

BOARD OF SUPERVISORS MEETING

September 6, 2011

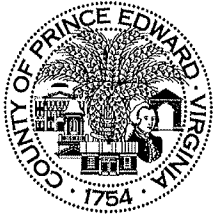
3:00 P.M.

1. Chairman Fore will call the reconvened meeting to order.

2. Refunding of Courthouse Construction Bonds
 - Jimmy Sanderson, Davenport & Company

3. Refinancing of Water and Sewer Line of Credit
 - Jimmy Sanderson, Davenport & Company

4. Alternate to Route 628 Project
 - Agenda Summary Attached
 - Earl Dickerson, P.E., Hurt & Proffitt
 - Shannon Cotulla, P.E., Hurt & Proffitt



**County of Prince Edward
Board of Supervisors
Agenda Summary**

Meeting Date: Sept 6, 2011
Item No.: 4
Department: County Administrator
Staff Contact: W.W. Bartlett
Issue: Alternate Route 628 Project

Summary:

Bids for the Alternate Route 628 project were accepted on Thursday, August 4th. Ten companies bid on the project, the low bidder was Haymes Brothers, Inc. of Chatham, Virginia. In a letter dated August 9, 2011 Hurt & Profitt stated the bid package was found to be in order and recommended the project be awarded to Haymes Brothers, Inc.

Attachment 2 lists the total cost of the project as \$3,619,528.06. This cost includes \$196,155.7 for two add alternates, a contingency of \$282,494.60 and an estimate of \$350,000 to acquire approximately 7 acres of Right of Way of which 1.6 acres is along Highway 15. This project as envisioned includes acquiring all of the Right of Way required by VDOT when they precede with their Highway 15 improvements in 2013 and all the work necessary for the 15/Dominion intersection to ensure that intersection does not have to be reworked during VDOT's project.

The intersection work added approximately \$980,000 to the cost of our project. Due to federal funding restrictions VDOT was only able to provide \$500,000 to the County for the intersection work. VDOT has stated if the County does not acquire all the Right of Way for the Highway 15 project as we complete 628, construction of that Highway 15 will be moved from 2013 to 2014 and could stretch into 2015.

Completion of this project will achieve three goals – (1) Move traffic away from the Schools complex, (2) Relieve congestion on Highway 15 associated with the beginning and end of the School day and (3) Promote future Economic Development in the Counties growth Corridor. There are three risks associated with this project - (1) The cost could be greater than listed if more rock work is required than estimated (2) No economic development projects materialize which would utilize this new road and (3) The cost burden of the project on the County taxpayers.

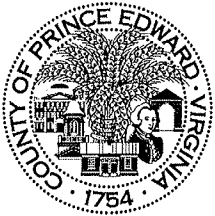
As we all know children and staff continuously cross 628 throughout the day and experience traffic on 628. Other options do exist to help solve this problem but each has costs associated with them. Aerial Crossovers could be built. Each such crossover would require two elevators to allow handicap access. At least two would need to be built at an estimated cost of \$300,000 - \$500,000 each. Ensuring students and staff utilize such crossovers could prove difficult. Since at least 1994 citizens of the County have expressed concerns with the safety/congestion of Highway 15 associated with the start/end of the school day. The concerns are not isolated with the intersection of 628/15, but extend from the intersection of 15 and Clark Street by Sheets, to the current intersection of 15 and Dominion. The bottlenecks created by the traffic in front of the schools causes a ripple

Motion _____
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Fore _____
McKay _____
Wiley _____

Gantt _____
Simpson _____



**County of Prince Edward
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effect pushing congestion both north and south on 15. As both Farmville and Prince Edward continue to grow and development pushes south on 15 this congestion will continue to increase. Attachment 3 is the latest VDOT report of accidents along the affected roadways. The report shows from April 1, 2006 through March 31, 2009 there were 19 accidents resulting in 18 injuries and \$133,050 in property damage. To help ease but not solve this congestion issue the Schools could stagger the start times of the three schools. This would mean the School system would have to run three separate bus schedules which would require the purchase of approximate 40 new buses and the hiring of 40 bus drivers. Taking into account the annualized capital cost of the buses, the annual maintenance and operational cost of those additional buses and the personnel cost to operate an additional two bus routes the schools estimate this could feasibly double the current transportation budget of \$1,882,756.

Attachment 2 lists the costs and funding associated with the project. VDOT will provide \$1,500,000 for the project leaving \$2,119,528.06 to be funded by the County. As we saw earlier annualized over a 20 year period the annual cost is estimated to be approximately \$150,000. How can we lower this cost to the County?

If the Prince Edward Development, LLC actually develops the Granite Falls project the real state contract requires the LLC to pay up to a maximum of 55% of the cost of the 628 project. This would be approximately \$2 million dollars. But if the Granite Falls project does not move forward what other funding mechanisms can be used for the County to either reduce or recoup the \$2.1 million not paid by VDOT.

Currently, we have a revenue sharing project to construct a new entrance into Hampden-Sydney. The VDOT funds associated with this project are \$575,000. HSC is in the process of revising their master plan and will not construct a new entrance in time to utilize these funds. The County could request these funds be transferred to the 628 project. We have discussed this with HSC and they agree with such a move which would allow the County to reapply for a revenue sharing project after HSC reviews their master plan. The county has requested and VDOT has approved such transfers in the past. This would reduce the unfunded portion to \$1,544,528.06. To recover this amount the County could create either a transportation or a service district. A full description of such districts exceeds the time allotted today. But both allow the County to designate a district whereby certain improvements can be made and paid by the imposition of a special tax assessment on the real estate contained in the district. If the Board is interested in such a district I recommend a work session dealing only with this topic be scheduled.

Attachments:

- 1. Hurt & Profitt letter dated August 9, 2011
- 2. Summary of Alternate Route 628 Project Costs and Funding Sources
- 3. E-mail from VDOT dated September 6, 2011
- 4. Map of Alternate 628 project

Recommendation:

Motion _____	Campbell _____	Fore _____	Gantt _____
Second _____	Jones _____	McKay _____	Simpson _____
	Wilck _____	Wiley _____	



August 9, 2011

HURT & PROFFITT
INCORPORATED

Mr. Wade Bartlett
County Administrator
County of Prince Edward
P. O. Box 382
Farmville, VA 23901

**Re: Alternate Route 628 - Engineering Services
Bid Results and Recommendation to Award**

Dear Mr. Bartlett:

Bids were accepted for construction of this project on Thursday August 4th. We have reviewed the bid package of the low bidder and found it to be in order.

The low bidder was Haymes Brothers, Inc. of Chatham Virginia. Their Base Bid amount was \$2,628,790.25. Their Bid for Add Alternate One was \$147,469.00, and for Add Alternate Two was \$48,686.70. If both Add Alternates One and Two are included into the project bid the total bid would be \$2,824,945.95.

Add Alternate One consisted of moving the excess soil and topsoil from the project site and stockpiling on the property behind Lowes.

Add Alternate Two, consisted of building the turn lanes and entrance stub-out for the Granite Falls conference Center.

The Engineer's estimate of construction cost provided in August 2010 was \$3.1 million, which was later revised in February 2011 to \$3.4 million. Both of these estimates reflect the project with both Add Alternates One and Two included.

It is our recommendation that the project be awarded to Haymes Brothers, Inc. for construction of the project.

If you have any questions, please do not hesitate to contact me.

Sincerely,
HURT & PROFFITT, INC.

Shannon D. Cotulla, P.E.
Project Manager

SUMMARY OF ALTERNATE ROUTE 628 COST/FUNDING SOURCES

PROJECT COSTS

Base Bid	\$ 2,628,790.25
Add Alt 1 (Stockpile soil offsite)	\$ 147,469.00
Add Alt 2 (Stub & Turn lane)	\$ 48,686.70
<hr/> Construction Bid Subtotal	<hr/> \$ 2,824,945.95
Contingency (10%)	\$ 282,494.60
Construction Inspection	\$ 160,000.00
Sub-Total Construction Price	\$ 442,494.60
Acquire Right of Way	\$ 350,000.00
Utility Relocation	\$ 2,087.51
<hr/> Additional Costs Subtotal	<hr/> \$ 352,087.51
TOTAL PROJECT COSTS	\$ 3,619,528.06

PROJECT FUNDING

VDOT State Funds	\$ 500,000.00
VDOT Revenue Sharing Funds	\$ 1,000,000.00
PEC Revenue Sharing Funds	\$ 1,000,000.00
PEC Additional Funds	\$ 1,119,528.06
<hr/> TOTAL	<hr/> \$ 3,619,528.06

Sarah Elam Puckett

From: Wright, Kevin B. [Kevin.Wright@VDOT.Virginia.gov]
Sent: Tuesday, September 06, 2011 10:59 AM
To: Wade Bartlett; Puckett, Sarah [DHCD-CLG] (DHCD)
Subject: Requested Accident Data
Attachments: Prince Edward Co - Requested Crash Data (9-2-11).xlsx

Wade and Sarah,

I had to manually compute some data since our scanner didn't want to cooperate. I have attached a listing of all of the accidents at the locations requested. This is all of the information contained in our new database. Everything has been switched from the old reports you were used to seeing. Below is a summary of the property damage and injuries at each location. There were no deaths, and the property damage figures do not include incidentals such as guardrail, signs or fences.

Let me know if you have any questions, and I hope this helps you.
Kevin

Route 628 from Route 15 to 1.0 Mile East of Route 15:

\$15,500 Property Damage

6 Injuries

Route 628/15 Intersection:

\$60,050 Property Damage

8 Injuries

Route 15/460 Eastbound Intersection:

\$57,500 Property Damage

4 Injuries

Prince Edward County - Crash Data (4-1-2006 to 3-31-2009)

Document Number	Route Prefix	Route Number	Route Suffix	Node	Node Description	Node Offset	Crash Date
Route 628 from 1.0 miles south of Route 15 to Route 15							
91560572	73	628		531356	73-09877(R)/	0	11/24/2008
91870360	73	628		531356	73-09877(R)/	0.3	1/8/2009
Intersection of Route 15 and Route 628 (250 ft radius)							
70511404	73	628		531098	US-00015(B)/	0	1/20/2007
90905049	73	628		531356	73-09877(R)/	0.391	8/10/2008
70870731	US	15		531098	73-00628(B)/	0	3/7/2007
71270222	US	15		531098	73-00628(B)/	0	4/23/2007
72180268	US	15		531098	73-00628(B)/	0	7/26/2007
80915290	US	15		531098	73-00628(B)/	0	2/15/2008
81785095	US	15		531098	73-00628(B)/	0	4/15/2008
92300769	US	15		531098	73-00628(B)/	0	3/18/2009
61071324	US	15		531098	73-00628(B)/	0	4/3/2006
62631341	US	15		531098	73-00628(B)/	0	9/14/2006
71620219	US	15		531098	73-00628(B)/	0.028	5/22/2007
Intersection of Route 15 Bus and Route 460 Eastbound Ramps (250 ft radius)							
72830031	US	15		531449	US-00460-E253A(L)/US-00015- 059A(R)/FROM & TO	0	9/25/2007
73230620	US	15		531449	US-00460-E253A(L)/US-00015- 059A(R)/FROM & TO	0	11/9/2007
81845184	US	15		531449	US-00460-E253A(L)/US-00015- 059A(R)/FROM & TO	0	4/1/2008
73390821	US	15		531098	73-00628(B)/	0.095	10/29/2007
61860937	US	15		531098	73-00628(B)/	0.1	6/14/2006
61862620	US	15		531098	73-00628(B)/	0.1	6/14/2006

