

Route 123 & Braddock Road Interchange Study and Interim Improvements

No.	Comment/Question	Final Disposition
1	There needs to be a study on the impact of GMU. Find better ways to get GMU traffic into and out of campus without going through Rt. 123 – Braddock intersection.	The purpose of this study is to preserve right-of-way by selecting an interchange alternative to comply with Fairfax County's Transportation Plan. GMU has been investigating other feasible routes based on their Transportation Plan.
2	Have George Mason University and University Mall (UM) appear at next meeting.	GMU and UM representatives were invited to the March 4th Public Meeting. They have also shared and presented their development plans with the community representatives at GMU-Braddock Forum.
3	Put more impact on GMU and University Mall instead of residential areas.	All interchange alternatives investigated in this study include the realignment of Route 123 east of its current location to minimize impacts to the west side of Route 123, and aid in constructability.
4	Please seriously consider discontinuing the left onto Roanoke River and move it further onto the intersection at the large GMU sign and Sideburn to improve the eastbound flow.	This recommendation is under consideration.
5	A by-pass road around Braddock Rd., starting on West Braddock Rd. and ending at the new hotel would help. Part of the interim improvements should examine a better way to reroute/manage traffic to the patriot Center that currently impacts the 123/Braddock rd. interchange.	GMU is investigating feasible alternative routes, such as connecting their east and west campus via bridge over Route 123 to ease the traffic.
6	Extending Roanoke River Rd. behind University Mall and connecting at a new intersection on 123 would help.	University Mall is preparing their Traffic Impact Study (527) for their development. Fairfax County has asked the mall to investigate the feasibility of a road connecting Route 123 and Braddock Road as part of their 527 Study.
7	Recommend installing noise abatement walls for Residential communities. Please share noise study and noise wall options for the project.	A detailed noise study is not part of the scope of this study. In the future, if the interchange has funding to move ahead, there will be an environmental analysis which will address this issue.

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8	I do wish the County would do more to reduce traffic at Braddock and Rt. 123 – park and ride lots, Shirley Gate connected to FFX Co. Parkway. Traffic should be diverted to many different routes. A comprehensive analysis of parallel routes should be done before anything is done to this intersection.	In order to improve congestion in the future, many of the transportation improvements that are on the County's Transportation Plan would have to be made, in addition to looking at other modes, such as bus, bicycles, and pedestrians. The purpose of this study is to preserve right-of-way by selecting an interchange alternative to comply with Fairfax County's Transportation Plan. Connection of Shirley Gate to Fairfax County Parkway is on the County's Transportation Plan and it will be studied when funding is available.
9	Unless some change to Rt. 123 within Fairfax City is made, increasing the northbound traffic (i.e. adding a third lane) will only bottleneck in the city.	This study complies with Fairfax County's Transportation Plan. Fairfax County works in cooperation with the City of Fairfax to coordinate our plans with their Transportation Plan.
10	We are very concerned about the drainage in the area and flooding of properties at the end of North Hill. Has this been studied?	A preliminary stormwater management analysis is being performed as part of this study. When funding becomes available for design of the project, stormwater management will be analyzed in further detail and will be shared with the community.
11	Be sure to do Cultural Relics Study so we know what's going on.	A preliminary investigation has been performed within the project limits. If funding becomes available, there will be an environmental document which will analyze the cultural resources in detail.
12	This project should not enjoy any priority in the current constrained budget environment. We have schools in need, and many other priorities.	The purpose of this study is to preserve right-of-way by selecting an interchange alternative to comply with Fairfax County's Transportation Plan. At this time, there is no funding for right of way acquisition, design or construction of this project.

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13	I want to emphasize that Interchange Alternatives will not lessen traffic volume. It will only create bottlenecks elsewhere like Zion and Rt. 123, School St. and Rt. 123, Roanoke River and Braddock Rd.	This study will also preserve the right-of-way needed to make improvements at the Roanoke River/Braddock Road intersection. Since we anticipate growth to the south and west of this intersection, traffic volume will increase. The interchange alternatives will not reduce traffic volumes; however, they will reduce overall delay and congestion.
14	What is the wait time at this intersection?	Although the delay varies depending on the travel direction and time of day, the wait time (delay) traveling toward the intersection from the west is consistently the worst of the four directions, at 10 to 15 minutes per driver during the morning and evening rush.
15	There are other worse intersections that people have to wait more than people crossing 123/Braddock Road intersection. Why are we so concerned with this intersection?	Due to redevelopment of University Mall and George Mason University in the vicinity of the intersection, this study was initiated to preserve right of way for a future interchange alternative to comply with Fairfax County's Transportation Plan.

If you feel your comments have not been addressed, Please contact me at Seyed.Nabavi@fairfaxcounty.gov.