

# 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

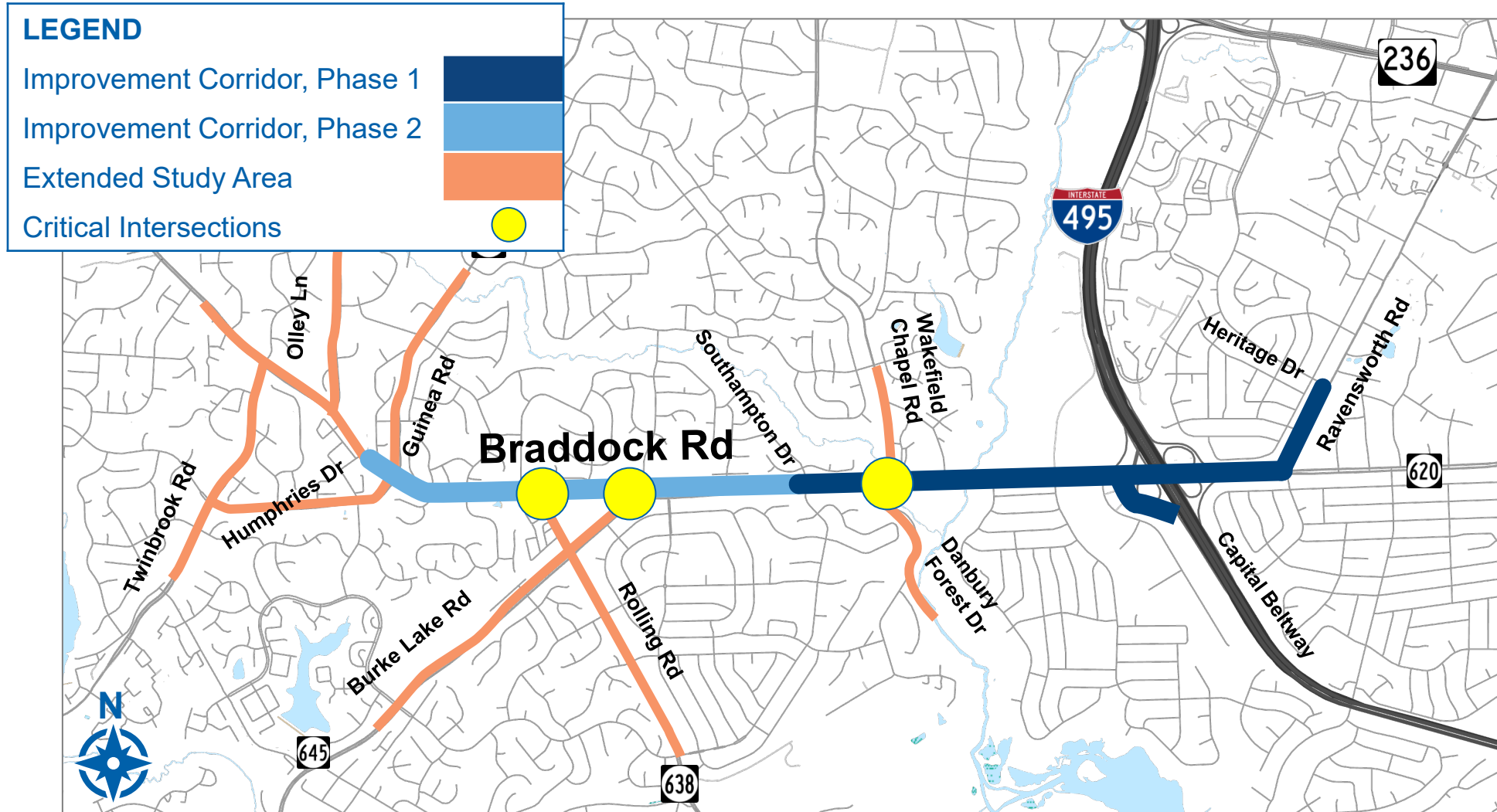
- **Project Team**
- **Project Location**
- **Project Overview**
- **Community Impacts**
- **Critical Intersection Options**
- **Comments**
- **Next Steps/Project Funding and Schedule**
- **Q&A**

**More information available online at:**  
**[virginiadot.org/BraddockMultimodal](http://virginiadot.org/BraddockMultimodal)**

# Project Team

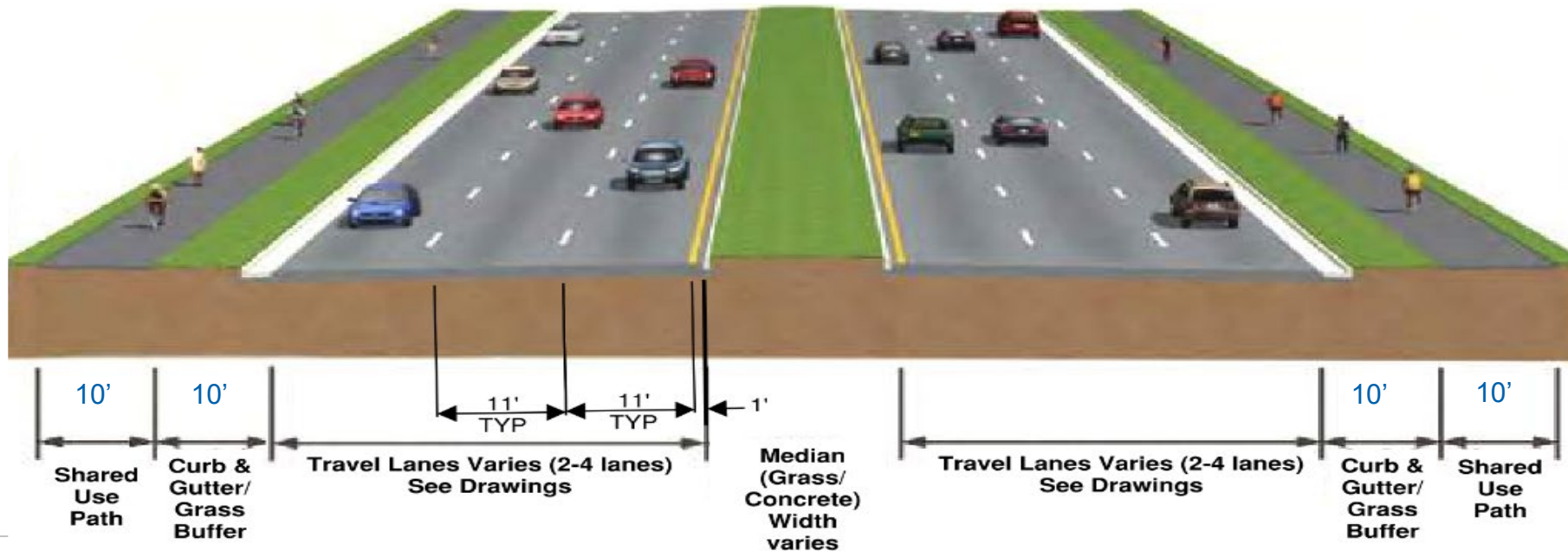
- **Andrew Beacher, P.E.**
  - VDOT, Preliminary Engineering Manager
- **W. Calvin Britt, P.E.**
  - VDOT, Project Manager
- **Tad Borkowski, P.E.**
  - FCDOT, Senior Transportation Planner
- **Michael Hooshangi, P.E.**
  - Consultant Project Manager
- **Suresh Karre, P.E., PTOE**
  - Consultant Lead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



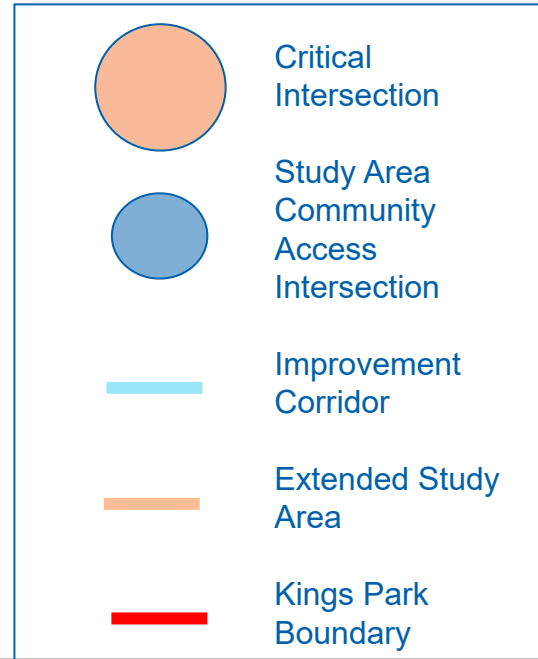
# Roadway Plans



BASE\_FULL LENGTH\_02102022.pdf

# Community Impacts-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

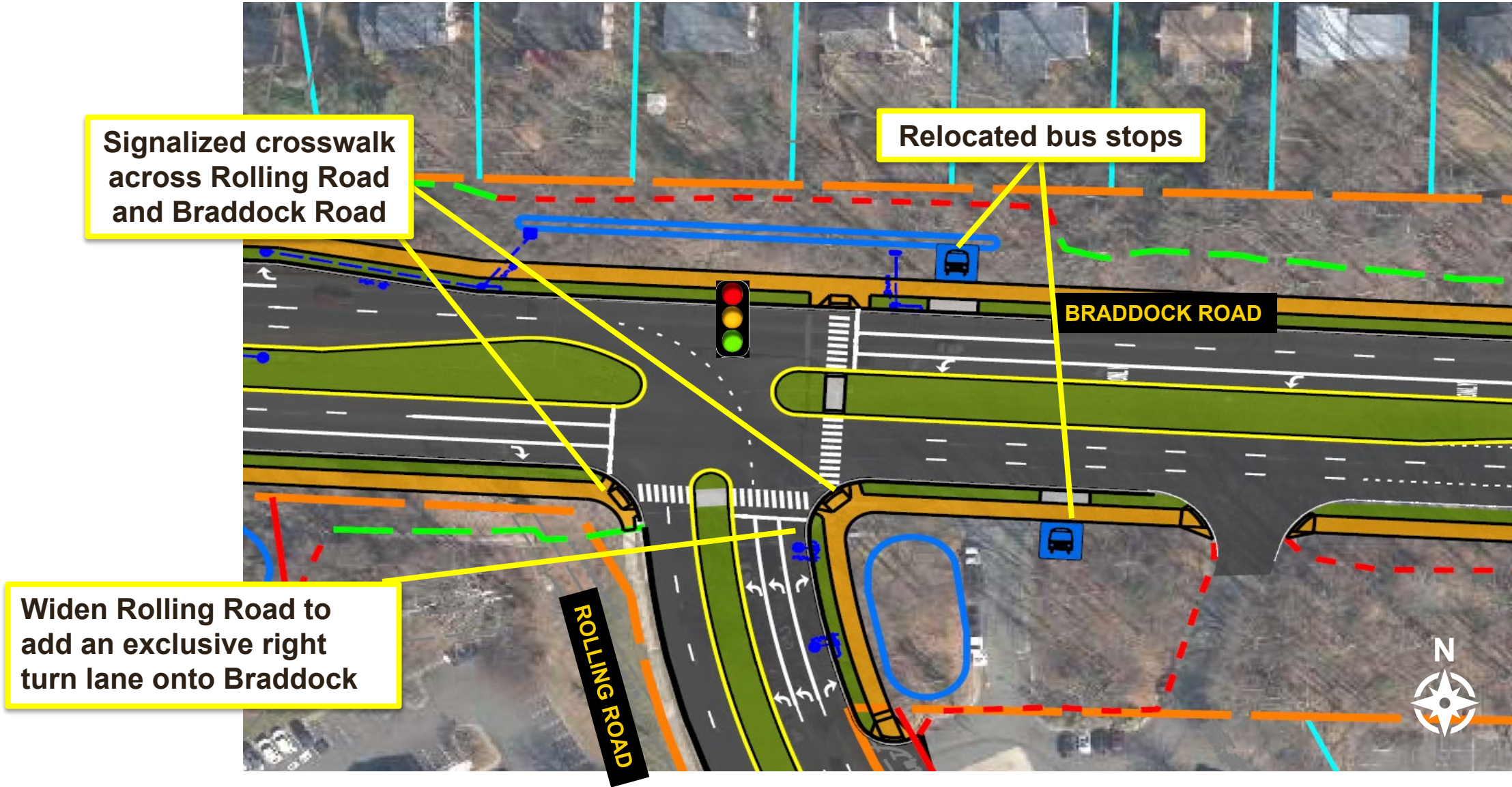


# Overview of Options

- 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

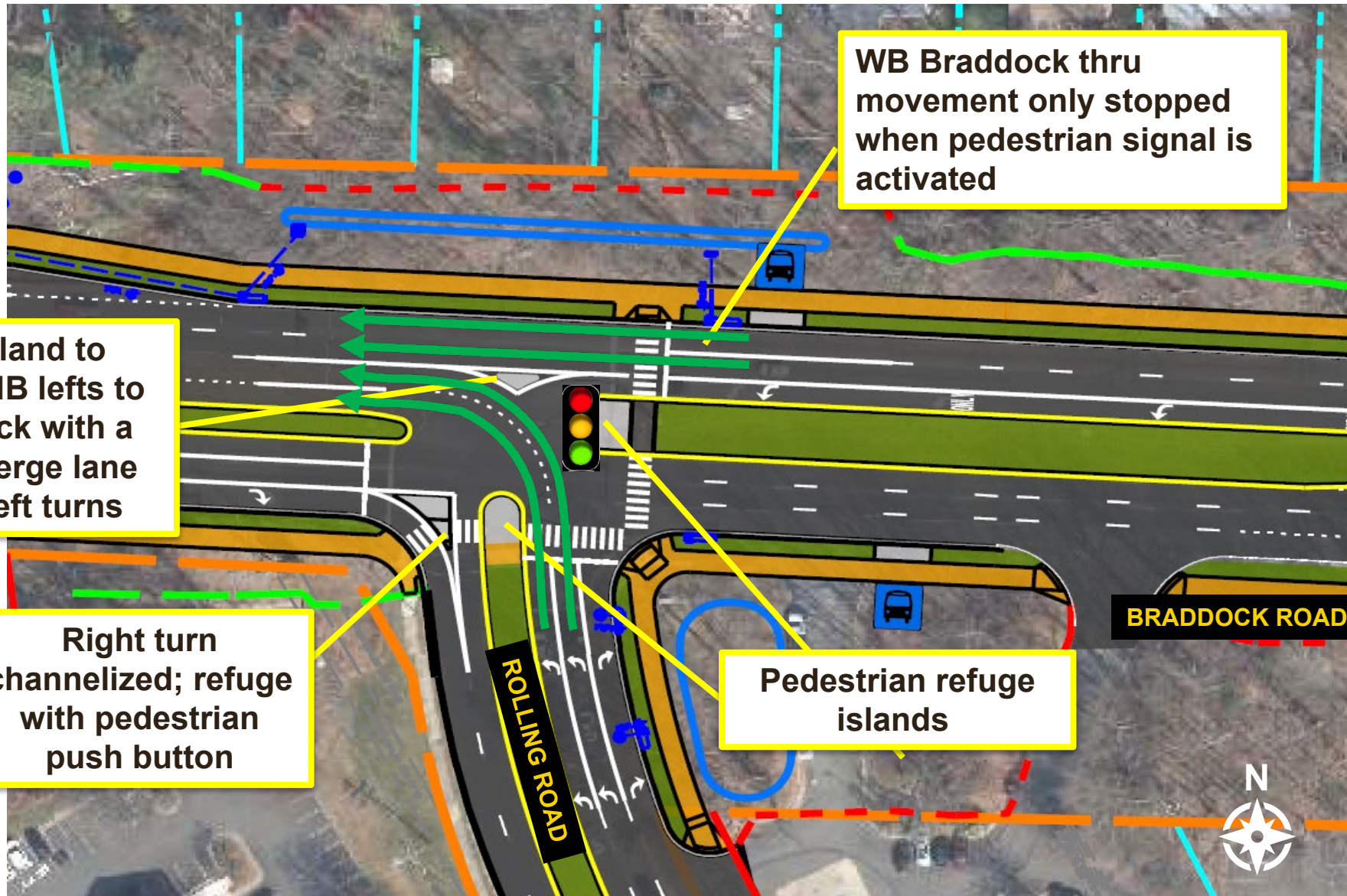


# Critical Intersection – Rolling Road Base Option

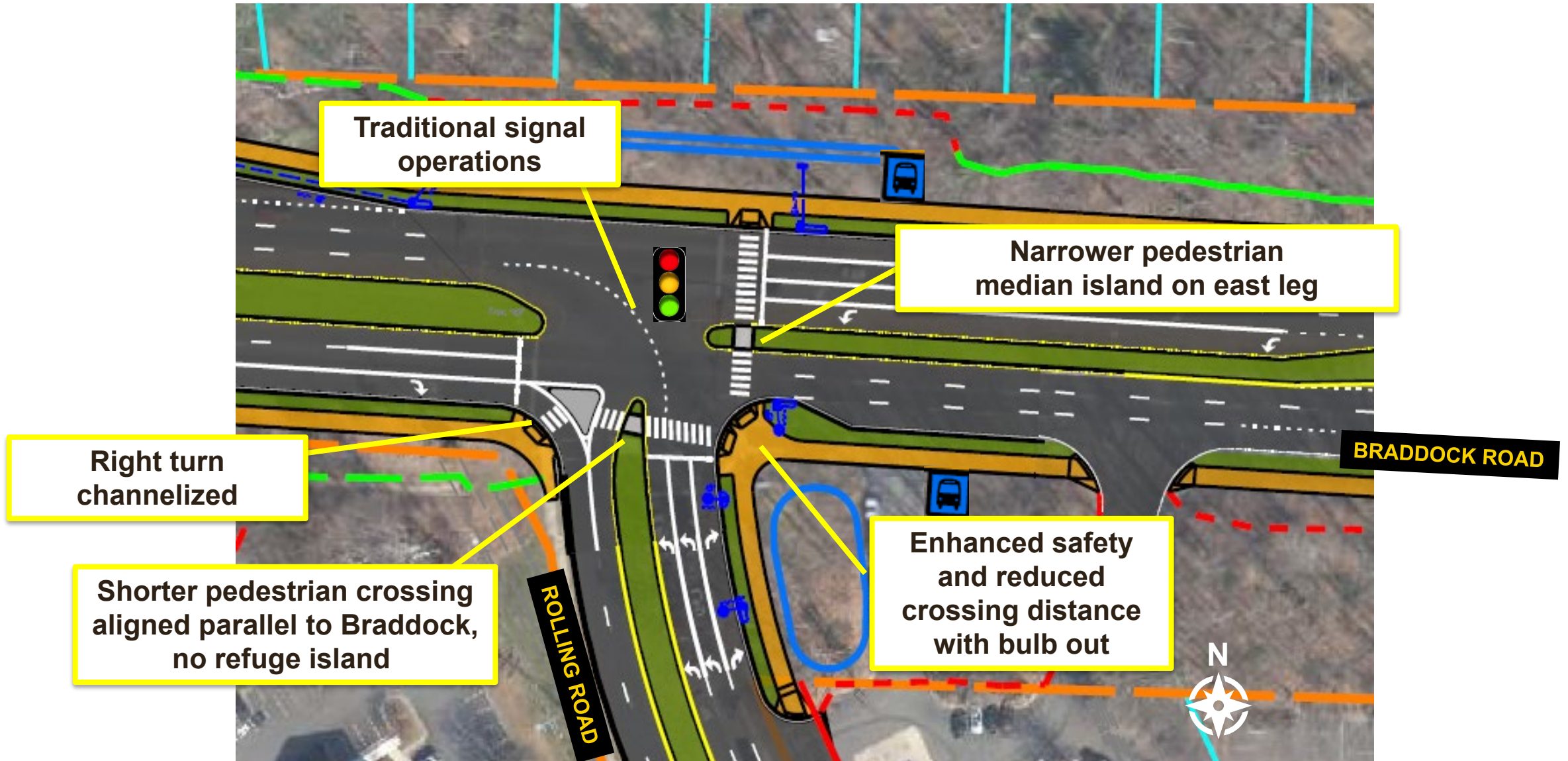


# Critical Intersection – Rolling Road Option 1

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



# Critical Intersection – Rolling Road Option 2



# Braddock Rd & Rolling Rd

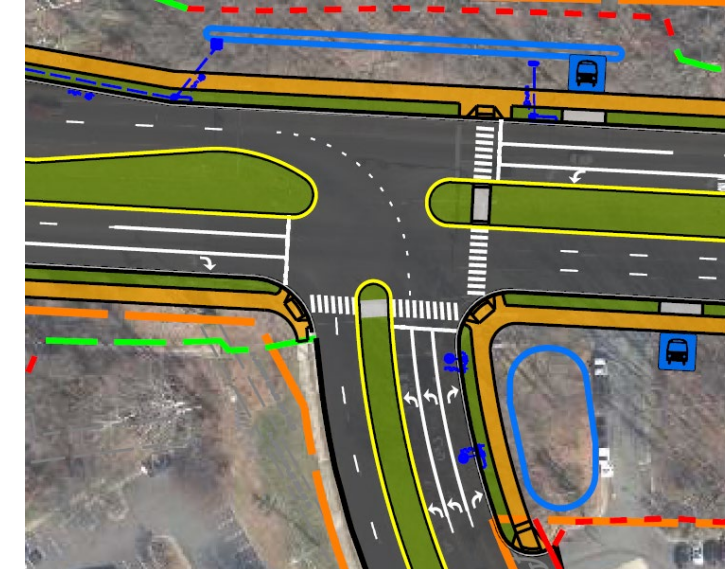
## ROLLING ROAD COMPARISON

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

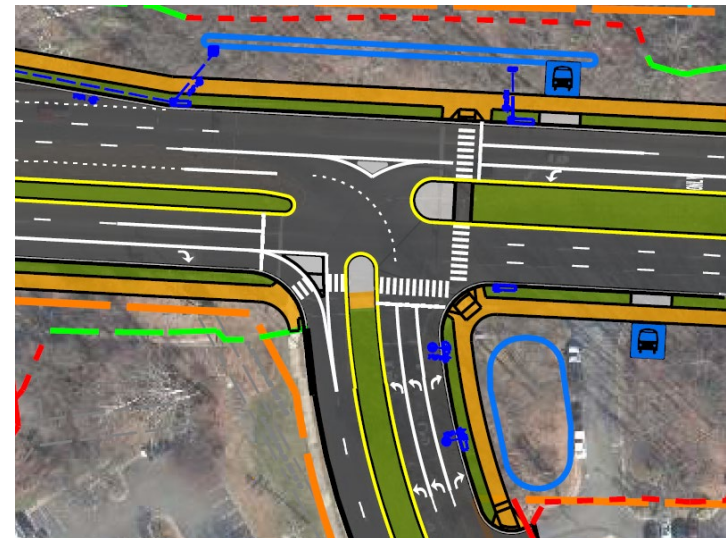
NO-BUILD



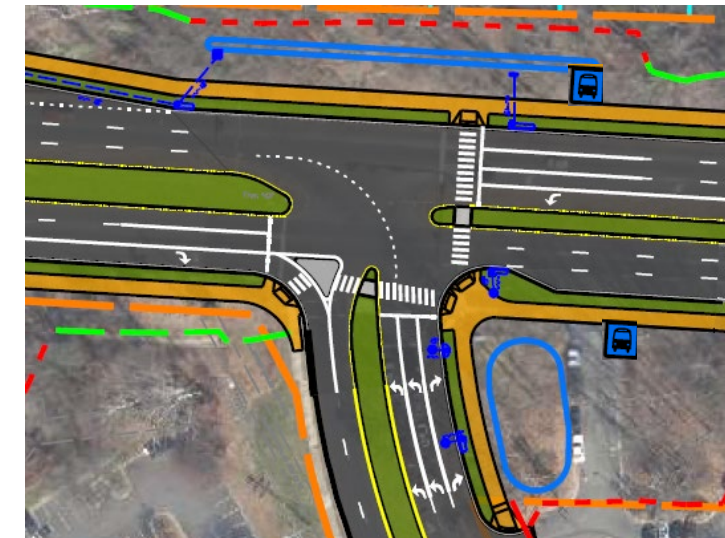
BASE



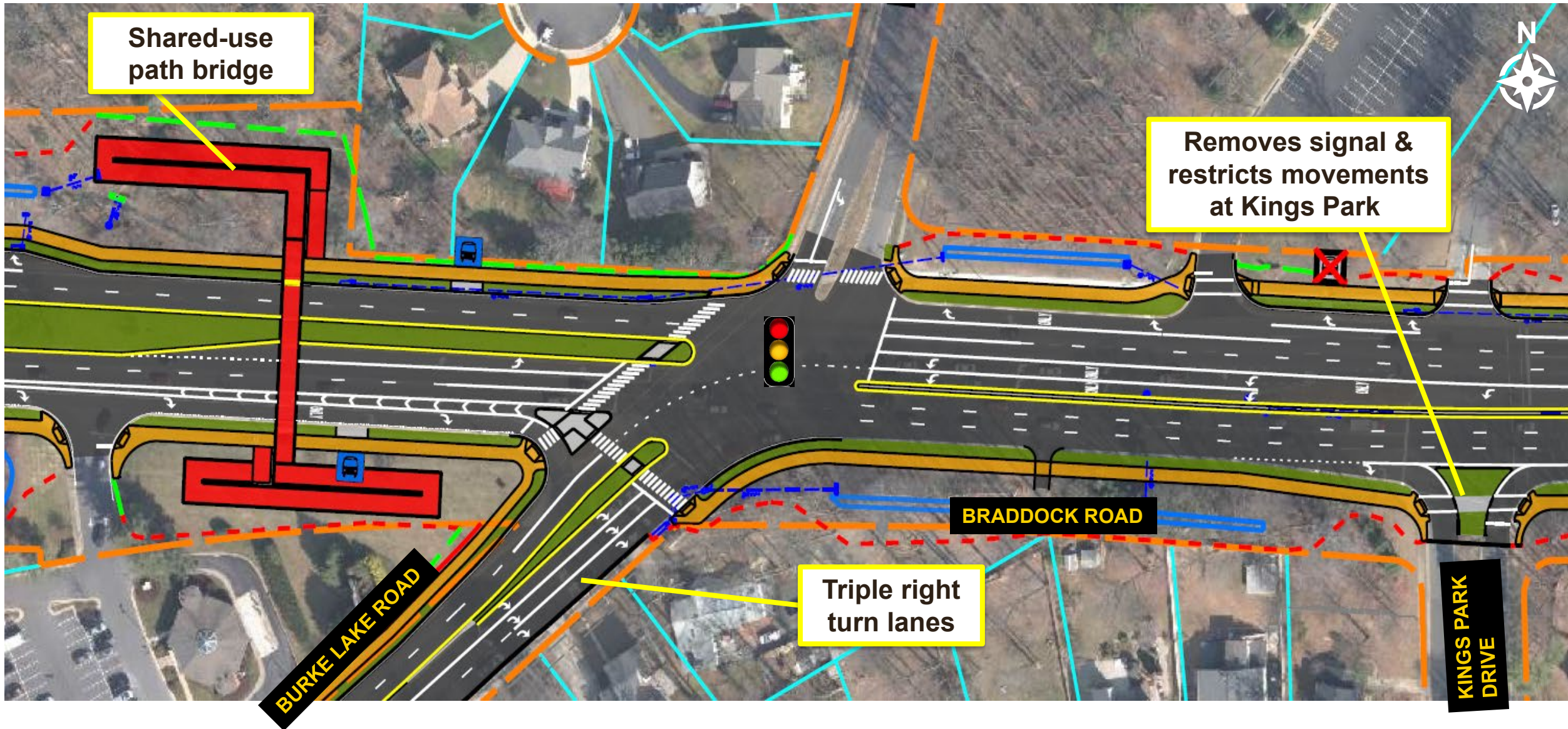
OPTION 1



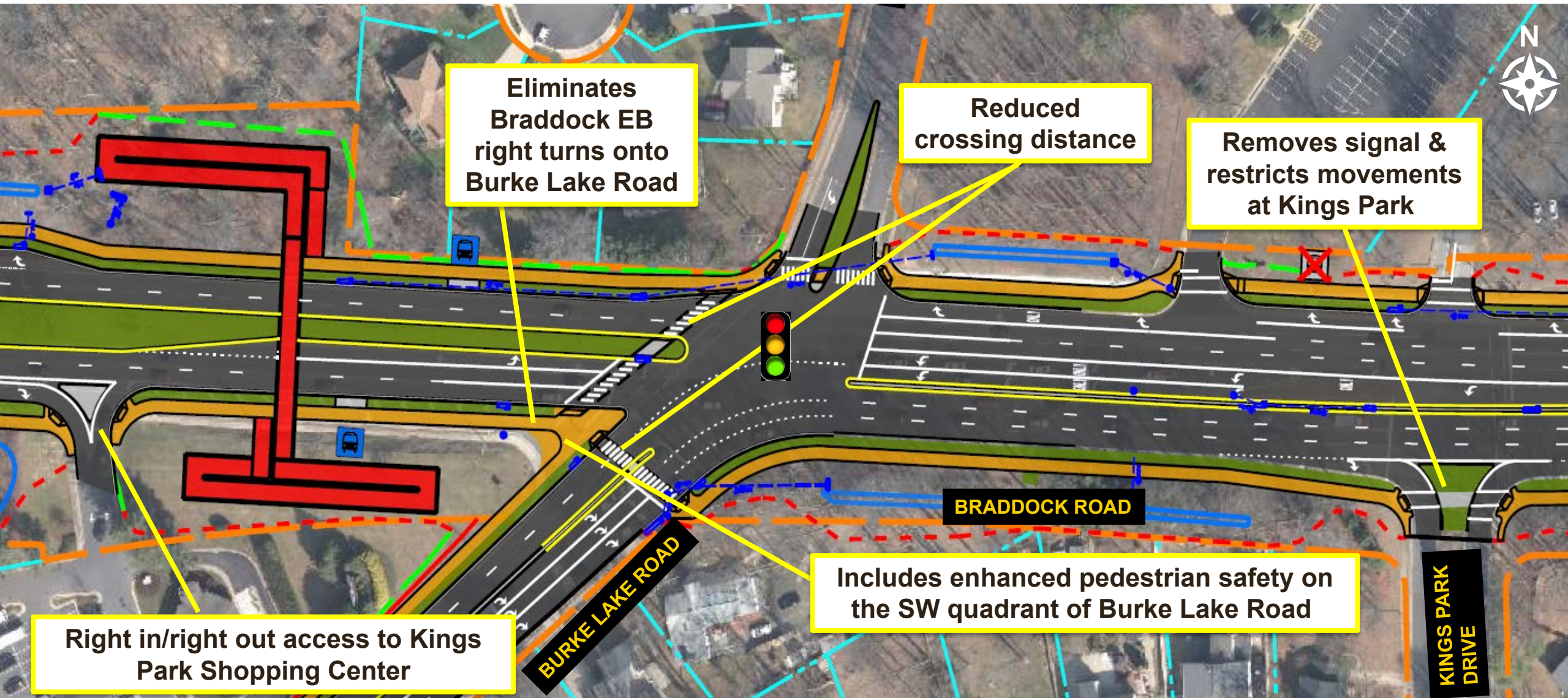
OPTION 2



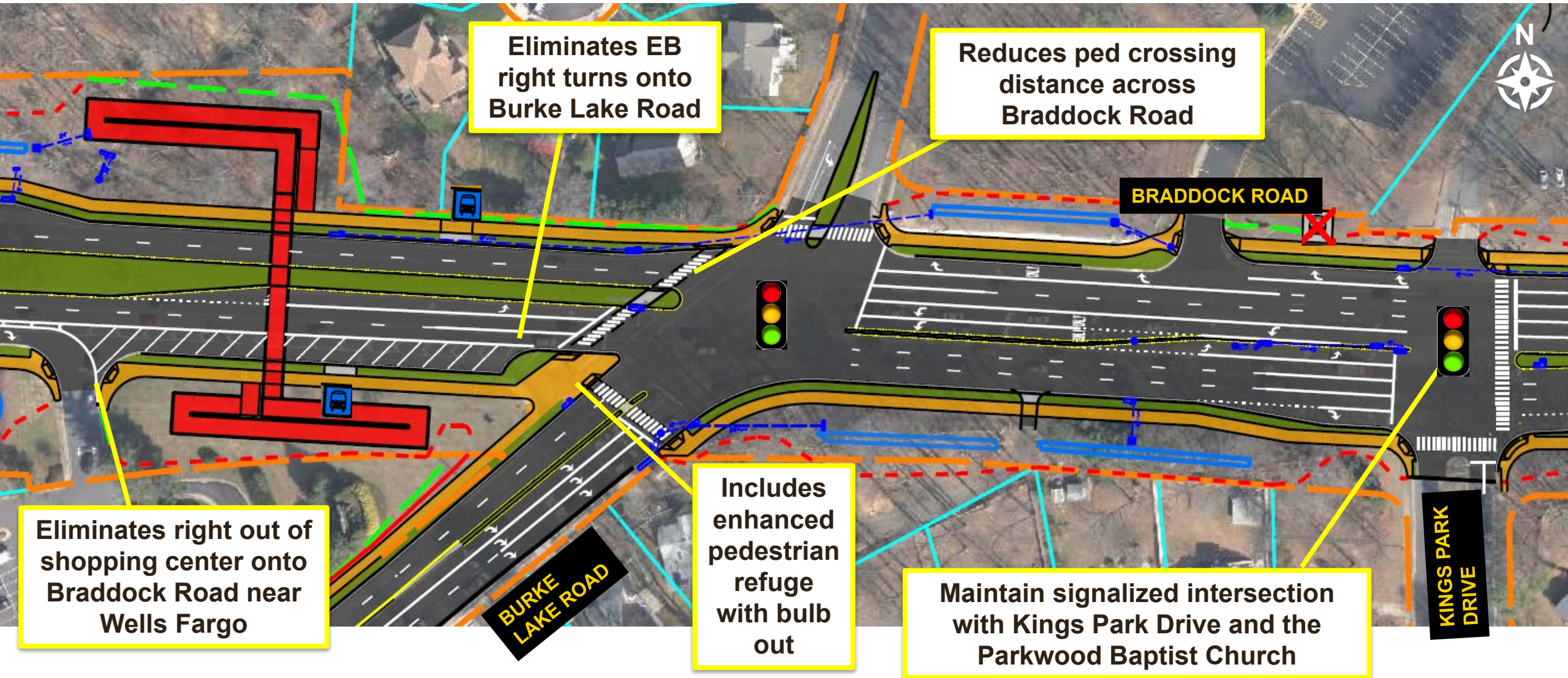
# Critical Intersection – Burke Lake Road Base Option



# Critical Intersection – Burke Lake Road Option 1

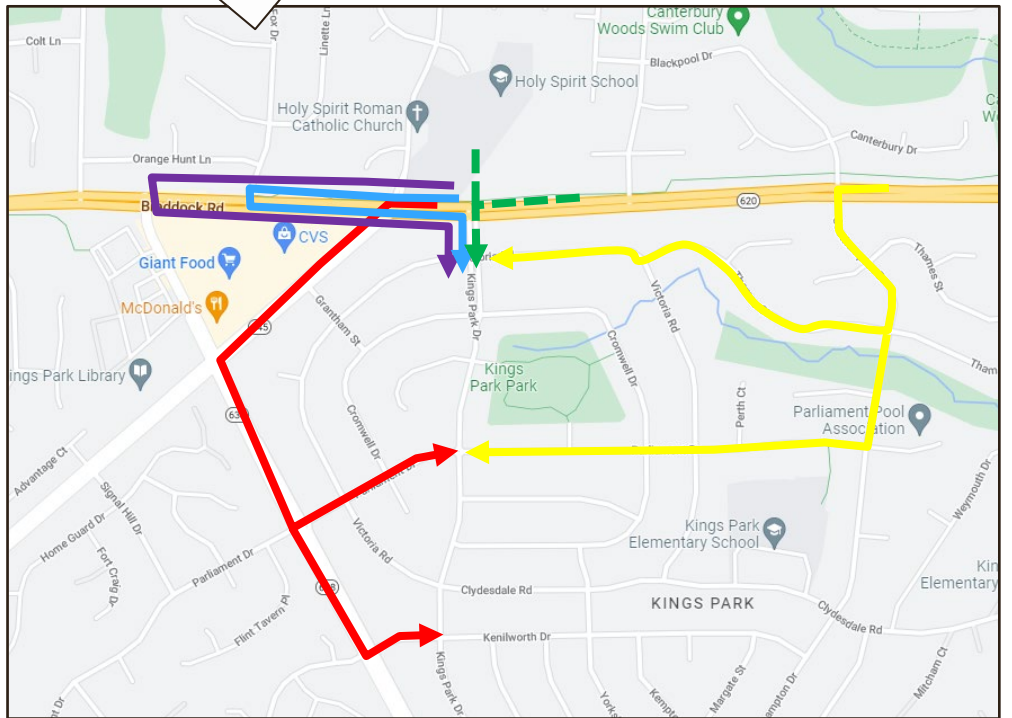
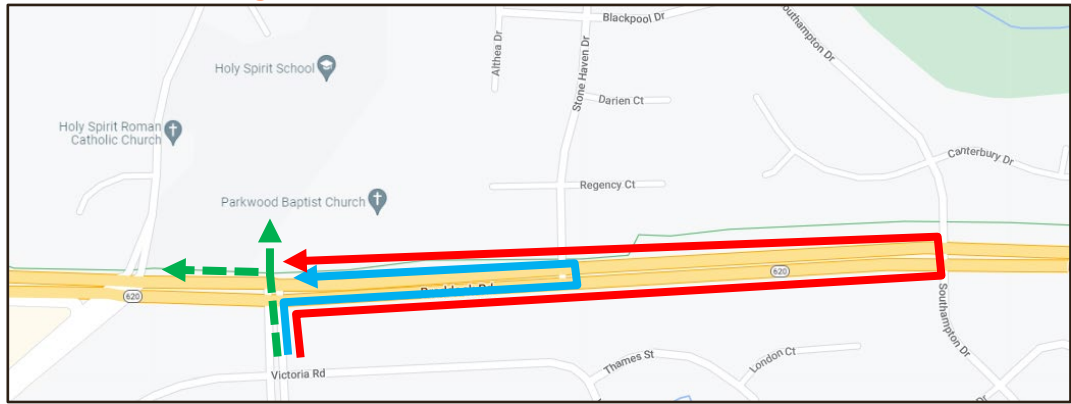
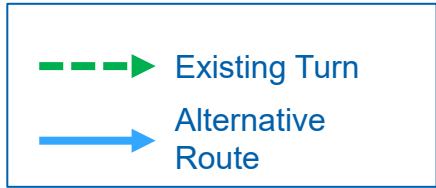
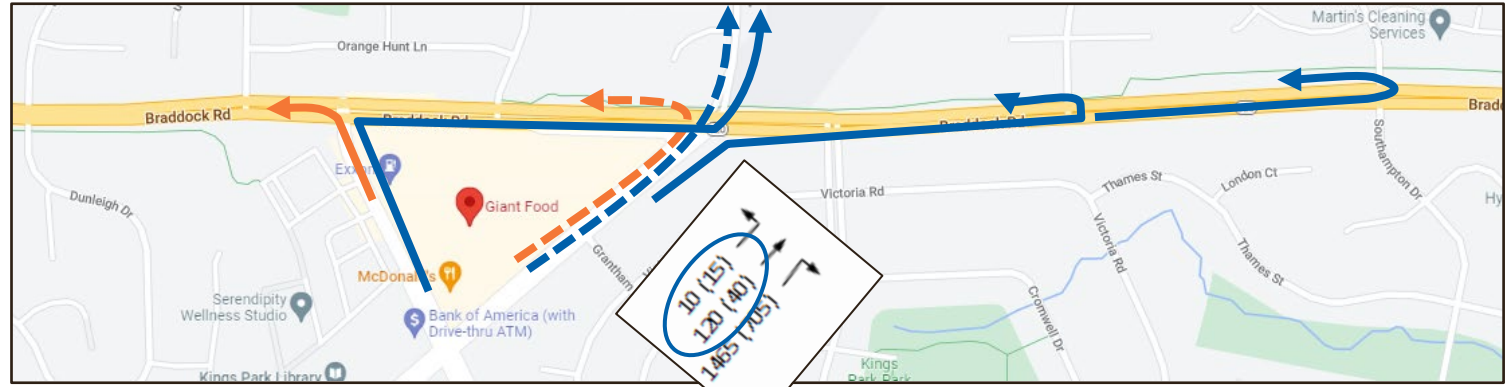


# Critical Intersections – Burke Lake Road Option 2



# Burke Lake Road – 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





# Braddock Rd & Burke Lake Rd/Woodland Way

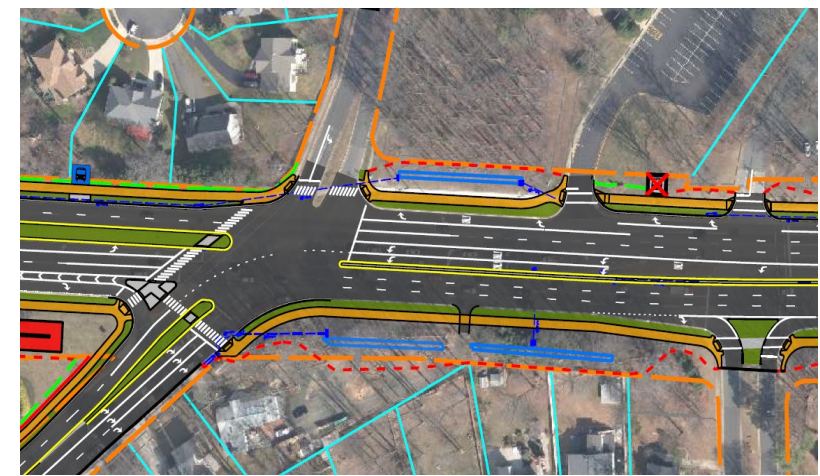
## BURKE LAKE ROAD COMPARISON

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

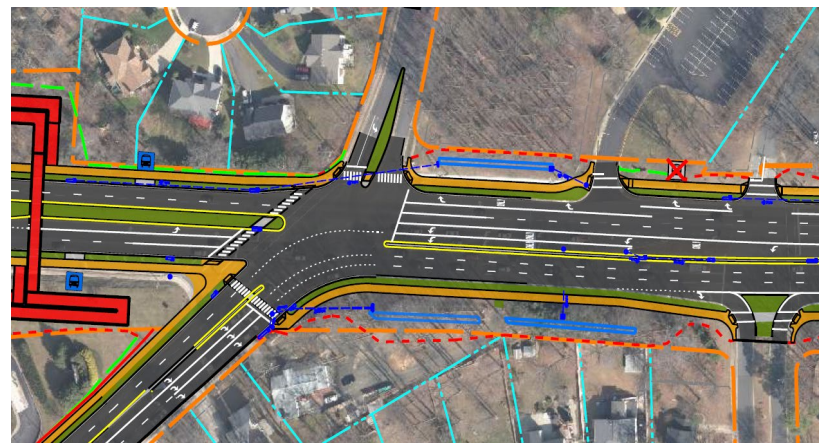
NO-BUILD



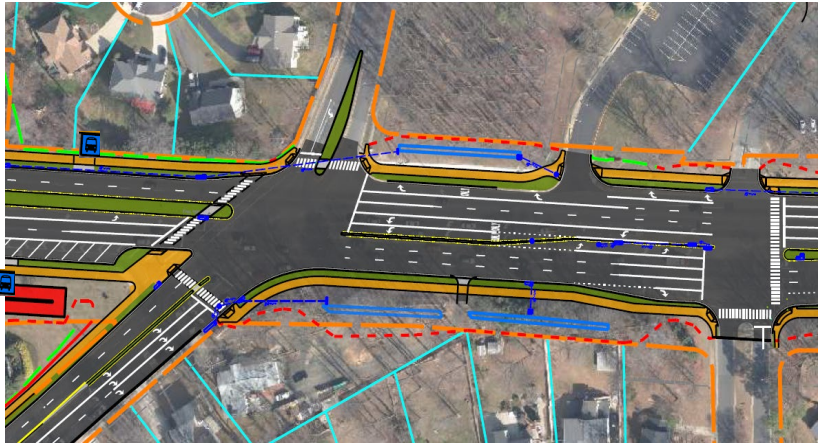
BASE



OPTION 1

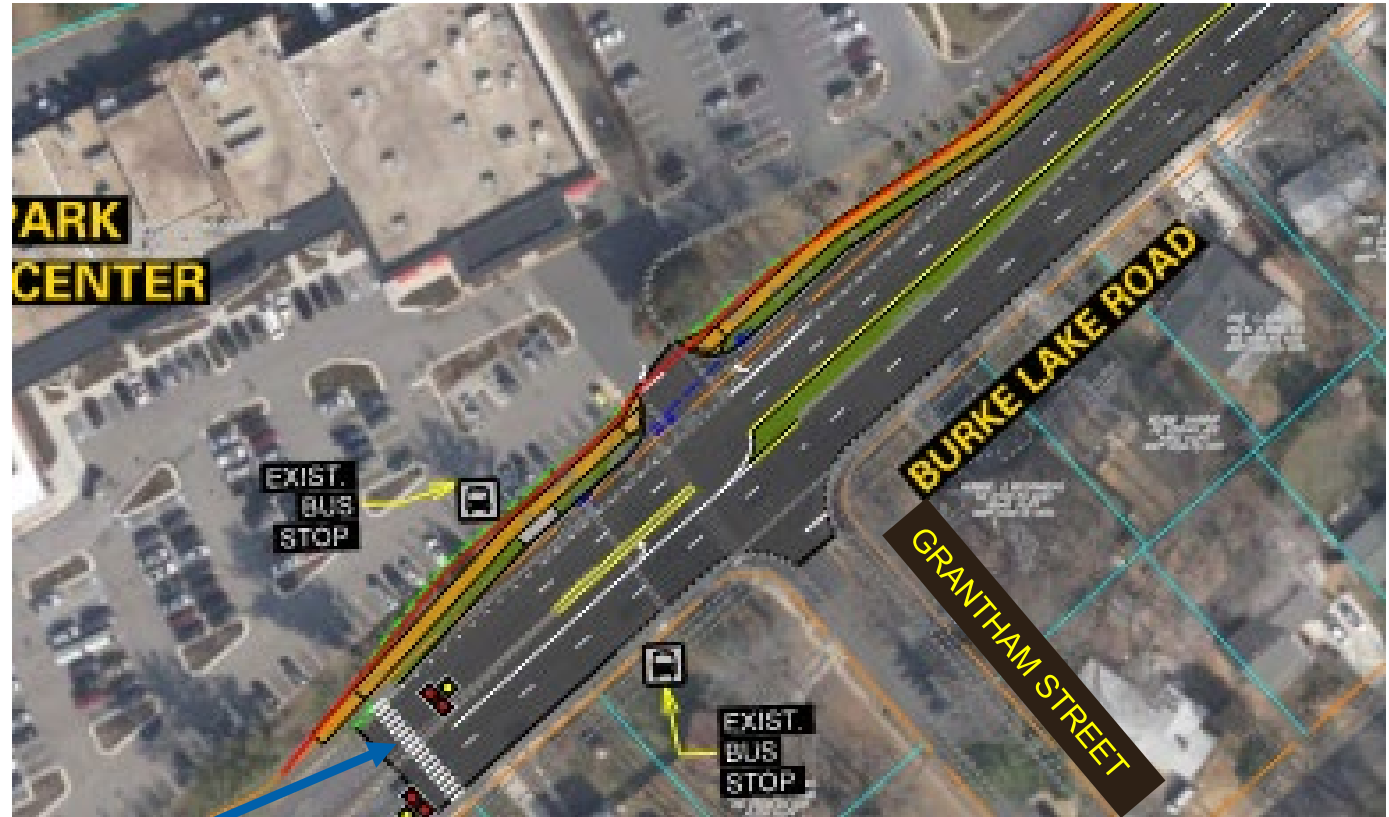


OPTION 2



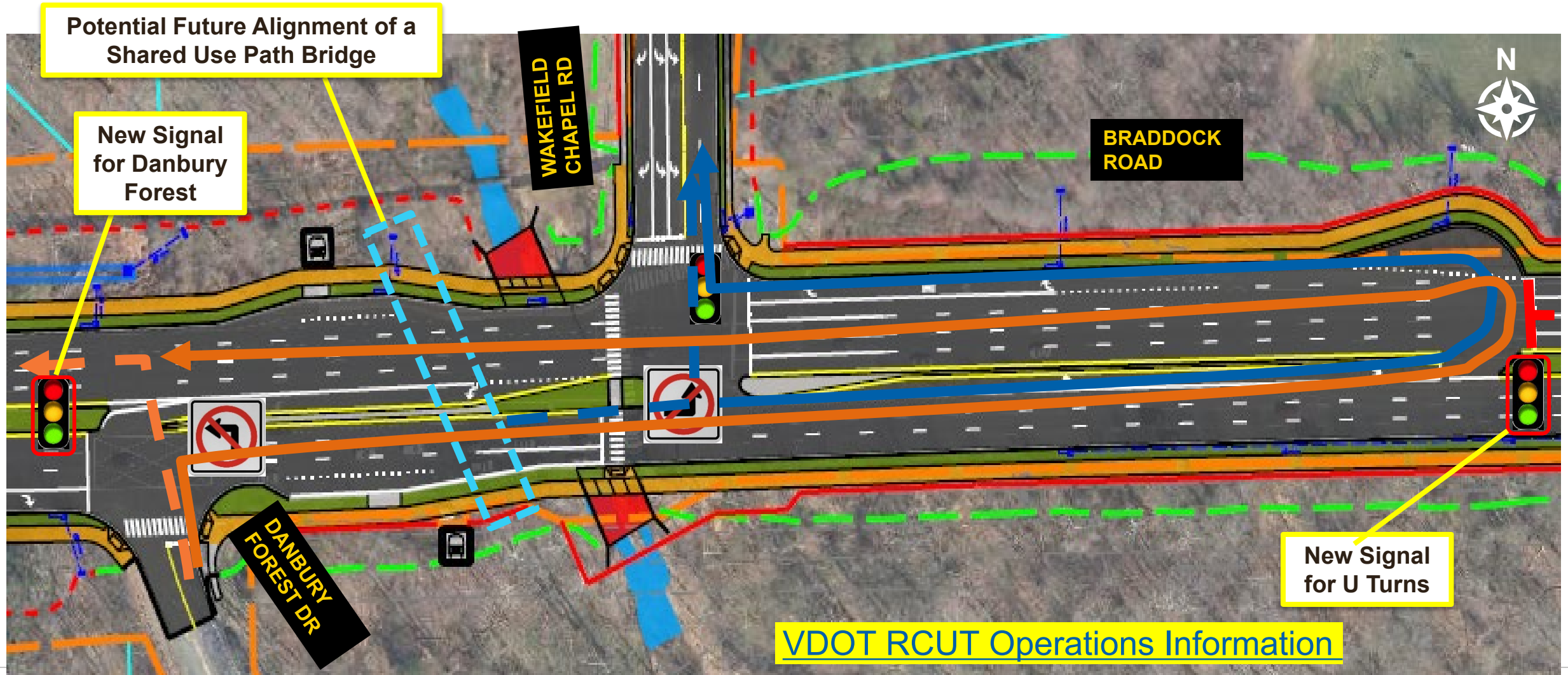
# Kings Park Community Impacts-Grantham Street

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

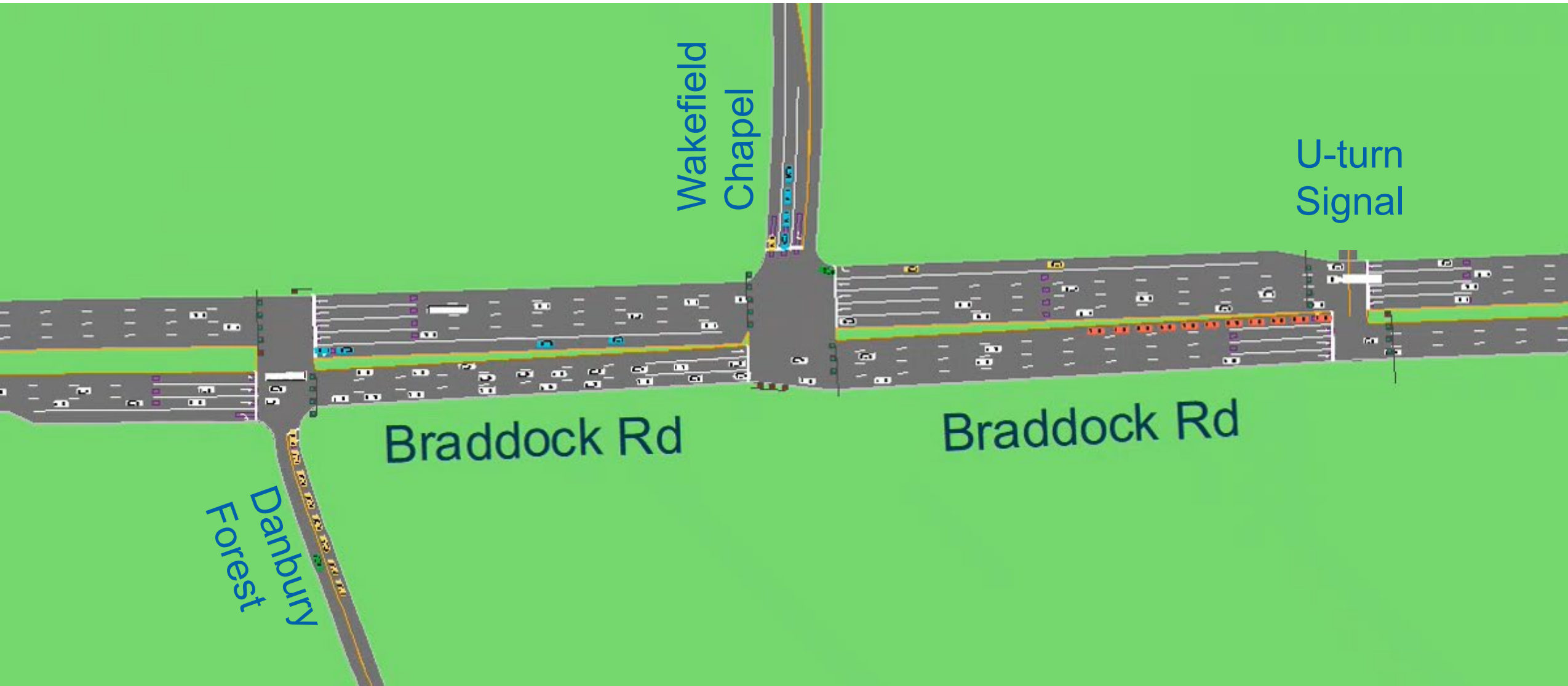


HAWK Signal

# Critical Intersection – Danbury Forest/Wakefield Chapel Base Option



# RCUT Simulation Video



# Community Comments Received

Comment Theme	Project Approach
<p><b>Burke Lake Road/Shopping Center/Neighborhood Access</b></p>	<p>Multiple alternative routes, eliminated movements provide opportunities for improved multimodal operations and safety</p>
<p><b>Impact of COVID on traffic flow</b></p>	<p>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.</p>
<p><b>Transit/Ridership</b></p>	<p>Consolidation of bus stops with pedestrian accommodations, improvement of underpass</p>
<p><b>Why is there a pedestrian bridge and a crosswalk at Burke Lake Rd</b></p>	<p>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.</p>

# 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	Summer 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](http://virginiadot.org/BraddockMultimodal)  
[calvin.britt@vdot.virginia.gov](mailto:calvin.britt@vdot.virginia.gov) 703-259-2961**



# THANK YOU!

**More information available online at:  
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