MOTION:     BARG
SECOND:    COVINGTON

RE:     APPROVE COUNTY/STATE PROJECT ADMINISTRATION AGREEMENT FOR THE BUCKLAND/GAINESVILLE BYPASS FEASIBILITY STUDY

ACTION:    APPROVED

WHEREAS, the Buckland/Gainesville Bypass Feasibility Study was identified in the FY2006 Virginia Department of Transportation’s (VDOT) Six-Year Plan as a Pre-National Environmental Policy Act study, with an allocation of $100,000 of State funds; and

WHEREAS, the Board has established a working group for the Buckland/Gainesville Bypass Feasibility Study, in which Chairman Sean T. Connaughton, Supervisor W.S. Wally Covington, and Supervisor John T. Stirrup are the Prince William County members of this working group; and

WHEREAS, Prince William County’s Comprehensive Plan, under Appendix D of the Transportation Plan, identifies the I-66/Route 29 Connector Road, also known as the Buckland/Gainesville Bypass, as a Highway Corridor Study Area; and

WHEREAS, the Prince William/Fauquier County working group met in Prince William County on the Buckland/Gainesville Bypass Study in February 2006, and at that time it was agreed that Prince William staff would take the lead in procuring the study through an on-call consultant; and

WHEREAS, the working group met in Fauquier County in April 2006, and at that time it was agreed that the project would be completed by Rinker Design Associates and guided by the purpose and need statement and scope of work; and

WHEREAS, the estimated cost of the study is $100,000 and any work outside the scope that may need further funding will need to have an additional allocation by the State in future VDOT plans; and

WHEREAS, VDOT and Prince William County have developed a project administration agreement, which includes guidelines on reimbursement of County funds and coordination on study development with VDOT, Fauquier, and Prince William Counties; and

WHEREAS, staff recommends use of the collected funds for the project and approval of the County/State Project Administration Agreement;
NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby approve the County/State Project Administration Agreement for the Buckland/Gainesville Bypass Feasibility Study.

ATTACHMENT: County/State Standard Project Administration Agreement for Project Number 0029-076-122 (UPC77580) Buckland By Pass Location Study

Votes:
Ayes: Barg, Caddigan, Connaughton, Covington, Jenkins, Nohe, Stirrup
Nays: None
Absent from Vote: Stewart
Absent from Meeting: None

For Information:
  County Attorney
  Director of Planning
  Director of Public Works
  Transportation Division Chief

CERTIFIED COPY

[Signature]
Clerk to the Board
STANDARD PROJECT ADMINISTRATION AGREEMENT

<table>
<thead>
<tr>
<th>Project Number</th>
<th>UPC</th>
<th>Local Designation</th>
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<tbody>
<tr>
<td>0029-076-122</td>
<td>77580</td>
<td>Buckland By-Pass Location Study</td>
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THIS AGREEMENT, made and executed this ___ day of ___________, 2006, by
and between the COUNTY of PRINCE WILLIAM, Virginia, hereinafter referred to as the
LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter
referred to as the DEPARTMENT.

WHEREAS, the LOCALITY has expressed its desire to administer the work described in
Appendix A, and such work for each improvement shown is hereinafter referred to as a Project; and

WHEREAS, the funds shown in Appendix A have been allocated to finance each Project; and

WHEREAS, the LOCALITY will progress with the development of each Project so that any
federal funds allocated to each Project may be obligated within three years of allocation to each
Project in accordance with the current Statewide Transportation Improvement Program, unless
otherwise specified in writing by the Department; and

WHEREAS, both parties have concurred in the LOCALITY's general administration of the
phase(s) of work for the respective Project(s) listed in Appendix A in accordance with applicable
federal, state, and local law and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the parties
hereto agree as follows:

1. The LOCALITY shall:

   a. Be responsible for all activities necessary to complete the noted phase of each
      Project shown in Appendix A, except the performance of the State Environmental
      Review Process (SERP), and coordinate with the DEPARTMENT for all reviews,
      approvals, and environmental actions and decisions, as required. Each Project
      will be designed and constructed to meet or exceed current American Association
      of State Highway and Transportation Officials standards or supplementary
      standards approved by the DEPARTMENT.

   b. Receive prior written authorization from the DEPARTMENT to proceed with
      preliminary engineering, right-of-way acquisition and utility relocation, and
      construction phases of each Project.

   c. Maintain accurate and complete records of each Project's development and
      documentation of all expenditures and make such information available for
      inspection or auditing by the DEPARTMENT. Records and documentation for
      items for which reimbursement will be requested shall be maintained for no less
      than three (3) years following acceptance of the final voucher on each Project, or
all such records and documentation may be turned over to the DEPARTMENT in a manner acceptable to the DEPARTMENT.

d. No more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of related vendor invoices paid by the LOCALITY and a to-date project summary schedule tracking payment requests and adjustments.

e. Subject to appropriation, reimburse the DEPARTMENT all Project expenses incurred by the DEPARTMENT if, due to action or inaction solely by the LOCALITY, federally funded Project expenditures incurred are not reimbursed by the Federal Highway Administration (FHWA), or reimbursements are required to be returned to the FHWA, or in the event the reimbursement provisions of Section 33.1-44 or Section 33.1-70.01 of the Code of Virginia, 1950, as amended, or other applicable provisions of federal, state, or local law or regulations require such reimbursement.

f. On Projects that the LOCALITY is providing the required match to state or federal funds, pay the DEPARTMENT the LOCALITY’s match for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 2.a.

g. Administer the Project in accordance with all applicable federal, state, or local laws and regulations.

h. Provide certification by a LOCALITY official that all LOCALITY administered Project activities have been performed in accordance with all federal, state, or local laws and regulations. If the locality expends over $500,000 annually in federal funding, such certification shall include a copy of the LOCALITY’s single program audit in accordance with Office of Management and Budget Circular A-133.

i. For Projects on facilities not maintained by the DEPARTMENT, provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT.

2. The DEPARTMENT shall:

a. Perform the SERP and provide guidance relative to the coordination of environmental commitments that result from the SERP, provide necessary coordination with the FHWA, and approve plans, specifications, advertisement documents, and contract awards as determined to be necessary by the DEPARTMENT.

b. Upon receipt of the LOCALITY’s invoices pursuant to paragraph 1.d, reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the LOCALITY.

Date: August 16, 2005
c. If appropriate, submit invoices to the LOCALITY for the LOCALITY’s share of eligible project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraph 2.a.

d. Audit the LOCALITY’s Project records and documentation as may be required to verify LOCALITY compliance with federal and state laws and regulations.

e. Make available to the LOCALITY guidelines to assist the parties in carrying out responsibilities under this Agreement.

3. Appendix A outlines the phases of work and general items to be administered by the LOCALITY. There may be additional elements that, once identified, shall be addressed by the parties hereto in writing, which may require an amendment to this Agreement.

4. If designated by the DEPARTMENT, the LOCALITY is authorized to act as the DEPARTMENT’s agent for the purpose of conducting survey work pursuant to Section 33.1-94 of the Code of Virginia, 1950, as amended.

5. Nothing in this Agreement shall obligate the parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been appropriated. In the event the cost of a Project is anticipated to exceed the allocation shown for such respective Project on Appendix A, both parties agree to cooperate in providing additional funding for the Project or to terminate the Project before its costs exceed the allocated amount, however the DEPARTMENT and the LOCALITY shall not be obligated to provide additional funds beyond those appropriated and allocated.

6. Nothing in this agreement shall be construed as a waiver of the LOCALITY’s or the Commonwealth of Virginia’s sovereign immunity.

7. This agreement may be terminated by either party upon 30 days advance written notice. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 1.e, 1.f, and 2.b, subject to the limitations established in this Agreement and Appendix A. Upon termination, the DEPARTMENT shall retain ownership of plans, specifications, and right-of-way, unless all state and federal funds provided for the Project have been reimbursed to the DEPARTMENT by the LOCALITY, in which case the LOCALITY will have ownership of the plans, specifications, and right-of-way, unless otherwise mutually agreed upon in writing.

THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

Form Date: August 16, 2005
THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors, and assigns.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

COUNTY OF PRINCE WILLIAM, VIRGINIA:

__________________________________________
Date

Title

__________________________________________
Date

Signature of Witness

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

__________________________________________
Commonwealth Transportation Commissioner
Commonwealth of Virginia
Department of Transportation

Date

Signature of Witness

Date

Attachments
Appendix A  UPC 77580

Form Date: August 16, 2005
Project Number: 0029-076-122 (UPC 77580)  Locality: County of Prince William

Scope: Buckland By-Pass Location Study

From:

To:
Corridor and alignment study. See attached purpose and need and task Order.

Locality Project Manager Contact Info:
Department Project Coordinator Contact Info:

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<th>Phase</th>
<th>Estimated Project Costs</th>
<th>Estimated Eligible Project Costs</th>
<th>Estimated Eligible VDOT Project Expenses</th>
<th>Estimated Reimbursement to Locality</th>
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<td>Preliminary Engineering</td>
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<td>-0-</td>
<td>100,000</td>
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<tr>
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<td>Construction</td>
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<td>Total Estimated Cost</td>
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<td>-0-</td>
<td>100,000</td>
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Total Maximum Reimbursement by Locality to VDOT: -0-
Total Maximum Reimbursement by VDOT to Locality: 100,000

Project Financing

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<th>B</th>
<th>C</th>
<th>D</th>
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<td>-0-</td>
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<td>100,000</td>
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</table>

Program and Project Specific Funding Requirements

All projects shall be administered in accordance with the Guide for Local Administration of Virginia Department of Transportation Projects;
The attached Task Order issued by Prince William County shall control the scope of this project;
Fauquier County has agreed to participate in this study. Funding shall be from State Primary funds UPC 77579.
VDOT shall reimburse only those Task Order Items which are eligible activities

This attachment is certified and made an official attachment to this document by the parties of this agreement

Authorized Locality Official and date

Residency Administrator’s/Urban Program Manager’s Recommendation and date

Form Date: August 16, 2005
Studying the Buckland/Gainesville Bypass
Fauquier/Prince William County
April 14, 2006

Purpose and Need for Project

This project has been called many different names including the Buckland Bypass, the Gainesville Bypass, the Vint Hill Extension, the Vint Hill Connector, and the I-66/Route 29 Connector. For the purpose of this document, it will be called the Bypass. The Bypass, as envisioned by staff in the prior analysis, is a limited/no access highway from I-66, just west of the Town of Haymarket in Prince William County, to approximately the planned interchange at the intersections of Routes 29 and 215 (Vint Hill Road) in Fauquier County. This project is not part of any larger project and will stand alone as a bypass connection from I-66 to Route 29.

As proposed, the Bypass may: (1) redistribute traffic coming from Fauquier and other Western Counties around the Gainesville and the Historic Buckland District; (2) provide local and regional traffic an alternative to the already congested facilities such as Route 15 and Route 29 through Gainesville; and (3) provide a limited/no access connection with I-66, which could disburse regional traffic on I-66 and create a better traffic flow on the Interstate through the AM and PM peak hours. This proposed movement may also result in a better flow of local traffic through Fauquier County and Gainesville on Route 29.

The Bypass combined with the Route 29/215 interchange project, I-66/Route 29 Gainesville interchange project, the I-66 widening from Route 234 Business to Route 29, and the proposed widening of I-66 to Route 15 may allow for a currently over congested road network to possibly operate at an acceptable level of service around Eastern Fauquier and Western Prince William Counties.

In conjunction with transit options and more effective land use planning, the Bypass may also: (1) improve regional air quality, through better traffic flow around this already extremely gridlocked area of the Commonwealth; and (2) allow for the potential preservation of many historical and cultural resources along Route 29, including the Historic Buckland District.

Overall, this project could potentially disburse traffic through a currently congested network, better traffic flow, create additional alternatives for drivers, create an additional connection to a major interstate, improve air quality, and promote preservation of our cultural and historic resources. For these purposes a feasibility study identifying alternative limited/no access alignments, impacts, and costs should be completed to determine if this Bypass is a viable solution to Fauquier and Prince William Counties’ traffic problems around the I-66/Route 29

Form Date: August 16, 2005
corridors. Careful attention is paramount to both jurisdictions' Comprehensive Plans, existing zoning, differing approaches to development and scale, existing neighborhoods, environmental, cultural and historic resources, recorded and restrictive easements to further development, and inclusion of possible transportation overlay districts to limit access to the road.
Princeton William County
TASK ORDER FORM
(Notice To Proceed)

TASK ORDER NO. 5

CONTRACT NO. 5141NA2
(Surveying & Engineering Services)

COUNTY REPRESENTATIVE:
Tom Blaser – Transportation Division Chief
Ricardo Canizales – Transportation Engineer

PROJECT NAME:
Buckland Bypass Conceptual Alignment Corridor Study

TASK ORDER ISSUED TO:
Rinker Design Associates, P.C. (RDA)

A. GENERAL:
In accordance with the provisions of the Contract No. 5141NA2 for the required services, RDA shall provide services in accordance with Attachment 1 which is incorporated by reference and made a part hereto.

B. PRECEDENCE of DOCUMENTS:
The executed Contract Agreement shall take precedence over all other documents. Where there is a conflict, the following order shall take precedence:
Purchase Order No. DP
Task Order
Attachment 1

C. GENERAL DESCRIPTION of TASK and SCOPE of WORK:
The Engineer is authorized to proceed with the services as requested and in accordance with Attachment 1, which is attached hereto.

D. TOTAL PRICE:
Lump Sum, Not To Exceed $100,000.00.

E. PERIOD of PERFORMANCE:
The Engineer shall commence immediately from the date of the attached Purchase Order and receipt of this Notice. All work and/or services provided under this Task Order and Purchase Order unless, modified by a Change Order shall be completed within 6 months after notice to proceed.

Attachment 1
Task Order 14

Form Date: August 16, 2005
April 14, 2006
April 18, 2006 (Revised)

Buckland Bypass Conceptual Corridor Alignment Study
Fauquier County and Prince William County
From: Route 29 near Vint Hill Road
To: I-66 near Thoroughfare, Virginia

Scope of Work:
Rinker Design Associates, P.C. (RDA) proposes to provide professional engineering services for the conceptual design analysis of the Buckland Bypass from Route 29 near Vint Hill Road, in Fauquier County, northward, crossing Broad Run, to I-66 near Thoroughfare, Virginia, in Prince William County. The project is located on the Fauquier County/Prince William County border approximately one-half way between Gainesville and Warrenton, and the estimated length of the mainline is four miles. The proposed Buckland Bypass will be studied in a new alignment crossing primarily agricultural and residential properties.

The Buckland Bypass will be studied as a Rural Principal Arterial, VDOT’s geometric standard (GS-1), and will be analyzed in accordance with the guidelines defined in VDOT’s Road Design Manual. The conceptual design analysis of the Buckland Bypass will be based on a four-lane limited-access right-of-way with a design speed of 60 MPH with interchanges only at Route 29 and I-66. RDA will prepare a concept analysis on two alternative alignments.

RDA will review the Fauquier and Prince William Comprehensive Land Use Plans and incorporate elements of the plans into the study as the elements apply to the limited access requirements for the proposed Buckland Bypass. The Fauquier County Transportation Plan will also be analyzed to determine the feasibility of an alternate starting point for the Buckland Bypass on Route 29 between the current planned interchanges at Route 600 near New Baltimore and Vint Hill Road.

RDA will provide conceptual engineering studies, analysis, estimates, and plans, to enable Fauquier County and Prince William County to make critical decisions regarding the overall feasibility of planning, funding, and constructing a new roadway in this corridor. It is our intent to provide the two Counties with the following individual services:

- Two concept alignments that will provide a minimum of 4 lanes throughout the corridor.
- Hydraulic and hydrologic analysis as needed for the conceptual study.
- Traffic analysis as needed for the conceptual study.
- Right-of-Way impact analysis based on each conceptual alignment.
- Utility impact analysis based on each conceptual alignment.
- Cost estimates based on each conceptual alignment.

RDA will research and compile from available local, State, and Federal sources a list of historical and environmental resources in the vicinity of the Buckland Bypass Conceptual Alignments. These resources will be evaluated to determine where further study may be required to assess any direct and/or indirect impacts. Archaeological and geotechnical services are not included as part of this conceptual study. Utility information will be obtained from available records. Underground utility designation is not included as part of this study.

RDA will provide the necessary data, plans, exhibits, brochures, maps, and other materials, as necessary, for the conceptual engineering alternative alignment study meetings with the Counties and VDOT. RDA will provide a draft copy of the study report to Prince William County for reproduction and distribution to all interested parties for review and comment prior to preparation and submission of the final report. RDA will attend one (1) meeting each with the Fauquier County Supervisors and the Prince William County Supervisors. RDA will assist the

Form Date: August 16, 2005
Counties in holding one (1) public information meeting in Fauquier County and one (1) public information meeting in Prince William County.

RDA shall comply with all requirements regarding the use of English (Imperial) units of measure, utilizing computerized design and drafting systems that are compatible with Virginia Department of Transportation GEOPAK and MicroStation drafting software. We will coordinate our work with the assigned Fauquier County and Prince William County project managers and, when appropriate, with VDOT. The following is a more detailed discussion of the services we are proposing to provide under the conceptual engineering studies element of this contract.

Conceptual Engineering Study

No field survey will be performed as a part of this study. We will obtain aerial mapping and GIS information (provided by both Counties) of the study area upon which we will identify and review two alternative alignments for the entire length of the project. This will include conceptual horizontal designs, typical sections, and estimates of each alternative. We will also make preliminary investigations of key issues, such as drainage, right-of-way, and existing utilities and structures, which may be impacted by the proposed alternatives. We will integrate traffic review and analysis with the proposed geometric configurations in the study corridor. The traffic analysis will be based upon available VDOT counts and projections.

Conceptual Hydraulic Study

We will perform the necessary hydrologic and hydraulic analysis of the major stream crossing and major culvert locations within the limits of the study in order to obtain enough detail to provide an accurate assessment for the conceptual plan development. All analysis and design will be done in accordance with the policies, procedures and criteria contained in VDOT’s Drainage Design Manual, Road Design Manual, Technical Supplements, Instructional and Informational Memoranda and other directives, as appropriate.

Key Personnel:

Mo Kim, P.E., James Cole, Tony Dean, Brook Khorashadi, P.E., Vidyanand Padmaprabhu

Deliverables:
RDA will deliver to each County three (3) copies of the final report and a CD in .pdf format for reproduction.

Limitations of Responsibility and Exclusions:
Archaeological, geotechnical, and wetland delineation services are not included.
Field survey and underground utility designation is not included.
Traffic counts will be obtained from available VDOT records.

Form Date: August 16, 2005
Deliverables and Schedules

Deliverables:

1. 3 Copies of the Final Report including Estimates.
2. 1 Compact Disk with the Final Report in .pdf format for reproduction.

Work Schedule:

Submission of Draft Report 4 Months
Public Meetings and Comment Period 1 Month
Submission of Final Report following receipt of comments 1 Month

Form Date: August 16, 2005