Braddock Road
Multimodal Improvement Project

VIRTUAL PUBLIC INFORMATION MEETING
THURSDAY, JAN 13, 2022
7 P.M.

VDOT: Nick Roper, P.E.; Andrew Beacher, P.E.; W. Calvin Britt, P.E.
FCDOT: Tad Borkowski, P.E.
VDOT UPC 114627
GoToWebinar Tips

• If you want to ask an oral question:
  • Raise your hand and unmute yourself.
  • The moderator will state your name when it is your turn to ask a question.

• If you want to write a question:
  • Expand the Questions box.
  • Type in [Enter a question for staff] to ask a written question.

• All participants are muted.

• If you get disconnected, please attempt to rejoin the meeting.
Meeting Agenda

• Project Team
• Project Location
• Background
• Project Analysis and Purpose
• Critical Intersection Options
• Traffic Corridor Analysis
• Project Funding and Schedule
• Providing Comments
• 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
- Lara Hegler, 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
Project Background

• This project builds on the recommendations from the Fairfax County Braddock Road Multimodal Study (2018).
• VDOT conducted a pilot project to review the higher-cost elements and evaluate alternatives to reduce the overall project cost.
  • Identified $26 Million in reductions.
  • In fall 2020, these recommendations to reduce the overall project cost were presented to the public.
  • The project, with the cost reductions, was reconsidered for SMART SCALE, and received partial funding.
• Phase 1 is now fully funded (for design and construction). The County continues to seek funding for construction of Phase 2.
• The County requested VDOT to administer the project in late 2020.

FCDOT Project Website: fairfaxcounty.gov/transportation/projects/braddock-multimodal
Transition Braddock Road into a Multimodal Corridor

- Improve connections for the Braddock Road community
- Improve safety and access for bicyclists and pedestrians
- Improve transit accessibility
- Maintain or improve travel times through the corridor for vehicles
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
Overview of Options

• 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

We need your input on the Options!
Critical Intersection – Rolling Road Base Option

- Signalized crosswalk across Rolling Road and Braddock Road
- Relocated bus stops
- Widen Rolling Road to add an exclusive right turn lane onto Braddock
Critical Intersection – Rolling Road Option 1

Painted island to channelize NB lefts to WB Braddock with a receiving/merge lane for inside left turns

Right turn channelized; refuge with pedestrian push button

Pedestrian refuge islands

WB Braddock thru movement only stopped when pedestrian signal is activated
Critical Intersection – Rolling Road Option 2

Right turn channelized

Traditional signal operations

Narrower pedestrian median island on east leg

Shorter pedestrian crossing aligned parallel to Braddock, no refuge island

Enhanced safety and reduced crossing distance with bulb out
# Braddock Rd & Rolling Rd

## ROLLING ROAD COMPARISON

<table>
<thead>
<tr>
<th>Evaluation Categories</th>
<th>Base Option</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection Delay</td>
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<td>⬤</td>
<td></td>
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<tr>
<td>Safety</td>
<td>⬤</td>
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<td>⬤</td>
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<tr>
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<td>Engineering</td>
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<tr>
<td>Constructability</td>
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<td>⬤</td>
<td>⬤</td>
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<tr>
<td>Right of Way &amp; Cost Impacts</td>
<td>⬤</td>
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<tr>
<td>Public Input</td>
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</tbody>
</table>

## Images

- NO-BUILD
- BASE
- OPTION 1
- OPTION 2
Braddock Rd & Rolling Rd

Intersection Delay (seconds)

<table>
<thead>
<tr>
<th></th>
<th>Morning</th>
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<tbody>
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<td>Option 2</td>
<td>80</td>
<td>60</td>
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</table>

Virginia Department of Transportation
Critical Intersection – Burke Lake Road Base Option

- Shared-use path bridge
- Removes signal & restricts movements at Kings Park
- Triple right turn lanes
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 into Burke Lake Shopping Center
Critical Intersections – Burke Lake Road Option 2

Eliminates EB right turns onto Burke Lake Road

Reduces ped crossing distance across Braddock Road

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

Includes enhanced pedestrian refuge with bulb out

Maintain signalized intersection with Kings Park Drive and the Parkwood Baptist Church
### BURKE LAKE ROAD COMPARISON

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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
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

Signalized inside right turn lane from Danbury Forest to Wakefield

Channelized WB left turns onto Danbury

Allows for NB Danbury Forest left turn onto WB Braddock under signal and short merge lane

Channelized NB right turn from Danbury Forest onto EB Braddock

Slight realignment to Danbury Forest Drive
### DANBURY/WAKEFIELD COMPARISON

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Danbury/Wakefield

NO-BUILD

*Delay based on sum of signalized intersections for Danbury Forest and Wakefield Chapel

OPTION 1

OPTION 2

Intersection Delay* (seconds)

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Virginia Department of Transportation
I-495 Interchange Improvements

- Retains existing I-495 off ramp access to Port Royal
- Provides shared right/thru lane on Braddock Rd eastbound, starting after Port Royal Rd, for I-495 south (right) and I-495 north (thru) traffic
- Provides new signal for dual right off ramp from I-495 south to Braddock Rd east
Braddock Road & Ravensworth Road

- Extension of bike lanes to the intersection of Braddock Rd
- Widening Ravensworth to allow two receiving lanes northbound
- Crosswalks added across all approaches
- Shared use path continues to Church Entrance
- Removal of channelized right turn islands
- Dual lefts onto Ravensworth Rd
- Additional right turn lane
Traffic Corridor Analysis

- Traffic analyses included evaluations using VISSIM, a traffic operations simulation software tool endorsed by VDOT.
- Based on guidance provided from VDOT and Fairfax County, traffic volumes were factored to avoid COVID impacts.
- Growth factors were based on the current MWCOG and Fairfax County demand models – approved by VDOT Planning.
- We completed a comparative analysis of each option.
- Signal timings were optimized to maximize corridor throughput.
All Signalized Intersections – Level of Services

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Level of Service

- A-C
- D
- E
- F
Travel Times

Braddock Road Corridor 2045 Travel Times
(Guinea Road to Ravensworth Road)

MORNING

<table>
<thead>
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<th>Westbound</th>
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AFTERNOON

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Virginia Department of Transportation
Next Steps

• Receive public input on the critical intersection options.
  • **Survey will be open through February 24**
  • After consideration of all the public input, a preferred design will move forward for further analysis and refinement.
  • Each intersection option may be chosen independently. A “Mix and Match” approach is okay for all three critical intersections.
  • After consideration of more public input, the project will then progress into the preliminary design phase.
  • A Public Hearing will also be held on the preliminary design plans.
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.

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Phase 1</th>
<th>Phase 2</th>
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<tbody>
<tr>
<td>Submit 30% plans</td>
<td>Spring 2022</td>
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<tr>
<td>Public Information Meeting</td>
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<td>Early Fall 2022</td>
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<td>(As Needed)</td>
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<tr>
<td>Design Public Hearing</td>
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<td>Late Winter 2022/2023</td>
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<td>Design Approval</td>
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<td>Spring 2023</td>
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<td>Spring 2025 – Fall 2026</td>
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<tr>
<td>Construction</td>
<td>Fall 2028 (~3 years)</td>
<td>TBD</td>
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</table>
Provide Feedback

Give feedback on the virtual public information meeting in the following ways by February 24, 2022.

More information at:
virginiadot.org/BraddockMultimodal

Take the Survey
Link provided on website

Email Us
meetingcomments@VDOT.virginia.gov
Please reference “Braddock Road Multimodal Improvements” in the subject line

Mail Us
W. Calvin Britt
VDOT’s Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Comment
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