



Meeting Minutes

Route 28 Corridor Feasibility Study
Project No. 11-0845-007
5-16-2017

A Technical Committee Meeting was held at the City of Manassas, 8500 Public Works Drive, Manassas, VA on May 16, 2017 for the above referenced project. The following people were in attendance:

Name	Organization	Email	Phone
Robert Iosco	VDOT	Robert.Iosco@VDOT.Virginia.gov	703-259-2764
Tina Curtis	VDOT	Tina.Curtis@VDOT.Virginia.gov	703-259-2744
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Steve Burke	City of Manassas	sburke@ci.manassas.va.us	703-257-8476
Michelle Brickner	City of Manassas	mbrickner@ci.manassas.va.us	
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Paul Doku	Fairfax County	Paul.Doku@fairfaxcounty.gov	703-877-5716
James Beall	Fairfax County	James.Beall@fairfaxcounty.gov	
Sree Nampoothiri	NVTA	Sree.Nampoothiri@thenovaauthority.org	703-642-4656
Randy Boice	JMT	rboice@jmt.com	703-464-7862
Brian Curtis	JMT	bcurtis@jmt.com	804-267-1256
Sujith Racha	JMT	sracha@jmt.com	703-464-7745

The purpose of this meeting was to discuss the operational analysis results for 2040 no-build alternative and the evaluation process for second screening of the preliminary alternatives that were identified to relieve congestion on Route 28 (Nokesville Road/Center Street/Church Street/Centreville Road) through the City of Manassas, the City of Manassas Park, and Yorkshire area of Prince William County.

The following items were discussed:

1. Brian Curtis started off the meeting by providing a quick recap of the executive committee meeting that was held in April 2017.
 - There was general agreement by the executive committee that the traffic operations along Route 28 were unacceptable in both peaks and that efforts should focus on finding solutions and not defining the problem.
 - This is an NVTA funded study, so the ultimate solution must be a long-term solution for the Route 28 Corridor.
 - Only a single preferred alternative should be selected.

- The executive committee have decided as a group that the public meeting for this project is recommended after the second screening of alternatives is completed and the alternatives carried forward are ranked.
 - Alternatives 2A, 2B, 4 and 9 were selected by the executive committee for further evaluation under second screening to identify the preferred alternative.
2. Sujith Racha discussed the volume forecasts and operational analysis results for the 2040 no-build alternative which reflected deteriorated conditions along Route 28 as compared to the existing conditions. The peak hour volumes for the 2040 no-build conditions were distributed to the technical committee for review and comment.
 3. Brian Curtis went over the alignments for the alternatives that were selected for second screening and identified potential tie-ins to the existing Route 28 and got concurrence from the technical committee members.
 4. Brian Curtis discussed the evaluation criteria and the rating process that was developed for the second screening of the alternatives and received the following feedback from the committee members:
 - The technical committee recommended reaching out to Corps of Engineers and bring them on board with the current study to get feedback on the alternative selection process although it's a feasibility study. This can be considered something like pre-partnering process that VDOT generally go through to involve cooperating agencies.
 - The technical committee recommended separating the evaluation matrix into three parts:
 - Table 1 to include benefits
 - Traffic Benefits
 - Peak Hours (AM & PM) Traffic Served by Alternative
 - Average Daily Traffic (ADT) Served by Alternative (Historical Downtown Manassas)
 - Average Daily Traffic (ADT) Served by Alternative (Liberia Ave to Compton Rd)
 - Ratio of ADT to Planning Level Cost
 - Travel Time Savings
 - No. of Intersections Operating at Capacity and/or Worse
 - Multimodal Compatibility
 - Table 2 to show impacts
 - Environmental Impacts
 - No. of 4f Properties
 - a. Wildlife or Waterfowl Refuges
 - b. Historical Resources
 - c. Public Recreation / Parks
 - Floodway/Floodplains
 - Streams/Wetlands
 - Hazardous Materials (HAZMAT) and Noise Mitigation
 - Socioeconomic/ROW Impacts
 - Impacts to Businesses
 - Impacts to Residential/Churches/Schools
 - Conservation Easements and Utility Easements
 - Environmental Justice
 - Table 3 to show costs
 - Planning Level Costs



- Construction Costs
- ROW and easement costs
- Utility relocation costs

A preferred alternative will be selected based on the evaluation results taking all three (benefits, impacts and costs) into consideration. The rating of the criteria will be similar to the first screening on a scale of 0 to 3.

5. The JMT team and the technical committee will meet again on June 20th, 2017 to discuss the results of the second screening of the alternatives.

6. The next steps moving forward in the project are:
 - Complete operational analysis for all the build alternatives
 - Complete second screening of the alternatives
 - Complete screening evaluation matrices for traffic benefits, environmental impacts and the costs
 - Recommend preferred alternative



The above represents a true and accurate account of the discussion during this meeting to the best of my knowledge. If there are any conflicts, misrepresentations, or omissions with the above statements, please contact the undersigned within 10 days of this date.

Sujith Racha

June 5, 2017

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