



## Meeting Minutes

**Route 28 Corridor Feasibility Study**  
**Project No. 11-0845-007**  
**9-20-2016**

A Technical Committee Meeting was held at the City of Manassas, 8500 Public Works Drive, Manassas, VA on September 20, 2016 for the above referenced project. The following people were in attendance:

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The purpose of this meeting was to discuss the roles and responsibilities of the technical committee and provide an overview 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. Patrick Moore and Rick Canizales provided an overview of the project and briefly discussed previous studies conducted by VDOT along Route 28 corridor which concentrated on providing short term solutions for traffic congestion at various locations. Project Team's goal is to achieve the corridor wide congestion relief and



come up with preferred alternative(s) that gets included in the County' long range plans. This study is broken into two phases. Phase 1 encompasses the feasibility study to select the preferred alternative(s), which will be followed by Phase 2 for conducting an Environmental Impact Statement (EIS).

2. JMT introduced the project team and the members of the technical committee. In addition, it was brought to the audience's attention that Executive Committee Meetings (which mostly consists of elected officials and delegates) for this project will also be conducted to discuss the details of the project. A list identifying the executive committee members was shared to the group and feedback was received to include the following personnel as the members:
  - i. Todd Horsley from DRPT
  - ii. Scott Kasprovicz from CBT
  - iii. Paul Gilbert from Northern Virginia Regional Parks Authority
  - iv. Delegate Jackson Miller
3. JMT presented the roles and responsibilities and set the expectations for the technical committee to provide study guidance; keep your agency's leadership informed; approve study methods and assumptions; review study deliverables; and help reach consensus on recommendation(s).
4. Brian Curtis discussed the scope and schedule of the study. The limits of project extents though the City of Manassas, the City of Manassas Park, the Prince William County and Fairfax County. The steps for performing the study and the methodology for screening the alternatives were discussed as outlined in the presentation. Detailed traffic analysis will only be performed up to five alternatives that pass through the initial screening process. Based on the cost analysis, land-use and environmental impact; preferred alternative(s) will be selected to move forward with the EIS. The study is targeted to finish by end of 2017 Summer with necessary public outreach and up to 12 meetings and 6 meetings with technical committee and executive committee respectively.
5. Justin McCarthy provided an overview on the traffic data collection. The study will rely heavily on readily available data and the work of previous studies, particularly the *VDOT Route 28 Corridor Safety and Operations Study*. Also, supplemented with the *Traffic Impact Study at Falls Grove Drive*. JMT collected peak hour turning movement counts and 24-hour counts along Route 28, Godwin Drive, and Old Centerville Road at locations where the data is missing from the work of previous studies. Using the collected counts as the baseline volumes, the traffic volumes from the VDOT studies were adjusted and balanced to come up with Existing Conditions AM/PM peak-hour volumes for the current study.
6. In addition to the traffic volumes, JMT also performed the travel-time runs for the study routes as included in the presentation using a smart phone application to generate travel time metrics. Speed occurrences with less than 5 MPH while collecting the travel times was determined as the STOP and the number of stops for each of the route were summarized. This information will be used to validate and calibrate the microscopic simulation (SYNCHRO) models to field conditions.
7. Brian mentioned that a document will be developed to summarize the analysis methods and assumptions for performing the study and will be circulated to the technical committee for review and approval prior to the start of traffic analysis. The contents of the document were listed in the presentation.
8. JMT presented preliminary alternatives map to showcase the alternatives identified and seek committee feedback. The primary intention of presenting this map is to eliminate or modify the alternatives identified



that the committee thinks is not a viable option or a fatal flaw from an environmental perspective. It was discussed that a map will be prepared by JMT to depict environmental constraints which will help in screening the preliminary alternatives. Tom Fahrney had suggested to perform some technical analysis on the short-listed alternatives and then present them to the executive committee to get their feedback. Rick had suggested that the land-use should also be considered in addition to the environmental constraints to screen the preliminary alternatives.

9. Keith Jasper enquired about the logical determination of the western terminus of Alternatives 2A, 2B and 3. Rick provided the justification based on the high turning volumes from Liberia Avenue onto Route 28 which includes the airport traffic to the City of Manassas and east. In addition, it was discussed that widening of Route 28 through old town will be very challenging due to ROW issues. Keith had advised to consider hybrid alternatives which would be a combination of two alternatives presented on the map. In addition, Tom had suggested to include the "*Monticello Freeway*" alternative in the study report that was developed back in the days for historical perspective.
10. JMT confirmed that the technical analyses will be performed only for the design year (2040). It was advised to consider light rail option rather than BRT for transit alternatives. All adjacent projects per the 2040 comprehensive plan are recommended to be included in the analysis. Travel demand forecasting should consider the change in the origin-destination patterns at the regional level while developing future year volumes. Keith requested that regional origin and destination patterns being documented or provided to the technical committee for reference.
11. Brian had requested for a graphic from Fairfax County showing the widening of Route 28 on the County side for appropriate tie-ins with the current project. James Beall will provide a graphic to the project team.
12. The technical committee had requested for a project website to host all the project files for exchange between agencies.
13. The JMT team and the technical committee will meet again on October 18<sup>th</sup>, 2016 to discuss the progress of the project.
14. The next steps moving forward in the project are:
  - a. Document methods and assumptions to be used on the project
  - b. Develop SYNCHRO models for existing conditions
  - c. Calibrate SYNCHRO models to match existing field conditions
  - d. Develop growth rates for study corridors using travel demand model
  - e. Refine preliminary alternatives based on input from technical committee



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 of this date.

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Sujith Racha

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October 6, 2016

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Project File: <http://projectcenter.jmt.com/sites/11/11-0845-007/ProjectFiles/00-Public/Technical%20Committee%20Meetings/Meeting%201%20-%202016/Route%2028%20Study%20-%20Technical%20Committee%20Meeting-1%20Minutes.docx>