



## Technical Advisory and Steering Committee Joint Meeting

### Attendees:

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|---|--|
| <input checked="" type="checkbox"/> Tammy Rosario (JCC) | <input checked="" type="checkbox"/> Jeff Kuttesch (RK&K) |
| <input checked="" type="checkbox"/> Alex Baruch (JCC)   | <input type="checkbox"/> Melissa Manalo (RK&K)           |
| <input type="checkbox"/> Emmanuel Darko (VDOT)          | <input type="checkbox"/> Owen Peery (RK&K)               |
| <input checked="" type="checkbox"/> Paul Holt           | <input checked="" type="checkbox"/> Leo Rutledge (RK&K)  |
| <input type="checkbox"/> Ryan Ashe                      | <input type="checkbox"/> Josh Moore                      |
| <input type="checkbox"/> Marcellus Snipes               | <input checked="" type="checkbox"/> Darryl Cook          |
| <input type="checkbox"/> John Carnifax                  | <input type="checkbox"/> Barbara Watson                  |
| <input checked="" type="checkbox"/> Dion Walsh          | <input type="checkbox"/> Monique Marchand                |
| <input type="checkbox"/> Angela Biney                   | <input checked="" type="checkbox"/> Ken Shannon          |
| <input checked="" type="checkbox"/> Ted Moreland        |  |

### Steering Committee

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| <input checked="" type="checkbox"/> Kirkland Goddard Sr | <input checked="" type="checkbox"/> Glenn Carter  |
| <input checked="" type="checkbox"/> Allen Doucet        | <input checked="" 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 checked="" type="checkbox"/> George Drummond     | <input checked="" type="checkbox"/> Danny Schmidt |

**Date:** May 7, 2018

**Reference:** Technical and Steering Committee Joint Meeting Summary

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**Paul Holt opened the Joint Meeting by welcoming all for attending and thanking them for their support during the study. He acknowledged their suggestions, time given to the study and their hard work, such as walking miles to hang doorhangers, etc., making the public aware of the project and encouraging them to come to the public workshops. He also noted that some additional HRTPO funds (\$1.5M) has been identified for this project as a transfer from a different project; this is pending formal approval. This transfer and the existing \$3M would bring the total to \$4.5M dedicated to the Pocahontas Trail (Rte. 60) project.**



The next critical step is for as many Committee members as possible to attend the upcoming Planning Commission meeting (June 6<sup>th</sup>) and Board of Supervisors meeting (July 10<sup>th</sup>) to offer support for the study results. A sign-up sheet was distributed and Paul encouraged all to sign up and come to these important meetings.

Then the RK&K Team presented a PowerPoint review of the study corridor and stated the objective of today's meeting was to update them on the results of the last Public Workshop, which was held on April 25<sup>th</sup>. Based on this information, the committees were to reach a consensus on the final recommendations which will be sent to the Planning Commission and the Board of Supervisors. The schedule of the study and the three base options were briefly reviewed. 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.
- Since the last meeting, cost data for undergrounding the utilities has been identified. To underground will cost approximately \$5 to 6M for the corridor (this is the increase compared to overhead relocations).
- Short term, quick projects that could be implemented and stay within the right of way, such as bus pull-offs and shelters and access management near the 7-11/Wisteria Gardens Lane still remain as viable projects until additional funding can be secured.
- Based on the total cost to improve the corridor, ranging from \$28M to \$41M, smaller projects are recommended. The options criteria should consider: **1.** Safety and operational needs, **2.** Logical start and end points; **3.** Ensure each segment can function independently, **4.** Storm water management, **5.** Environmental impacts, and **6.** Utility impacts and relocation strategies
- Based on the criteria the project could be divided into 6 segments: **A.** Fire Station #2 to Howard Dr., **B.** Howard Dr. to Jackson St., **C.** Jackson St. to Magruder Ave., **D.** Magruder Ave. to Ron Springs Dr., **E1.** Ron Strings Dr. to 7-11, **E2.** 7-11 to Plantation Rd. Approximate cost for these sections are: \$5M, \$7.6M, \$2.4M, \$5M, \$2.7M and \$6.1M, respectively (excluding undergrounding of overhead utilities).
- An evaluation of each segment was presented based on Pedestrian Needs, Roadway Widening needs, Traffic Safety needs, Roadside needs, and Transit needs. Grades of low, median and high were recorded. The results of the RK&K Team were presented and segments **C&D** has the most needs, followed by Segment **B**, then Segments **E1+E2**, and finally Segment **A**.
- Approximately 45+ people attended the Public Workshop held on April 25<sup>th</sup>. These attendees were asked to prioritize the segments (and groups of segments) presented by the project team.
  - 26 of the attendees selected Segment C+D as Priority #1, Segment E1+E2 was second, Segment B was third and Segment A was fourth.
- It was asked if Segment E1 could be added without E2. Yes, they could be separated and E1 could be added to Segment D.



- Ken Shannon, VDOT's Williamsburg Resident Engineer, noted that Segment E1 could qualify for safety/access management funding and if successful, this work could be accomplished in advance of other construction projects.
- James Curtis advised that he had attended a meeting at his church and the project was discussed. The issue of undergrounding the utilities was brought up several times as something that needs to be done.
- The committees then discussed various methods of grouping the segments with some desiring Segments D and E1 to be combined, others suggested Segments C and E2 become a project after D and E1. It was noted that adjacent projects should be advertised together for construction to get better pricing and fewer construction challenges. Others were supportive of the grouping of segments as originally shown to the committees.
- James Curtis noted his concern about traffic on Pocahontas Trail and future growth, traffic not utilizing Rte. 143 enough, lack of connectivity to Rte. 143, the new upcoming mega church on the eastern end, etc. He asked about future development plans of property in the corridor. Tammy Rosario said that she knew of nothing upcoming.
- It was asked if the cost shown for each segment was anticipated cost or today's cost. The cost shown are in today's dollars but they will be increased based on accepted inflation for the application.
- Applications for Smart Scale are submitted every 2 years with the next one this year. Its funds do not become available until 2026. Other applications, such as Revenue Sharing, are also available for submission. All available funding avenues will be explored.
- The committee clearly supported Segment D as the top priority due to safety, deep ditches, etc. along this narrow segment of the roadway. Based on community feedback, the project team suggested that Segment E1+E2 become second priority in the final recommendations, followed by Segment B and then Segment A. The committees did not object to this change in the recommendation.
- The next steps in the process is to: refine the prioritization plan and recommendations, finalize the report and recommendations for the Planning Commission and Board of Supervisors. Also, the Team will develop the Smart Scale 2018 Funding Application based on the Board's resolution.

**Next:**

- May 22, 2018 – Work Sessions for the Planning Commission and Board of Supervisors
- June 6, 2018 – 6:00 PM: Planning Commission meeting
- July 10, 2018 – 5:00 PM: Board of Supervisors meeting
- August 1, 2018 – Full Smart Scale Application submission



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