

Braddock Road Multimodal Improvement Project

CANTERBURY WOODS CIVIC ASSOCIATION

MONDAY, APRIL 18, 2022

7 P.M.

VDOT: Andrew Beacher, P.E.; W. Calvin Britt, P.E.

FCDOT: Tad Borkowski, P.E.

VDOT UPC 114627

Meeting Agenda

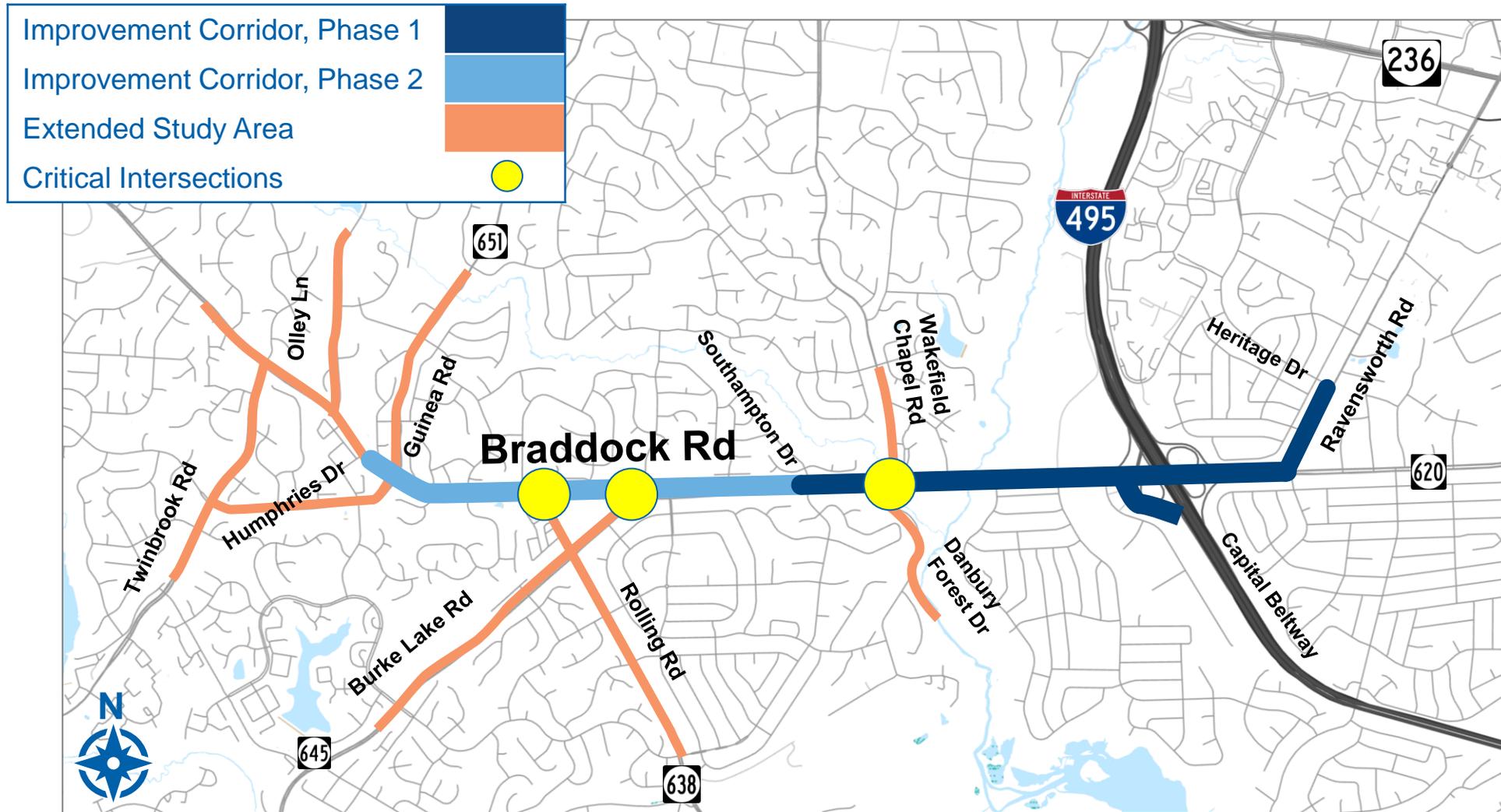
- **Project Team**
- **Project Location**
- **Project Overview**
- **Community Impacts**
- **Critical Intersection Options**
- **Comments**
- **Next Steps/Project Funding and Schedule**
- **Q&A**

More information available online at:
virginiadot.org/BraddockMultimodal

Project Team

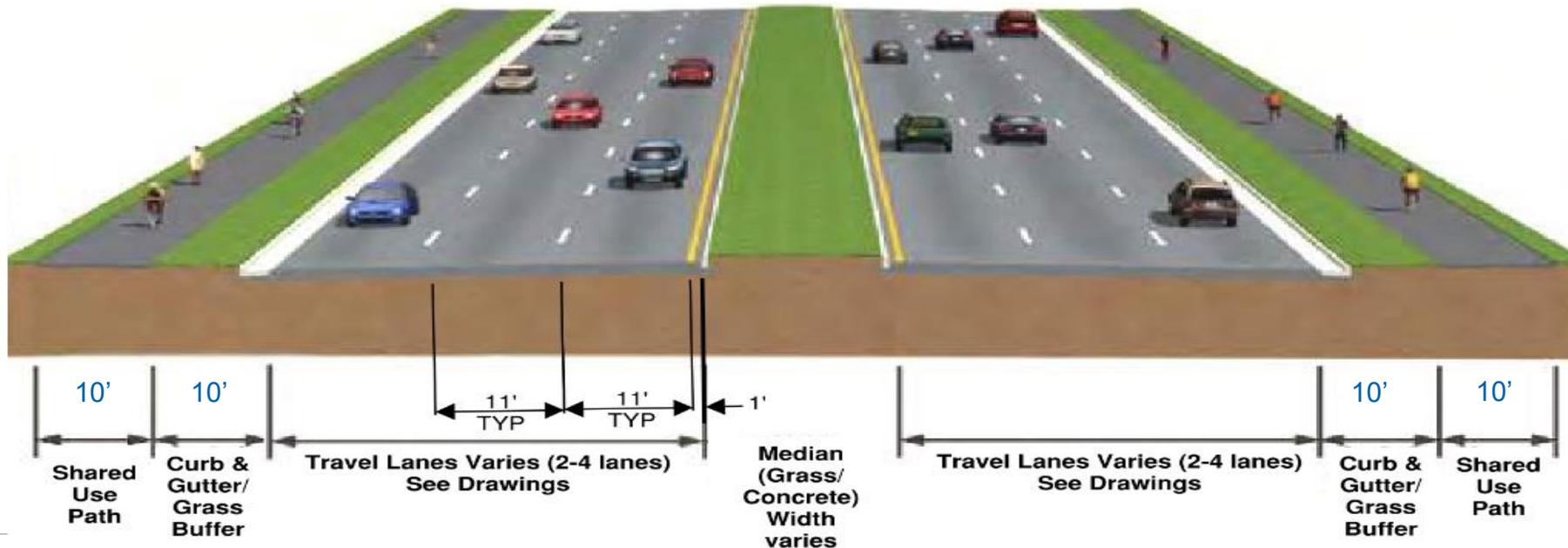
- **Andrew Beacher, P.E.**
 - VDOT, Preliminary Engineering Manager
- **W. Calvin Britt, P.E.**
 - VDOT, Project Manager
- **Tad Borkowski, P.E.**
 - FCDOT, Senior Transportation Planner
- **Michael Hooshangi, P.E.**
 - Consultant Project Manager
- **Suresh Karre, P.E., PTOE**
 - Consultant Lead Traffic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



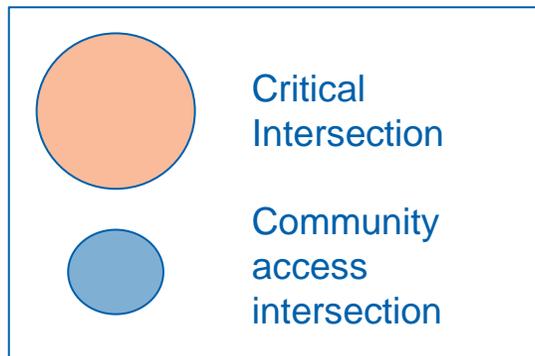
Roadway Plans



BASE_FULL LENGTH_02102022.pdf

Community Impacts-Canterbury Woods

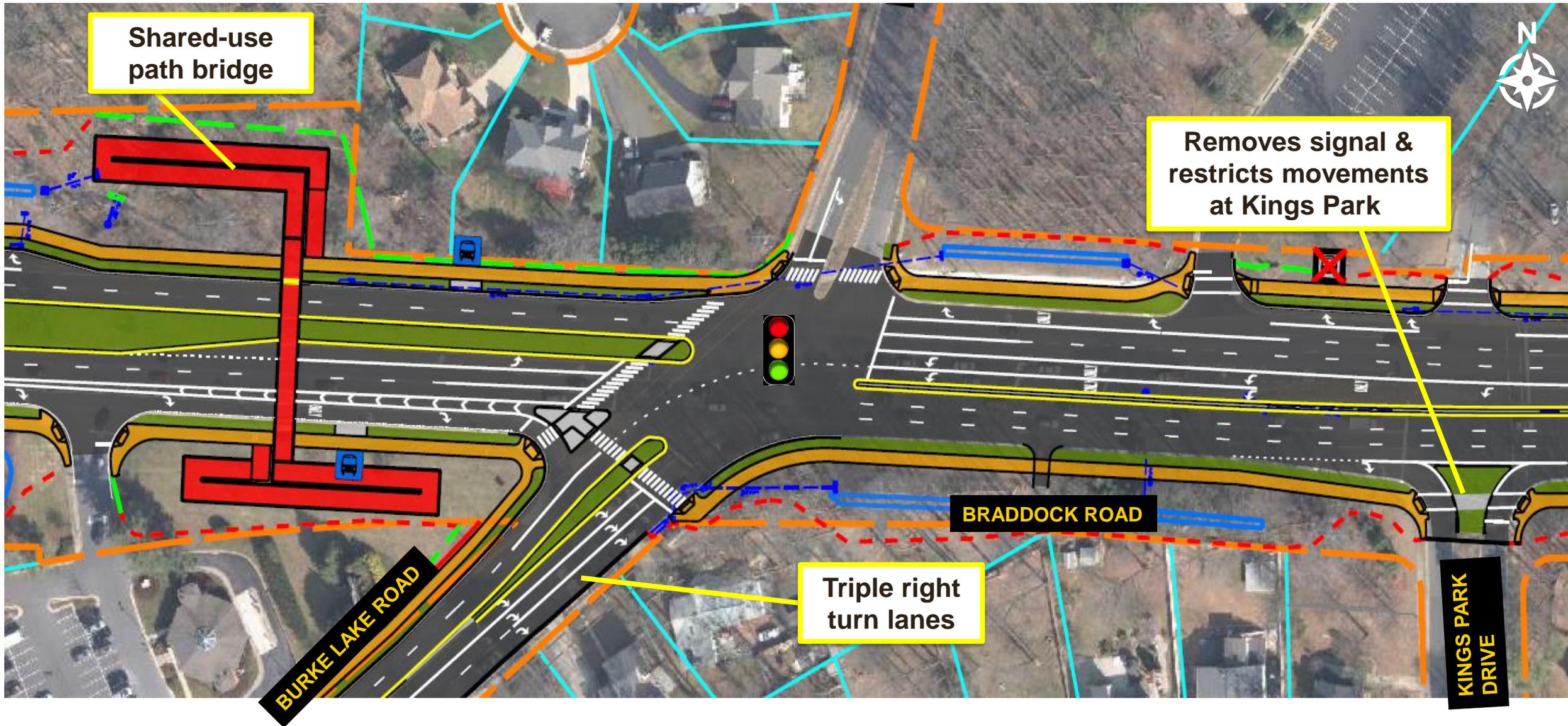
- Access points at Burke Lake Road/Woodland Way and Wakefield Chapel Road have design modifications
- Southampton Drive access unchanged, includes pedestrian accommodation improvements



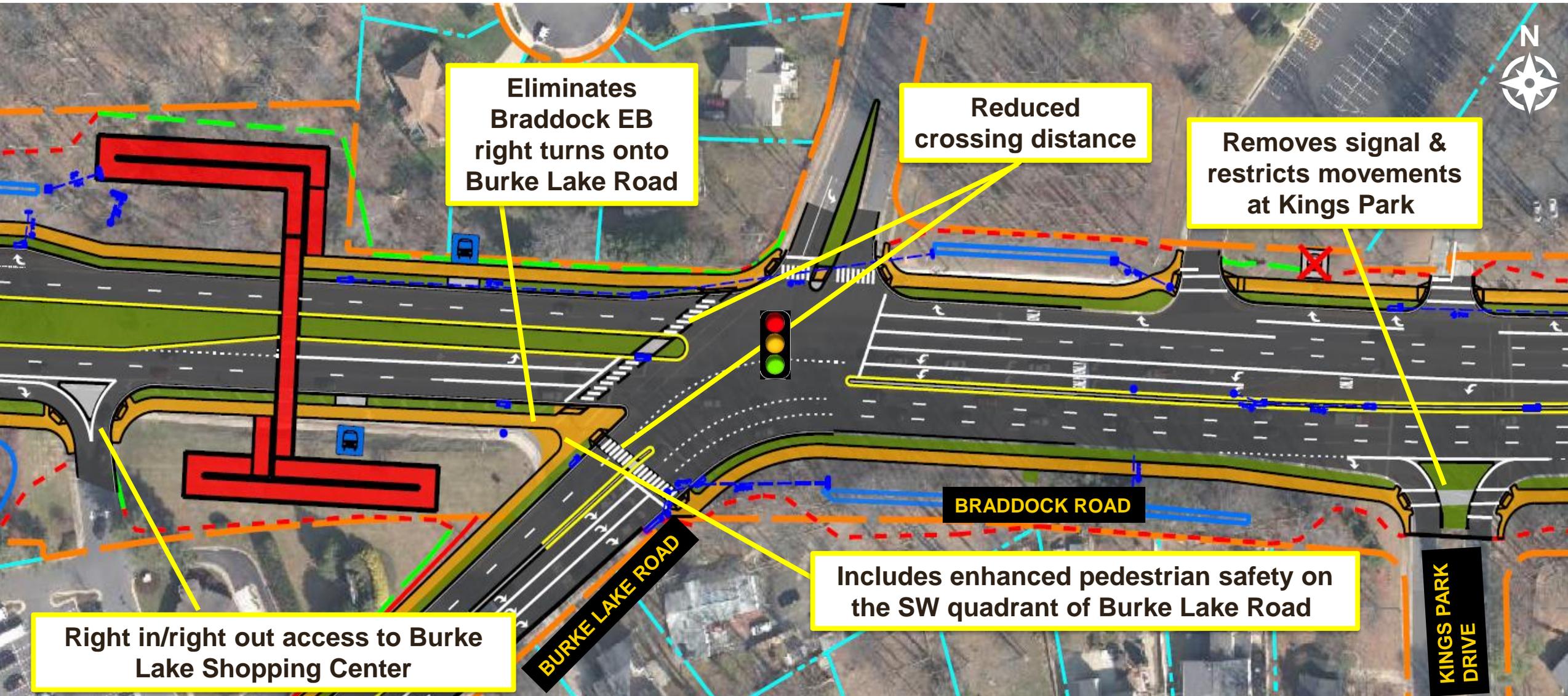
Overview of Options

- **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**

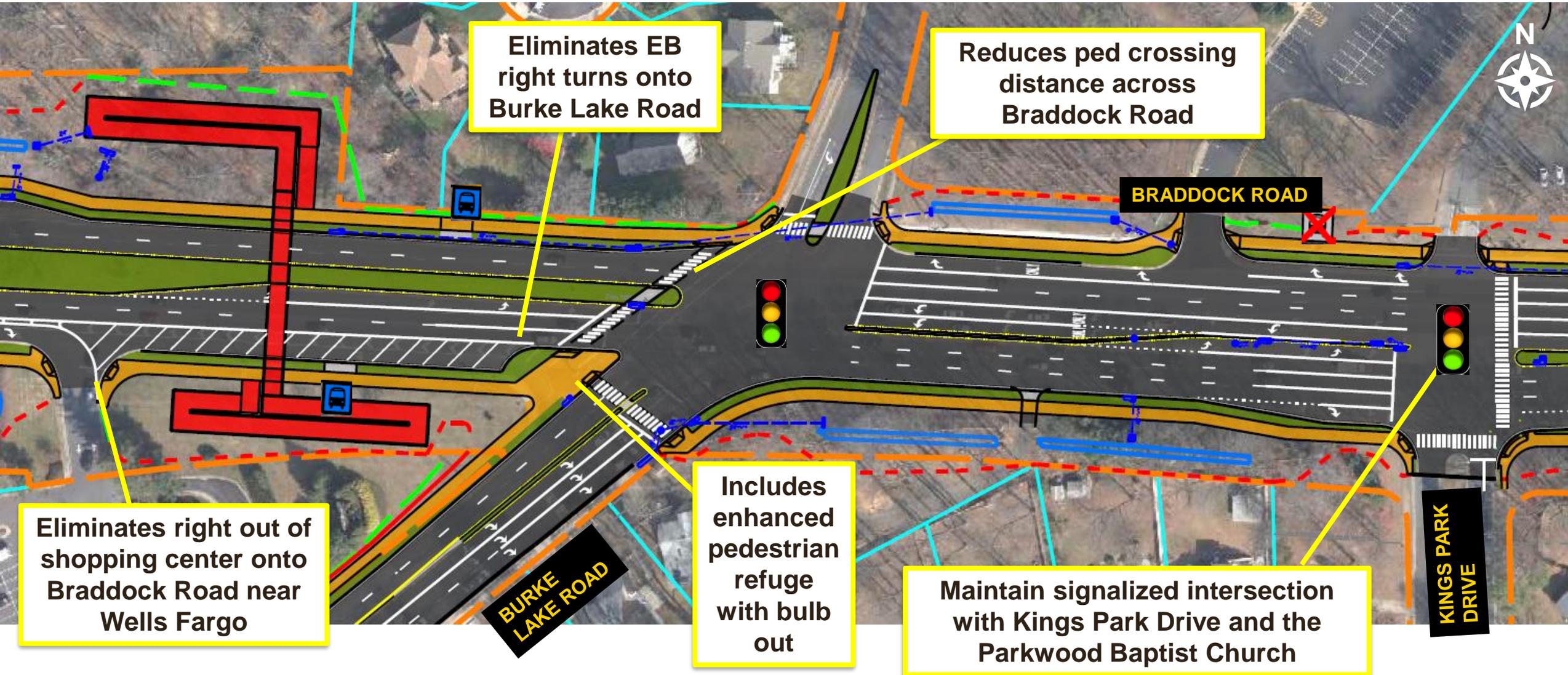
Critical Intersection – Burke Lake Road Base Option



Critical Intersection – Burke Lake Road Option 1

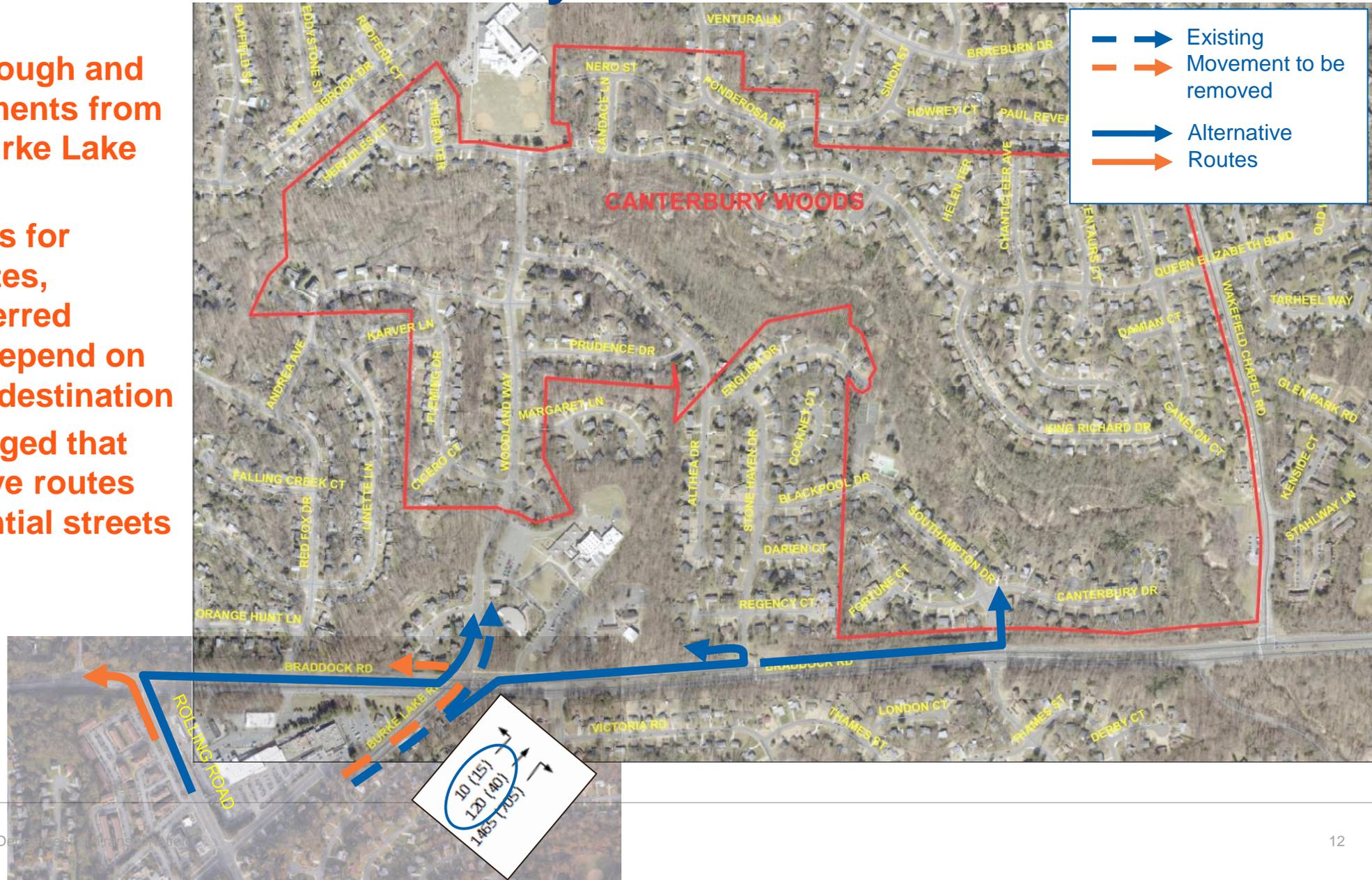


Critical Intersections – Burke Lake Road Option 2



Burke Lake Road - Canterbury Woods 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

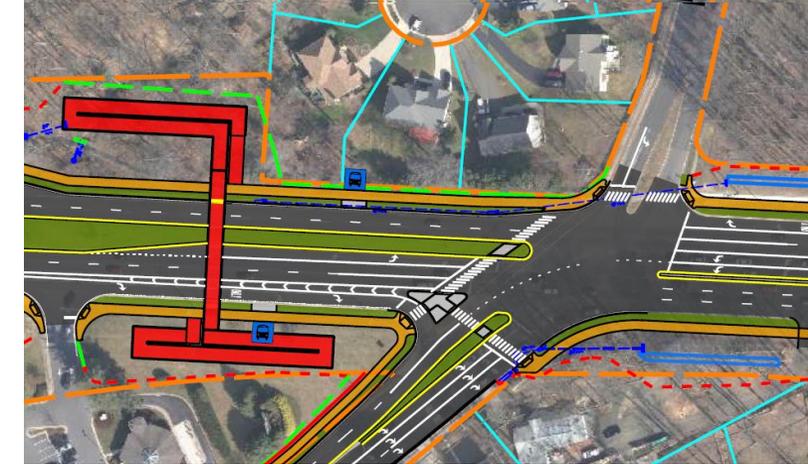
BURKE LAKE ROAD COMPARISON

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

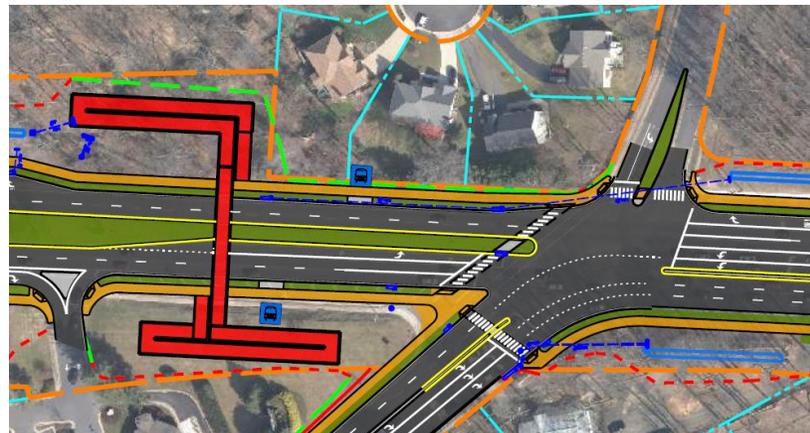
NO-BUILD



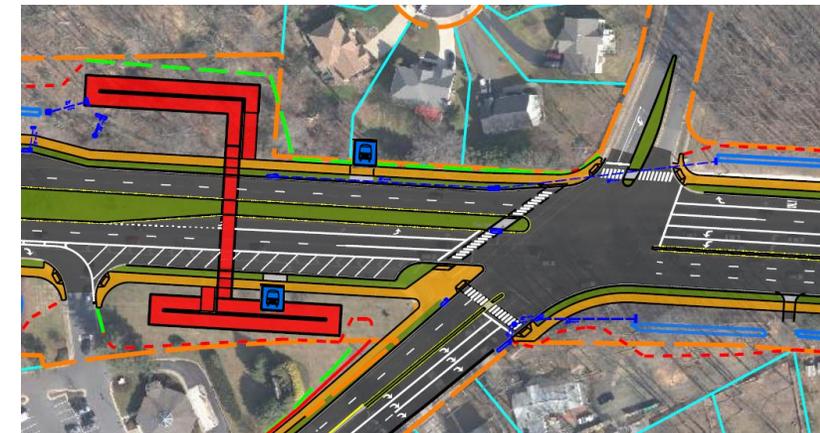
BASE



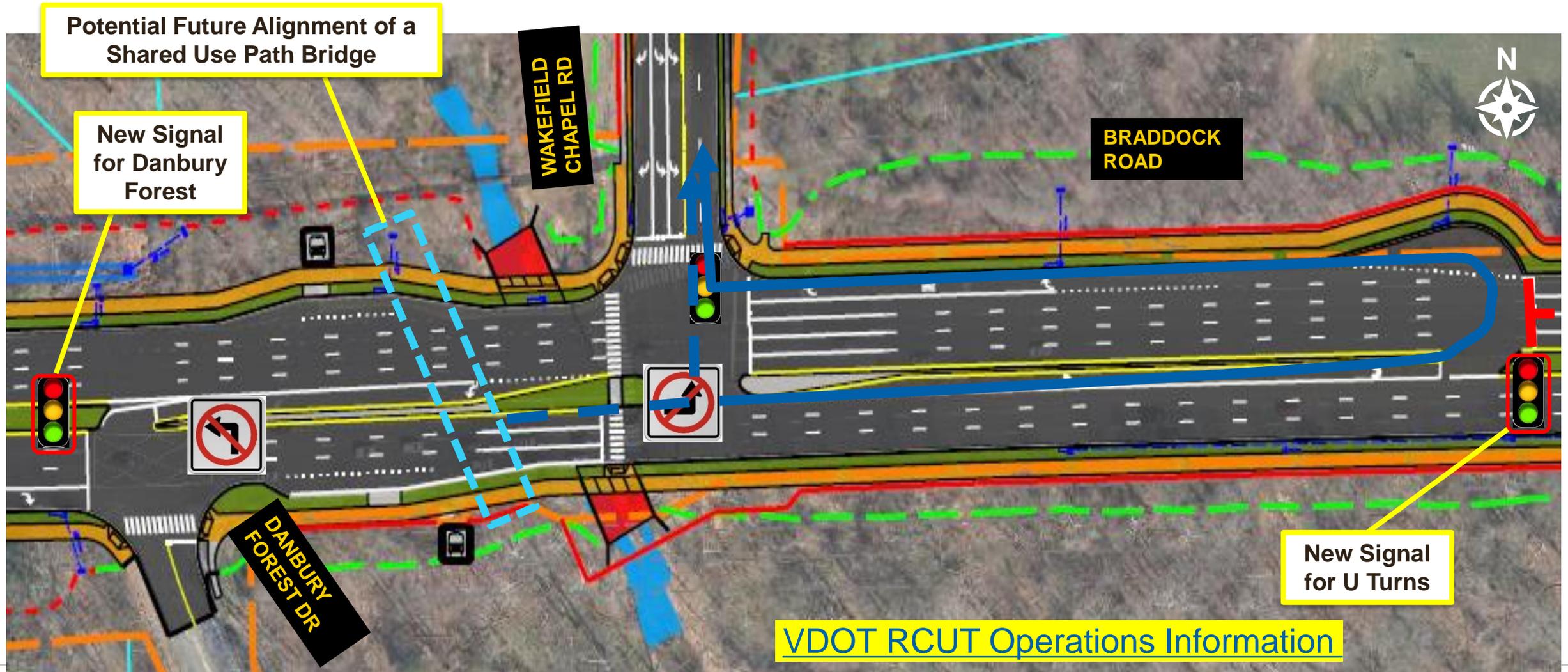
OPTION 1

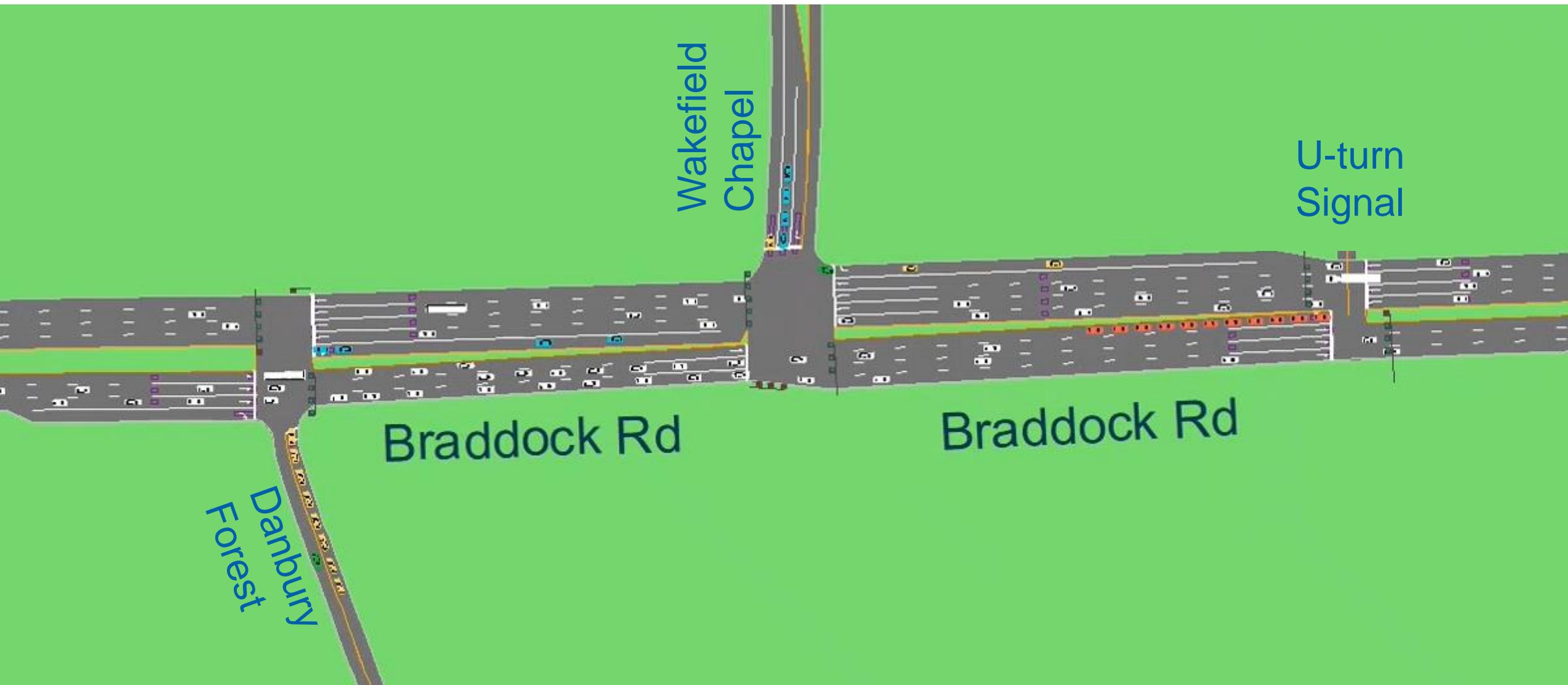


OPTION 2



Critical Intersection – Danbury Forest/Wakefield Chapel Base Option





Wakefield
Chapel

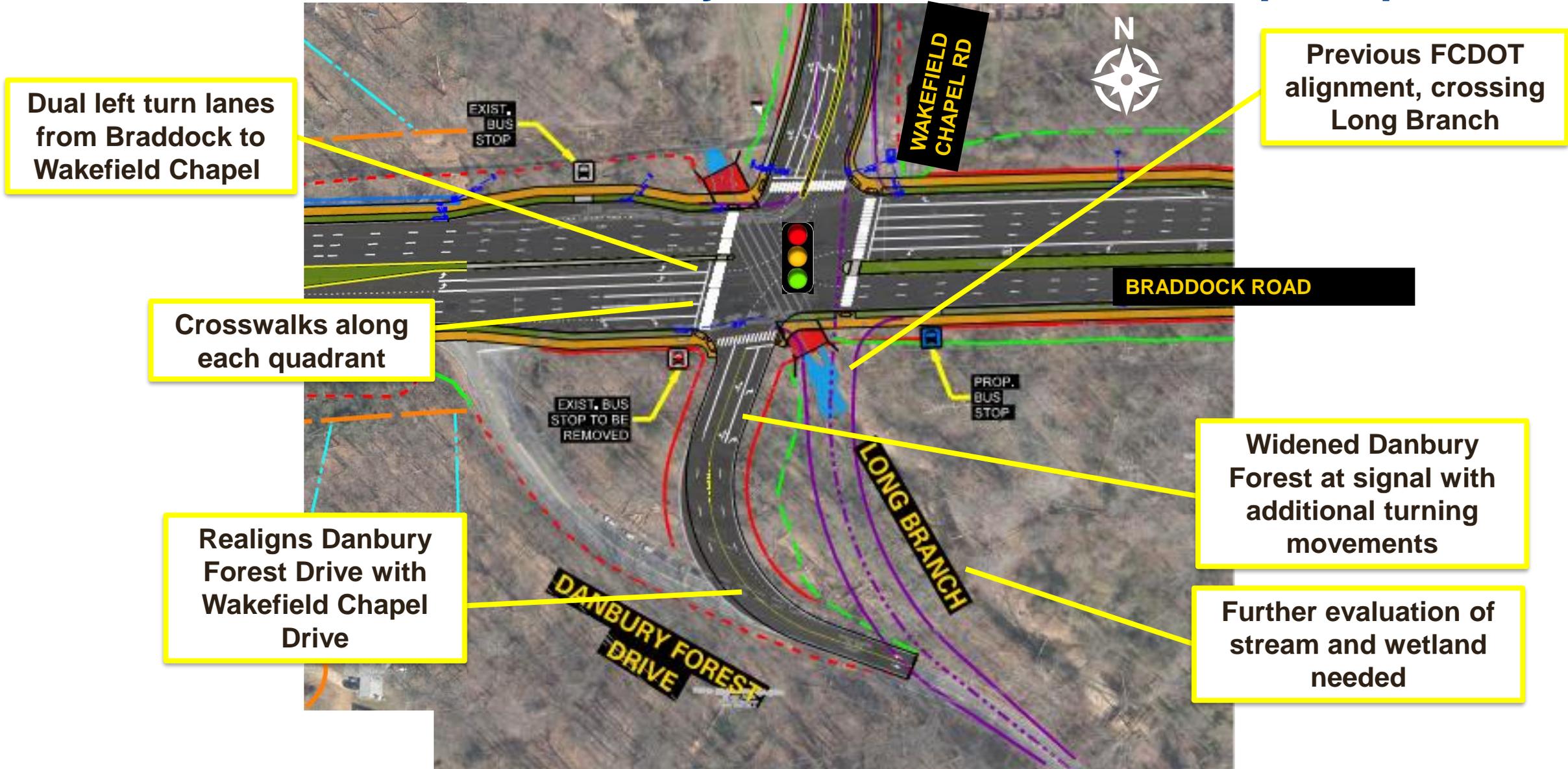
U-turn
Signal

Braddock Rd

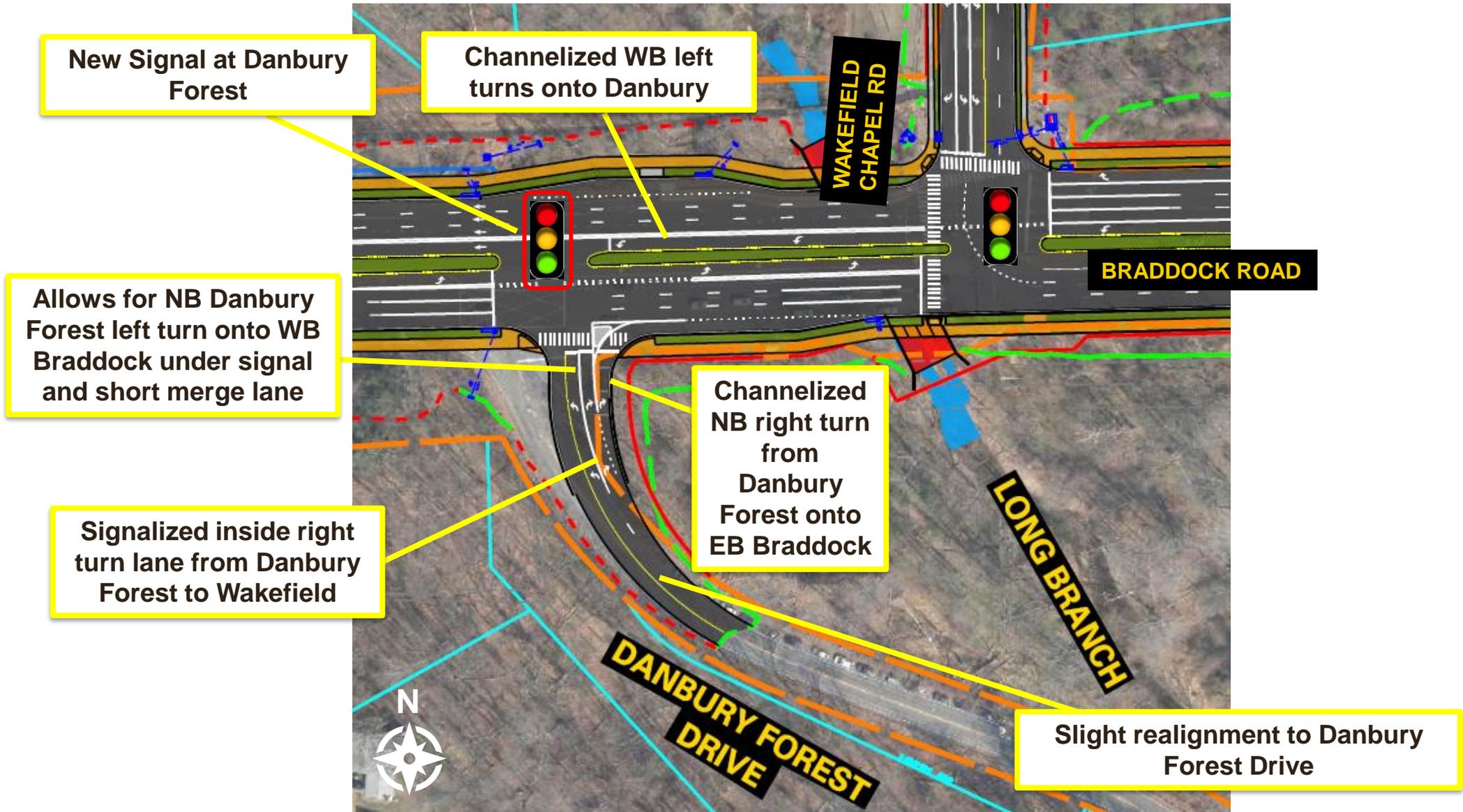
Braddock Rd

Forest
Danbury

Critical Intersection – Danbury Forest / Wakefield Chapel Option 1



Critical Intersection – Danbury Forest / Wakefield Chapel Option 2

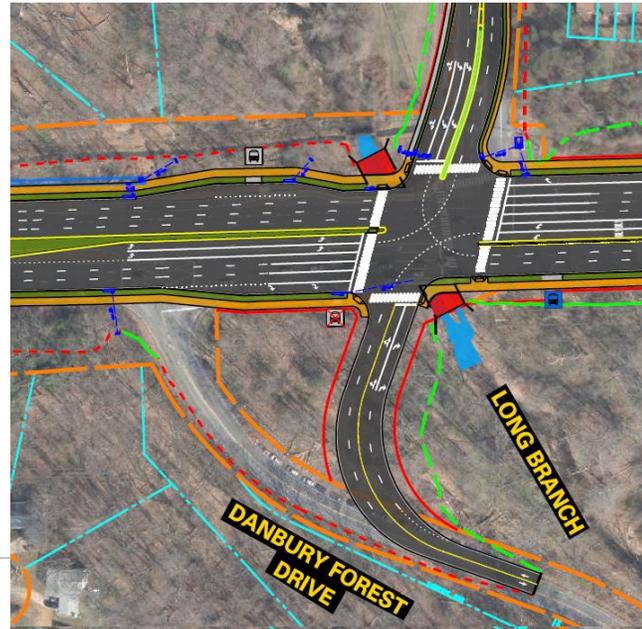


Braddock Road & Danbury Forest/Wakefield Chapel

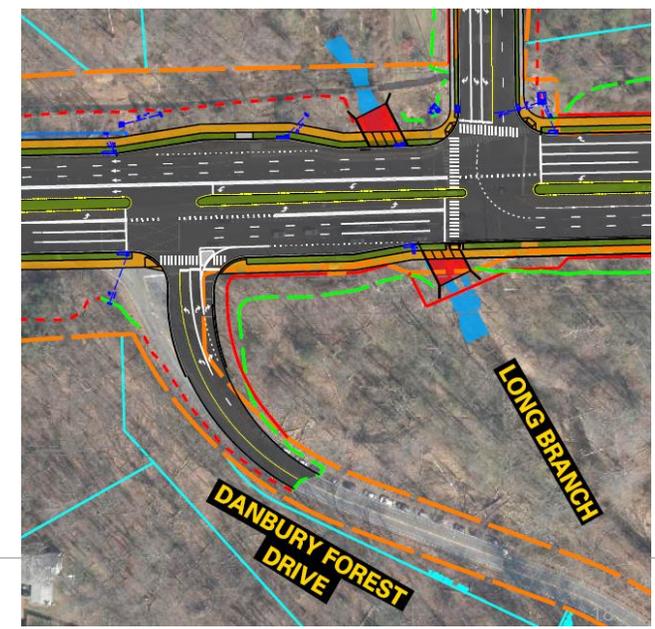
BASE



OPTION 1



OPTION 2



DANBURY/WAKEFIELD 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		

Community Comments Received

Comment Theme	Project Approach
Burke Lake Road/Shopping Center/Neighborhood Access	Multiple alternative routes, eliminated movements provide opportunities for improved multimodal operations and safety
Safety, Speeding, Red-Light Running	Improved operations can lead to reduced red-light running, FCDOT RTAP program for neighborhood speed control, reduced unsignalized left turns on Braddock Road
Transit/Ridership	Consolidation of bus stops with pedestrian accommodations, improvement of underpass
Danbury Forest/Wakefield Chapel RCUT	Operational analysis shows delays similar to traditional intersection, improved safety, simpler signal phasing, concurrent movements allow for efficient operations

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?

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THANK YOU!

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