Braddock Road
Multimodal Improvement Project

DANBURY FOREST CIVIC ASSOCIATION

WEDNESDAY, APRIL 20, 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
VDOT Project Location

- Improvement Corridor, Phase 1
- Improvement Corridor, Phase 2
- Extended Study Area
- Critical Intersections
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 - Danbury Forest

- Signalization of Danbury Forest Road at Braddock Road under all options
- Base Option would eliminate NB left from Danbury Forest to WB Braddock Rd (low volume movement)
Community Impacts - Braddock Road & Southampton Drive

- Improved pedestrian crosswalks
- Additional right turn lane
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 – Danbury Forest/Wakefield Chapel
Base Option

Potential Future Alignment of a Shared Use Path Bridge

New Signal for Danbury Forest

New Signal for U Turns

VDOT RCUT Operations Information
Community Impacts - Canterbury Woods

Base Option

Virginia Department of Transportation

Wakefield Chapel

U-turn Signal

Braddock Rd

Danbury Forest
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/Comparison

<table>
<thead>
<tr>
<th>Evaluation Categories</th>
<th>Base Option</th>
<th>Option 1</th>
<th>Option 2</th>
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</thead>
<tbody>
<tr>
<td>Intersection Delay</td>
<td><img src="image1" alt="Green Circle" /></td>
<td><img src="image1" alt="Green Circle" /></td>
<td><img src="image1" alt="Yellow Circle" /></td>
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<td>Safety</td>
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<td>Constructability</td>
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<td><img src="image1" alt="Yellow Circle" /></td>
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<tr>
<td>Right of Way &amp; Cost Impacts</td>
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<td><img src="image1" alt="Red Circle" /></td>
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<tr>
<td>Public Input</td>
<td><strong>Under Evaluation</strong></td>
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<td>Comment Theme</td>
<td>Project Approach</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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<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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<td>Transit/Ridership</td>
<td>Consolidation of bus stops with pedestrian accommodations, improvement of underpass</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.

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<thead>
<tr>
<th>Milestones</th>
<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>
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<td>Early Fall 2022</td>
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<td>Design Public Hearing</td>
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<td>Late Winter 2022/2023</td>
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<td>Design Approval</td>
<td>Spring 2023</td>
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<td>Right Of Way Acquisition</td>
<td>Spring 2025 – Fall 2026</td>
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<td>Construction</td>
<td>Fall 2028 (~3 years)</td>
<td>TBD</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
- 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

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THANK YOU!

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