

- The County Board of Supervisors endorsed the preferred design on November 27, 2017.
- After several unsuccessful attempts at securing funding, the project was split into two construction phases to increase chances of securing some funding to advance the project.
- In 2020, as part of a VDOT pilot project, proposed changes were included with the Phase 1 Smart Scale application to reduce costs. These proposed changes were presented to the community by the County in August 2020.
- Later in 2020, Fairfax County and VDOT coordinated on the best implementation approach and VDOT agreed to take over the project.
- In May 2021, this approach was successful and Smart Scale funding was awarded to Phase 1, which is now fully funded. The County continues to seek funding for Phase 2 in partnership with VDOT.

Slide 4

Project Goals

- VDOT is excited to be here to continue the development of the design for the Braddock Road Multimodal Project. Our work builds on the County's work, with a focus on implementing multimodal improvements through the Braddock Road corridor.
- VDOT has continued to collaborate with the County throughout the design and all the information, designs, and analysis that will be shared with you tonight were developed with these four overarching project goals:
 1. Improving connections and access on both sides of Braddock Road
 2. Improving the comfort, safety, and facilities for bicyclists and pedestrians throughout the corridor
 3. Improving Transit Accessibility
 4. Maintaining Vehicle travel times whereas travel time will not be degraded, and hopefully will be improved, throughout the corridor

Slide 5

Typical Section – Braddock Road

- While there are design adjustments at specific locations, the project's typical cross-section includes a 10' shared use path and retaining the three vehicle lanes on each side of the road.
- Other design features include:

- No roadway widening will be provided with this project outside of the critical intersections
- consolidated bus stops and improved accessibility to these stops,
- access management improvements that improve the travel flow and increase safety, and
- intersection improvements at intersections throughout the corridor to enhance safety and operations through these intersections for all modes of travel.

Slide 6

Typical Section – Ravensworth Road

The project also includes multimodal improvements along Ravensworth Road:

- On road bicycle lanes will be provided on both sides of Ravensworth Road from Greenfield Road to Braddock Road.
- The 5' sidewalk on the west side of Ravensworth Road will be provided from Greenfield Road to the Baptist Church entrance closest to Braddock Road. After this entrance, a shared use path will be provided to the intersection of Braddock and Ravensworth Road.

Slide 7

Base Roadway Plan Discussion

- The Base Roadway Design Option aligns with the project recommendations from the original Fairfax County study, with two exceptions – one at Danbury Forest Drive and Wakefield Chapel Road, and the other at the interchange of I-495 and Braddock Road.
- The high cost of the recommended improvements at these two locations led to the development of options that provided substantial cost savings. These options were presented last fall to the public and were included in the successful smart scale application by the County.
- The design begins at Humphries Drive and Braddock Road and continues east to Ravensworth Road.

At Guinea Road

- The existing bus stop at Humphries is relocated just east of Guinea Road for eastbound Braddock and a new bus stop will be provided just east of Guinea Road.
- A stormwater pond is proposed between Humphries and Guinea Road. (This is planned to be a dry pond.)
- Braddock Road is realigned, and the entire intersection shifts to the south
- The Guinea Road NB approach lane assignments are converted to left-turn, though, through-right and right-turn lanes.

- Although not shown here, the two northbound lanes on Guinea will extend to Burnetta Drive.
- An additional through lane is added to Westbound Braddock Road keeping the right turn lane for vehicles turning north on Guinea Road.

At Bradfield Drive

- Access restrictions are added at the Bradfield Drive intersection to allow only right in/right movements for both directions.
- The westbound left-turn lane is channelized for vehicles turning south onto Bradfield Drive.
- The existing bus stops located just east of Bradfield Drive are relocated further east to align with the proposed pedestrian HAWK signal between Bradfield Drive and King David Boulevard westbound and closer to Dunleigh Drive eastbound. (HAWK stands for High-Intensity Activated crosswalk; it is a pedestrian-activated signal used to stop road traffic and allow pedestrians to cross safely.)

At King David Boulevard and Dunleigh Drive

- Within the vicinity of the intersection the median is widened to approx. 30 feet wide to provide a safe area for left turning vehicles from the side streets to stop in the median area

At Red Fox Drive (West)

- Bus stops are removed and relocated east of Rolling Road.
- A stormwater facility is planned to be provided between Red Fox Drive and Rolling Road as well as on the southeast quadrant of Rolling Road and Braddock Road.
- Access restrictions are provided to allow only right in and right out movements from Red Fox Drive.

At Rolling Road

- The first critical intersection is the intersection of Braddock Road and Rolling Road. The Base Option includes signalized pedestrian movements with push buttons to cross both Rolling Road and Braddock Road, relocated bus stops, and widening at the approach of Rolling Road to include two left turn lanes and one right turn lane onto Braddock Road.
- Further south on Rolling Road, you'll see access restrictions allowing only right-in and right-out movements into and out of the Kings Park Shopping Center, except at this entrance midway between Burke Lake Road and Rolling Road

At Red Fox Drive (East)

- Bus stops are removed and relocated east to align closer to Burke Lake Road and the proposed shared use path bridge.
- A stormwater facility is planned to be provided just west of a Kings Park Shopping Center entrance between Red Fox Drive (East) and the Shared Use Path Bridge.

At Burke Lake Road

- The second critical intersection is at Burke Lake Road. The Base Option at Burke Lake Road is the same as the recommendation from the FCDOT study except that the previous preferred design included two-phase pedestrian crossings across Braddock Road, which means pedestrians would cross halfway and then wait a signal cycle to finish crossing. The current design allows for crossing Braddock Road with one cycle.
- The design retains the current intersection configuration but eliminates the NB through movement along Burke Lake Road and adds three NB right turn lanes onto EB Braddock Road.
- To the south on Burke Lake Road, the improvements continue to include a midblock pedestrian crosswalk and the HAWK signal near the shopping center driveway entrance as originally recommended in the FCDOT study.
- At Grantham Street, the proposed base design restricts Grantham to right in/right out movements and restricts the shopping center driveway to right-in and right-out movements but allows lefts into the shopping center for vehicles traveling northbound on Burke Lake Road.

Shared Use Path Bridge

- During the original Fairfax County study, the shared use path bridge was included to accommodate a parking structure and a transit center. During the study, with public input, the recommendation for a transit center and parking garage was removed from consideration. However, the bridge was recommended to remain due to strong community support. Citizens reported that they also had concerns of the safety of pedestrians and cyclists crossing Braddock Road at the signal.
- You'll notice that the bus stops are relocated very close to this shared use path bridge.
- The shared-use path bridge is designed to accommodate both cyclists and pedestrians. The proposed bridge includes 400' ramps on both sides with a 160' span. No stairs are provided. The bus stops are relocated between the bridge and Burke Lake Road.

Kings Park Drive

- The signal at Kings Park is eliminated and additional access restrictions are introduced east of Burke Lake Road, allowing right in/right out movements only. Additional signage and pavement markings will be added to the area to clearly communicate all restrictions.
- The bus stops located near the church and near Kings Park Drive are planned to be removed.

At Stone Haven Drive

- A stormwater facility is planned on the northwest quadrant at Stone Haven Drive.
- The intersection is restricted to right in and right out movements; planned to be a dry swale.
- A channelized Braddock Road eastbound left turn lane is provided to turn onto Stone Haven Drive.

- The bus stops are planned to be removed.

At South Hampton Drive

- An additional right turn lane is added for vehicles traveling northbound Southampton turning on to Eastbound Braddock Road.
- This is the end of Phase 2 of the project.
- To the east of South Hampton begins Phase 1 of the project that is fully funded.

At Danbury Forest Drive and Wakefield Chapel Road

- The final critical intersection is actually a pair of intersections, at Danbury Forest Drive & Wakefield Chapel Road. The Base Option is the same as the approved Smart Scale funded improvement for this critical intersection with an innovative partial RCUT (or Restricted Crossing U-Turn) intersection, which includes a series of three signalized intersections.
- The Smart Scale application also removed the additional shared use path bridge (shown in dashed blue on the graphic) that was recommended in the County study near this area due to costs. Although this bridge is removed for the design, it is shown so that the bridge will not be precluded by the design.
- The Base Option improves the safety of the WB left turns onto Danbury Forest with a signalized movement, which is currently unsignalized. Although lefts are not allowed from Danbury Forest or from Braddock EB onto Wakefield Chapel, traffic needing to make these turns can travel slightly east and perform a U Turn movement at the signal to make these maneuvers. Although it may appear that the travel time may be longer, due to the coordinated signal timings there will be less queuing for the thru movements at the intersection allowing for more continuous flow at each signal.
- The goal of this innovative intersection design is to improve safety and operations. This type of application typically reduces the total potential crash conflicts by approximately 50%. This innovative application offers improved and smoother operations since the left turns do not delay all approaches that must wait to cycle through several signal phases, creating delays on all approaches. Added benefits of this improvement may include reducing construction costs by minimizing Right-of-Way impacts by displacing the left turns at a signalized intersection. There are currently four of these intersections in operation in Virginia with thirteen more underway. So, it is clearly an innovative intersection that VDOT believes is worth your consideration.
- The intersection will operate under two signal phases. One phase allows all turning movements related to Wakefield Chapel Road and Danbury Forest Drive. These include exiting vehicles from Wakefield Chapel Road onto east- and westbound Braddock Road; exiting vehicles from Danbury Drive to eastbound Braddock Road; entering Danbury Drive from westbound Braddock Road; and the U-turn from eastbound Braddock Road destined to northbound on Wakefield

Chapel Road. The second phase will allow the east and westbound thru movements on Braddock Road when all the turning movements are stopped.

At Glen Park Road

- The access restrictions restrict movements to right in/right out and the bus stops are removed.

Bridge over Accotink Creek

- The team will try to improve the access to the Cross County Trail by providing ramps on both sides of Braddock from the roadway to access the trail. The shared use path will continue on both sides of Braddock Road but due to the current bridge width, the trail for eastbound Braddock Road will need to be provided via a shared use path bridge parallel to the bridge. Improvements below the bridge will include better lighting and improved pavement path under the bridge provided we retain the required height for cyclists crossing under the bridge.
- New bus stops will be added near the bridge on both sides of Braddock Road.

At Inverchapel Road

- Restricts Inverchapel Road to right in/right out movements.
- The westbound left-turn lane is channelized to Inverchapel Road Southbound.
- Bus stops will be removed.

At Queensbury Avenue

- No changes are provided at this intersection except the bus stop location on the west of Queensbury for eb Braddock road is moved the far side of the intersection just east of Queensbury Avenue; this one bus stop is also replacing the bus stop at Ravensworth Shopping Center.
- You'll also see that the Right-of-Way is very close on eastbound Braddock Road and will need to include a retaining wall between Inverness Chapel Road and Port Royal Road.

At the I-495 Interchange and Port Royal Road

- I mentioned earlier that the base did include changes from the Fairfax County study recommendations.

- The improvements at the I-495 Interchange and Braddock Road are the same as the improvements that were included in the Smart Scale design application that received funding.
- These improvements allow the I-495 off ramp to remain fully operational at Port Royal, with direct access through a signalized intersection.
- Dual right turn lanes are controlled by a signal and allow I-495 SB to EB Braddock more storage and queuing capacity.
- There is also additional widening on eb Braddock Road from Port Royal allowing an additional exit lane to I-495 SB via a shared/right turn lane.
- On the other side of the interchange, a new signal is introduced for vehicles exiting I-495 NB and wishing to access Ravensworth Road from eastbound Braddock Road. The current configuration creates a safety issue with weaving vehicles traveling over multiple lanes of traffic to get in a left turn lane. The new signal will channelize eastbound through traffic and eastbound to northbound Ravensworth Road creating a much safer maneuver. Additional signs and pavement markings will be provided to clearly communicate the access restrictions.
- The existing shared use path on the north side of Braddock Road will remain and the pieces that are missing will be included with this project.

Ravensworth Road

- The improvements proposed at the intersection of Ravensworth Road and Braddock Road shift the alignment of Ravensworth to avoid additional Right-of-Way impacts.
- The widening includes additional northbound through lanes to receive dual eb left turns from Braddock Road
- The removal of all channelized islands provides enhanced pedestrian safety by requiring the right turns to be under signal control.
- Crosswalks will be provided with push buttons on all four quadrants of Ravensworth Road.
- The shared use path will continue north onto Ravensworth to the Church entrance at the approximate area of the cycle lanes that will now be on both sides of Ravensworth Road.
- The widening at along Ravensworth Road will require the reconstruction of the existing sidewalk on the east side of Ravensworth Road. The two northbound lanes will transition to one northbound lane between Kalorama Drive and Heritage Drive. Bicycle lanes will be provided on both sides of Ravensworth Road to Greenfield Road. A left turn lane will be created for westbound lefts onto Heritage Drive.

And this is where the project ends.

Slide 8 Public Information Meeting

A virtual public information meeting will be held on Thursday, January 13, 2022 beginning at 7PM.

The purpose of the meeting is to build on this voiceover presentation by presenting critical intersection improvement options for public input at three critical intersections:

- Rolling Road
- Burke Lake Drive
- Danbury Forest Drive/Wakefield Chapel Road

Please register on the project website to attend. If you're unable to attend the virtual meeting, a recording of the meeting will be posted on the VDOT project website.

Slide 9 Project Cost, Funding and Schedule

- As discussed earlier, due to costs, the project has been divided into two phases.
- Phase 1 from Ravensworth Drive to Southampton Drive is fully funded through construction.
- Phase 2 from Southampton Drive to Guinea Road is not funded beyond design approval at this time.
- Our team prepared cost estimates and quantified the Right-of-Way impacts for the Base, Option 1 and Option 2. The cost differences between Options are not substantial; therefore, costs will not factor in when deciding between options.
- In terms of schedule, this project takes us to design approval in Spring 2023. This includes developing 30% design plans by the Spring of 2022, with a design public hearing, including approx. 40% design plans, in Late Winter of 2022 or Early 2023. We anticipate receiving design approval in the Spring of 2023.
- After Design Approval, Phase 1 will move forward to final design, Right-of-Way acquisition and construction.
- After Design Approval, Phase 1 will move forward to final design, Right-of-Way acquisition and construction. At this time, for Phase 1, the Right-of-Way Acquisitions will begin in the Spring of 2025 and Construction in Fall 2028 lasting approximately 3 years.

Slide 10 How to Submit your Comments

- We have several ways for you to let us know your thoughts on this project.
- You are invited to complete a survey to share your input about the options. After the public meeting, the link to the survey will be provided on the VDOT website.
- You can also send us an email at meetingcomments@vdot.virginia.gov. Please reference "Braddock Road Multimodal Improvements" in the subject line.

- You can mail us your comments attention to Calvin Britt, at VDOT's Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030.
- If you're on the website, click on the January 13 Public Meeting link. On the meeting page, clicking on the orange box that says comments will take you down to the online comment form. If you scroll even further down there is some optional demographic information that helps us to understand how our outreach efforts are working. Project comments should be submitted by February 24, 2022. Public input helps make our efforts better so please get involved and provide your feedback.

Slide 11 Thank You!

Thank you for listening to this presentation. We look forward to your participation at the public meeting on January 13th at 7PM. As a reminder, the presentation recording and slides, as well as maps of all Options, will be available on the website. On behalf of VDOT, we want to sincerely thank you for your participation and feedback, and we look forward to continuing to work with the community to bring the efforts from this project to fruition.

Thank you!