

Board of Supervisors

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Anthony J. Romanello, ICMA-CM
County Administrator

Infrastructure Committee AGENDA

February 3, 2015 @ 1:30 p.m.
ABC Conference Room, Second Floor

Agenda Item	
	Introduction ❖ Welcome
1.	Election of Committee Chairman
2.	Transportation Matters a. Telegraph Road Safety Evaluation b. PPTA Project Update c. Ferry Road & Route 3 Intersection Improvements d. Mine Road Sidewalks - TMA Application
3.	Woodstream Trail
4.	Next Meeting - March 3, 2015
	Adjourn

TELEGRAPH ROAD SAFETY STUDY

- The 2008 Transportation Bond Referendum listed safety improvements to Telegraph Road as one of the bond projects. The improvements were described as spot improvements along the road's approximately 3 mile length.
- At the request of the Board, and continuing the systematic safety study of selected rural roads in the County, VDOT recently completed the attached safety study of Telegraph Road. Some key findings are as follows:
 - 2013 AADT were listed as follows:
 - 4,200 between Route 1 and Woodstock Lane at the south end
 - 1,500 between Woodstock Lane and Widewater Road
 - 4,600 between Widewater Road and Route 1 at Boswell's Corner
 - The current speed limit of 35 mph appears appropriate
 - Road width is around 19', with 1' to 2' gravel shoulders
 - VDOT identified a curve with a missing warning sign, and another curve which requires warning signs to be installed, and some curves with exiting signs that should be moved to provide better warning to motorists. They also identified a short section of road requiring guardrail.
 - Clear zone width should be 12' to 14' for this road, but is far less in many locations. Right of way width is generally 30' (15' from center line)
 - Crash and injury history is above the district average. The most prevalent crash type was run off the road collision with fixed object. This is typical on roads with narrow pavement width, narrow shoulders, and fixed objects in the clear zone.
- VDOT listed numerous signage modifications and removal of clear zone obstructions along Telegraph Road in their recommendations.
- Similar to safety improvements on Mountain View Road, Rock Hill Church Road, and Brooke Road, Stafford County would take the lead to remove trees and homeowner installed obstructions in the clear zone. No trees or improvements on private property will be completed without homeowner permission. VDOT will install the highway safety sign modifications.
- Staff has previously contacted property owners about tree removal, and is currently bidding this work. Tree removal should be completed by April. VDOT has received the traffic safety signs and has scheduled to install them by the end of February.



Central Region Operations Traffic Engineering

TECHNICAL MEMORANDUM

TO: Stafford County

FROM: Peter Hedrich, PE, PTOE, Area Traffic Engineer

DATE: December 4, 2014

**SUBJECT: Stafford County, Route 637 (Telegraph Road),
Safety Review**



VDOT - Traffic Engineering
Central Region Operations
Fredericksburg Area Traffic
Engineer

Introduction:

VDOT has completed a safety evaluation of Telegraph Road from Route 1 (South) to Route 1 (North) as shown on the attached location map at the request of the Stafford Board of Supervisors. The total length of the roadway in the study area is approximately 3.15 miles. This work included review of crash data, visual assessment of the appropriateness of the posted speed, assessment of the need for curve warning signs, evaluation of available sight distances at public roadway intersections, and evaluation of the recommended clear zone along the roadway.

Existing Conditions:

Traffic Volume: The 2013 AADTs along the roadway are as follows:

- Between Route 1 (South) and Woodstock Lane (639): 4,200
- Between Woodstock Lane and Widewater Road (611): 1,500
- Between Widewater Road and Route 1 (North): 4,600

Geometry: Telegraph Road is generally 19' wide with 1 to 2' grass shoulders. The roadway has significant horizontal and vertical curvature at various locations along the route. Warning signs for horizontal curves along the roadway are in place – one warning sign is missing, and there is one additional curve that will need to be posted as described later in this memo.

Speed Limit and Associated Factors: The posted speed from Route 1 (South) to Route 1 (North) is 35 mph by resolution dated June 16, 1986. There is an existing school zone with a 25 mph advisory that serves Shirley Heim Middle School that has not been documented. We will follow up with the necessary documentation. Land use is mostly residential and wooded with a



Central Region Operations Traffic Engineering

government research center, a recreational park and a school. Shoulder width prohibits on-street parking along the entire length of Telegraph Road. Based on this field review the posted speed limit appears to be appropriate.

Traffic Control Devices: The roadway is marked with centerline and edge lines, and there is one passing zone on the south end of the roadway. Telegraph Road is free-flowing throughout its length. There are school bus stop ahead signs at various locations along the roadway as well as curve warning signs.

Clear Zone: The clear zone for the 35 mph speed limit and indicated traffic volumes is recommended to be 12-14 feet. This is the area that should be free of fixed objects, steep slopes, bodies of water, etc. that could increase the severity of run off the road crashes. The rural character and narrow right-of-way of Virginia's roadway system makes providing recommended clear zones impractical on a system-wide basis. VDOT strives to address the most critical locations as identified in our crash history data-base, as well as significant deficiencies that can be addressed by removal of isolated fixed objects and/or placement of guard rail and delineators. The right-of-way width for most secondary rural roads is 30 feet unless a specific project has occurred resulting in additional width. This limits our ability to remove obstructions as most will be outside the right-of-way. During our field review, we noted numerous trees and utility poles within the right of way that are recommended for removal as detailed later in this memo.

Crash History: Crash occurrence for the three-year period from January 1, 2011 to December 31, 2013 was reviewed for the corridor, and tabulated to identify any particular areas with a high incidence of crashes. The average crash rate for the roadway is higher than the statewide and district crash rate for similar roadways as detailed below:

The **crash** rate for this section of highway is: 391

The **injury** rate for this section of highway is: 216

The **fatality** rate for this section of highway is: 0

For secondary highways:

The district average **crash** rate is 254 per 100 million VMT.

The district average **injury** rate is: 128 per 100 million VMT.

The district average **fatality** rate is: 2.68 per 100 million VMT.

For secondary highways:

The state average **crash** rate is 242 per 100 million VMT.

The state average **injury** rate is: 127 per 100 million VMT.

The state average **fatality** rate is: 2.06 per 100 million VMT.



Central Region Operations Traffic Engineering

There were 29 total crashes in the three-year period. The most prevalent type of crash was run off the road collisions with fixed objects.

Recommendations:

Based on the completed research and field review, we have the following recommendations for this roadway:

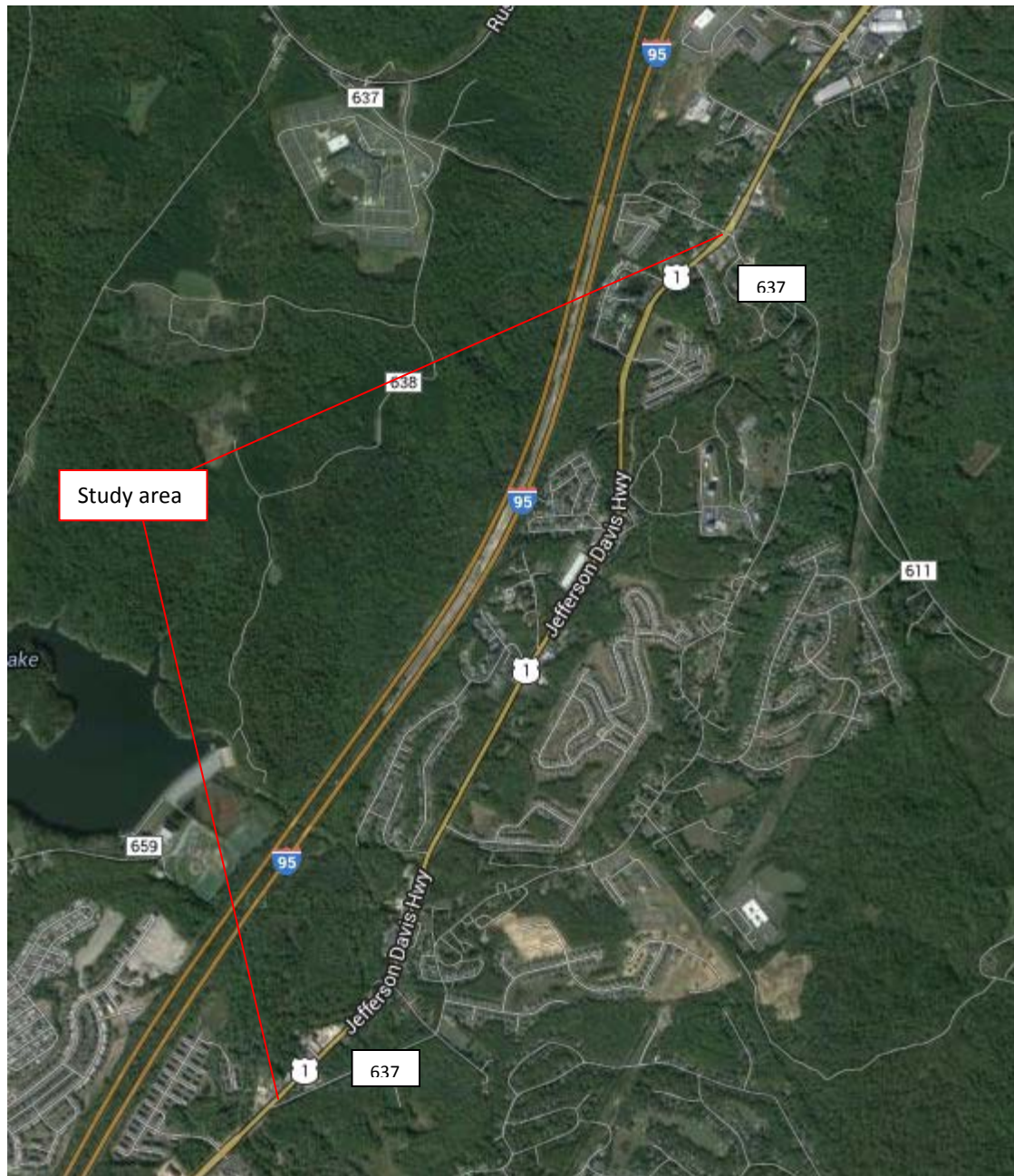
1. The existing posted speed limit of 35 mph appears to be appropriate.
2. There are several curves marked with advisory speed limits and chevron warning signs that will be adjusted in accordance with the attached sketches. We expect that this will help to alleviate some of the roadway departure crashes.
3. We recommend removal/relocation of the following roadside obstructions:
 - a. Trees
 - i. One tree on the right shoulder approximately 0.73 mile north of Route 1 S;
 - ii. Two trees on the left shoulder approximately 0.82 mile north of Route 1 S;
 - iii. Four trees on the right shoulder approximately 1 mile north of Route 1 S;
 - iv. One tree on the right shoulder approximately 1.05 miles north of Route 1 S;
 - v. Four trees on the left shoulder from approximately 1.06 to 1.15 miles north of Route 1 S;
 - vi. One tree on the left shoulder approximately 1.65 miles north of Route 1 S;
 - vii. One tree on the left shoulder approximately 1.74 miles north of Route 1 S;
 - viii. One tree on the right shoulder approximately 2 miles north of Route 1 S;
 - ix. One tree on the left shoulder approximately 2.6 miles north of Route 1 S;
 - x. One tree on the right shoulder approximately 2.7 miles north of Route 1 S;
 - xi. Three trees on the left shoulder approximately 2.8 miles north of Route 1 S;
4. Utility poles should be located as far from the roadway as possible. There are numerous utility poles along the length of the roadway that are located behind the ditch line but within the outer limits of the 12-14' clear zone. As roadway or utility projects are undertaken, poles should be relocated with particular areas of concern as follows:
 - a. Both shoulders between Route 1 S to approximately 0.3 mile north of Route 1 S;
 - b. Several utility poles on the right shoulder between approximately 1.26 and 1.29 miles north of Route 1 S;
 - c. One utility pole on the left shoulder approximately 1.15 miles north of Route 1 S;
 - d. One utility pole on the left shoulder approximately 1.65 miles north of Route 1 S;

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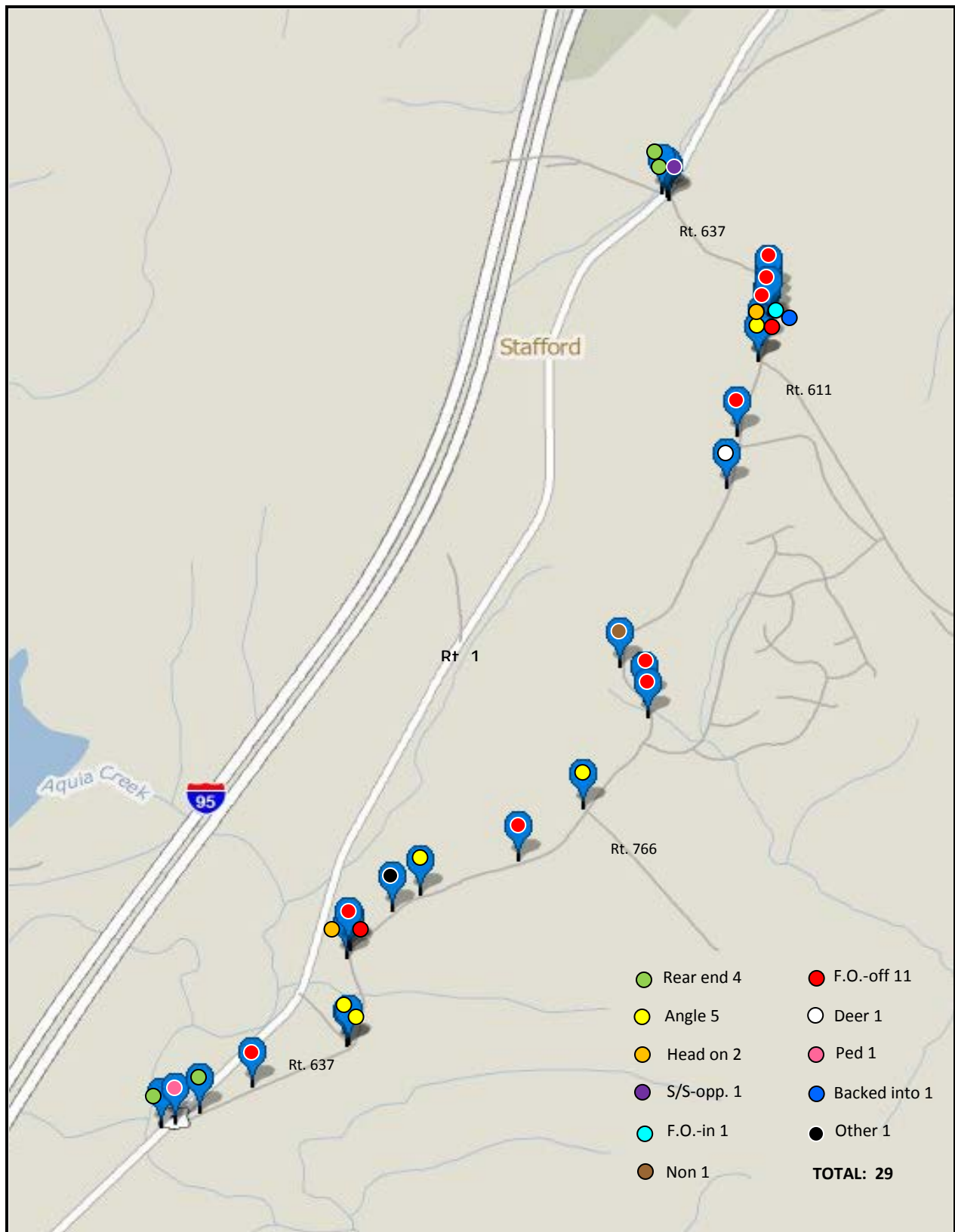
- e. One utility pole on the right shoulder approximately 2.09 miles north of Route 1 S;
- f. Several utility poles on both shoulders between 2.3 and 3.0 miles north of Route 1 S.
- 5. We recommend replacement of mailboxes on the left shoulder at approximately 1.06 and 1.35 miles north of Route 1 S. The two mailboxes mentioned are fixed objects that could cause significant damage if struck by a vehicle running off the road. They should be replaced with boxes on posts compliant with VDOT breakaway standards.
- 6. We recommend removal or at a minimum relocation out of the right of way a chain link fence on the left shoulder at approximately 1.65 miles north of Route 1 S and removal/relocation of a split rail fence at approximately 1.74 miles north of Route 1 S.
- 7. We recommend improvement of the guardrail at the following location as funding becomes available:
 - a. From 0.47 to 0.51 mile north of Route 1 S on the right shoulder.
- 8. We recommend installation or upgrade of existing shoulder object markers at the following locations until such time as the roadway is reconstructed to provide adequate clear zones or shoulders suitable for guard rail installation:
 - a. Both shoulders at approximately 0.56 mile north of Route 1 S;
 - b. On the left shoulder at approximately 1.40 miles north of Route 1 S;
 - c. On the left shoulder at approximately 1.55 miles north of Route 1 S;
- 9. There are fire hydrants located within the clear zone that should be relocated as infrastructure reconstruction occurs at the following locations:
 - a. On the right shoulder approximately 0.24 mile north of Route 1 S;
 - b. On the right shoulder approximately 1.21 miles north of Route 1 S;
 - c. On the right shoulder approximately 1.37 miles north of Route 1 S;
 - d. On the right shoulder approximately 1.45 miles north of Route 1 S;
 - e. On the right shoulder approximately 1.69 miles north of Route 1 S;
 - f. On the right shoulder approximately 1.99 miles north of Route 1 S.
- 10. There are several edge drop offs on the right shoulder between 2.9 and 3.10 miles north of Route 1 S that need to be addressed.

VDOT will pursue the utility pole issues in conjunction with permit applications, utility work and road work projects. Removal of trees, mailboxes and fences on private property would require the involvement of the County in contacting homeowners to determine their willingness to allow removal of these items. VDOT will address the edge drop offs with crushed stone fill or installation of hazard markers as appropriate.

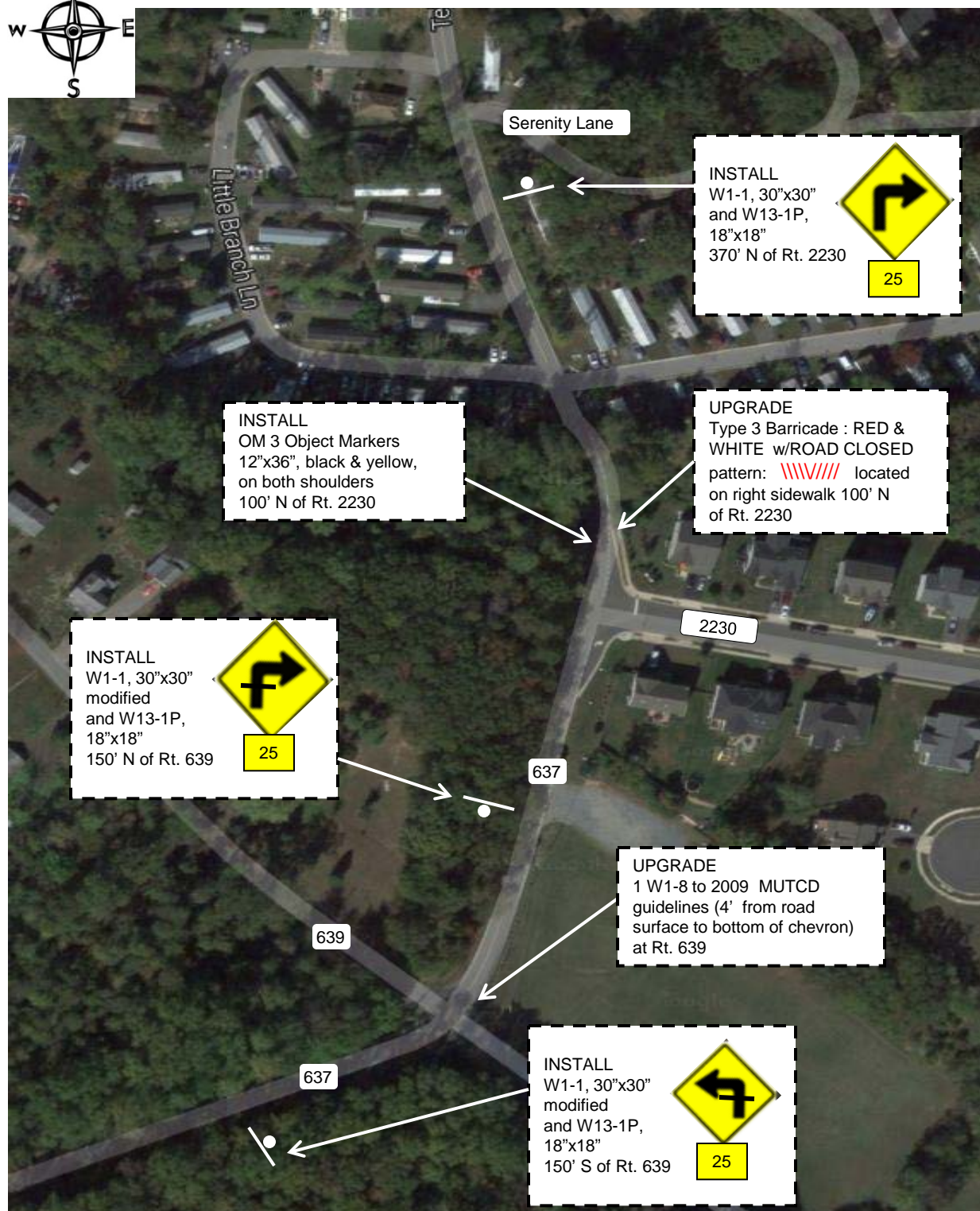
Please contact us with any questions.



Stafford, Route 637, Telegraph Road From Route 1 south to Route 1 north 3.15 miles



Crash Map – Rt. 637 (Telegraph Rd.), from Rt. 1 S to Rt. 1 N – 3.16 miles 1-1-2011 – 12-31-2013



Sketch 1 of 4

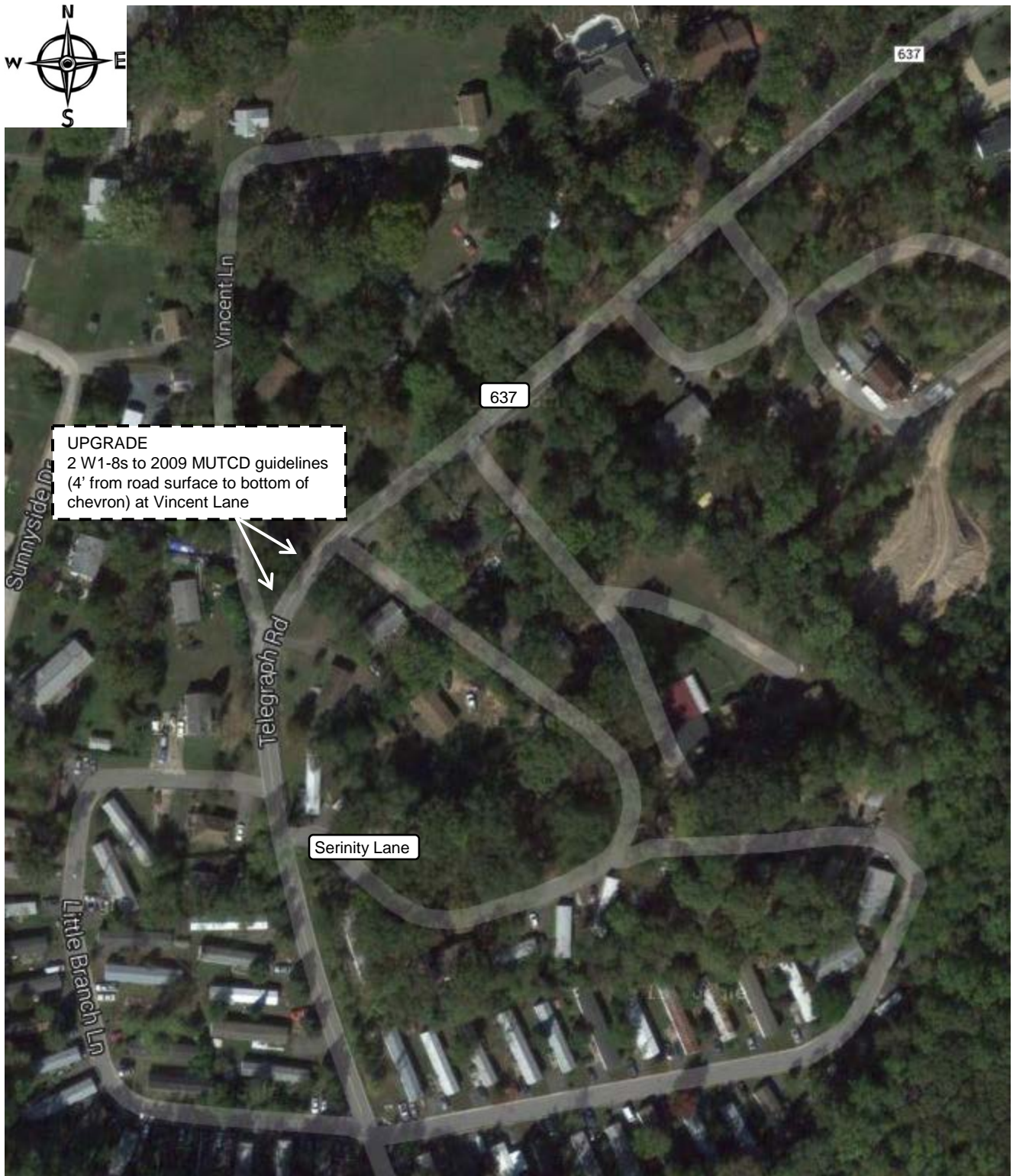
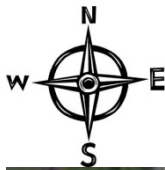
Speed Limit: Posted 35 mph

CRO-Traffic Engineering
Fredericksburg Office



Sign locations have been
marked on pavement

To: Peter Hedrich
From: Connie Johnson
Location: Rt. 637, Telegraph Road,
Stafford County
Date: 11-21-2014



Sketch 2 of 4

Speed Limit: Posted 35 mph

CRO-Traffic Engineering
Fredericksburg Office

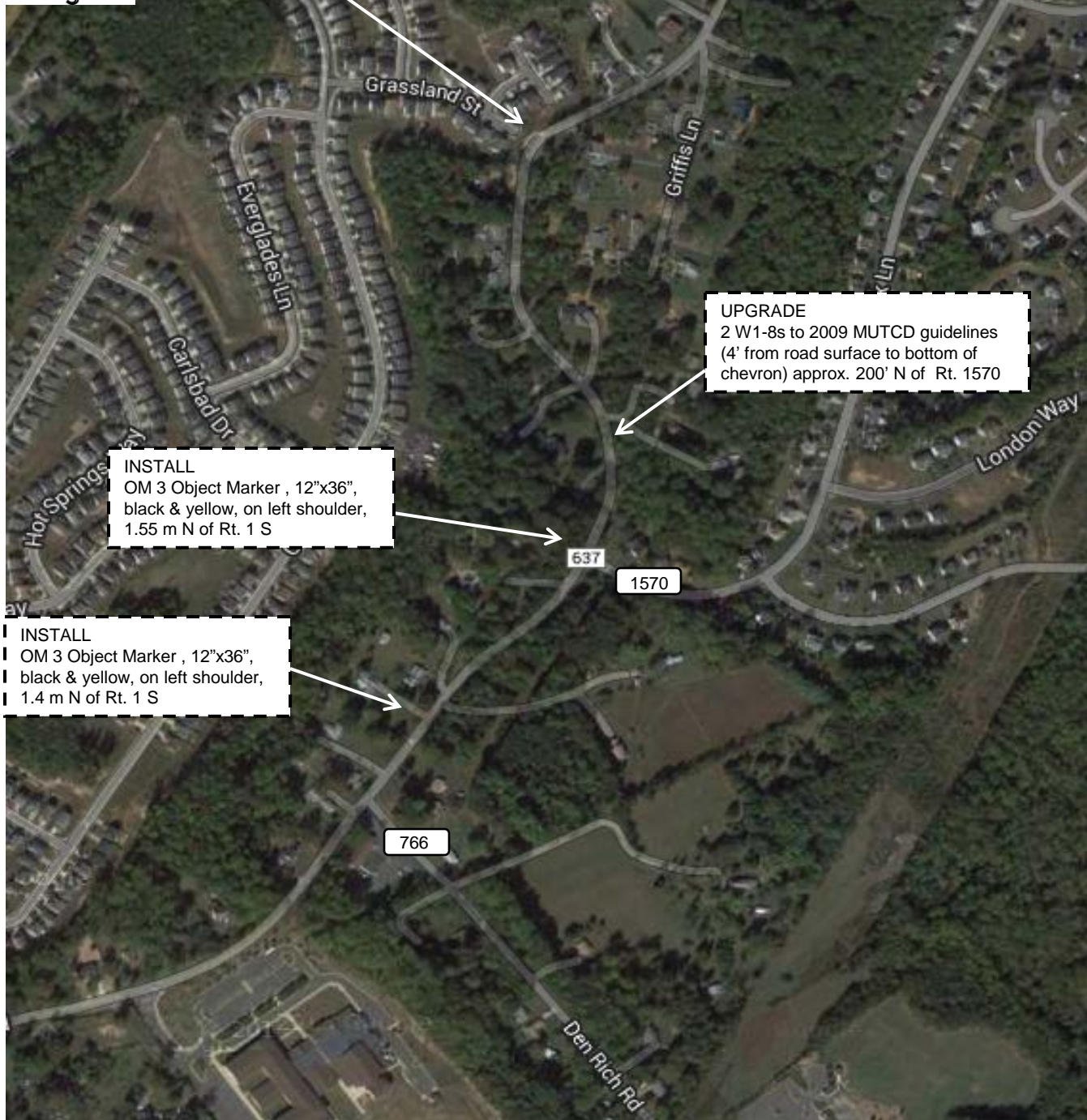


Locations have not been
marked on pavement

To: Peter Hedrich
From: Connie Johnson
Location: Rt. 637, Telegraph Road,
Stafford County
Date: 11-21-2014



UPGRADE
3 W1-8s to 2009 MUTCD guidelines (4'
from road surface to bottom of chevron)
approx. 600' S of Griffis Lane



UPGRADE
2 W1-8s to 2009 MUTCD guidelines
(4' from road surface to bottom of
chevron) approx. 200' N of Rt. 1570

INSTALL
OM 3 Object Marker, 12"x36",
black & yellow, on left shoulder,
1.55 m N of Rt. 1 S

INSTALL
OM 3 Object Marker, 12"x36",
black & yellow, on left shoulder,
1.4 m N of Rt. 1 S

Sketch 3 of 4

Speed Limit: Posted 35 mph

CRO-Traffic Engineering
Fredericksburg Office



Locations have not been
marked on pavement

To: Peter Hedrich
From: Connie Johnson
Location: Rt. 637, Telegraph Road,
Stafford County
Date: 11-21-2014



Sketch 4 of 4

Speed Limit: Posted 35 mph

CRO-Traffic Engineering
Fredericksburg Office



Locations have not been
marked on pavement

To: Peter Hedrich
From: Connie Johnson
Location: Rt. 637, Telegraph Road,
Stafford County
Date: 11-21-2014

PPTA Project Update

Truslow Road

- Project is currently in the Right-of Way Acquisition Phase, which was split into two phases to accelerate utility relocation efforts. Final Construction plans have been submitted to VDOT for review and approval.
- Phase I consists of 7 parcels (4 have signed 3 under negotiation); Phase II consists of 19 parcels (3 have signed, 12 offers pending, 1 condemnation, 3 BAR's remaining)
- A Condemnation on Ms. Florence Truslow's property will be required due to an unknown heir. Additional condemnations may be presented to the Board at the February 17th meeting.
- Phase I Utility relocations are scheduled to begin in early March and Branch Highways anticipates starting construction activities in mid-March.
- Staff is working on scheduling a town hall meeting during the latter part of February to advise residents of upcoming activities.
- ATCS construction engineering and inspection proposal to satisfy VDOT requirements for Owner's Independent Assurance QA/QC testing is on the February 3rd Board agenda.

Garrisonville Road

- This project is about to enter the Right of Way phase. Staff anticipates submittal of Right of Way plans to VDOT in mid-February.
- The roadway improvements will impact 39 parcels along Garrisonville Road. Staff does not anticipate any Total Takes at this time.
- Right-of-Way acquisitions are expected to take approximately 10 months. Construction slated to start in March 2016 and be completed in August 2017.
- VDOT has required Branch Highway costs for additional construction engineering and inspection services to comply with VDOT's 2012 Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects. We will present this to the Board at the February 17 meeting in the form of a request for a contract amendment.
- VDOT has also requested signalization changes at signalized intersections on our project. We are working through the details on those changes with Branch and VDOT.

Ferry Road Project

- This is a Stafford County funded project being administered by VDOT.
- Current plan consists of improvements to Ferry Road (SR-606) at the intersection Kings Highway (SR-3). Total project length is approximately 500 feet.
- Improvements include the widening of Ferry Road to provide dual left turn lanes onto eastbound Route 3 and a right turn lane onto westbound Route 3.
- The existing median along Route 3 will be modified to allow the dual left turns onto Ferry Road, and the existing Route 3 right turn lane onto Ferry Road will be lengthened by approximately 225 feet.
- The project will also include the construction of sidewalks, pedestrian ramps and crosswalks along Ferry Road in front of the McDonald's restaurant and 7-Eleven gas station, and across Route 3, as shown on the attached graphic.
- A Public Hearing is being held on Thursday, February 12th from 5-7 PM in the Large Conference Room at VDOT's Fredericksburg Residency. The brochure for this public hearing is included.
- Total cost for the project is estimated at \$3.1 million. (PE - \$500K, R/W - \$800K, CN - \$1.8 million)
- Right of Way acquisitions are scheduled to begin in October 2015 and project advertisement for construction scheduled for February 2017.



Get Involved

Eleven days after this design public hearing, February 23, 2015 the public comment period will close. VDOT will review and evaluate any information received as a result of this hearing.

This information, including the meeting summary, will be available for review at 87 Deacon Road, Fredericksburg, VA 22405 and at VDOT's Fredericksburg Residency office located at 86 Deacon Road.

The information received as a result of the meeting will be presented to VDOT's project development engineer for consideration.

If approval of the major design features is received for this project, the project will move forward to the final design phase.

Contact Information

Primary Contact: Troy Eisenberger, P.E.	<i>Fredericksburg District</i> Office of Project Management	87 Deacon Road Fredericksburg, VA 22405	540-372-3596
Teresa Cook	Northeast Regional Right of Way	87 Deacon Road Fredericksburg, VA 22405	540-899-4238
Valerie Wilson	Fredericksburg District Office of Civil Rights	87 Deacon Road Fredericksburg, VA 22405	540-899-4562
Kelly Hannon	Fredericksburg District Office of Communications	87 Deacon Road Fredericksburg, VA 22405	540-374-3344



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www.VirginiaDOT.org
Fredericksburginfo@VDOT.Virginia.gov

Design Public Hearing
Route 606 (Ferry Road)
Stafford County

Thursday, February 12, 2015, 5-7 p.m.
VDOT's Fredericksburg Residency, Large Conference Room
86 Deacon Road, Fredericksburg, VA 22405

Public Meeting

Welcome to the Virginia Department of Transportation's (VDOT) design public hearing on the proposed intersection improvements at Route 606 (Ferry Road) and Route 3 (Kings Highway) in Stafford County.

This design public hearing is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All verbal and written comments received on this project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

VDOT staff will address questions and concerns raised as a result of this meeting before the project is presented to VDOT's project development engineer for consideration.

This is a revenue sharing project between VDOT and Stafford County. This project is being administered by VDOT.

Project Overview



Total Cost – \$3.0 million

Purpose – To reduce congestion and increase storage lane capacity

Improvements – Create dual left turn lanes on Route 606, add a left turn lane on Route 3, and extend the right turn lane on Route 3

PROJECT DESCRIPTION

The purpose of this project is to alleviate congestion and improve intersection functionality by expanding turn lane capacity.

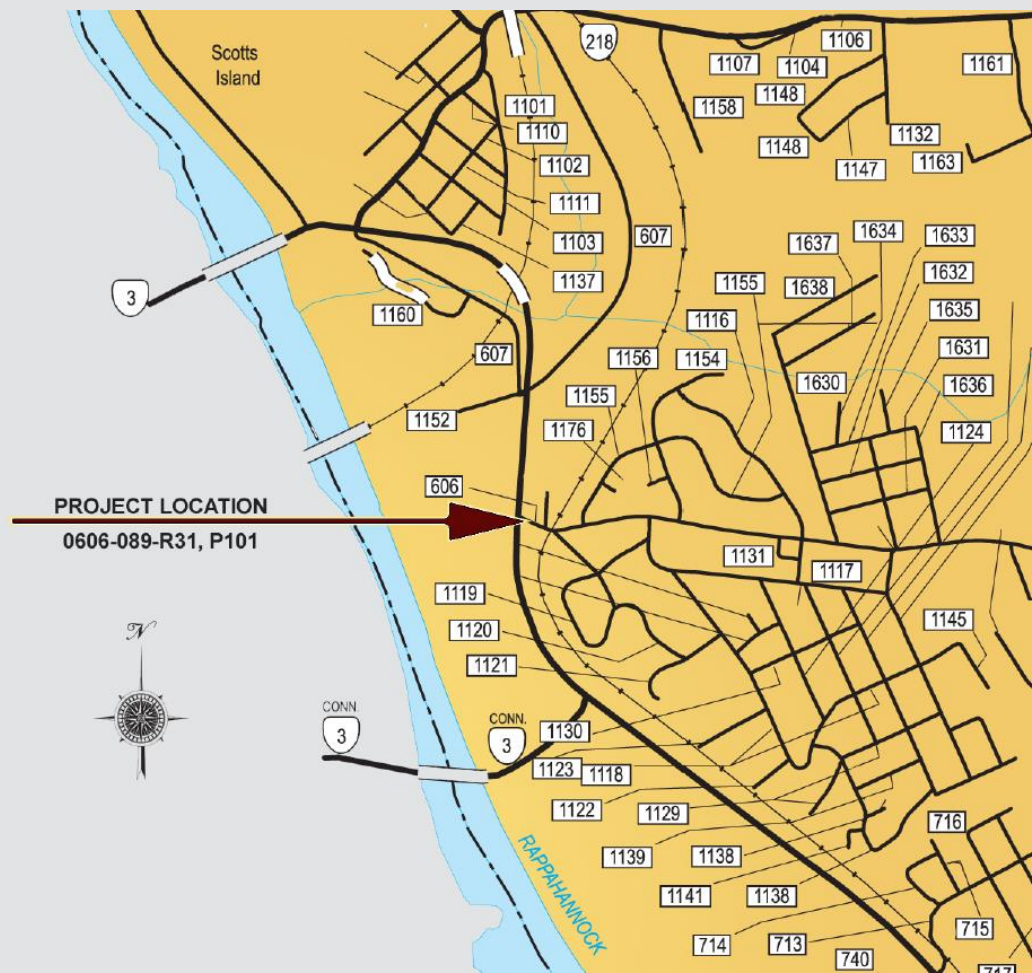
Once construction is complete, there will be dual left turn lanes from Route 606 (Ferry Road) onto eastbound Route 3 (Kings Highway), a left turn lane on Route 3, and a right turn lane from Route 606 onto westbound Route 3.

There will also be an extension of the existing right turn lane from Route 3 (Kings Highway) onto Route 606 (Ferry Road).

The project will be constructed in accordance with the current road and bridge specifications to comply with federal and state regulations pertaining to public welfare and safety.

After the project is complete, VDOT will continue to maintain the road system.

Project Graphic



Estimated Project Cost

Total Cost:
\$3.0 million

Engineering of Roadway Plans:
\$480,000

Right of Way Acquisition, Relocation Assistance and Utility Relocation:
\$766,000

Construction:
\$1.8 Million

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-367-7623, TTY/TDD 711.

Right of Way

The construction of this project will require no residential displacements and no commercial or non-profit organization displacements.

The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way acquisition is discussed in VDOT's brochure entitled Right of Way and Utilities: a Guide for Property Owners and Tenants. Copies of this booklet are available from a VDOT right of way agent. After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

Anticipated Schedule

Design Public Hearing - February 12, 2015
Comment Period – February 12, 2015 through February 23, 2015
Right of Way Acquisition begins – October 2015
Advertisement for Construction – February 2017

Environmental Review

VDOT's Fredericksburg District Environmental Office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development; and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts. This project has been determined to be exempt from the State Environmental Review Process (SERP).

The project will continue to be coordinated with the appropriate federal, state, and local agencies as part of environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.

The proposed project plans and the Environmental Review Documentation are available at today's meeting. Representatives from VDOT's Environmental section are available to discuss this information and to answer questions.

BOARD OF SUPERVISORS

Agenda Item

Meeting Date:	February 3, 2015
Title:	Authorize the County Administrator to Apply for Unallocated FY2015-FY2016 Transportation Alternatives Program (TAP) Transportation Management Area (TMA) Funds for a Sidewalk Project along Mine Road (SR-684)
Department:	Public Works
Staff Contact:	Chris Rapp, Director
Board Committee/ Other BACC:	Infrastructure Committee
Staff Recommendation:	Approval
Budget Impact:	See Background Report
Time Sensitivity:	See Background Report

ATTACHMENTS:

1.	Background Report	4.	Proposed Resolution R15-44
2.	Fredericksburg/Stafford TMA Boundary & Project Location Map		
3.	Proposed Location		

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

REVIEW:

X	County Administrator	
X	County Attorney	
X	Finance and Budget	

DISTRICT:	Garrisonville
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BACKGROUND REPORT

Unallocated FY2015 and FY2016 state funding, in the amount of \$162,672, is available in the Fredericksburg Transportation Management Area (TMA) through the Transportation Alternatives Program (TAP). The Fredericksburg TMA consists of the northern portion of Stafford County as shown on Attachment 2. Therefore, only eligible TAP projects in the northern portion the County are able to receive these state funds. One of the activities eligible for TAP funding is the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

Pursuant to federal regulations, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) must open a 30-day project solicitation period to eligible recipients of these TMA funds. This period began on January 27, 2015, and will end on February 25, 2015. Staff is recommending that the County submit an application for a pedestrian accommodation project along Mine Road (SR-684), from Highpointe Boulevard (SR-1455) to Cathedral Lane (SR-1471), (Attachment 3). The application will be reviewed by the FAMPO Technical Committee at its March, 2015 meeting. The FAMPO Policy Committee would then consider endorsing the application for funding and submission to the Virginia Department of Transportation (VDOT). VDOT would then allocate FY2015/FY2016 funds for the selected projects from the TAP TMA program. The funds will be added to VDOT's Six-Year Improvement Program (SYIP) in June, 2015.

The Mine Road sidewalk project is among the County's highest pedestrian accommodation priorities. The project has numerous challenges, including utility and signal conflicts, narrow right-of-way, stream crossings, and steep slopes. Without federal funding, the estimated \$800,000 cost will be difficult to fund. The initial TMA TAP of \$200,000 includes a local match of approximately \$40,000, and would fund completion of design efforts. Additional grant requests would be considered in future years to complete construction of the sidewalk.

If constructed, the proposed sidewalk project will connect to other existing sidewalks in the area, providing a network of opportunities for bicycle and pedestrian traffic to travel safely to and from existing and future commercial developments.

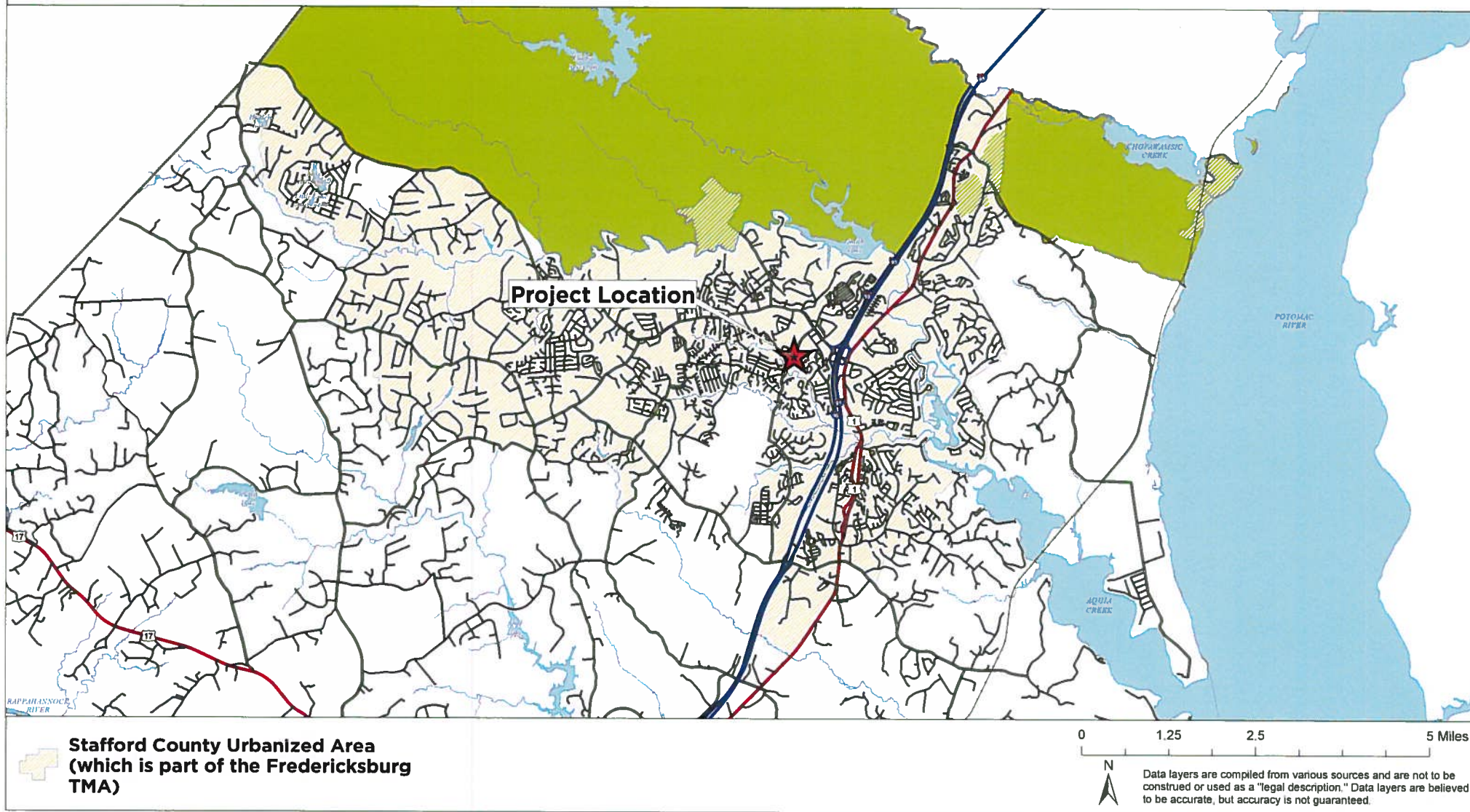
The Infrastructure Committee considered the matter at its November 13, 2014 meeting, and voted 3 – 0 to recommend submitting an application for TAP TMA funding for the Mine Road pedestrian improvements.

Staff recommends approval of proposed Resolution R15-44, which authorizes the County Administrator to submit an application for unallocated FY2015 and FY2016 TMA TAP funds for the construction of a sidewalk project along Mine Road (SR-684).



Fredericksburg TMA Boundary Northern Stafford County

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

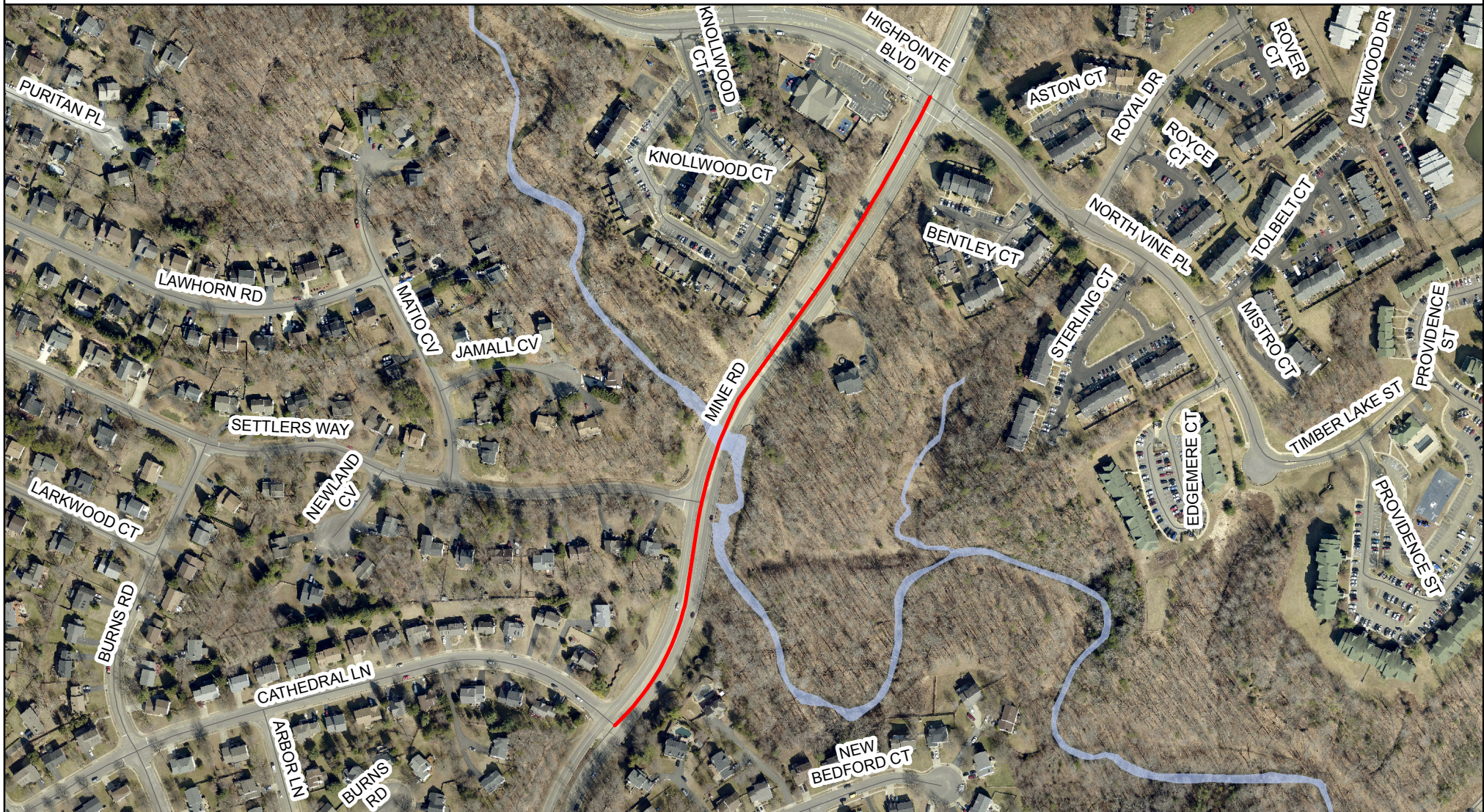




Stafford County Proposed Mine Road Sidewalk

Attachment 3

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

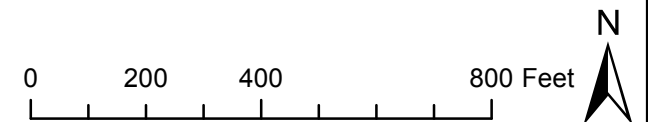


Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

Produced: 11/5/2014

MXD Path: C:\Users\codejae\Desktop\Proposed Mine Rd Sidewalk.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.



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., Administration Building, Stafford, Virginia, on the 3rd day of February, 2015:

MEMBERS:

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

VOTE:

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

A RESOLUTION AUTHORIZING THE COUNTY ADMINISTRATOR TO APPLY FOR UNALLOCATED FY2015 AND FY2016 TRANSPORTATION ALTERNATIVE PROGRAM (TAP) TRANSPORTATION MANAGEMENT AREA (TMA) FUNDS FOR THE DESIGN AND CONSTRUCTION OF A SIDEWALK ALONG MINE ROAD (SR-684)

WHEREAS, the Transportation Alternative Program (TAP) is part of the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), which enhances transportation enhancement activities; and

WHEREAS, a percentage of all TAP funds are sub-allocated throughout the state, based on population, to various Transportation Management Areas (TMAs), one of which is Fredericksburg, but limited to only the northern portion of Stafford County; and

WHEREAS, the Virginia Department of Transportation (VDOT) is accepting applications for TAP, and will select applications to forward to the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for project selection and funding allocation; and

WHEREAS, qualifying activities include, but are not limited to, infrastructure projects such as sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools; and

WHEREAS, designing and constructing a sidewalk along Mine Road is a qualifying activity under TAP and is located within the northern portion of the County; and

WHEREAS, the Board desires to request these unallocated TAP TMA funds in the amount of \$162,672 for the design and construction of a sidewalk along Mine Road, with a local-match of \$40,688; and

WHEREAS, in accordance with VDOT's TAP TMA application procedures, the Board must adopt a resolution committing to the sponsorship of the project and verifying the availability of the 20% local match; and

WHEREAS, sufficient funds are available in the Transportation Fund to provide the required local-match of \$40,688;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 3rd day of February, 2015, that it be and hereby does authorize the County Administrator to apply for unallocated FY2015 and FY2016 Transportation Alternatives Program (TAP) Transportation Management Area (TMA) funds, in an amount not to exceed One Hundred Sixty-two Thousand Six Hundred Seventy-two Dollars (\$162,672), to be used on the design and construction of a sidewalk project along Mine Road (SR-684); and

BE IT FURTHER RESOLVED that the Board does hereby verify that the required 20% local-match in an amount not to exceed Forty Thousand Six Hundred Eighty-eight Dollars (\$40,688) is available should the County be awarded the unallocated TAP TMA funds; and

BE IT STILL FURTHER RESOLVED that the Board authorizes the County Administrator or his designee to execute project administration agreements for any approved funding associated with the TAP TMA funds and the Mine Road sidewalk project.

WOODSTREAM TRAIL

- This project would construct a trail between the Woodstream Development to Smith Lake Park. The Board previously requested staff to proceed with the design of this trail.
- The Infrastructure plans were approved and the project was advertised for construction bids on January 6.
- Six bids were received on January 29 with bids ranging from \$548,700 to \$815,000. The apparent low bidder, Southwood Building Systems, Inc., has worked on County projects in the past, with satisfactory results.
- The engineers estimate for this work was \$313,000. The difference between the estimate and the bid results is due, in large part, to the difficulty in accessing the trail for construction.
- Costs for special inspections and engineering support of \$50,000 should be included as well.
- The total project budget of \$600,000 can be funded from the Capital Projects Reserve.
- Plat and deed for Access, Temporary Construction and Maintenance easements on Woodstream property have been finalized with the developer and have been submitted to Planning for review and approval. This effort will be completed prior to notice to proceed, which can happen in March, subject to Board authorization in February.
- This schedule would allow completion of the trail this fall.

