

Public Task Force Meeting Comments/Analysis/Recommendations

Long Term Interchange Alternatives:

As a result of further investigation of the alternatives 1 and 9T, Alternative 9T, a tight single-point urban interchange, is recommended to be carried forward for more detailed study. All alternatives were evaluated based on impacts, cost, improvement in traffic operations and public input.

Interim and Future At-Grade Improvements:

During the study phase, FCDOT and their consultant assessed multiple at-grade intersection improvements / modifications and analyzed the affect on operations at the existing intersection. Operational improvement options fell into two categories, (1) Interim At-Grade Improvements, which did not require additional right of way and (2) Future At-Grade Improvements which did require additional right-of-way. The Future Improvements included the Interim Improvements.

The Interim Improvements which were part of the base study include the following roadway modifications:

- Add a second left turn lane along northbound Route 123 at the Braddock Road intersection by converting the right turn lane to a shared right/through lane.
- Add a second left turn lane along southbound Route 123 at the Braddock Road intersection.
- Lengthen the left turn lane along eastbound Braddock Road at the Route 123 intersection by approximately 200 feet.
- Add a signal to the University Mall access located along Route 123.
- Close the Braddock Road median opening that provides full access to the University Mall entrance located just east of Route 123. University Mall access at this location will be reduced to a right-in and right-out.
- Lengthen the eastbound Braddock Road left turn lane at Roanoke River Road by approximately 400 feet.
- Add a third lane to the northbound approach of the University Mall Entrance/Exit and Braddock Road intersection to provide separate left, through, and right turn lanes.
- Add a third lane to the southbound approach of the Roanoke River Road and Braddock Road intersection to have separate left, through, and right turn lanes.

The Future Improvements include the Interim Improvements plus the following modifications:

- Add a second westbound left turn lane along Braddock Road at the Route 123 intersection.
- Add a third through lane to all approaches at the Braddock Road and Route 123 intersection, transitioning back to two lanes approximately 1200 feet north of the intersection.
- Add a dedicated right turn lane along northbound Route 123 at the Braddock Road intersection.
- Add a third through lane to the eastbound and westbound approaches of Braddock Road at the Roanoke River Road intersection, transitioning back to the existing lanes at Braddock Road and Sideburn Road intersection.
- Add a second eastbound and westbound left turn lanes along Braddock Road at the Roanoke River Road intersection.

On June 4, 2009, FCDOT conducted a Task Force Meeting at the Braddock Hall for the above referenced project. FCDOT presented the selected interchange alternatives (Alt 1 and 9T) and the at-grade intersection improvements. The following table includes a summary of comments received, analysis results, and the recommendations for each comment:

Comment	Analysis Result	Recommendation
1. Connect Kelley Drive to Route 123 opposite new GMU Connector Road instead of closing Kelley Drive and opening Groves Lane (Alt 9T)?	Build Alternative 9T: <ul style="list-style-type: none"> • Retaining walls would be required along Kelley Drive to minimize impacts to the adjacent property. • Resulting intersection layout may confuse users. 	Keep as an option to Alternative 9T due to the resulting unconventional layout.
2. Remove split phasing from Roanoke River Road intersection.	Interim: <ul style="list-style-type: none"> • The overall intersection would still operate at a severe Level of Service (LOS) F during the PM peak. • Requires lane reconfiguration and through-lane tapers to achieve widening in the median of the northbound approach. Future: <p>The future improvement proposed already allows the intersection to operate at an improved LOS which includes removal of the split phasing.</p>	Keep as an option to the Interim Improvements.
3. Add a double left turn lane for EB Braddock Road into GMU at Roanoke River Road.	Interim: <ul style="list-style-type: none"> • Suggestion would improve traffic operations for majority of vehicles passing through the intersection. • The acquisition of additional right-of-way from GMU north of Braddock Road would be required for this option. Future: <ul style="list-style-type: none"> • Improved operations would be experienced by WB Braddock Road through traffic; shorter opposing left-turning green time. • Results in an increase in delay (85 to 188 seconds) for SB Roanoke River Road right turning traffic during the PM peak hour. 	Keep these modifications for the Future Improvements. This modification is not required if the split signal phasing of Roanoke River Road can be eliminated.

<p>4. Eliminate EB Braddock Road left turn lane into GMU at Roanoke River Road</p>	<p>Interim:</p> <ul style="list-style-type: none"> The majority of traffic would access GMU at Sideburn Road. Congestion at the Sideburn Road intersection exists because of NB Sideburn Road traffic; therefore, sending additional traffic to this intersection would further decrease traffic operations. <p>Future:</p> <ul style="list-style-type: none"> SB Roanoke River Road right turning traffic is adversely affected by eliminating the overlapping SB right turn green interval. Further degradation of the existing congested Sideburn Road intersection from additional traffic; thus decreasing traffic operations. 	<p>Do NOT include this modification to the Interim and Future Improvements.</p>
<p>5. Lengthen SB Route 123 right turn lane onto WB Braddock Road.</p>	<p>Interim:</p> <ul style="list-style-type: none"> Additional turning vehicles would access lengthened turn lane. There would be some improvement by lengthening the turn lane; however, the southbound Route 123 through traffic queue would eventually block entry into the turn lane. <p>Future:</p> <ul style="list-style-type: none"> The southbound Route 123 through traffic queue would not block entry into the extended turn lane. 	<p>Include this modification to the Interim and Future Improvements.</p>
<p>6. Reduce length of NB Route 123 left turn lane to Kelley Drive and lengthen the SB Route 123 left turn lanes to EB Braddock Road.</p>	<p>Interim:</p> <ul style="list-style-type: none"> Additional turning vehicles would access the extended turn lanes. There would be some improvement by extending the turn lanes; however, the SB Route 123 through traffic queue would eventually block entry into the turn lanes. Queued vehicles would not overflow into the NB through lanes by decreasing the storage capacity. <p>Future:</p> <ul style="list-style-type: none"> The SB Route 123 through traffic queue would not block entry into the extended turn lanes. Queued vehicles would not overflow into the northbound through lanes by decreasing the storage capacity of the northbound Route 123 left turn lane to Kelley Drive. 	<p>Include this modification to the Interim and Future Improvements.</p>
<p>7. Adjust signing at the North Hill Drive and Braddock Road intersection to prohibit westbound Braddock Road U-turns.</p>	<p>Interim and Future:</p> <ul style="list-style-type: none"> This improvement would restrict access to eastbound Braddock Road from properties located along westbound Braddock Road between North Hill Drive and Route 123. 	<p>This will have to be further investigated. Do NOT include as part of Interim Improvements.</p>
<p>8. Restrict median crossing maneuvers at Roanoke River Road and University Mall intersection by converting this access point to right-in/right-out only.</p>	<p>Interim and Future:</p> <ul style="list-style-type: none"> Many vehicles would be impacted by this modification: <ul style="list-style-type: none"> 100 vehicles (54% of total approach traffic) in the AM peak hour and 202 vehicles (47% of total approach traffic) in the PM peak hour either turn left at, or continue through, the intersection. 159 vehicles (10% of total approach traffic) in the AM peak hour and 189 vehicles (12% of total approach traffic) access University Mall from westbound Braddock Road at Roanoke River Road. 	<p>Do NOT include this modification to the Interim and Future Improvements.</p>
<p>9. Balance stacking of left turn movement from EB Braddock Road into GMU via Roanoke River Road with stacking of WB Braddock Road left turn movement to SB Route 123.</p>	<p>Interim and Future:</p> <ul style="list-style-type: none"> This comment is part of the base concept and storage lengths balanced to the maximum extent possible. 	<p>No recommendation required.</p>
<p>10. Prohibit left turns from westbound Braddock Road into University Mall at the entrance between Route 123 and Roanoke River Road</p>	<p>Interim and Future:</p> <ul style="list-style-type: none"> This comment is part of the base concept. 	<p>No recommendation required.</p>
<p>11. Incorporate revised GMU plans as presented at the June 3 Braddock Forum.</p>	<ul style="list-style-type: none"> The alternative GMU plan, once received, will be part of the base concept. 	<p>No recommendation required.</p>
<p>12. Apply automatic signal timing adjustments based on time of day at the Braddock Road and Route 123 intersection.</p>	<p>Interim and Future:</p> <ul style="list-style-type: none"> This comment is part of the base concept. 	<p>No recommendation required.</p>