Braddock Road
Multimodal Improvement Project

KINGS PARK CIVIC ASSOCIATION

THURSDAY JUNE 16, 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
LEGEND
- 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-Kings Park

- Access points at Burke Lake Road/Woodland Way and Kings Park Drive have design modifications.
- Grantham Street-SB left and WB left turn restrictions.
- Southampton has no significant changes.
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 – 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
- WB Braddock thru movement only stopped when pedestrian signal is activated
- Pedestrian refuge islands
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>
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<tbody>
<tr>
<td>Intersection Delay</td>
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<td>Right of Way &amp; Cost Impacts</td>
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*Virginia Department of Transportation*
Critical Intersection – Burke Lake Road Base Option

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

- Removal of through and left turn movements from northbound at Burke Lake Road and removal of signal at Kings Park Drive
- Multiple options for alternative routes, individual preferred option would depend on specific origin/destination
- It is acknowledged that some alternative routes include community streets, for residents
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Kings Park Community Impacts-Granthem Street

- Roadway changes Along Burke Lake Road between Rolling Road and Braddock Road
  - Access management at Granthem Street
    - Removed SB Left and EB/WB Thru and Left movements
  - Pedestrian HAWK signal

![Image of HAWK Signal and area affected by road changes]
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

Virginia Department of Transportation
RCUT Simulation Video

Wakefield Chapel

U-turn Signal

Braddock Rd

Danbury Forest
Community Comments Received

<table>
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<tr>
<th>Comment Theme</th>
<th>Project Approach</th>
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<tbody>
<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>Impact of COVID on traffic flow</td>
<td>The existing conditions reflected pre-COVID and the future projections are based on long-range transportation projections. It is still too early to assume travel pattern changes to remain for long term.</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>Why is there a pedestrian bridge and a crosswalk at Burke Lake Rd</td>
<td>Previous community input requested a safe way to travel across Braddock Road near Burke Lake Road and encouraged the County to keep the pedestrian bridge along with the crosswalks. The pedestrian bridge will accommodate both cyclists and pedestrians.</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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<tr>
<th>Milestones</th>
<th>Phase 1</th>
<th>Phase 2</th>
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<td>Submit 30% plans</td>
<td>Summer 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>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 calvin.britt@vdot.virginia.gov 703-259-2961
THANK YOU!

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