Braddock Road
Multimodal Improvement Project

WOODHIRST HOMEOWNERS ASSOCIATION

THURSDAY JUNE 9, 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

Map showing Braddock Rd and surrounding areas with critical intersections marked.
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-Woodhirst

- Turning prohibitions at Burke Lake Road/Woodland Way may change travel patterns
- Additional capacity for NB right Burke Lane Road at Braddock Road
- Additional capacity for NB Rolling Road at Braddock Road
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
- Pedestrian refuge islands
- WB Braddock thru movement only stopped when pedestrian signal is activated
Critical Intersection – Rolling Road Option 2

- Traditional signal operations
- Narrower pedestrian median island on east leg
- Right turn channelized
- 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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<tr>
<td>Right of Way &amp; Cost Impacts</td>
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<tr>
<td>Public Input</td>
<td>Under Evaluation</td>
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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 Burke Lake Shopping Center
Eliminates EB right turns onto Burke Lake Road

Reduces ped crossing distance across Braddock Road

Maintains signalized intersection with Kings Park Drive and the Parkwood Baptist Church

Includes enhanced pedestrian refuge with bulb out

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

BRADDOCK ROAD
Burke Lake Road - Woodhirst 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
## Braddock Rd & Burke Lake Rd/Woodland Way

### BURKE LAKE ROAD COMPARISON

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## Community Comments Received

<table>
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<th>Comment</th>
<th>Project Approach</th>
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<tbody>
<tr>
<td>Allowing Alternate Routes</td>
<td>Alternative routes for eliminated movements provide opportunities for improved multimodal operations and safety</td>
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<tr>
<td>Minimizing Cut Through Traffic</td>
<td>Improved operations on Braddock Road may help alleviate cut through traffic of vehicles avoiding congestion</td>
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<tr>
<td>Maintain the environmental integrity of the floodplain</td>
<td>An environmental assessment would be required if the realignment of Danbury Forest was chosen as the preferred alternative</td>
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<tr>
<td>Improve traffic flow on Braddock Road, decrease volumes</td>
<td>Roadway widening is not proposed, spot improvements to improve operations and provide other multimodal options</td>
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<tr>
<td>Traffic Data Pre-Covid</td>
<td>Volumes are pre-Covid, volumes have been increasing since the peak of Covid and data is being gathered to determine how current volumes compare.</td>
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<td>Support for improving pedestrian walkways</td>
<td>Multimodal improvements and safety improvements important to the project</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>
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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>
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<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
- 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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