

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

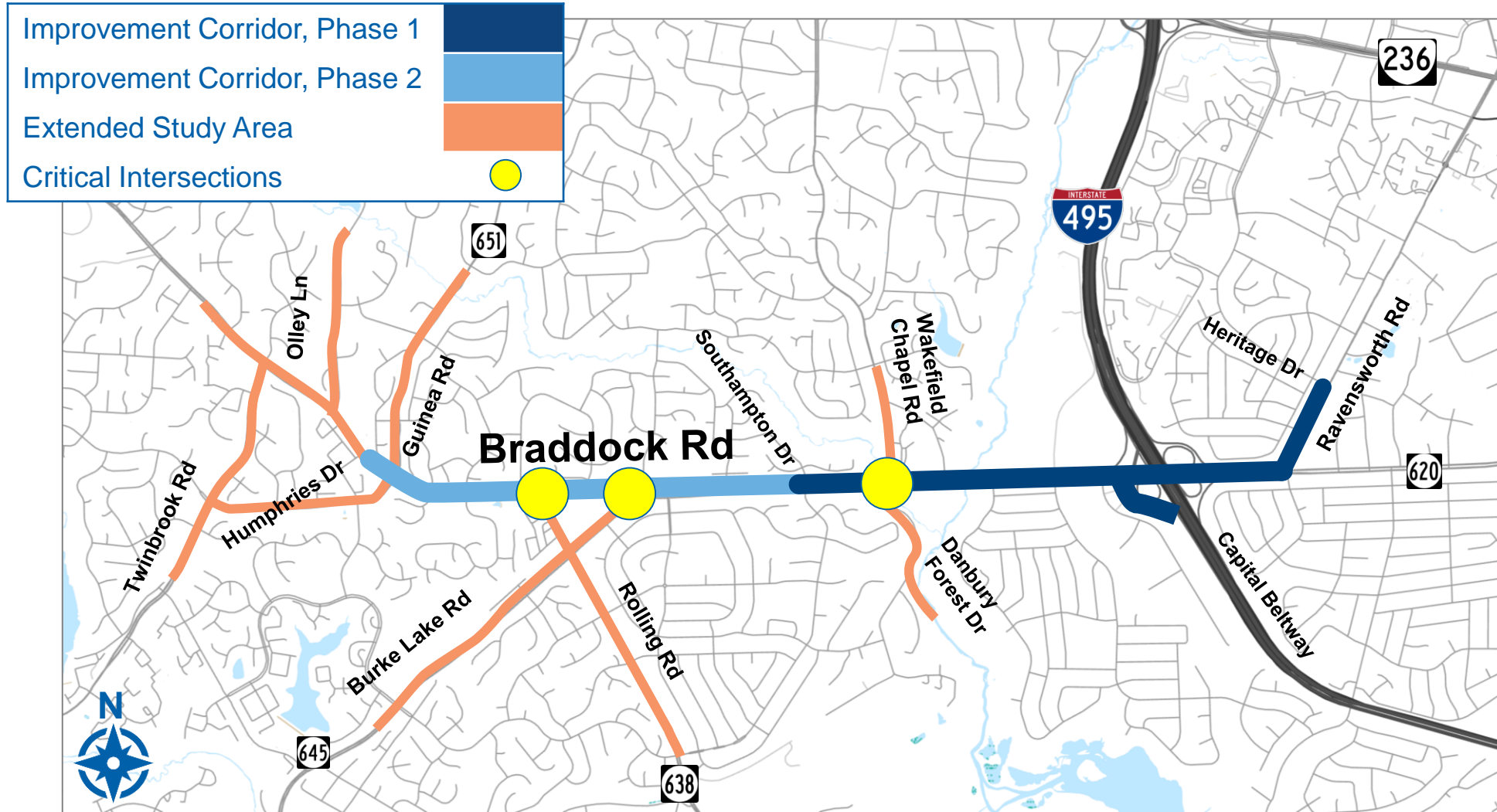
- **Project Team**
- **Project Location**
- **Project Overview**
- **Community Impacts**
- **Critical Intersection Options**
- **Comments**
- **Next Steps/Project Funding and Schedule**
- **Q&A**

More information available online at:
virginiadot.org/BraddockMultimodal

Project Team

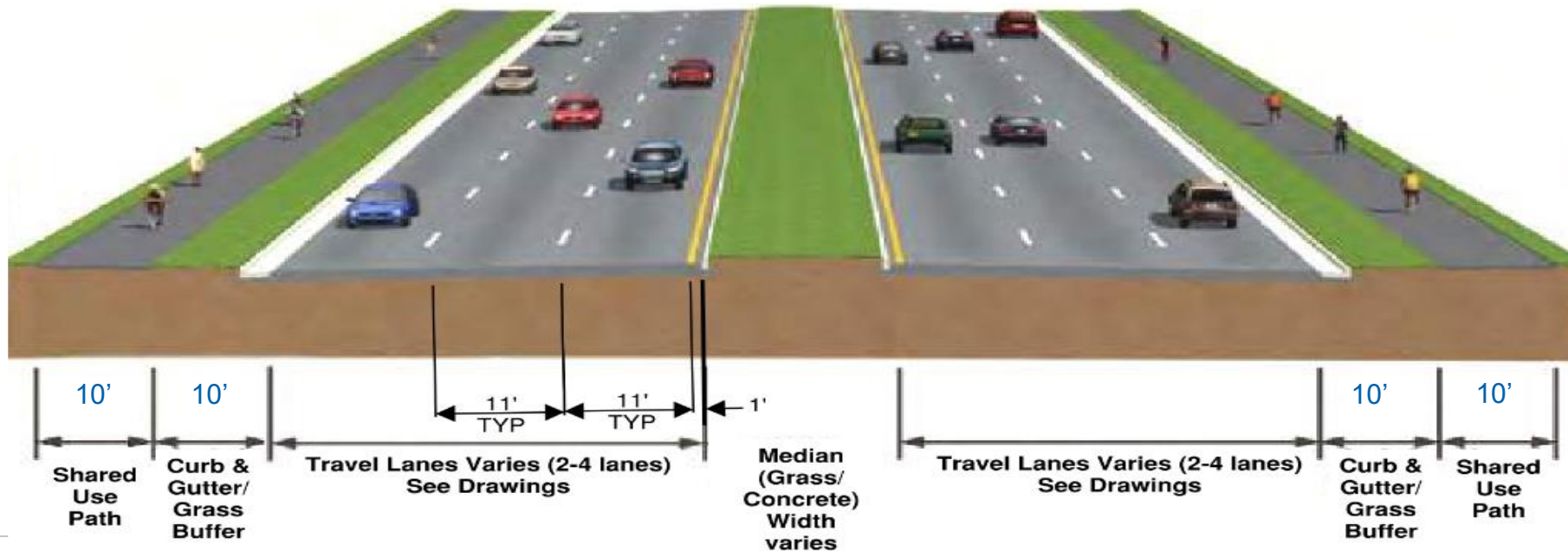
- **Andrew Beacher, P.E.**
 - VDOT, Preliminary Engineering Manager
- **W. Calvin Britt, P.E.**
 - VDOT, Project Manager
- **Tad Borkowski, P.E.**
 - FCDOT, Senior Transportation Planner
- **Michael Hooshangi, P.E.**
 - Consultant Project Manager
- **Suresh Karre, P.E., PTOE**
 - Consultant Lead Traffic Engineer

VDOT Project Location



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

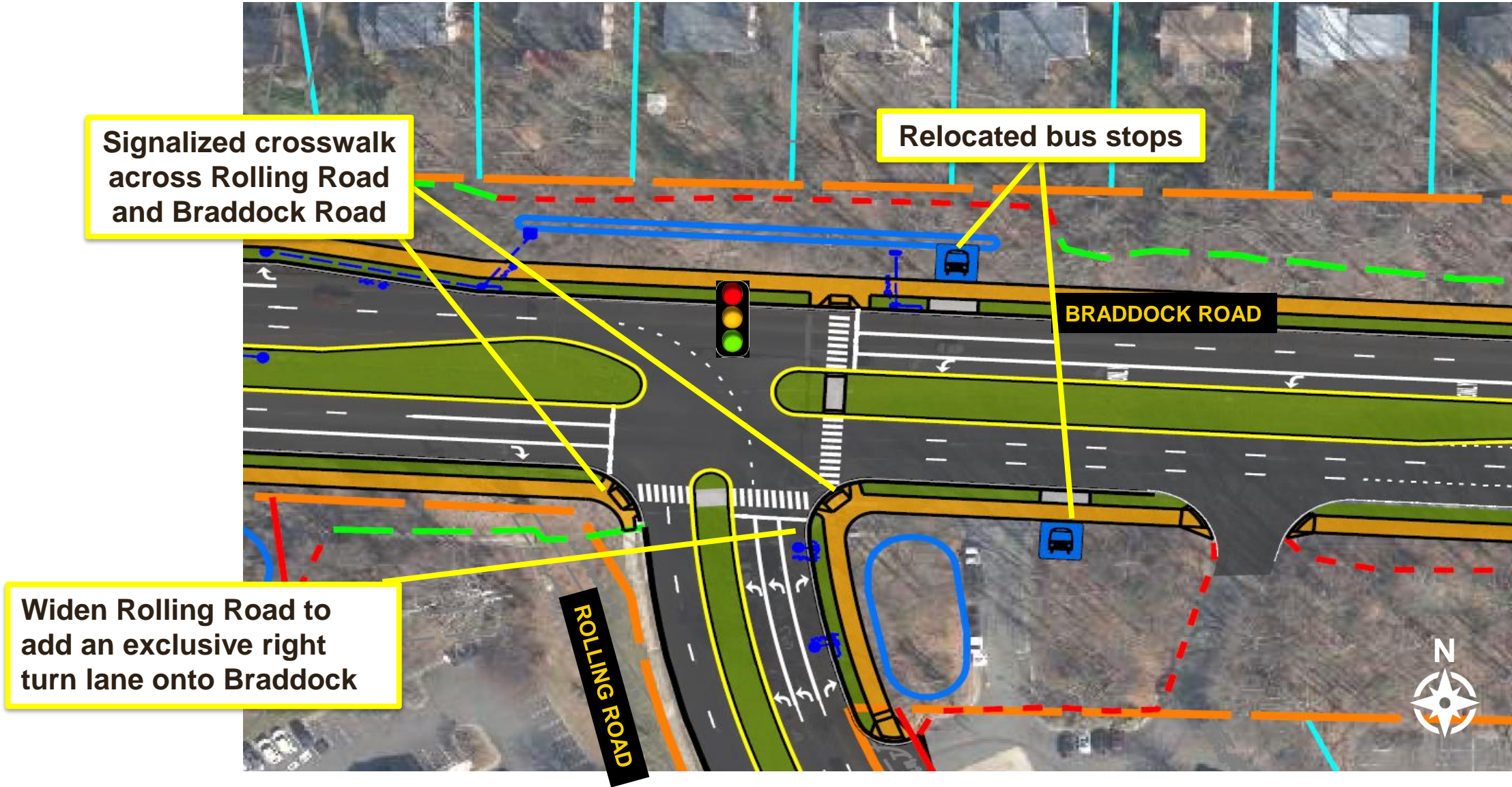


BASE_FULL LENGTH_02102022.pdf

Overview of Options

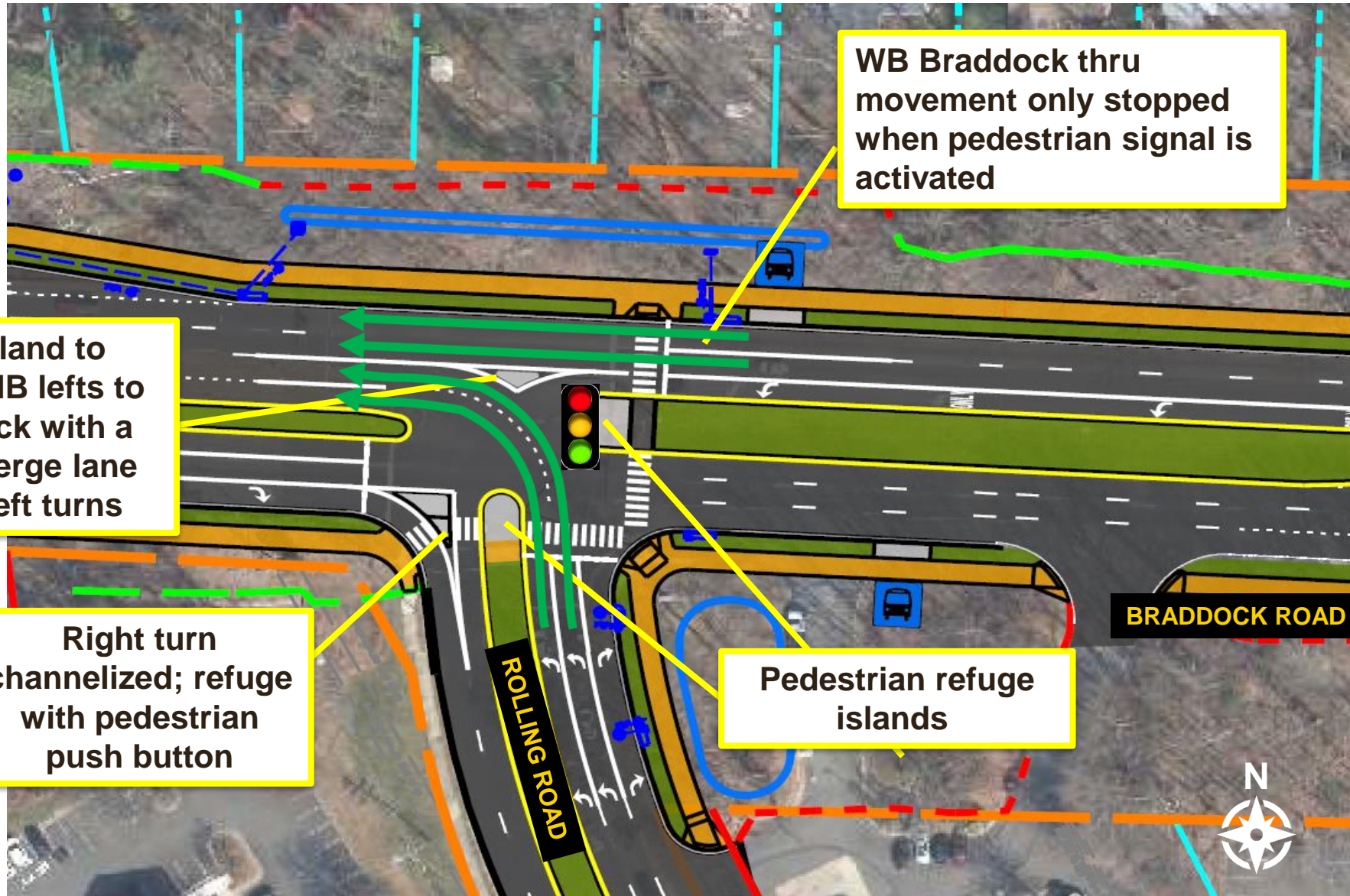
- **The No-Build Option has no roadway geometry changes**
- **The Base Option is the same as what was presented to the public in August 2020 and submitted for funding through Smart Scale**
- **Option 1 and Option 2 include the Base along the corridor with options for consideration at the following critical intersections:**
 - **Rolling Road**
 - **Burke Lake Road**
 - **Danbury Forest Drive/
Wakefield Chapel Road**

Critical Intersection – Rolling Road Base Option



Critical Intersection – Rolling Road Option 1

[Innovative Intersections and Interchanges - Info | Virginia Department of Transportation](#)



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

WB Braddock thru movement only stopped when pedestrian signal is activated

Right turn channelized; refuge with pedestrian push button

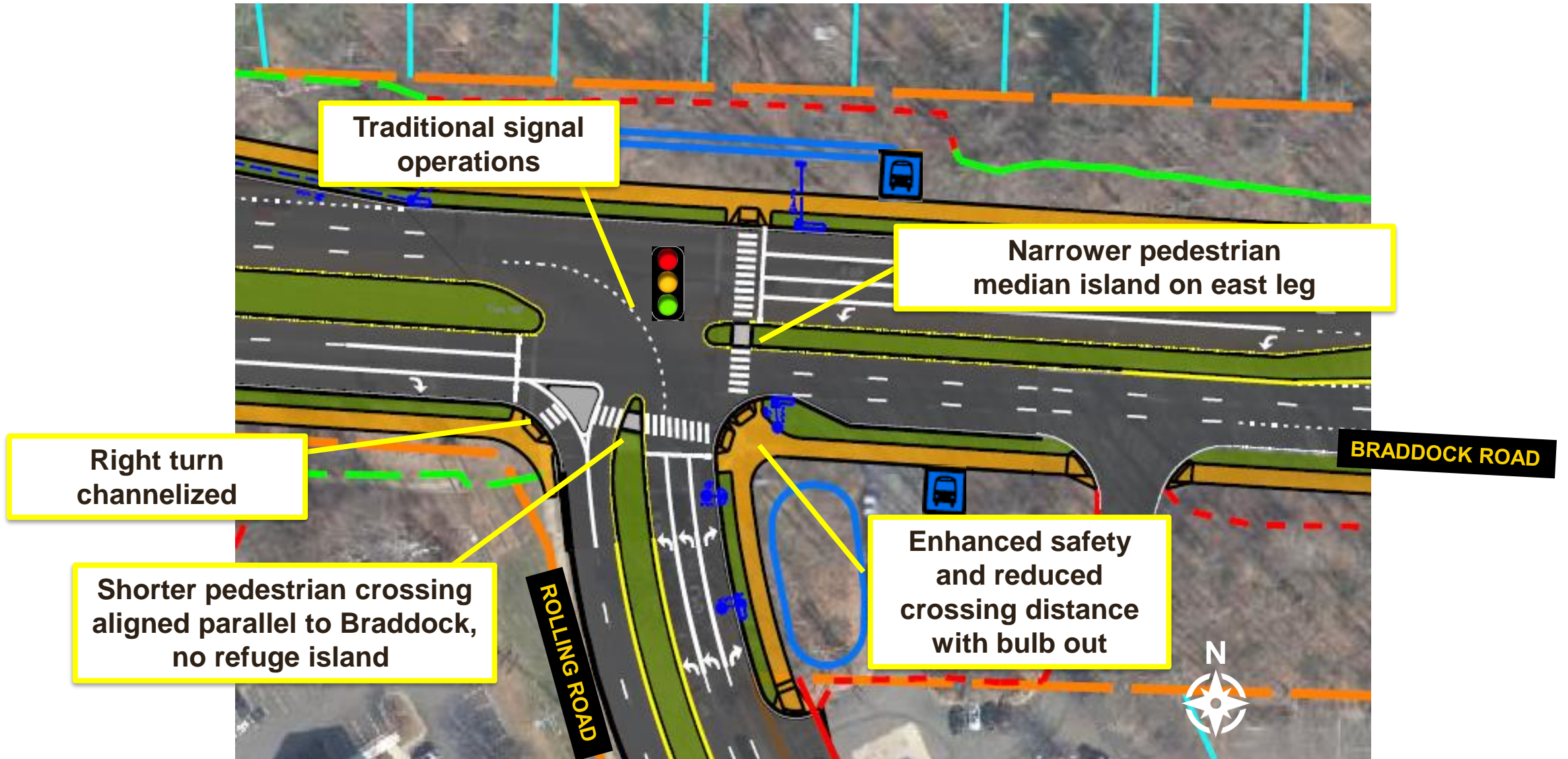
Pedestrian refuge islands

BRADDOCK ROAD

ROLLING ROAD



Critical Intersection – Rolling Road Option 2



Braddock Rd & Rolling Rd

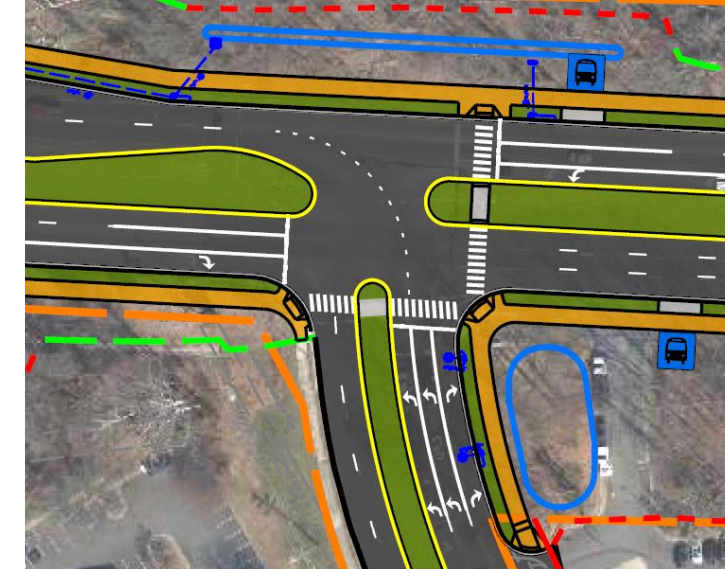
ROLLING ROAD COMPARISON

Evaluation Categories	Base Option	Option 1	Option 2
Intersection Delay	●	●	●
Safety	●	●	●
Multimodal	●	●	●
Engineering	●	●	●
Environmental	●	●	●
Constructability	●	●	●
Right of Way & Cost Impacts	●	●	●
Public Input	Under Evaluation		

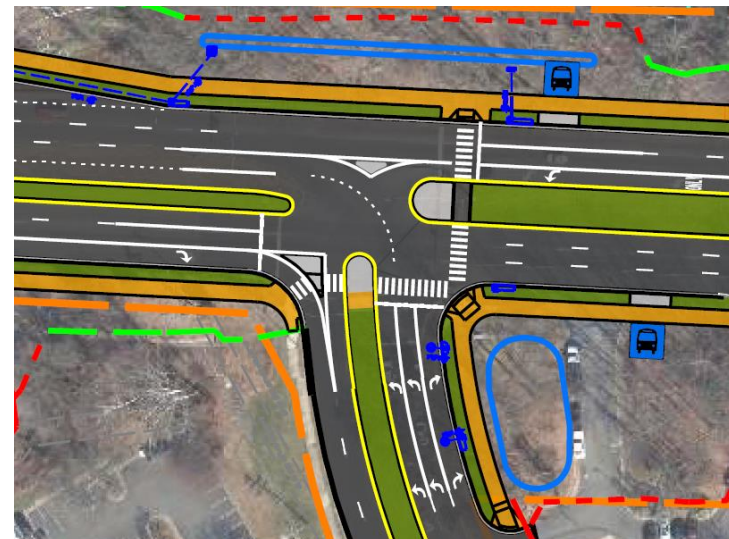
NO-BUILD



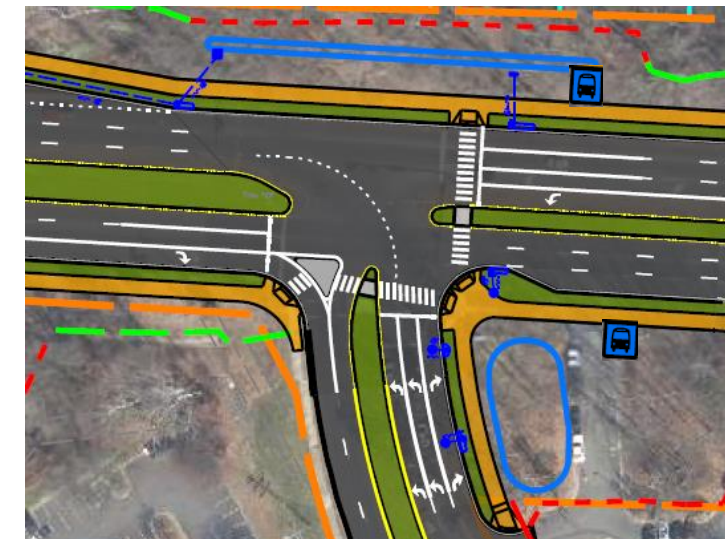
BASE



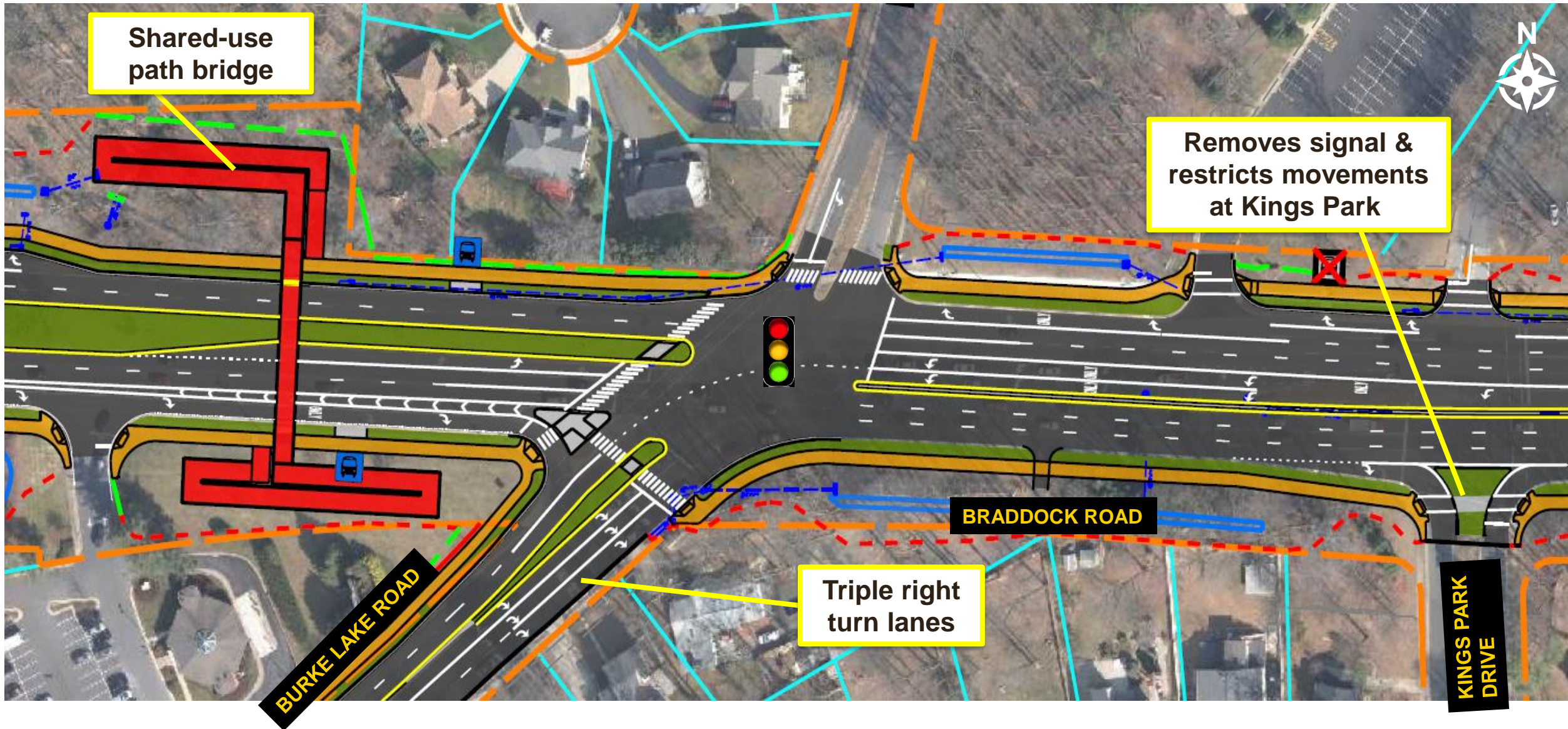
OPTION 1



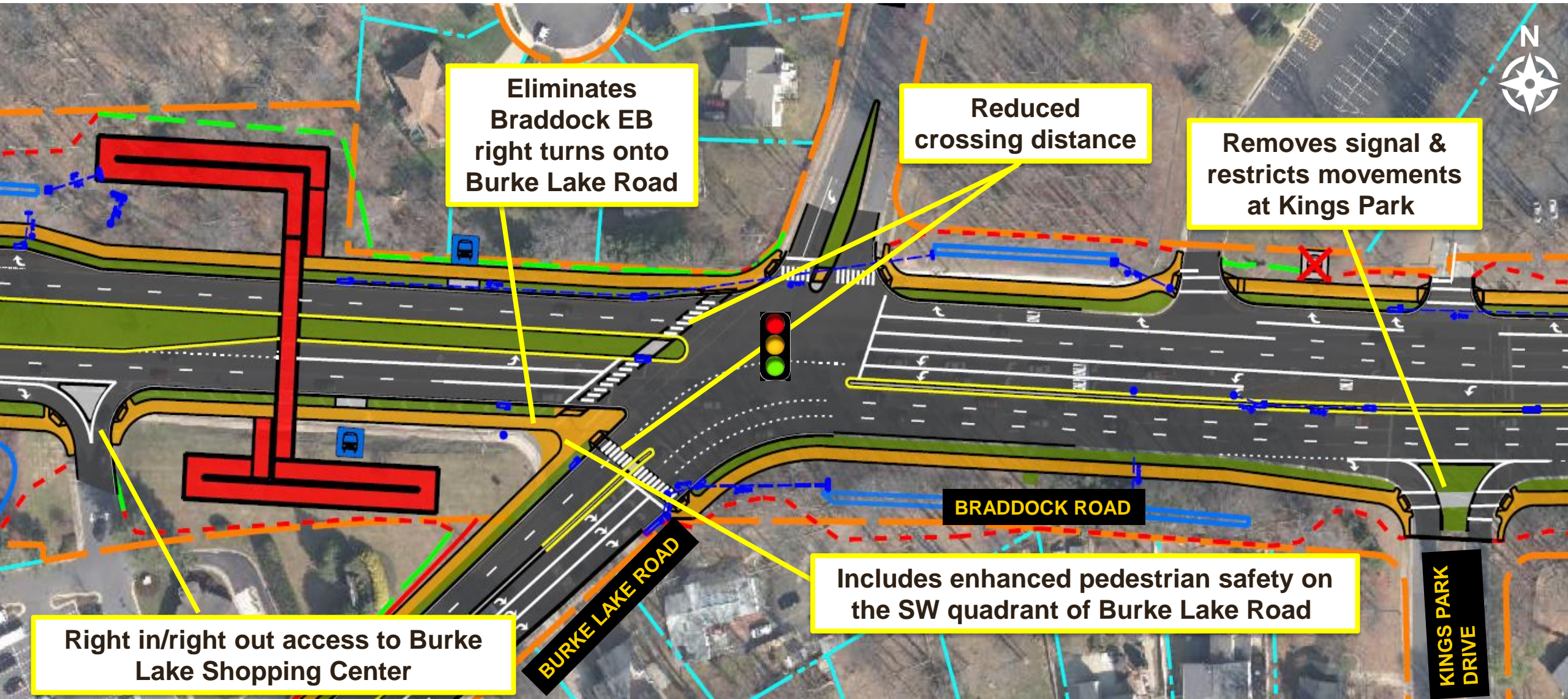
OPTION 2



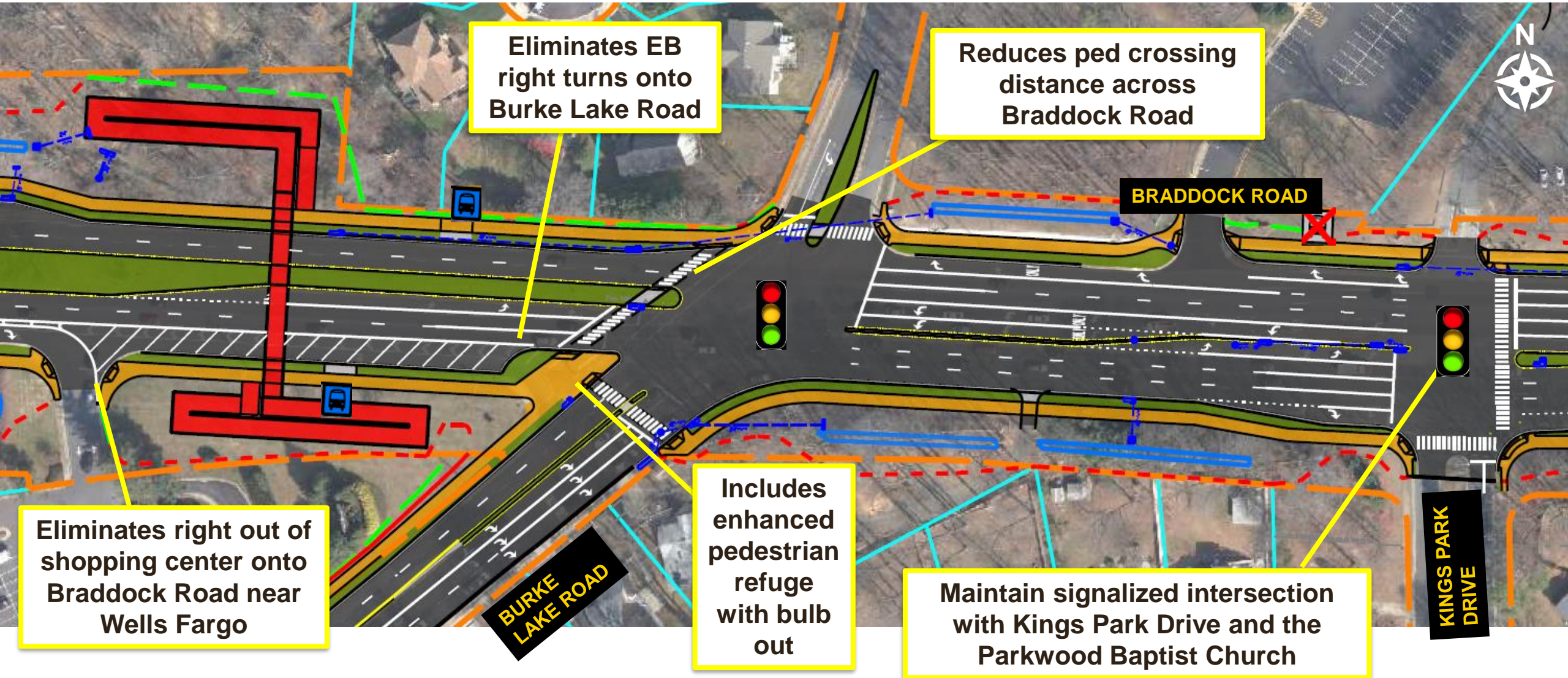
Critical Intersection – Burke Lake Road Base Option



Critical Intersection – Burke Lake Road Option 1

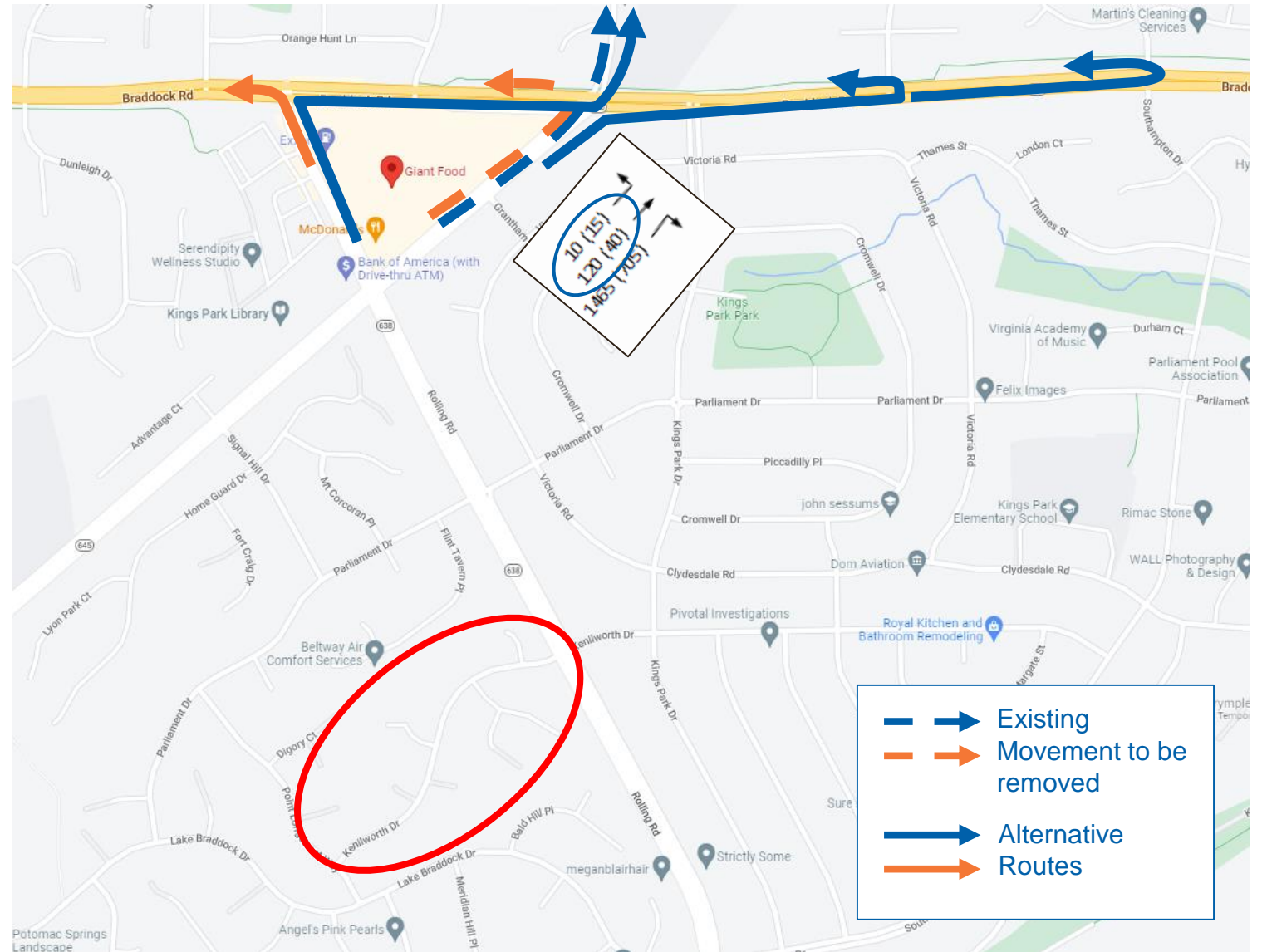


Critical Intersections – Burke Lake Road Option 2



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

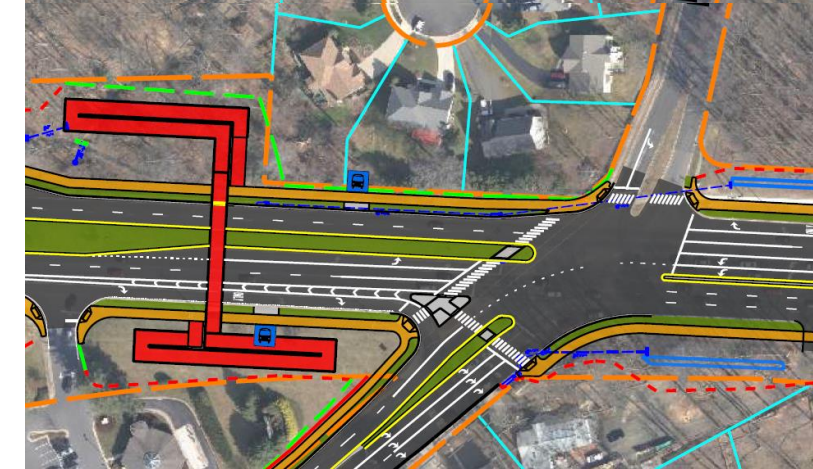
BURKE LAKE ROAD COMPARISON

Evaluation Categories	Base Option	Option 1	Option 2
Intersection Delay	●	●	●
Safety	●	●	●
Multimodal	●	●	●
Engineering	●	●	●
Environmental	●	●	●
Constructability	●	●	●
Right of Way & Cost Impacts	●	●	●
Public Input	Under Evaluation		

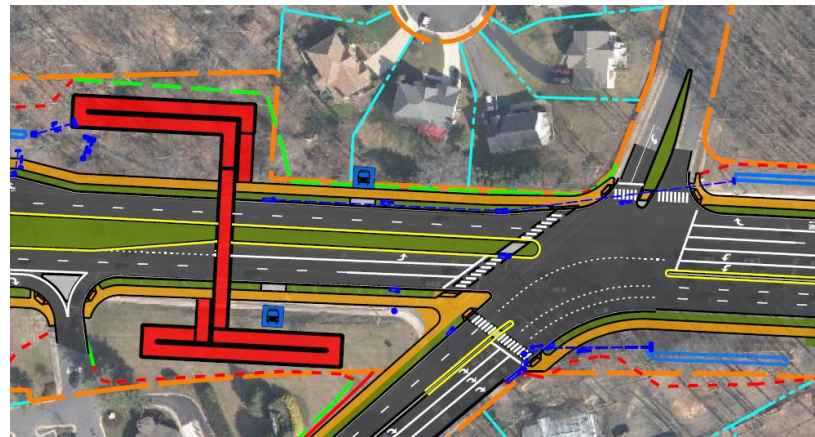
NO-BUILD



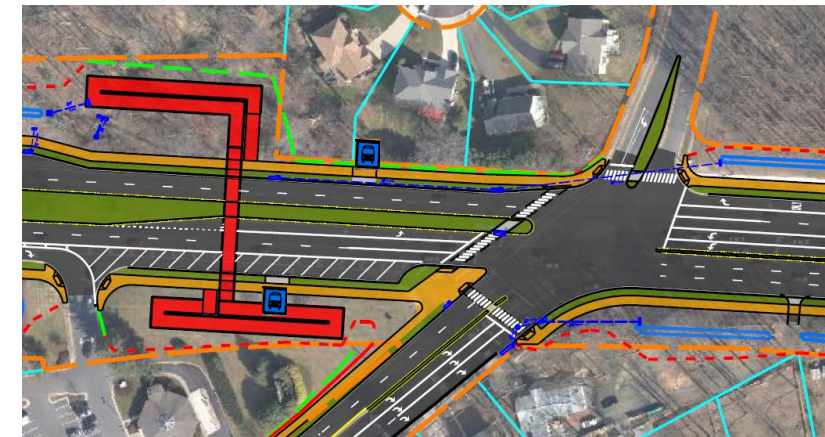
BASE



OPTION 1



OPTION 2



Community Comments Received

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

Project Cost, Funding, and Schedule

- 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	Phase 1	Phase 2
Submit 30% plans	Spring 2022	
Public Information Meeting	Early Fall 2022	
Design Public Hearing	Late Winter 2022/2023	
Design Approval	Spring 2023	
Right Of Way Acquisition	Spring 2025 – Fall 2026	TBD
Construction	Fall 2028 (~3 years)	TBD

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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