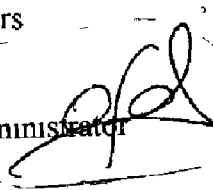


**ACTION ITEM
BOARD OF SUPERVISORS**

DATE December 16, 2008


TO. Board of Supervisors
FROM Fulton deLamorton
Transportation Administrator 
ISSUE: Transportation Road Bond Implementation Update

STAFF RECOMMENDATION. N/A

BUDGET IMPACT N/A

ATTACHMENTS (2)

- [1] Memo dtd 12/10/08 [] Reso/Ord/Proc #
- [2] Bond Project Overview [] Reso/Ord/Proc #
- [] [] Reso/Ord/Proc #

REVIEW [X] County Administrator's Office 
[] Legal

- [] Consent Agenda [] Other Business [] Public Hearing
- [X] Discussion Item [] Presentation [] Unfinished Business
- [] New Business

PRESENTATION BY. Michael Neuhard
Deputy County Administrator

ELECTION DISTRICT N/A

**STAFFORD COUNTY
OFFICE OF TRANSPORTATION
MEMORANDUM**

DATE December 10, 2008

TO Anthony J Romanello
County Administrator

FROM Fulton deLamorton
Transportation Administrator

SUBJECT: Transportation Bond Project Construction Program

BACKGROUND

This memo provides preliminary information on a number of options available to the Board and you in executing a transportation bond project construction program. Staff is currently in the information gathering stage. We are having conversations with other localities which have completed or are underway with road construction programs. We also have a dialogue with Virginia Department of Transportation (VDOT) representatives, as to the agency's interest in our proposed program.

To better delineate the available options, it is beneficial to understand, in broad terms, the process behind making an improvement to the transportation infrastructure. Generally speaking, there are three phases of transportation improvement projects:

- 1) *Preliminary Engineering (PE) Phase*
This phase includes the design of the improvements, environmental assessment and permitting, public involvement, and location & design approval.

- 2) *Right-of-Way Acquisition (RW) and Utility Relocation Phase*
This complex phase includes the numerous steps required to acquire the necessary right-of-way for the improvements. Activities include staking of the proposed right-of-way, appraising the right-of-way to be purchased, negotiating with affected property owners, drawing the plats, and recording the deeds. After all right-of-way is purchased, all utility conflicts are then resolved through the relocation of utilities, such as water & sewer, electricity, telephone, fiber optic, and gas lines.

3) *Construction (CN) Phase*

After right-of-way and utilities are cleared, the actual construction of the improvement project can begin. Associated activities are construction engineering, to resolve design issues that arise in the field, and construction inspection, to ensure the project is being built pursuant to the approved plans.

PROGRAM EXECUTION OPTIONS

Virginia Department of Transportation (VDOT) Managed

This option is for VDOT to manage and complete all three phases. A subset of this option is for VDOT to manage and complete one or two of the three phases. Discussions have begun with VDOT to determine the agency's interest and capability to complete any combination of the projects.

Pros

The owner of the facility performs the work. One point of contact. VDOT is very experienced in the road building business - it, literally, established the standards under which road construction occurs in the Commonwealth. In particular, the right-of-way acquisition and utility relocation functions are highly specialized and VDOT has the skill and expertise, as well as the relationships with the utility owners, to complete this work expeditiously and efficiently.

Cons

Due to the political and economic realities, the future capacity for VDOT to complete projects is in doubt. A VDOT managed project does not necessarily mean VDOT staff are providing oversight, as the agency frequently outsources various project activities to supplement its staff.

County Managed

Under this option, the County advertises a Request for Proposals (RFP) for design and other such preliminary engineering services for one or more projects. These services also include preparing construction bid documents, construction engineering, and construction inspection. Having one professional engineering firm complete the design of all the projects is not recommended, as there are a very limited number of firms capable of carrying such a workload. The County can combine several projects into a number of bundles of approximately equal complexity and dollar value, selecting a firm for each bundle. This makes procurement of services easier and more efficient.

As for right-of-way acquisition services, the County retains one or more firms to carry out this activity. While the County has acquired property on occasion in the past, the acquisition of roadway right-of-way is new.

Utility relocation responsibilities do not lend themselves well to being outsourced to private firms. In this case, the County manages this effort. This, too, is a new activity for the County.

As for the construction phase, the County advertises an Invitation For Bid (IFB) for one or more projects. The construction bid documents are prepared by the same firm retained for design services. The County awards a construction contract to a qualified firm with the lowest bid. As for construction engineering and inspection services, the same firm retained for design services can complete these activities.

Pros

Nearly complete discipline over the entire program by County staff. This includes project funding and schedule.

Cons

Requires oversight of multiple contracts, including issue resolution, verifying invoices with work performed, coordination of activities, and the such. There is a perceived higher cost due to the retention of skilled in-house personnel to manage the projects.

Consultant Firm Managed – Turnkey Services

Under this option, the County procures turnkey professional services through the RFP process. All services for all three phases of all, or a cluster of, projects, are under one negotiated contract for services with one firm for one price. The firm may retain sub-contractors for the various activities.

Pros

One point of contact. One periodic invoice to pay.

Cons

Little or no County control of the program, and requires staff oversight.

Public-Private Transportation Act (PPTA)

Under this option, the County, as authorized in the Public-Private Transportation Act [of 1995] (PPTA), solicits proposals, for all services necessary to complete all, or a significant cluster of, projects. Following the Board's adopted PPTA guidelines, Attachment 1, a vendor is selected to manage the program and complete the projects.

In addition, the Code of Virginia contains provisions under which design-build projects can be completed by localities. Additional information is being obtained on the design-build concept.

Pros

One point of contact. Fixed price.

Cons

There is a complex, multi-staged process to follow, with some County control over the program. Legal, financial and technical expertise is required to negotiate the agreement.

CONCLUSION

County staff has been meeting with local jurisdictions that have experience with road bond implementation to explain proven approaches to completion. Meetings with jurisdictions including Spotsylvania County, Prince William County and Fairfax County are scheduled through the end of the month. In addition, staff is meeting with the Virginia Department of Transportation to fully explore capabilities. Irrespective of the ultimate direction of the program, all projects require an agreement between the County and VDOT.

Upon completion of the ongoing research, staff will have a clearer picture of the strengths and weaknesses of the various known options, and will have identified others which may be currently unrevealed.

Staff will prepare an implementation plan and present that to the Board in January.

* * * * *

Stafford County 2008 Transportation Bond Referendum Improvement Projects - As Approved on November 4, 2008

VDOT Route Number	Street Name	Termenu From	Termenu To	Project Scope	Length (miles)	Estimated Cost Per Mile	Estimated Total Cost	Funding from Non Bond Sources	Bond Proceeds	Funded by Other Sources	Bond Proceeds Proposed Expenditure Plan						
											FY 2010 PHASE	FY 2011 PHASE	FY 2012 PHASE	FY 2013 PHASE	FY 2014 PHASE	FY 2015 PHASE	
1	Jefferson Davis Highway	0.25 miles North of Potomac Creek Drive (Route 761)	0.25 miles South of Potomac Creek Drive (Route 761)	Intersection Improvement Turn Lane YDIF	0.50	\$2.6	\$1.3	\$0.7	Revenue Sharing	\$0.6	\$0.6	\$0.32	RW	CN			
608	Brooke Road	0.64 miles South of Eskimo Hill Road (Route 628)	2.44 miles South of Eskimo Hill Road (Route 628)	2 Lane Reconstruction YDIF	1.80	\$3.6	\$6.5	\$1.3	Revenue Sharing	\$5.2	\$5.2	\$0.07	PE	PE	\$0.50	RW	
608	Brooks Road	Raven Road (Route 603)	0.50 miles East of Raven Road (Route 609)	Spot Improvement Horizontal Realignment YDIF	0.50	\$3.6	\$1.8	\$0.9	Revenue Sharing	\$0.9	\$0.9	\$0.09	PE	PE	\$0.41	CN	
616	Poplar Road	0.20 miles North of Kellogg Mill Road (Route 651)	0.77 miles North of Kellogg Mill Road (Route 651)	2 Lane Reconstruction YDIF	0.57	\$3.6	\$2.1	\$1.0	Revenue Sharing	\$1.1	\$1.1	\$0.11	PE	RW	\$0.47	CN	
616	Poplar Road	Mountain View Road (Route 627)	0.25 miles South of Mountain View Road (Route 627)	Spot Improvement Horizontal Realignment YDIF	0.25	\$3.6	\$0.9	\$0.4	Revenue Sharing	\$0.5	\$0.5	\$0.05	PE	RW	\$0.20	CN	
627	Mountain View Road	Centipede Parkway (Route 630)	1.48 miles North of Centipede Parkway (Route 630)	2 Lane Reconstruction YDIF	1.48	\$3.6	\$5.3	\$1.7	Revenue Sharing	\$3.6	\$3.6	\$0.21	PE	PE	\$1.04	RW	
627	Mountain View Road	Rose Hill Farm Drive (Route 1245)	0.25 miles North of Joshua Road (Route 643)	2 Lane Reconstruction YDIF	1.27	\$3.6	\$4.6	\$0.9	Revenue Sharing	\$3.7	\$3.7	\$0.19	PE	PE	\$0.23	RW	
627	Mountain View Road	0.25 miles North of Kellogg Mill Road (Route 651)	0.25 miles South of Kellogg Mill Road (Route 651)	Intersection Improvement YDIF	0.50	\$2.6	\$1.3	\$0.7	Revenue Sharing	\$0.6	\$0.6	\$0.07	PE	PE	\$0.30	RW	
644	Rock Hill Church Road	Crown Manor Drive (Route 1295)	0.15 miles South of Dunbar Drive (Route 646)	Spot Improvement Horizontal Realignment YDIF	0.28	\$3.6	\$0.9	\$0.4	Revenue Sharing	\$0.5	\$0.5	\$0.05	PE	RW	\$0.20	CN	
17	Warronton Road	McLane Drive	Village Parkway (Route 180)	Widen to 6 and 8 lanes	2.10	VDOTSSYP Estimate	\$47.7	\$39.9	\$8.8 = Current SSYP Alloc \$4.2 = Warronton Road Service District (cash)	\$7.8	\$7.8	\$0.00			\$0.00	\$0.00	
610	Camsonville Road	Onville Road (Route 641)	Eustace Road (Route 751)	Widen to 6 Lanes	0.65	\$18.0	\$11.7	\$3.0	Camsonville Road Service District (cash)	\$8.7	\$8.7	\$0.39			\$0.39	\$1.58	
606	Ferry Road	Kings Highway (Route 3)	Colebrook Road (Route 652)	2 Lane Reconstruction	1.40	\$3.6	\$5.0	\$0.0		\$5.0	\$5.0	\$0.30	PE	PE	\$0.79	RW	
630	Courthouse Road	Cedar Lane (Route 732)	0.2 miles West of Ramoth Church Road (Route 628)	Widen to 4 Lanes	2.10	VDOTSSYP Estimate	\$21.3	\$11.2	SSYP FY10-12 = \$3.2 each Transportation Fund FY13 = \$1.6	\$10.1	\$10.1	\$0.00			\$0.00	\$10.10	
630	Courthouse Road	0.2 miles West of Ramoth Church Road (Route 628)	She-lor Shop Road (Route 648)	Widen to 4 Lanes (PE & ROW Only)	1.30	VDOTSSYP Estimate	\$8.9	\$6.9	SSYP FY13-14 = \$3.2 each FY15 = \$2.3	\$0.0	\$0.0	\$0.00			\$0.00	\$0.00	
630	Courthouse Road	Hamm Lane (Route 688)	0.37 miles East of CSX Railroad	Bridge Replacement	0.87	VDOTSSYP Estimate	\$7.7	\$6.1	\$3.8 = Prev SSYP Alloc \$2.6 = Current SSYP Alloc	\$1.6	\$1.6	\$0.00			\$0.00	\$0.00	
637	Telegraph Road (East of US 1)	Jefferson Davis Highway (US 1) South Intersection	Jefferson Davis Highway (US 1) North Intersection	Spot Improvements	1.75	\$3.6	\$6.3	\$0.0		\$6.3	\$6.3	\$0.40	PE	PE	\$1.13	RW	
651	Kellogg Mill Road (Relocated)	0.15 miles West of Ramoth Church Road (Route 628)	0.35 miles East of Ramoth Church Road (Route 628)	New 2 Lane Road on New Location	0.50	\$3.6	\$1.8	\$0.0		\$1.8	\$1.8	\$0.18	PE	PE	\$0.00	\$0.81	
652	Truslow Road	Cambridge Street (US 1)	Interstate 95 Bridge	2 Lane Reconstruction	1.96	\$3.6	\$7.0	\$0.0		\$7.0	\$7.0	\$0.40	PE	PE	\$1.64	RW	
652	Truslow Road	Berea Church Road (Route 654)	Plantation Drive (Route 1706)	2 Lane Reconstruction	0.87	\$3.6	\$3.1	\$0.0		\$3.1	\$3.1	\$0.25	PE	PE	\$0.49	RW	
			Pedestrian Improvements				\$1.9	\$0.0		\$1.9	\$1.9	\$0.32			\$0.32	\$0.32	
					TOTAL		\$147.1	\$77.1		\$70.0	\$14.3	\$55.7	\$2.91	\$10.30	\$14.07	\$34.40	\$5.02

NOTES

Estimated Total Cost includes 10% for contingencies and 15% for construction engineering and inspection Service District Cash is the expected cash balance of the revenue collected within each respective transportation service district
 Date December 10, 2008
 Stafford County Office of Transportation

ACRONYMS

PE = Preliminary Engineering Phase
 RW = Right-of-Way Acquisition & Utility Relocation Phase
 CN = Construction Phase

SSYP = VDOT Six Year Improvement Program for Interstate & Primary System
 SSYP = VDOT Six Year Improvement Program for Secondary System
 YDIF = Youth Driver Task Force Project