the Virginia Department of Transportation (VDOT), Fredericksburg District, submits applications for HSIP established by MAP-21 for localities within its district to the VDOT Central Office for its review and project selection for funding; and

WHEREAS, the Board desires to endorse and submit to the VDOT Fredericksburg District the FY2019 Bicycle and Pedestrian Safety Program Improvement Applications for the Stafford County sidewalk projects provided below;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors, on this the 21st day of November, 2017, that it be and hereby does endorse and submit to the Virginia Department of Transportation (VDOT), Fredericksburg District, the FY2019 Bicycle and Pedestrian Safety Program Improvement Applications for the following Stafford County sidewalk projects for potential project selection and Highway Safety Improvement Program funding:

- Manning Drive (SR-1005) from James Madison Circle to Forbes Street
- Lichfield Boulevard (SR-700) from Harrogate Road to Plantation Drive
- Flatford Road (SR-709) from Parkway Boulevard to Winding Creek Road
- Butler Road (SR-218) from Carter Street to Camden Street
- Deacon Road (SR-607) from VDOT District Office to Leeland Road.

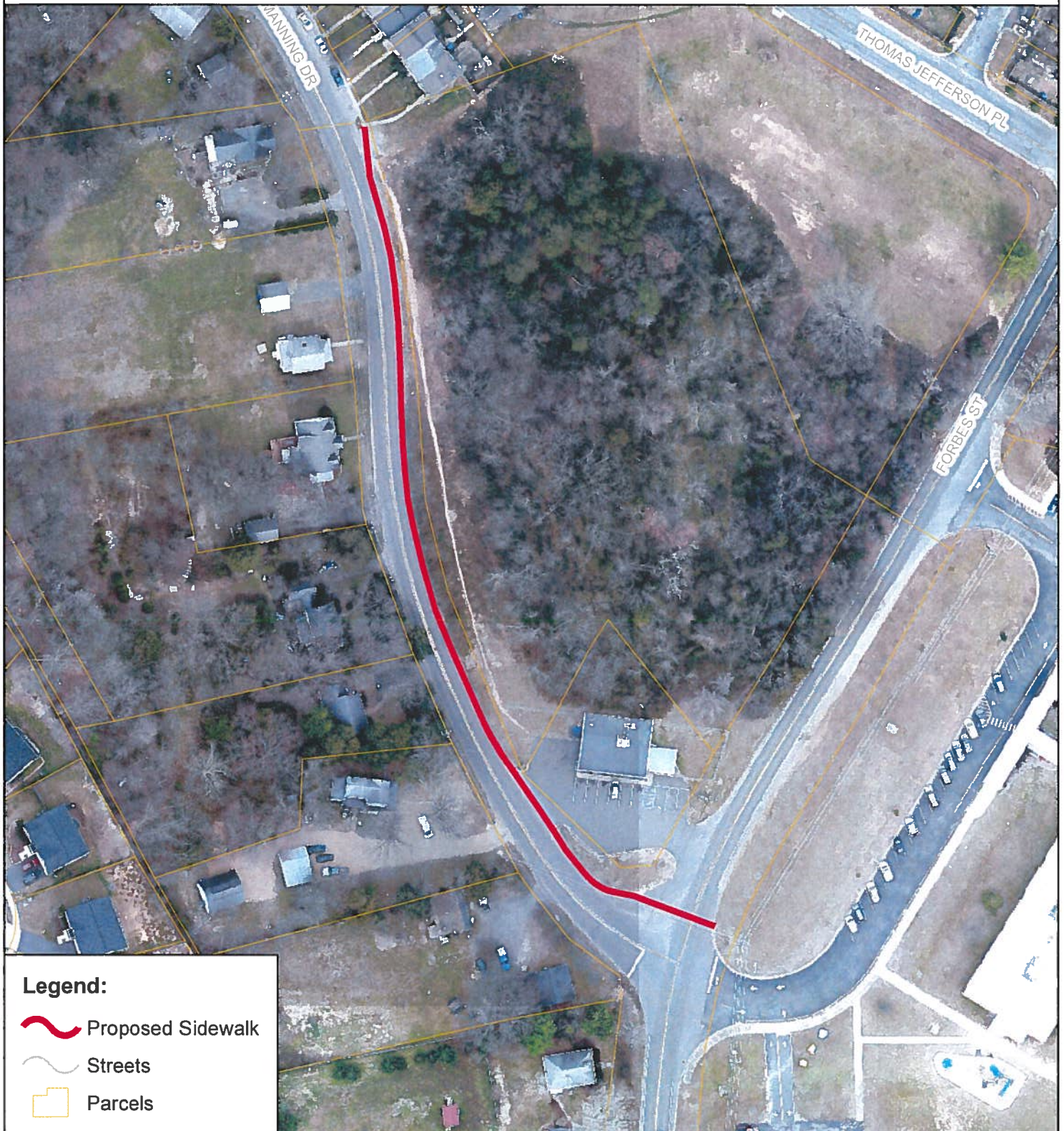
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Proposed Bike and Pedestrian Safety Improvement Project Manning Dr.

Attachment 3

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



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

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\VDOT_SidewalkProjects.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 25 50 100 150 200 Feet





Proposed Bike and Pedestrian Safety Improvement Project Lichfield Blvd.

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



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

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EB\Planning\Transportation\VDOT_SidewalkProjects.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 25 50 100 Feet





Stafford County Proposed Flatford Road Sidewalk Project

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



Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet
Produced: 10/31/2017

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

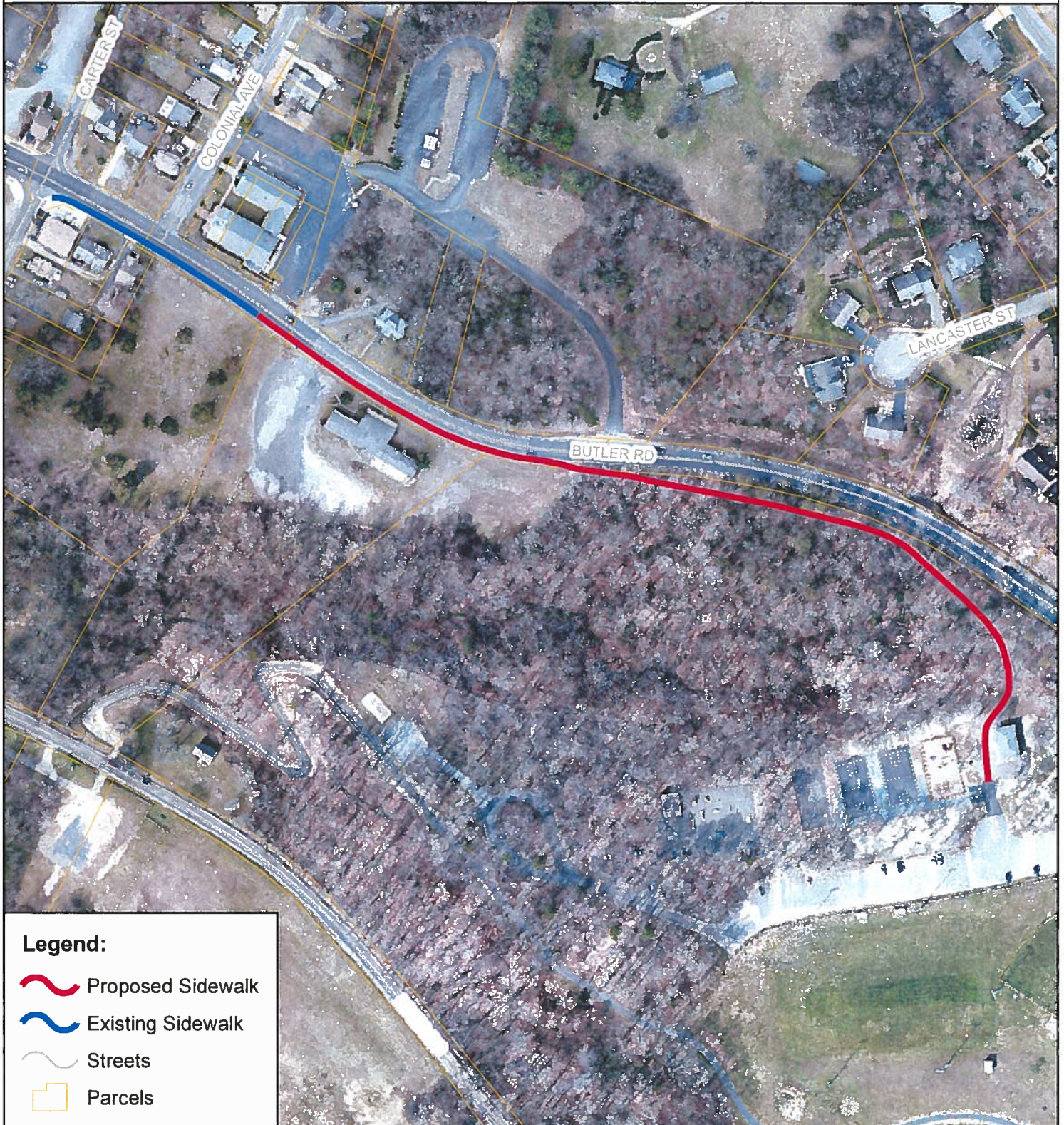
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Proposed Bike and Pedestrian Safety Improvement Project Butler Rd.

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



Legend:

-  Proposed Sidewalk
-  Existing Sidewalk
-  Streets
-  Parcels

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

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EBI\Planning\Transportation\VDOT_SidewalkProjects.mxd

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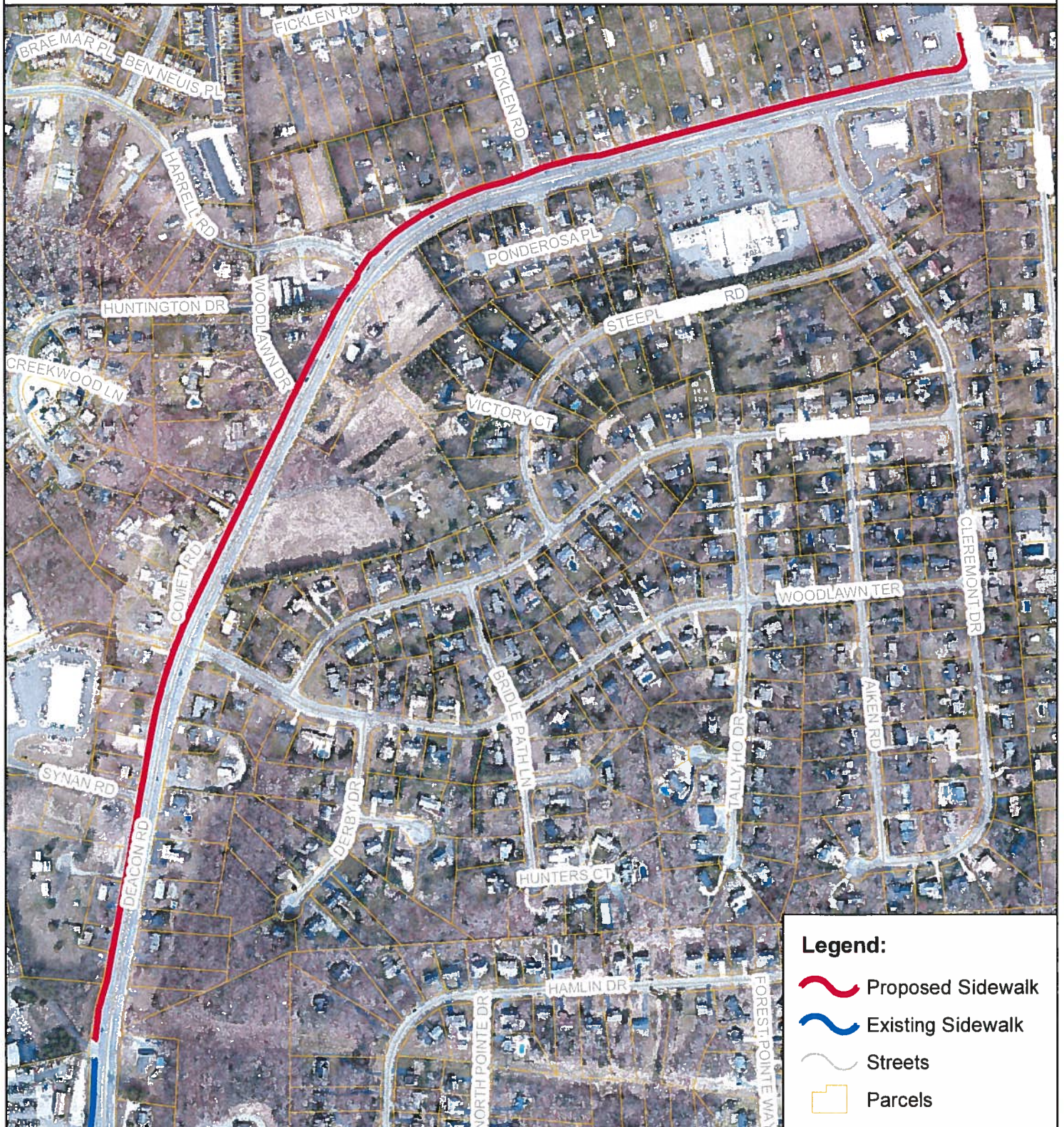
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Proposed Bike and Pedestrian Safety Improvement Project Deacon Rd.

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



Legend:

- Proposed Sidewalk
- Existing Sidewalk
- Streets
- Parcels

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

Produced: 10/31/2017

MXD Path: \\srv16\gisdata\users\gis\EBI\Planning\Transportation\VDOT_SidewalkProjects.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.

0 250 500 1,000 Feet



Route 1 and Telegraph Road Intersection Update

Intersection Progress

- The Board submitted a successful SmartScale application and received \$8.8 million in funding to construct safety improvements along Route 1 in the area of Telegraph Road and Woodstock Lane to address frequent collisions involving left- turning vehicles
- The initial concept included revisions to the Telegraph Road intersection near the Crucifix to include realignment, additional left turn lanes, and a signal, along with improvements to the intersection at Woodstock Lane to include a southbound left turn lane on Route 1
- Long term improvements would require improving Route 1 in this area to six lanes, and adding a signal at Woodstock Lane. Graphical representations of these conceptual improvements are attached. Staff has been made aware of certain factors related to the original concept
 - The initial analysis used to support the SmartScale application estimated a traffic growth rate of 3.4% compounded annually. This results in the generation of a great volume of traffic in the design year (2040)
 - Although it was not originally made clear, in this configuration, southbound left turns would only be permitted at Woodstock Lane, and would be un-signalized until a new project was constructed in the future
 - Woodstock Lane would not be improved as part of this project, resulting in the direction of traffic to a road that wasn't constructed properly to safely convey large volumes of traffic
- Subsequently, an alternative concept was advanced to create a new intersection approximately at the mid-point between Telegraph Road and Woodstock Lane as shown in the attached graphic. This improvement would provide for southbound left turns protected by a signal. Advantages of this concept included:
 - Left turns for the main line and side roads would be protected by a signal
 - The new road between Route 1 and Telegraph Road would be constructed to modern standards, capable of conveying the future traffic volumes
 - Lower right of way and utility costs by avoiding numerous utility conflicts along the original alignment and accepting donated right of way from the property owner
 - Lower construction costs by reducing constructed length, avoiding some traffic control costs by reducing interference at an active intersection, and avoiding wetland/floodplain areas
 - Promote economic development at a new signalized corner with commercially zoned adjacent parcels
- The Board contracted for a traffic analysis to compare the impacts of this concept versus the original plan

- The study is complete, with highlights listed below:
 - Traffic growth analysis determined that a 2% rate of growth was appropriate for this corridor, and is the rate used to identify improvements for the Route 1 Corridor Study used as the basis for improvements at Route 1 and Route 610, and those at Route 1 and Courthouse Road. It is believed that the I-95 improvements completed and underway will relieve the congestion which is contributing to bail-out traffic using Route 1 as an alternative
 - The widening of Route 1 to 6 lanes, and the addition of a signal at Woodstock Lane, were included in both studies, at approximately the same time – by 2040
 - The study found that the proposed new intersection with a signalized southbound left turn from Route 1 would provide an acceptable level of service for all major movements in the 2024 and 2040 analysis periods
 - Although certain business exit and minor side street movements indicated poorer performance, it is believed that this may, in part, be due to limitations in the model
 - The study recommended construction of the proposed alternative intersection due to comparable operational performance combined with the non-performance based advantages
- Staff concurs with this recommendation and recommends the following steps:
 - Provide VDOT with the analysis and request approval to proceed with the design of the alternative intersection improvement as a refinement of the original SmartScale concept
 - If there is a determination that this concept is substantially different from the original concept and must be re-scored, staff recommends consenting. It is believed that the alternative concept will score higher under the safety project criteria under which it was submitted and approved
 - In the event VDOT should deny the request to modify the project, VDOT would resume administration of the project design and construction

Temporary Signal

- VDOT has accepted that sufficient warrants exist for installation of a temporary signal at the Telegraph Road intersection, and provided County staff with a conceptual layout. This concept would impact numerous utilities and require right of way (ROW) acquisition
- VDOT and County staff met at the site to discuss ways to simplify this concept, and came up with what is believed to be a cost effective alternative that avoids utility and ROW impacts
- County staff and VDOT are developing cost proposals for the design and construction based on the revised layout. We expect to receive these in the next week





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



Figure 2B

SAFETY IMPROVEMENT FOR ROUTE 1
AND TELEGRAPH ROAD/WOODSTOCK LANE
STAFFORD, VA
2024 PROPOSED BUILD
VDOT PROJECT #: 0001-089-721
UPC: 109467
11-9-2017



SCALE
0 100'





Figure 2C

SAFETY IMPROVEMENT FOR ROUTE 1
AND TELEGRAPH ROAD/WOODSTOCK LANE
STAFFORD, VA
2040 PROPOSED BUILD
VDOT PROJECT #: 0001-089-721
UPC: 109467
11-9-2017



SCALE
0 100'



BOARD OF SUPERVISORS

Agenda Item

Meeting Date:	November 21, 2017
Title:	Authorize the County Administrator to Budget and Appropriate Additional Funds for Land Acquisition for the Garrisonville Road Widening Project
Department:	Public Works
Staff Contact:	Keith Dayton, Interim Director
Board Committee/ Other BACC:	N/A
Staff Recommendation:	Approval
Fiscal Impact:	Funds are available from the Garrisonville Road Service District Fund to cover \$1.0M in additional project costs
Time Sensitivity:	See background report

ATTACHMENTS:

1.	Background Report	2.	Proposed Resolution R17-299
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	Consent Agenda		Other Business		Unfinished Business
	Discussion		Presentation		Work Session
X	New Business		Public Hearing		Add-On

REVIEW:

X	County Administrator	<i>Michael Smith for TCF</i>
X	County Attorney (legal review only)	<i>Ryszard M. McClure for C/L</i>
X	Finance and Budget	<i>Carol Atkinson for Maria Perrotte</i>

DISTRICT:	Garrisonville and Griffis-Widewater
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BACKGROUND REPORT

At its June 4, 2013 meeting, the Board approved Resolution R13-176 authorizing the County Administrator to execute a Public-Private Transportation Act (PPTA) Agreement (Agreement) with Branch Highways, Inc., (BHI) to design and construct improvements on Truslow Road (SR-652) between Berea Church Road (SR-654) and Plantation Drive (SR-1706); and on Garrisonville Road (SR-610) between Onville Road (SR-641) and Eustace Road (SR-751) (Garrisonville Road Widening Project). The Garrisonville Road Widening Project (Project) was contracted for nearly \$13 million, and included both non-contingent and contingent cost categories. The construction cost for the Project was non-contingent. The contingent cost categories included utility relocation, environmental mitigation and land acquisition for right of way costs, due to the higher level of uncertainty for these activities. The Agreement provided a contingent allowance for which BHI would be solely responsible. It also included a tiered allowance outlining with a higher amount that would be split between the County (80%) and BHI (20%), and a still higher threshold wherein the costs would be split evenly. Furthermore, the Agreement stipulated that overruns associated with contingent costs may be “pooled” between the Truslow Road and Garrisonville Road PPTA projects, with BHI solely liable for contingent costs up to \$4,929,081.

Although the Truslow Road project was completed for less than the contingent cost allowance, the Garrisonville Road Widening Project has experienced land acquisition costs in excess of the contingent cost allowance. After diligently trying to acquire the necessary land and easements associated with the Project, the County had to exercise its power of eminent domain on a greater number of parcels than expected. In addition to the legal costs associated with settling condemnation cases, the assessed value for the commercial property, as well as the business impact costs, exceeded the original estimates prepared in 2012.

Currently, the total amount spent between BHI and the County on contingent costs for the both PPTA projects total \$5,432,188. Staff anticipates an additional \$1,050,000 in contingent costs to complete the Project. This results in total costs over the contingent allowance in the amount of \$1,553,107, of which BHI is liable for 20%, or \$310,621. The County must fund the balance of approximately \$1,242,500.

The County submitted a revenue sharing request for \$1 million that, if awarded, will be available in July 2018. This amount would be matched with a County contribution, totaling \$2 million in additional funding. While the current estimates indicate this total may not be required, a considerable number of properties remain unsettled. Staff recommends budgeting and appropriating the County match from available Garrisonville Service District funds to cover the County’s required match. Having these funds immediately available allows payment of outstanding settlement costs which is time sensitive.

Staff recommends the Board waive By-laws provision Section 6-6, and find this matter time sensitive pursuant to Section 3-3, such that action can be taken on this matter at this meeting. Additional funding is needed at this time to maintain the project’s schedule and the County contractual commitments. Staff recommends approval of proposed Resolution R17-299, which authorizes the County Administrator to budget and appropriate \$1 million in funds in the Garrisonville Road Service District Fund to the Garrisonville Road Widening Project Fund.

R17-299

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 21st day of November, 2017:

MEMBERS:

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

VOTE:

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

A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR
TO BUDGET AND APPROPRIATE ADDITIONAL FUNDS FOR THE
GARRISONVILLE ROAD WIDENING PROJECT, LOCATED WITHIN
THE GARRISONVILLE AND GRIFFIS-WIDEWATER ELECTION
DISTRICTS

WHEREAS, the Board approved Resolution R13-176 authorizing the County Administrator to execute a Public-Private Transportation Act (PPTA) Comprehensive Agreement (Agreement) with Branch Highways, Inc., (BHI) to design and construct improvements on Garrisonville Road (SR-610) from Onville Road (SR-641) to Eustace Road (SR-751) (Project); and

WHEREAS, the Project is funded through the County's Garrisonville Road Service District Fund and the Virginia Department of Transportation's (VDOT) Revenue Sharing Program; and

WHEREAS, previous revenue sharing allocations for the Project total \$6,900,000, with a required County match of \$6,900,000; and

WHEREAS, to date, contingent costs are estimated to be over the contingency allowance by approximately \$1,553,000; and

WHEREAS, the Agreement requires BHI to fund 20% of the costs above the contingency allowance, or approximately \$310,000; and

WHEREAS, the County is responsible for funding approximately \$1,243,000 of the costs above the contingency allowance; and

WHEREAS, the County submitted a request for \$1,000,000 in additional revenue sharing funds to cover the overruns in the contingency allowance; and

WHEREAS, sufficient funds are available in the County's Garrisonville Road Service District Fund to provide the required local match of \$1,000,000 to the requested revenue sharing funds, if approved; and

WHEREAS, the revenue sharing funds would not be available until July1, 2018, and the Project has incurred costs that must be funded prior to that date;

NOW, THEREFORE, BE IT RESOLVED, by the Stafford County Board of Supervisors, on this the 21st day of November, 2017, that it be and hereby does authorize the County Administrator to budget and appropriate \$1,000,000 (One Million Dollars) from the Garrisonville Road Service District Fund to the Garrisonville Road Widening Project Fund.

TCF:KCD:jae:tbm

New FRED Bus Route Discussion

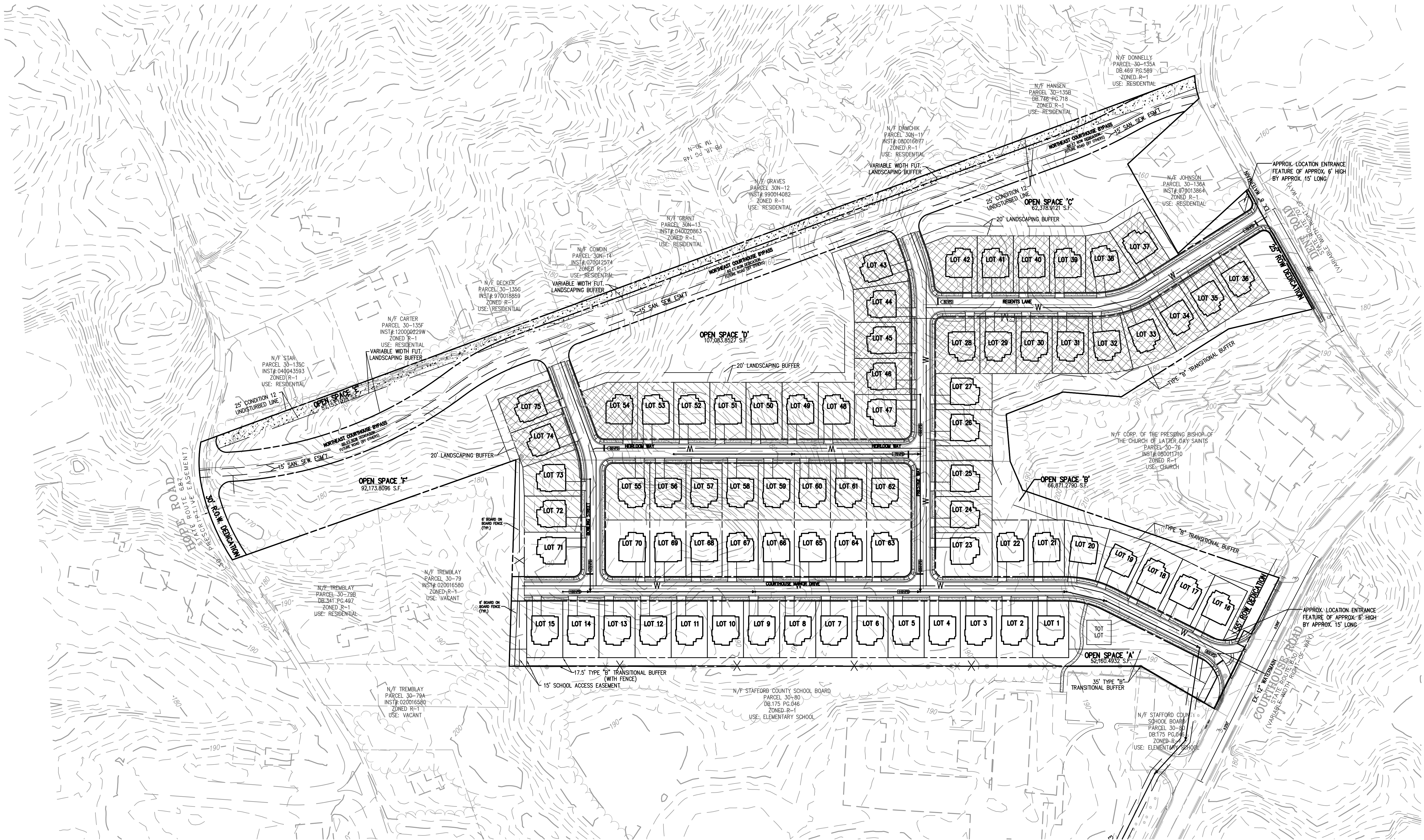
November 21, 2017

- Staff was requested to investigate the prospect of establishing a new bus route along Route 1 north of Garrisonville Road and brought cost estimates to the Infrastructure Committee (IC) on October 3, 2017
- Staff presented three service options. The Infrastructure Committee chose the lowest service level option as a starter for this line. The details of that option are provided below.
 - Service Option 1 - Four trips each morning and evening with revenue hours (6 A.M. - 7:45 A.M. and 3:30 PM to 5:15 PM)
 - Operational Costs – Estimated Cost Per Year - \$73,450 (252 days per year; 3.5 hours per day)
 - Net Cost – Federal Reimbursement – \$36,725 (FTA funding may subsidize up to a maximum of 50% of operational costs less any farebox revenues earned) and Net Local Share – \$36,725.
- Staff was then requested to research information on FRED's existing routes within the County, ridership numbers from previous years and the possibility of connecting FRED service to PRTC's OmniLink service in Prince William County.
- There are currently six (6) existing FRED bus routes/lines within Stafford County. The maps of each route are attached. Below is a list of their starting/ending termini and areas served:
 - D1 – Fredericksburg Train Station (Caroline Street) serving Ferry Farm, Olde Forge and Woodlawn Shopping Centers, Wal-Mart (Washington Square) and the YMCA.
 - D2 – FRED Central serving England Run, Olde Forge Shopping Center and GEICO.
 - D3 – Stafford County Courthouse serving Aquia Towne Center, Stafford Market Place, Aquia Medical Center, Doc Stone Center, Wal-Mart, Brafferton and Forreston Village Shopping Centers.
 - D4 – Stafford Market Place serving Doc Stone Center, Family Health Center, Department of Motor Vehicles, Vista Woods, Porter Library, Wal-Mart and Northampton Boulevard.
 - D5 – FRED Central serving Rappahannock Regional Jail, Stafford Courthouse and Stafford Hospital Center.
 - D6 – Stafford County Express serving Mine Road and Staffordboro Commuter PNR Lots
- Annual ridership within Stafford County was increasing prior to 2016; however, it began to decrease in calendar year 2016 with that trend continuing in 2017. FRED is attributing ridership decline to the reduced price of gasoline. Annual ridership is as follows:
 - CY2013 – 104,554
 - CY2014 – 103,283
 - CY2015 – 102,273
 - CY2016 – 96,679
- Staff reached out to PRTC staff and found out a connection to OmniLink's Dumfries Route would be best to get passengers from Stafford County into Prince William County.
- PRTC was encouraged by this possible connection and if the Board chooses to move forward with the proposed FRED route in Stafford County, staff will work with PRTC to develop a service plan and determine the required funding to cover this potential service between the two entities.
- In anticipation of this service line, FRED added the overall cost of this expansion to their FY2019 budget request to the County which is an increase of approximately \$32,000. Due to the declining ridership overall, FRED reduced their projection of fare box revenue which affects each partner/locality net request.

Courthouse Bypass Discussion

November 21, 2017

- On November 2, 2017 a fatal accident on Route 3 in Spotsylvania caused traffic throughout the area to be impacted.
- One such area, which is usually a trouble spot, was the Courthouse Route 1 intersection including Hope Road and Stafford Avenue
- Improvements to Route 1 from Hope Road to Courthouse are under design, which will greatly improve this area; however, the long term plan is to include a network of side streets to allow local traffic to flow without Route 1
- One such side street is the “North East Courthouse Bypass” between Hope Road and Dent Road
- The Board approved a CUP for the Courthouse Manor cluster subdivision on March 17, 2015
- The CUP included the following language: “The applicant shall dedicate 60 feet of right-of-way for the future Bypass Road with the recordation of the applicable subdivision plat.” The GDP for this subdivision showing the future road is attached.
- Although this road right of way has been dedicated, there is no funding to complete the road at this time
- The Chairman asked staff to consider how this road could be funded and what other steps could be taken to alleviate traffic problems in this area
- Possible funding for this project could come from Smartscale, or from the Secondary Six Year Plan, and will be brought to the Board for consideration when priorities are set for both of these programs
- Staff plans to discuss the area and possible solutions with VDOT at our next monthly meeting
- The FredEx project and Courthouse Intersection project should also greatly improve the area

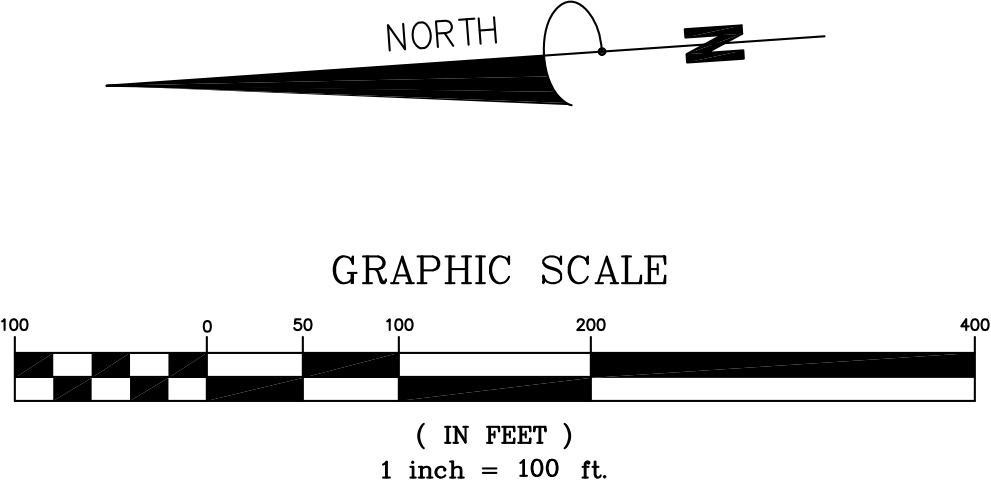


LOT SERVED BY GRAVITY SEWER

LOT SERVED BY GRAVITY SEWER (POTENTIAL LOW PRESSURE)

LOT SERVED BY LOW PRESSURE

NOTE: ALL LOTS WILL BE SERVED BY PUBLIC WATER & SEWER. METHOD OF SANITARY SEWER (GRAVITY/LOW PRESSURE) SHOWN HERE IS SUBJECT TO FINAL ENGINEERING.



Bowman

C O N S U L T I N G

Low Pressure Sewer Exhibit

Courthouse Manor

Aquia Magisterial District

Stafford County, Virginia

County Project Number

PLAN STATUS

03/20/15 ISSUED TO CLIENT

DATE

DESCRIPTION

CVF DESIGN

DJA DRAWN

CVF CHKD

SCALE

H: 1" = 100'

V: N/A

JOB No. 4883-01-001

DATE : MARCH 2015

FILE No. 4883-D-MP-002

SHEET 1 OF 1

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Cad file name : P:\4883 - Bowling Property\4883-02-001 (ENG) - Cluster-Preliminary-Construction Plans\Engineering\Exhibits\Courthouse Manor Low Pressure Sewer Exhibit 2015-03-20.dwg

Broadband Update – November 21, 2017

Infrastructure Committee

- OmniPoint – Plans to install wireless equipment and begin testing service from the Milestone tower located at the Landfill
- Exede/VIASAT satellite broadband is undergoing testing and plans to offer significantly faster service covering all of Stafford County in early 2018. Some plans will include unlimited service
- Go Virginia Proposal and the Pamunkey Indian Tribe Broadband service study and Stafford's participation
 - The plan would be to offer fixed wireless broadband services to unserved and underserved areas
 - The federally-designated Pamunkey Tribe would register as a "Eligible Telecommunications carrier, eligible for various Federal and State grants and loans.
 - Study area includes Caroline County and other participating Counties/Cities willing to offer matching funds for the study. Stafford's portion would be \$5,000 if matching funds end up being needed and probably not until FY19.
- Virginia Department of Housing and Community Development's Virginia Telecommunication Initiative (VATI) grant opportunities of up to \$1 million in total grant opportunities for broadband service providers that provide "Last-Mile" services to unserved areas of the State.
 - <http://www.dhcd.virginia.gov/index.php/business-virginia-telecommunications/254-virginia-telecommunication-planning-initiative-vatpi.html>
 - Requires a local government to partner with a private broadband provider and grant applications due at the end of October each year
 - Will reference this partnering opportunity for potential bidders in the County's broadband RFP
- Additional Elements of County's Broadband RFP
 - Will target unserved and underserved areas of the County
 - Will offer leasing options for providers to have access to self-supporting towers owned by the County and County facilities
 - Bidders will have the option to share the conduits in the Schools underground fiber network provided the schools \$1 million VPSA bond debt is paid off.
 - Will seek providers that can offer fixed wireless, fiber to the home, hybrids of these and other approaches
 - Bidders will need to submit a project plan, deployment map, and estimated customer pricing options for broadband service