



## Steering Advisory Committee #5

### Attendees:

<input checked="" type="checkbox"/> Tammy Rosario (JCC)	<input checked="" type="checkbox"/> Jeff Kuttesch (RK&K)
<input type="checkbox"/> Paul Holt (JCC)	<input checked="" type="checkbox"/> Melissa Manalo (RK&K)
<input checked="" type="checkbox"/> Alex Baruch (JCC)	<input type="checkbox"/> Owen Peery (RK&K)
<input type="checkbox"/> Ken Shannon (VDOT)	<input checked="" type="checkbox"/> Leo Rutledge (RK&K)
<input type="checkbox"/> Emmanuel Darko (VDOT)	
<input type="checkbox"/> Kirkland Goddard Sr	<input checked="" type="checkbox"/> Glenn Carter
<input type="checkbox"/> Alan Doucet	<input type="checkbox"/> Gloria Hill
<input checked="" type="checkbox"/> James Curtis	<input type="checkbox"/> Tracy Williams
<input type="checkbox"/> Eric Williams	<input type="checkbox"/> Pat McCormick
<input checked="" type="checkbox"/> Thomas McCormick	<input checked="" type="checkbox"/> Rob Till
<input type="checkbox"/> George Drummond	<input type="checkbox"/> Danny Schmidt

**Date:** April 19, 2018

**Reference:** Steering Advisory Committee #5 Summary

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**RK&K Team presented a PowerPoint reviewing the study corridor, scope and schedule. The three base options were reviewed and discussion of cost estimates, segmentation of the corridor, and prioritization of desired construction followed. A video of the proposed improvements for Concept 1 was shown. Points noted, comments and questions included:**

- Three concepts along the corridor were reviewed, including **1.** 3-Lane with Shared Used Path **2.** 3-Lane with Bike Lanes, **3.** 5- Lane with Shared Use Path.
- Recapping the feedback from the Public Workshop meeting on January 24<sup>th</sup> and the online survey, the 3-lane concepts (Options 1 and 2) was selected by over 75% of the respondents for concepts which best addressed their vision for the corridor, with Option 1 being the prevalent concept with over 55% of all feedback selecting this option.
- Preliminary cost estimates were developed, which included preliminary engineering, right of way estimates, and utility relocation, construction, Construction Engineering and Inspection, and a 30% contingency.



- Costs were provided for both the whole corridor. The costs for constructing the full corridor are \$27.6 M for Option 1; \$30.9 M for Option 2; and \$41.0 M for Option 3.
- The County currently has approximately \$3M in CMAQ funding for the corridor and the proposed Capital Improvement Program includes \$1.5M annually for the next 2 years for countywide roadway projects; this project would be a priority for a portion of those CIP funds.
- The cost for this type of corridor improvement project is high compared to others, and may have difficulty scoring high on the SmartScale prioritization process. Based on anticipated costs, the project team suggested dividing corridor into smaller segments to better match potential funding sources.
- RK&K also looked at the possibility of implementing lower cost, more immediate improvements along the corridor, while larger funding is secured for the remainder of the project. These smaller projects were looked at for feasibility, within existing right-of-way, and would minimize the need for reworking of the completed improvements.
- Potential lower cost improvements included:
  - Bus Pull-off & Shelter Near Grove Christian Outreach
  - Bus Pull-off & Shelter Near Howard Drive
  - Access Management Improvements at 7-11 / Wisteria Gardens Lane
- Ideally, funding the whole project to get designed and constructed at one time is desired, however breaking up the corridor into small segments was identified as a possible option to start improvements on the corridor as soon as possible.
- The project team discussed segmenting the corridor into 5-6 segments, with phasing in 4 stages, with two segments proposed to be combined with adjacent segments as funding may allow.
- As per VDOT requirements, these segments need to be able to sustain themselves as stand-alone improvements and be logical in the start and end points.
- The limits for each segment, along with key considerations, were reviewed with the Committee. Considerations include the needs and deficiencies in each segment, as well as the notable elements, such as natural or cultural resources.
- Identification of the highest needs based on the feedback from the public outreach and greatest benefit among the different phases was reviewed. The project team identified Segment D as the highest priority segments along the corridor.
- Costs for each Phase was discussed, noting that separating the project into smaller segments for construction would increase the overall cost for the whole project to get completed by an anticipated \$1M.
- Additional discussion for proposed cost savings included delaying construction of sections of the sidewalk where there is perhaps less need.
- Mr. Carter asked if the Skiffes Creek Connector would be done before this project begins. JCC confirmed that the Skiffes Creek Connector has funding is anticipated to complete construction in August 2024. Skiffes Creek Connector is expected to help reduce truck traffic along the Pocahontas Trail corridor.

- Stormwater management in the project was asked about. Stormwater improvements for the existing Grove neighborhood project is in receipt of funds and is being coordinated with the Pocahontas Trail Corridor Study.
- Concern was expressed with the proposed access management at 7-11 and the impacts on retail. RKK explained that the access management aims to organize maneuvers to reduce confusion, not prohibit the ability to enter or exit 7-11.
- The source of funding for utility relocation costs was clarified as part of the project, and not costs that the private utilities would be responsible for. Undergrounding utilities would need to be funded by the County (as VDOT and FHWA would not participate in the added cost to underground utilities).
- The video of the proposed corridor changes was shown to the Steering Committee and received positive feedback. Attendees said the video clearly showed the vision of the corridor and would allow the public to appreciate and understand the proposed improvements.
- JCC invited the Steering Committee members to the Planning Commission and Board of Supervisors meetings in late Spring and Early Summer. Several attendees expressed interest in attending.

#### **Next Meetings:**

- April 25, 2018 – 6:30 – 8:00 PM: Public Workshop #3

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