Welcome to the Virginia Department of Transportation’s (VDOT) public information meeting on concepts being studied to assess potential operational improvements for two miles of Centreville Road (Route 28) between Blooms Quarry Lane and the Fairfax County line. The concepts being studied include roundabouts, overpasses, improved traffic signal timing and operations, turn lane improvements, access management and pedestrian enhancements.

This meeting is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or suggestions on the study. A second public information meeting will be held Nov. 20, 2019 to discuss alternatives developed based on public input and feedback.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

VDOT representatives are here to discuss the concepts being studied and answer your questions. Residents and drivers of the corridor in the study area are asked to take a short online survey that is now available for responses at www.virginiadot.org/centrevilleroadstudy. All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website.

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**Study at a Glance**

**Purpose:** Assess potential safety enhancements for drivers and pedestrians.

**Lengths and Limits:** Two miles of Centreville Road (Route 28) between Blooms Quarry Lane and the Fairfax County Line.

**Phase:** Study

**Begin Date:** July 2019

**Completion Date:** Winter 2019/20

**Cost:** $284,000
This study is assessing potential safety and operational enhancements for drivers and pedestrians along two miles of Centreville Road (Route 28) between Blooms Quarry Lane and the Fairfax County line.

Currently, this segment of Centreville Road experiences severe congestion in the morning and evening peak periods.

The concepts studied will be developed based on public input and may include:
- Innovative intersections such as roundabouts and overpasses
- Improved traffic signal timing and operations
- Turn lane improvements
- Access management for properties along the corridor including new medians
- Pedestrian enhancements including crosswalks and new sidewalks

Potential environmental impacts will not be included as part of this study. When the operational concepts are finalized and carried forward into a future project design development, VDOT will coordinate with the appropriate federal, state and local agencies as part of the environmental review and approval process.

Preliminary study concepts presented on the displays are conceptual and may change as the study and concepts are refined. Property owners would be informed of the exact location of any easements during the right of way acquisition process and prior to construction if projects should be developed as a result of this study.

Information about right of way purchase is discussed in VDOT's brochure, “Right of Way and Utilities: Guide for Property Owners and Tenants.” Copies of this brochure are also available online at: [www.virginiadot.org/business/row-default.asp](http://www.virginiadot.org/business/row-default.asp).

VDOT will review and evaluate any information received as a result of the public information meeting. The comment sheet and brochure is provided to assist in making your comments. You may leave the sheet or any other written comments in the comment box, or mail/email your comments.

Residents and drivers of the corridor in the study area are asked to take a short online survey that is now available for responses at [www.virginiadot.org/centrevilleroadstudy](http://www.virginiadot.org/centrevilleroadstudy).

Comments must be postmarked or delivered to VDOT by **Oct. 7, 2019**. A second public information meeting will be held **Nov. 20, 2019** to discuss alternatives developed based on public input and feedback, look for details on the study website.

All comments received on this study will be reviewed and the final concepts based on public input will be made available on the VDOT study website. Study information shared here, including a summary of comments received during the comment period will be available on the study website mentioned above.

**Contact Information**

<table>
<thead>
<tr>
<th>Primary Contact:</th>
<th>Transportation and Mobility Planning</th>
<th>1401 East Broad Street Richmond, VA 23219</th>
<th>804-343-9025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrell Hughes, P.E.</td>
<td></td>
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</table>
Comment Sheet

All comments are subject to public disclosure.

Name (optional): ________________________________________________________________

Address (optional): _____________________________________________________________

Email (optional): _______________________________________________________________

1. What are your major concerns that you would like to see incorporated into this study?

2. Please provide us with any additional information or suggestions that will assist VDOT in developing the final concepts of this study.

3. How did you hear about this meeting?
   ______ Newspaper    ______ Social Media    ______ Website    ______ Other ____________________________

Please leave this comment sheet at the designated location, mail your comments (postmarked by Oct. 7, 2019) or to the addressee on the reverse side.
Postal Service will not deliver without a stamp.

Virginia Department of Transportation
Northern Virginia District
Mr. Terrell Hughes, P.E.
1401 East Broad Street
Richmond, VA 23219
CENTREVILLE ROAD (ROUTE 28) OPERATIONAL IMPROVEMENTS STUDY (PRINCE WILLIAM COUNTY)
A Study undertaken as part of VDOT’s Strategically Targeted and Affordable Roadway Solutions (STARS) Program

Terrell Hughes, VDOT, Transportation and Mobility Planning Division
Presentation Outline

1. Introductions
2. Meeting Objectives
3. VDOT Strategically Targeted and Affordable Roadways Solutions (STARS) Program
4. Centreville Road (VA Route 28) Corridor Improvement Study
5. Existing Traffic and Safety Conditions
6. Preliminary Issues
7. Potential Improvements
8. Next Steps and Concluding Comments
9. Questions
2. Objectives for this Public Information Meeting

- Inform the public about this STARS study
- Present preliminary information on safety and traffic
- Conditions within the Centreville Road (Route 28) Corridor
- Solicit input from the public on existing safety and traffic issues and gather ideas to enhance safety and reduce congestion in the corridor
3. BACKGROUND ON VDOT’S STARS PROGRAM
STARS

STARS is an Acronym for Strategically Targeted and Affordable Roadways Solutions

STARS is a program that was originally implemented by VDOT in 2006 and has been continually refined to address safety and operational issues
What is the STARS program?

Program to develop solutions to reduce crashes and congestion bottlenecks using a data-driven approach

- Crash hotspots
- Speed data
- Traffic Count data

Use this information together to identify corridors with safety and congestion challenges

Overall goal of STARS is to develop solutions that can be funded and implemented
STARS Program Goals

• Develop comprehensive, innovative transportation alternatives to relieve congestion bottlenecks and solve critical safety challenges

• Involve planners, traffic engineers, safety engineers, roadway designers, and local stakeholders
Recent STARS Efforts Near the Study Area

- Prince William County Parkway at Balls Ford Road
- Prince William County Parkway (Sudley Manor to Brentsville)
- Liberia Avenue (Route 28 to Prince William Parkway)
4. CENTREVILLE ROAD CORRIDOR STARS STUDY
Study Area

Centreville Road (VA 28) -
between Prince William / Fairfax County Line
at the bridge over Bull Run and Bloom Quarry’s Lane / Old Centreville Road
intersection at the Prince William County /
City of Manassas Park line
Elements of the Study

- Comprehensive traffic operations and safety performance study of the segment with a five-lane cross section
- Involves analyses of Existing Safety and Traffic Conditions and Projected Future (2030) Traffic Conditions
- Addresses issues raised by Delegate Roem and others
- Targeted Completion Date: End of 2019
- Complements and builds upon previous studies
- Focus is on shorter-term improvements that could enhance safety and improve traffic flow on the existing corridor
- Goal is to identify potential funding/implementation opportunities
- Accounting for current NEPA study for Route 28
- Recognizes that proposed Route 28 Bypass / Widening is included in 2019 Prince William County Mobility Bond Referendum
5. EXISTING SAFETY AND TRAFFIC CONDITIONS
Characteristics / Features of the Corridor

- 2.1-mile corridor
- 54,000 vehicles a day
- Two-lanes in each direction with a center two-way left turn lane
- Inconsistent pedestrian accommodations
- Posted Speed Limit: 45 mph
- Northbound morning congestion
- Southbound evening congestion

Signal-Controlled Intersections at:
- Orchard Bridge Road
- Yorkshire Lane / Falls Grove Drive
- Leland Road
- Maplewood Drive
- Brown’s Lane / Shopper’s Crossing Access

Emergency Signal
- Patton Lane

Stop-Controlled Intersections
- Rugby Road
- Oak Street
- Spruce Street
- Birch Street
- Old Centreville Road / Blooms Quarry Lane

Numerous Driveways:
- 40+ on East side
- 60+ on West side
Crashes Reported on Centreville Road within Study Limits

Fatal injuries include deaths which occur within thirty days following injury in a motor vehicle crash.

“A Injury” Severe injuries include skull fractures, internal injuries, broken or distorted limbs, unconsciousness, severe lacerations, severe burns, and unable to leave the scene without assistance.

“B Injury” Moderate injuries include visible injuries such as a “lump” on the head, abrasions, and minor lacerations.

“C Injury” Minor injuries include hysteria, nausea, momentary unconsciousness, and complaint of pain without visible signs of injury.

“PDO” No fatality or injury; property damage only above a set threshold
Locations of Crashes Reported On Centreville Road / VA 28 within Study Area from 2013 to April 2019

Average Annual Crash Rates between 2013 and 2018 ranged from 193 to 242 crashes per 100 million vehicle miles.
- 50 to 78% higher than Average Annual Crash Rates for Primary Highways in VDOT NOVA District.
- 50 to 88% higher than Statewide Average Rates
Significant Queueing Throughout the Corridor – Northbound During AM Peak Period
Significant Queueing Throughout the Corridor – Southbound During PM Peak Period
High Daily Traffic Flows

Vehicles per day

YEAR

Design Capacity

Travel Times on NB Centreville Road / VA Route 28

Travel Time (Minutes) for NB Centreville Road (Rte 28) between Compton Road (Rte 658) and Prescott Ave/Sudley Road
September 03, 2018 through August 30, 2019 (Every weekday)

- 95% Travel Time
- Average Travel Time

Hour Beginning

Travel Time (Minutes)

12 AM 1 AM 2 AM 3 AM 4 AM 5 AM 6 AM 7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM 4 PM 5 PM 6 PM 7 PM 8 PM 9 PM 10 PM 11 PM

0 5 10 15 20 25 30 35 40
Travel Times on SB Centreville Road / VA Route 28

Travel Time (Minutes) for SB Centreville Road (Rte 28) between Compton Road (Rte 658) and Prescott Ave/Sudley Road
September 03, 2018 through August 30, 2019 (Every weekday)

- 95% Travel Time
- Average Travel Time

Hour Beginning:
- 12 AM, 1 AM, 2 AM, ..., 11 PM
Travel Times Trends on NB Centreville Road / VA Route 28

Mean, 75th Percentile and 95th Percentile Travel Time (Minutes) for NB Centreville Road (Rte 28) between Compton Road (Rte 658) and Prescott Ave/Sudley Road

Time Period: 7-8 AM

Year


Travel Time (Minutes)

Mean

75th Percentile

95th Percentile

LEGEND

- Mean
- 75th Percentile
- 95th Percentile
Travel Times Trends on SB Centreville Road / VA Route 28

Mean, 75th Percentile and 95th Percentile Travel Time (Minutes) for SB Centreville Road (Rte 28) between Compton Road (Rte 658) and Prescott Ave/Sudley Road

Time Period: 5-6 PM

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LEGEND
- Mean
- 75th Percentile
- 95th Percentile
Travel Times on NB Centreville Road / VA Route 28 to I-66

Travel Time (Minutes) for NB Centreville Road (Rte 28) between I-66 and Prescott Ave/Sudley Road
September 03, 2018 through August 30, 2019 (Every weekday)
Travel Times on SB Centreville Road / VA Route 28 from I-66
6. POTENTIAL IMPROVEMENT OPTIONS
Potential Improvement Options

- Traffic signal operational modifications and changes in traffic control at intersections
- Geometric changes and intersection modifications
- Access Management - changes to driveways / access points in the corridor
- Innovative intersections, roundabouts and flyovers
- Alternative routes on adjacent roadway network
Driveway / Access Improvements

**Before**

**After**

- CONSOLIDATE ACCESS POINTS
- CONNECT ADJACENT PROPERTIES
- LOCATE INTERSECTIONS TO FAVOR THROUGH TRAFFIC AND PROVIDE ADEQUATE SPACE TO DEVELOP DECELERATION LANES FOR TURNING TRAFFIC
- USE TURN LANES TO REMOVE VEHICLES FROM THROUGH TRAFFIC
- RIGHT-IN, RIGHT-OUT WITH CHANNELIZING ISLAND
- RIGHT-IN, RIGHT-OUT WITH RAISED MEDIAN
- DIRECTIONAL MEDIAN OPENING OR ¼ MOVEMENT

**Percentage of crashes by driveway movement.**

SAFE ACCESS IS GOOD FOR BUSINESS

You may be reaping the benefits of your new transportation strategy or local improvements, but you also have the ability to affect the access to your business. This project will address questions you may have about access improvements and their effect on business activity and the local economy. It strives to improve connectivity, reduce costs, and increase efficiency, whether generated impacts are negative or positive. You can contact us by phone, email, or the website provided for more information or interest in your area.
Signal Operations / Phasing & Timing

- Implement Install Flashing Yellow Arrows
- Implement lead/lag phasing, time-of-day phasing, turn prohibitions for selected left-turns
- Changes to adaptive signal operation
- Implement pedestrian signals
- Implement changes to signal operations to restore coordination after emergency signal pre-emption
- Implement ITS systems
  - CCTV Cameras for incident response and traffic monitoring
  - Dynamic Message Signs with travel times
Roadway Network Changes

- Modify roadways to feature one-way connections
- Modify roadways to promote directed turns at selected intersections
- Modify roadways AND reduce signal phases at selected locations
- Prohibit left-turn movements at selected intersections and redirect to other intersections
Minor Geometric Improvements

• Add channelizing islands at selected intersection legs and driveways
• Add raised islands on selected approaches to signal-controlled intersections to better define left-turn pockets
• Add improvements for pedestrians at signal-controlled intersections
Major Geometric Improvements

- Construct raised median
- Improve vertical alignment
- Remove offset between “separated” side streets at selected intersections (e.g., Leland Rd or Rugby Rd)
- Reduce skew at selected intersections
- Improve sight distance on side street approaches
- Remove/relocate utilities to improve sight distance
- Add right turn lanes from to selected intersections/driveways
- Add new roadways along the back of properties to reduce number of driveways
Innovative Intersections

- Continuous Green-T (CGT)
- Quadrant Roadway (QR)
- Left-Turn Flyover
- Roundabout
- Restricted Crossing U-Turn (RCUT)
Next Steps

• Public provides comments using the following link on computers and smart phones:
  • https://centrevilleroadstudy.metroquest.com/

• Comment Period Closes - October 7, 2019
• Second Public Information Meeting – November 20th
• Study Completion – End of 2019
Route 28 Bypass / Widening Update

**Purpose:** Construction of a bypass or widening of existing Route 28 to relieve congestion between the City of Manassas and Fairfax County

- **Description:** 4-lane limited access road, extending from Flat Branch to Route 28 near the Fairfax/Prince William County Line and one bike/ped facility or widening of existing Route 28 to 6 lanes.

- **Approximate Project Cost:** $300,000,000

- **Proposed Bond Authorization:** $200,000,000

- **Existing Funding:** $95 million in NVTA funds.

- **Project Duration:** 5 to 7 years

- **Pros:** Relieves congestion, improves capacity, regional project, bike/ped access, improves travel time, transit reliability

- **Cons:** Cost, environmental impacts, ROW impacts, large wall construction, neighborhood impacts, alignment TBD
Route 28 Widening (Fairfax)

• Widening from four lanes to six lanes from Route 29 to bridge over Bull Run
• Cost: $86,480,000
• Anticipated Schedule:
  • Start Construction – Fall 2020
  • Finish Construction – Spring 2023
Thank you!

Your participation and feedback is essential to developing a solution that works for all!

Project Website: www.virginiadot.org/projects