

Infrastructure Committee Meeting
AGENDA
June 4, 2019 - 1:45 PM
Conference Room A/B/C, Second Floor

Committee Members: Chairman Mark Dudenhefer, Meg Bohmke and Cindy Shelton

AGENDA ITEM

1. ROUTE 1/630 INTERSECTION UPDATE & PRE-APPLICATIONS FOR
REVENUE SHARING & TRANSPORTATION ALTERNATIVES FUNDING
PROGRAMS
2. HISTORIC PORT OF FALMOUTH BEACH
3. INTEREST IN PURCHASING THE GRIZZLE CENTER

Next IC meeting is scheduled for July 2, 2019

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Subject:	
Route 1/630 Intersection Update & Pre-Applications for Revenue Sharing & Transportation Alternatives Funding Programs	
Recommended Action:	
Committee/Commission Recommendation:	
Fiscal Impact:	District:
\$5,190,460 in Revenue Sharing funds request (50% to be reimbursed by VDOT).	
\$1,093,800 in Transportation Alternatives funds request (80% to be reimbursed by VDOT/FHWA)	
Overview:	
<p>Staff is in the process of developing the Pre-Applications that are required this year in order to submit funding requests under VDOT's Revenue Sharing Program and Transportation Alternatives Program.</p> <p>Staff has identified two CIP transportation projects, Berea Church Road and Route 1/Courthouse Road Intersection, to apply for additional Revenue Sharing funding to account for increased costs in preliminary engineering, right-of-way acquisition, and construction.</p> <p>For the Transportation Alternatives Program, staff has identified two sidewalk projects along Staffordboro Boulevard and Salisbury Drive to apply for funding. Due to the relatively low cost (\$15,000) of purchasing and installing a FRED bus shelter at the George L. Gordon, Jr. Administration Center, staff is looking at proffers and other funding mechanisms to possibly fund this project.</p>	
Discussion/Analysis:	

Funding for the next two-year cycle of VDOT's Revenue Sharing Program will be made available July 1, 2020, and July 1, 2021 respectively. For this year's Revenue Sharing applications, staff has identified two transportation projects to apply for funding.

- Route 1/Courthouse Road Intersection - \$4,939,606 request (\$2,469,803 County funds)
- Berea Church Road - \$250,854 request (\$125,427 County funds)

Staff has received updated project cost estimates from our engineering consultants and additional funding is needed on the Route 1 and Courthouse Road Intersection Improvement project. Increased project costs are associated with a \$500K increase in preliminary engineering, as the project limits were expanded to include the Bells Hill/Hope Road intersection improvements as part of the Smart Scale application. Right of way costs are anticipated to exceed the budgeted amount by approximately \$1.8 million due to increasing settlement and condemnation costs. Construction costs have increased by approximately \$2.7 million. These cost increases are, in part, due to delays to the project as requested by VDOT in order to avoid conflicting work with the I95/Route 630 Interchange. The remainder of these costs are related to VDOT requiring the County to jack & bore all pipes under Route 1 rather than using an open-cut method, but the majority of cost increases are due to inflation and material costs.

Additional funding is also necessary on the Berea Church Road Improvement project due to increased right-of-way impacts and acquisition costs. Property impacts have increased from 15 parcels to 28 parcels.

Funding for the next two-year cycle of VDOT's Transportation Alternatives Program will be made available October 1, 2020, and October 1, 2021, respectively. Staff has identified two sidewalk projects as candidates for funding.

- Staffordboro Boulevard Sidewalk - \$530,800 request (\$106,160 County funds)
- Salisbury Drive Sidewalk - \$563,000 request (\$112,600 County funds)

The Staffordboro Boulevard Sidewalk project would construct approximately 1,200 feet of sidewalk between the VDOT Commuter Lot and Pike's Place, connecting the Sunningdale Meadows, Foxwood Village, and Woodstream residential neighborhoods.

The Salisbury Drive Sidewalk project would construct approximately 900 feet of sidewalk between Garrisonville Road and the Mine Road Commuter Lot and include a pedestrian crossing signal at Greenspring Drive.

Attachments:

None

Summary/Conclusion:

Based on the direction received from the Infrastructure Committee, staff will prepare and submit funding pre-applications for VDOT's Revenue Sharing and Transportation Alternatives funding programs. The pre-application will not commit the Board to any project or funds. This item will come back to the full Board when the final applications are due for a Board endorsement of the selected projects.

Strategic Priorities:

Responsive Transportation System

Reviewed By:

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Subject:

Historic Port of Falmouth Beach

Recommended Action:

This item is a discussion to determine a consensus on opening or closing the Historic Port of Falmouth Beach. Also, discussing the continued staffing of the Beach during the summer months. The Committee is asked to provide a recommendation to the full Board regarding the beach staffing and operations.

Committee/Commission Recommendation:

This item was discussed at the May 7th Infrastructure Committee and requested to be brought back to the Infrastructure Committee at the June 4th meeting with information from the County Attorney on the County's ability to restrict swimming in the Rappahannock River and any associated liability.

Fiscal Impact:

Potential savings of \$25,000.

District:

Overview:

A flood occurred in June of 2018 causing the Beach to be closed most of the summer of 2018. A portion of the beach was opened to the public in August of 2018. The Beach area has now been cleaned of debris as part of the Team Rubicon Emergency Management Exercise. However, a pile of debris remains adjacent to the parking lot. The pile of debris has been fenced off and the Beach is currently open to the public.

Discussion/Analysis:

The Historic Port of Falmouth Beach has long been used for activities such as fishing, kayaking/canoeing and swimming. The Beach was closed in late June through late August in 2018 due to flooding and debris accumulation. Annually, the Department of Parks, Recreation and Community Facilities spends approximately \$25,000 on staffing and operation of the Beach during the summer months. This total varies from year to year, depending on the number of days the Beach is closed for inclement weather and/or flooding.

The County Attorney's Office has researched the County's ability to place restrictions on use of the Rappahannock River. The County does not have the authority to regulate use of the Rappahannock River. The River is considered a navigable water way and is regulated by state and federal law. Due to heavy state and federal regulations and a specific lack of authority from the state, localities are preempted from acting in this area.

Although the County does own the land at Falmouth Beach, it cannot prevent swimming in the adjacent water. The County is not liable for people who swim in the River nor enter or exit the River from Falmouth Beach. The County can, however, regulate the use of Falmouth Beach up to its property boundary with the River.

Attachments:

None

Summary/Conclusion:

The Beach is currently open and staffing of the Beach for the summer began May 25th. The Infrastructure Committee will discuss the County's ability to close the Beach and/or discontinue staffing the Beach.

Strategic Priorities:

The Heartbeat of Recreation, History and Culture

Reviewed By:

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Subject:	
Interest in Purchasing the Grizzle Center	
Recommended Action:	
Discuss the feasibility of selling the Grizzle Center.	
Committee/Commission Recommendation:	
Fiscal Impact:	District:
Unknown at this time	
Overview:	
<p>A business has inquired as to the possibility of purchasing the Grizzle Center. The building was built in the early 1930's as the Falmouth Elementary School. After closing as a school, the building was the property of the former Stafford-Fredericksburg Park Authority. The building was used for recreational programming until approximately 2008. At that time the County received ownership of the building from the defunct Stafford-Fredericksburg Park Authority. The building was deemed structurally unfit for use and has been vacant since that time.</p>	
Discussion/Analysis:	
<p>Staff has reviewed the possible transfer or sale of this property to a business entity and has identified some issues for consideration.</p> <p>The property is part of a larger parcel that includes a portion of Brooks Park. IF the property is to be sold, it would require a subdivision of the parcel.</p> <p>The property is adjacent to one of the roads identified in the Comprehensive Road study for improvement. The study recommends widening the road from 2 to four lanes. The extent of the property needed for right of way has not yet been finalized, but would likely include a portion of this</p>	

property. If the property was sold, the County would most likely have to buy the property back at a higher rate.

The County has allowed the adjacent cemetery use of the current parking area for visitation. Sale of this property would eliminate parking for the cemetery.

Attachments:

None

Summary/Conclusion:

Significant additional research would need to be done on the feasibility of using the property for a commercial purpose.

Discussion on this topic is to determine a general direction related to the potential sale of the property.

Strategic Priorities:

Reviewed By:

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