



Meeting Minutes

Route 28 Corridor Feasibility Study Project No. 11-0845-007 4-3-2017

An Executive Committee Meeting was held at Prince William County, Rooms 202A & B – in the Development Service Building, 5 County Complex, Prince William, VA on April 3, 2017 for the above referenced project. The following people were in attendance:

Name	Organization	Email	Phone
Senator George Barker	Virginia General Assembly	district39@senate.virginia.gov	804-698-7539
Senator Jeremy McPike	Virginia General Assembly	district29@senate.virginia.gov	804-698-7529
Devon Cabot	Office of Senator McPike	district29@senate.virginia.gov	561-316-0581
Delegate Bob Marshall	Virginia General Assembly	bob@delegatebob.com	703-361-5416
Delegate Jackson Miller	Virginia General Assembly	DelJMiller@house.virginia.gov	804-698-1050
Mayor Hal Parrish	City of Manassas	Mayor@ci.manassas.va.us	703-368-3123
Councilmember Pamela Sebesky	City of Manassas	psebesky@manassasva.gov	703-368-9174
Supervisor Martin Nohe	Prince William County	mnohe@pwcgov.org	703-792-4620
Mayor Jeanette Rishell	City of Manassas Park	RichellMPCity@verizon.net	703-401-0498
Supervisor Kathy Smith	Fairfax County-Sully District	sully@fairfaxcounty.gov	703-814-7100
Mike Coyle	Fairfax County-Supervisor Kathy Smith	MCoyle@fairfaxcounty.gov	703-814-7107
Mary Hughes Hynes	CTB	maryhynes@icloud.com	703-528-7870
Helen Cuervo	VDOT	helen.cuervo@vdot.virginia.gov	703-259-2345
Robert Iosco	VDOT	Robert.Iosco@VDOT.Virginia.gov	703-259-2764
Maria Sinner	VDOT	Maria.Sinner@VDOT.Virginia.gov	703-259-2342
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Steve Burke	City of Manassas	sburke@ci.manassas.va.us	703-257-8476
Brian Foster	City of Manassas	bfoster@ci.manassas.va.us	703-257-8226
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Thomas Burke	Fairfax County	Thomas.Burke@fairfaxcounty.gov	
Monica Backmon	NVTA	monica.backmon@thenovaauthority.org	703-642-4650
Doug Allen	VRE	dallen@vre.org	
Rodney Hayzlett	JMT	rhayzlett@jmt.com	804-267-1269
Randy Boice	JMT	rboice@jmt.com	703-464-7862
Brian Curtis	JMT	bcurtis@jmt.com	703-267-1256
Sujith Racha	JMT	sracha@jmt.com	703-464-7745



The purpose of this meeting was to provide the background of the Route 28 Corridor Feasibility Study to the Executive Committee. The discussion included the evaluation process for screening the preliminary alternatives that were identified to relieve congestion along the Route 28 Corridor through the City of Manassas, the City of Manassas Park, and Yorkshire area of Prince William County into Fairfax County.

The following items were discussed:

1. Rick Canizales started the meeting by providing high-level study background and handed the meeting over to Randy Boice. The County is conducting the study jointly with the City of Manassas. The study is funded out of \$2.5 million in NVTA funding for the Route 28 Corridor. The County and City will be looking for NVTA 6-year plan funding and Smart Scale funding for design and construction of a preferred alternative.
2. Randy Boice introduced the project team; provided the list of technical and executive committee members; described the alternative screening process; listed the project goals and objectives; and went over the roles and responsibilities of both technical and executive committees.
 - It was clarified that the project objectives were not numbered based on the priority level and each objective is weighted equally.
3. Randy provided the status of the short-term recommendations from the VDOT's 2015 Study and went over the current traffic operations on Route 28 corridor by providing intersection Level of Service (LOS) and arterial queues.
4. Randy provided a summary of the existing traffic operations within the study area.
 - There was some discussion by the committee why the PM peak hour was not as bad as the AM peak hour. There was difference of perception on which peak is worse and why. 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.
5. Randy demonstrated the preliminary alternative alignments and the typical sections developed for each of the alternative by JMT and provided following clarifications to the questions by the executive committee:
 - Physical barriers are considered for evaluating Alternative 5 (reversible lanes on Route 28) for safety purposes and left-turns are always restricted from mainline.
 - The limits of the reversible lanes for Alternative 5 begin at Manassas Drive to avoid limiting the left-turns at this intersection and Liberia Avenue; particularly the southbound left turns.
 - The alternatives were rated to compare against the no-build scenario and all evaluations were based on the current CLRP.
 - Safety was not listed as the separate category since any alternative that was developed and considered for this project included adequate safety components; therefore, it was not necessary to have safety as a separate category for alternative evaluation.
 - The transit components such as VRE expansion were already considered by the current MWCOG model and are included in the metrics derived for all the alternatives.
 - The study is using 2040 projected traffic volumes. It was clarified that this is not the year that is anticipated that the project will be constructed; rather, it is the "design year" to which the project would be designed based on the findings of the study and funding.
 - This study is anticipated to be completed by September of this year. It is intended that the project would be entered into the County's CLRP in time to be considered for NVTA funding.
 - Fairfax County stated that their current Route 28 widening project is planned to move forward with a two-phase Design-Build procurement process as soon as the preliminary plans are finalized.
 - There was discussion on the merits of Alternative 5 – reversible lanes on Route 28.

- Questions concerning whether non-barrier reversible lanes or a moveable barrier were studied were raised. They were considered but not studied due to the safety issues and operational and maintenance costs associated with them.
 - It was stated that the purpose of the study was finding a long-term solution for Route 28.
 - NVTA is restricted to studying and implementing long-term solutions with its funding. If a short-term solution is chosen as part of this study, then Prince William County would have to pay back NVTA for the study. There was general agreement from the Executive Committee that the reversible lane alternatives (Alt 5 and Alt 7) were short to mid-term solutions and should not be advanced for more study.
 - There was a question on whether Alt 6 and Alt 7 could be extended behind the shopping center and tie into Mathis Avenue. There are additional residential impacts to make this connection. Neither alternative was selected to be advanced for further study. Alternative 6 was eliminated due to the substantial number of residential houses that would need to be acquired. City of Manassas Park could not support Alternative 6 with the substantial number of residential impacts. Alternative 7 was eliminated due to impacts to circulation impacts and lack of parallel roads to drive around the block within the neighborhoods impacted.
 - 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.
6. Based on the results of the first alternative screening, the following alternatives were recommended to move forward for more detailed analysis: Alternative 2A (Godwin Drive Extension to the Existing Bull Run Crossing), Alternative 2B (Godwin Drive to Compton Road), Alternative 4 (widen Route 28), and Alternative 9 (Euclid Avenue extension north and south).
- Based on discussion at the meeting, Alternative 2B will be modified to tie into Route 28 south of the Compton Road intersection.
 - A motion was proposed by Delegate Bob Marshall to consider *Alternative 7 (reversible lanes on Old Centreville Road)* as the fifth alternative for more detailed analysis, but received no acceptance from rest of the executive committee members.
7. The JMT team and the executive committee will meet again in the middle of June 2017 or early July 2017 to discuss the results of the detailed analysis for the shortlisted alternatives.
8. The next steps moving forward in the project are:
- Develop travel demand forecasts for no-build and shortlisted alternatives and perform detailed traffic analysis.
 - Brief City Councils and County Board of Supervisors
 - Public meeting
 - Evaluation of Alternatives moving forward
 - Select preferred alternative(s).
 - Draft and finalize the study.



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

April 17, 2017

Copy:

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Project File: [https://projectcenter.jmt.com/sites/11/11-0845-007/ProjectFiles/00-Public/Executive Committee Meetings/Meeting 1 - 4-3-2017/Route 28 Study - Executive Committee Meeting-1 Draft Minutes.docx](https://projectcenter.jmt.com/sites/11/11-0845-007/ProjectFiles/00-Public/Executive%20Committee%20Meetings/Meeting%201%20-%204-3-2017/Route%2028%20Study%20-%20Executive%20Committee%20Meeting-1%20Draft%20Minutes.docx)