



## Meeting Minutes

**Route 28 Corridor Feasibility Study**  
**Project No. 11-0845-007**  
**1-17-2017**

A Technical Committee Meeting was held at the City of Manassas, 8500 Public Works Drive, Manassas, VA on January 17, 2017 for the above referenced project. The following people were in attendance:

Name	Organization	Email	Phone
Calvin O'Dell	City of Manassas Park	<a href="mailto:c.odell@manassasparkva.gov">c.odell@manassasparkva.gov</a>	703-335-0019
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Steve Burke	City of Manassas	<a href="mailto:sburke@ci.manassas.va.us">sburke@ci.manassas.va.us</a>	703-257-8476
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Sujith Racha	JMT	<a href="mailto:sracha@jmt.com">sracha@jmt.com</a>	703-464-7745

The purpose of this meeting was to discuss the short-term recommendations progress; existing conditions report and analysis results; and to provide update on travel demand modeling performed 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 shared the current progress of the short-term recommendations from VDOT 2015 Study. Fairfax County mentioned that the roundabout study at Ordway Road/Compton Road is currently being reviewed by the County and under conflict resolution stage with the VDOT 2015 Study.
2. Sujith Racha discussed the existing conditions document that was put together for the study and received the following feedback from the committee members:



- The technical Committee recommended reevaluating the operations along Route 28, specifically from Liberia Avenue to New Braddock Road as they do not quite reflect the field conditions. The operational analysis show better results as compared to what is being observed in the field.
  - *JMT had discovered that the 2015 Study indicated adjustment to the saturation flow rates to make sure the model reflects the field conditions. It was discussed with the Prince William County and with the City of Manassas at a later meeting (on February 1, 2017) that JMT will follow similar approach to calibrate the existing models for the current study.*
  - *The existing conditions models are currently being adjusted with saturation flow rates and with minor changes to the Route 28 through volumes (to balance out the network) as part of the model calibration process to better reflect field conditions.*

JMT will circulate the revised existing conditions document to the technical committee in the next meeting (February 21, 2017) for final review. The final document will be marked as “approved by the technical committee” and shared with the technical committee for records after completion.

3. Sujith Racha provided the status update on the travel demand modeling for the study and received the following feedback from the committee members:
  - Rick Canizales from Prince William County stated that the travel demand model that is being used for the current study should not include the Bi-County Parkway as it has been taken away from the County’s comprehensive plan. In addition, the Manassas Battlefield Bypass link should also be removed which connects the Bi-County Parkway.
    - *JMT had worked with the Prince William County to remove the Bi-County Parkway and the Manassas Battlefield Bypass from the travel demand model. The model results will be compared with the original MWCOG model to see the traffic impact on Route 28 with and without the Bi-County Parkway.*
  - Christine Hoeffner from VRE discussed potential changes in plans for VRE’s Haymarket Extension and advised JMT to exclude that from the travel demand model. Christine also discussed VRE’s plans for relocation Broad Run Station near Godwin Drive instead of Haymarket extension.
    - *JMT is working with VRE staff to determine the impact to traffic within the study area if the Haymarket Extension is eliminated and the Broad Run Station relocation near Godwin Drive occurs instead. This change will not be made in the travel demand model to maintain consistency of using MWCOG model for the current study to the possible extent; however, traffic impacts will be incorporated during development of the no-build volumes.*
4. The JMT team and the technical committee will meet again on February 21<sup>st</sup>, 2017 to discuss the progress of the project.
5. The next steps moving forward in the project are:
  - Develop No-Build Forecasts
  - Summarize Travel Patterns
  - Finalize Preliminary Alternatives
  - Develop Screening Criteria



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.

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Sujith Racha

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March 7, 2017

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Project File: <https://projectcenter.jmt.com/sites/11/11-0845-007/ProjectFiles/00-Public/Technical Committee Meetings/Meeting 3 1-17-2017/Route 28 Study - Technical Committee Meeting-3 Minutes.docx>