Braddock Road
Multimodal Improvement Project

CANTERBURY WOODS CIVIC ASSOCIATION

MONDAY, APRIL 18, 2022
7 P.M.

VDOT: Andrew Beacher, P.E.; W. Calvin Britt, P.E.
FCDOT: Tad Borkowski, P.E.
VDOT UPC 114627
Meeting Agenda

- Project Team
- Project Location
- Project Overview
- Community Impacts
- Critical Intersection Options
- Comments
- Next Steps/Project Funding and Schedule
- Q&A

More information available online at: virginiadot.org/BraddockMultimodal
Project Team

- Andrew Beacher, P.E.
  - VDOT, Preliminary Engineering Manager
- W. Calvin Britt, P.E.
  - VDOT, Project Manager
- Tad Borkowski, P.E.
  - FCDOT, Senior Transportation Planner
- Michael Hooshangi, P.E.
  - Consultant Project Manager
- Suresh Karre, P.E., PTOE
  - Consultant Lead Traffic Engineer
Typical Section Between Intersections - Braddock Road

- **Multimodal improvements through the corridor**
  - No widening on Braddock Road
  - Bicycle and pedestrian paths on both sides
  - Enhanced transit accessibility
  - Access management improvements
  - Intersection improvements at critical locations
Roadway Plans

BASE_FULL_LENGTH_02102022.pdf
Community Impacts - Canterbury Woods

- Access points at Burke Lake Road/Woodland Way and Wakefield Chapel Road have design modifications
- Southampton Drive access unchanged, includes pedestrian accommodation improvements
Overview of Options

• The No-Build Option has no roadway geometry changes
• The Base Option is the same as what was presented to the public in August 2020 and submitted for funding through Smart Scale
• Option 1 and Option 2 include the Base along the corridor with options for consideration at the following critical intersections:
  • Rolling Road
  • Burke Lake Road
  • Danbury Forest Drive/Wakefield Chapel Road
Critical Intersection – Burke Lake Road Base Option

- Shared-use path bridge
- Removes signal & restricts movements at Kings Park
- Triple right turn lanes

Shared-use path bridge

Removes signal & restricts movements at Kings Park

Triple right turn lanes
Critical Intersection – Burke Lake Road Option 1

- Eliminates Braddock EB right turns onto Burke Lake Road
- Reduced crossing distance
- Removes signal & restricts movements at Kings Park
- Includes enhanced pedestrian safety on the SW quadrant of Burke Lake Road
- Right in/right out access to Burke Lake Shopping Center
Eliminates EB right turns onto Burke Lake Road

Eliminates right out of shopping center onto Braddock Road near Wells Fargo

Reduces ped crossing distance across Braddock Road

Includes enhanced pedestrian refuge with bulb out

Maintain signalized intersection with Kings Park Drive and the Parkwood Baptist Church
Burke Lake Road - Canterbury Woods Circulation

- Removal of through and left turn movements from northbound Burke Lake Road
- Multiple options for alternative routes, individual preferred option would depend on specific origin/destination
- It is acknowledged that some alternative routes include residential streets
## BURKE LAKE ROAD COMPARISON

<table>
<thead>
<tr>
<th>Evaluation Categories</th>
<th>Base Option</th>
<th>Option 1</th>
<th>Option 2</th>
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### NO-BUILD

- Braddock Rd & Burke Lake Rd/Woodland Way

### BASE

- Braddock Rd & Burke Lake Rd/Woodland Way

### OPTION 1

- Braddock Rd & Burke Lake Rd/Woodland Way

### OPTION 2

- Braddock Rd & Burke Lake Rd/Woodland Way

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Virginia Department of Transportation
Critical Intersection – Danbury Forest/Wakefield Chapel Base Option

Potential Future Alignment of a Shared Use Path Bridge

New Signal for Danbury Forest

New Signal for Danbury Forest

New Signal for U Turns

VDOT RCUT Operations Information
Critical Intersection – Danbury Forest / Wakefield Chapel Option 1

Dual left turn lanes from Braddock to Wakefield Chapel

Crosswalks along each quadrant

Realigns Danbury Forest Drive with Wakefield Chapel Drive

Previous FCDOT alignment, crossing Long Branch

Widened Danbury Forest at signal with additional turning movements

Further evaluation of stream and wetland needed
Critical Intersection – Danbury Forest / Wakefield Chapel  Option 2

- New Signal at Danbury Forest
- Channelized WB left turns onto Danbury
- Allows for NB Danbury Forest left turn onto WB Braddock under signal and short merge lane
- Signalized inside right turn lane from Danbury Forest to Wakefield
- Channelized NB right turn from Danbury Forest onto EB Braddock
- Slight realignment to Danbury Forest Drive
## Braddock Road & Danbury Forest/Wakefield Chapel Evaluation

### DANBURY/WAKEFIELD COMPARISON

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## Community Comments Received

<table>
<thead>
<tr>
<th>Comment Theme</th>
<th>Project Approach</th>
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<tr>
<td>Burke Lake Road/Shopping Center/Neighborhood Access</td>
<td>Multiple alternative routes, eliminated movements provide opportunities for improved multimodal operations and safety</td>
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<tr>
<td>Safety, Speeding, Red-Light Running</td>
<td>Improved operations can lead to reduced red-light running, FCDOT RTAP program for neighborhood speed control, reduced unsignalized left turns on Braddock Road</td>
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<tr>
<td>Transit/Ridership</td>
<td>Consolidation of bus stops with pedestrian accommodations, improvement of underpass</td>
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<tr>
<td>Danbury Forest/Wakefield Chapel RCUT</td>
<td>Operational analysis shows delays similar to traditional intersection, improved safety, simpler signal phasing, concurrent movements allow for efficient operations</td>
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The project is funded from Guinea Road to Ravensworth through Design Approval, approx. 40% design.

- Phase 1 is fully funded through Construction (~$74M approved in SmartScale)
- Phase 2 is not funded beyond Design Approval

The cost differences between Options are not believed to be substantial; therefore, costs will not factor in when deciding between options.

### Milestones

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<tr>
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<th>Phase 1</th>
<th>Phase 2</th>
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<tr>
<td>Submit 30% plans</td>
<td>Spring 2022</td>
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<td>Public Information Meeting</td>
<td>Early Fall 2022</td>
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<td>Design Public Hearing</td>
<td>Late Winter 2022/2023</td>
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<td>Right Of Way Acquisition</td>
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<td>Construction</td>
<td>Fall 2028 (~3 years)</td>
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Next Steps

• Each intersection option may be chosen independently. A ‘Mix and Match’ approach is acceptable for all three critical intersections.

• After consideration of more public input, the project will then progress into the preliminary design phase.

• Public Information Meeting (PIM) Fall 2022

• Following the Fall PIM, a Public Hearing will also be held on the preliminary design plans.
  • Concludes Public Involvement Phase
Questions?

More information available online at: virginiadot.org/BraddockMultimodal
THANK YOU!

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