Rolling Road (Rte. 638) Widening Project

Neighborhood Meeting

Multiple Dates
6:30 p.m. to 8:00 p.m.
Outreach Summary

• **Public Information Meeting** – June 22\(^{nd}\)

• **Community Outreach Meetings**
  • Residents with Direct Access to Rolling Road – July 27\(^{th}\)
  • Civic Association of West Springfield Village – August 11\(^{th}\)
  • Millwood Estates HOA – August 22\(^{nd}\)
  • West Springfield Civic Association – September 7\(^{th}\)
  • Winter Forest HOA – September 15\(^{th}\)
  • Residents without Associations – September 22\(^{nd}\)
  • Rhygate HOA – September 27\(^{th}\)
  • Residents with Direct Access to Rolling Road (2\(^{nd}\)) – October 11\(^{th}\)
  • Smithfield Avenue Residents – October 25\(^{th}\)
  • Kenwood Oaks HOA – TBD

• **Design Public Hearing**
  • Winter 2016-17
Project Purpose & Goals

• Improve safety
• Reduce congestion
• Widen roadway to four lanes
• Minimize impacts to adjacent properties
• Provide pedestrian and bicycle facilities
Why Widen Rolling Road?

Rolling Road - Traffic Volume Vs Capacity

- Hunter Village Dr to Viola St
- Taft Dr to Birmingham Ln
- Kenwood Ave to Rivington Rd

Traffic Volume

- 2014
- 2022
- 2042
- Capacity of a 2-Lane Hwy
- Capacity of a 4-Lane Hwy
Changes from 2008 Design

- Reduction in design speed from 40 mph to 35 mph
  - Posted speed limit remains 30 mph
- Proposed utilities now located behind curb
- Raised Rolling Road to reduce property impacts
- New signal at Greeley Blvd
- Reduced ROW footprint
- Parking concept revised
- Narrowed travel lanes

2008 Typical Section

- New Location of Utility Pole
- Reduced Lane Widths
- Parking Widths Reduced
- New Location of Light Pole

Diagram showing changes in utility locations, lane widths, parking, and signal placement.
What We’ve Heard from You

• **Raised Median vs. Two Way Left Turn Lane**
  • Nearly 70% Prefer Raised Median (based on feedback from the Public Information Meeting)

• **Shared Use Path and Sidewalks**
  • Nearly 75% Report Frequent or Occasional Use (based on feedback from the Public Information Meeting)

• **Parking**
  • Concepts provide on-street parking in-kind
  • Wider driveway openings as an option to Parking

• **Safety Concerns**
  • Sight Distance
  • Traffic Volumes and Speed
  • Pedestrian Crossings

• **Lower Impacts to Homes on Rolling Road**
  • Alternative A balances the impacts along the corridor

• **Maintenance of Traffic Concerns**
Changes Based on Public Input

- Typical section selected
- Increasing sight distance at the Viola Street intersection (western access)
- Existing on-street parking to remain where possible
- Creating Phase I Project
Bicycling and Walking

Federal Highway Administration

- Bicycle & pedestrian needs must be given "due consideration" under Federal law
- Decision to not accommodate is exception rather than the rule
- Exceptional circumstances required for denying bicycle and pedestrian access

VDOT (2004 Commonwealth Transportation Board Policy)

- Highway construction projects shall accommodate bicycling & walking
- Accommodations to be provided except where under special conditions, such as:
  - small population
  - adverse environmental/social impacts
Phasing & Schedule

- Meetings with community associations – summer to early fall 2016
- Design Public Hearing – anticipated late fall 2016
- Right-of-Way Acquisition – anticipated spring 2018
  - Anticipated start of construction
    - Phase I – spring 2017
    - Phase II – spring 2021

Total Project Estimate = $36 million
- Fully funded
- Includes federal funds and is federally eligible
Project Description

- **Rolling Road Widening Project** – 1.3-mile long roadway
  - Segment One: Viola Street to Birmingham Lane
  - Segment Two: Birmingham Lane to Barnack Drive
  - Segment Three: Barnack Drive to Old Keene Mill Road

![Diagram of Rolling Road Widening Project](image-url)
SEGMENT ONE
Viola Street to Birmingham Lane

- On-Street Parking provided along NB & SB sides
- Raised 15 foot Grass Median
- Left Turn Lanes at Viola Street, Springfield Village Drive, Bellamy Avenue and Birmingham Lane
- Improved Intersection Sight Distance
Viola Street Intersection
Traffic Signal Warrants

Traffic Volume from Viola Street - Thursday, October 16, 2014

Peak Hour Warrant = 75 veh/hr

Warrant 2 - Minimum Threshold = 60 veh/hr (for 4 hours)

Warrant 1 - Minimum Threshold = 53 veh/hr (for 8 hours)
Viola Street Intersection
Proposed Sight Distance Rendering
SEGMENT TWO
Birmingham Lane to Barnack Drive

- On-Street Parking provided along SB side
- Raised 4 foot Concrete Median
- Left Turn Lane at Barnack Drive
- Potential for Noise/Retaining Walls along NB side
- Improved Intersection Sight Distance
SEGMENT THREE
Barnack Drive to Old Keene Mill Road

- Raised 15 foot Grass Median
- Potential for Noise/Retaining Walls along both sides up to Rivington Road
- New traffic signal at Greeley Boulevard
- New NB right turn lane at Old Keene Mill Road
- Additional NB left turn lane at Old Keene Mill Road (Phase I)
Typical Roadway Sections

Barnack Drive to Greeley Boulevard
Typical Roadway Sections

Greeley Boulevard to Taunton Place

Existing ROW

Northbound

Southbound

Grading required without Retaining Wall

Shared Use Path

Sidewalk

14 ft

36 ft

Grading required without Retaining Wall
Typical Roadway Sections

Existing ROW

9 ft

Grading required without Retaining Wall

Shared Use Path

Southbound

Northbound

Sidewalk

8 ft

Grading required without Retaining Wall

Taunton Place to Rivington Road
HAWK Signal Warrants  
(Pedestrian Hybrid Signal)

• On an average weekday, only one pedestrian was observed crossing NB & SB Rolling Road at Taunton Place from 5:00 am to 7:00 pm.
• On an average weekday, a maximum of 4 pedestrians per hour were observed crossing NB & SB Rolling Road at Viola Street.
• The minimum threshold is 20 pedestrians/hour, therefore installation of a flashing beacon signal is not warranted at either location.
Phase I Improvements

- The turning volume indicates need for an additional Northbound left turn lane.
- Phase I will construct an additional left turn lane from Northbound Rolling Road to Westbound Old Keene Mill Road.
- Project will use the existing striped median area, therefore does not require widening of the roadway.
- A new signal pole and mast arm for additional left arrow signal will be placed.
- Reconstruction of curb and sidewalk in NW corner will bring the right turn movement from Southbound Rolling Road to Westbound Old Keene Mill Road under signal control.
Potential Wall Architectural Treatments

Lee Chapel Road Sidewalk
on the west side of Lee Chapel Road from Burke Lake Road to Britford Drive

Architectural Treatment - Drystack

Lee Chapel Road looking north towards Burke Lake Road

Architectural Treatments Texture Options:
- Cedar Shake
- Drystack
- Stacked Stone
- Random Cobblestone
Noise Wall / Retaining Wall

Northbound Fairfax County Parkway at Fair Lakes
Future Design Considerations

- Stormwater Management
- Maintenance of Traffic
- Utility Relocations
Examples of Underground Utilities

- Each Utility company requires their own manholes
- Complex conduit system at manhole junctions
- Cost approximately $10M per mile
- Cost not currently funded for Rolling Road

Estimated Cost of Utility Undergrounding on Rolling Road = $13M
QUESTIONS & COMMENTS

www.virginiadot.org/rollingroad

meeting_comments@vdot.virginia.gov