

Proposed Operational Improvements Route 28 Corridor Braddock Rd/Walney Rd to I-66



Presented By:

Leonard Siegel, P.E.

Virginia Department of Transportation



September 26, 2006

Welcome...

- Follow-up to November 14, 2005 Meeting
 - Recap – VDOT and Fairfax County Presented Proposed Modifications for Intersection of Braddock Rd/Walney Rd and Route 28
- Supervisor Frey Solicited Written Comments and Advised VDOT of Issues and Concerns
- VDOT Reviewed Comments and Developed Mitigations Measures and Additional Modifications to Accommodate Your Requests



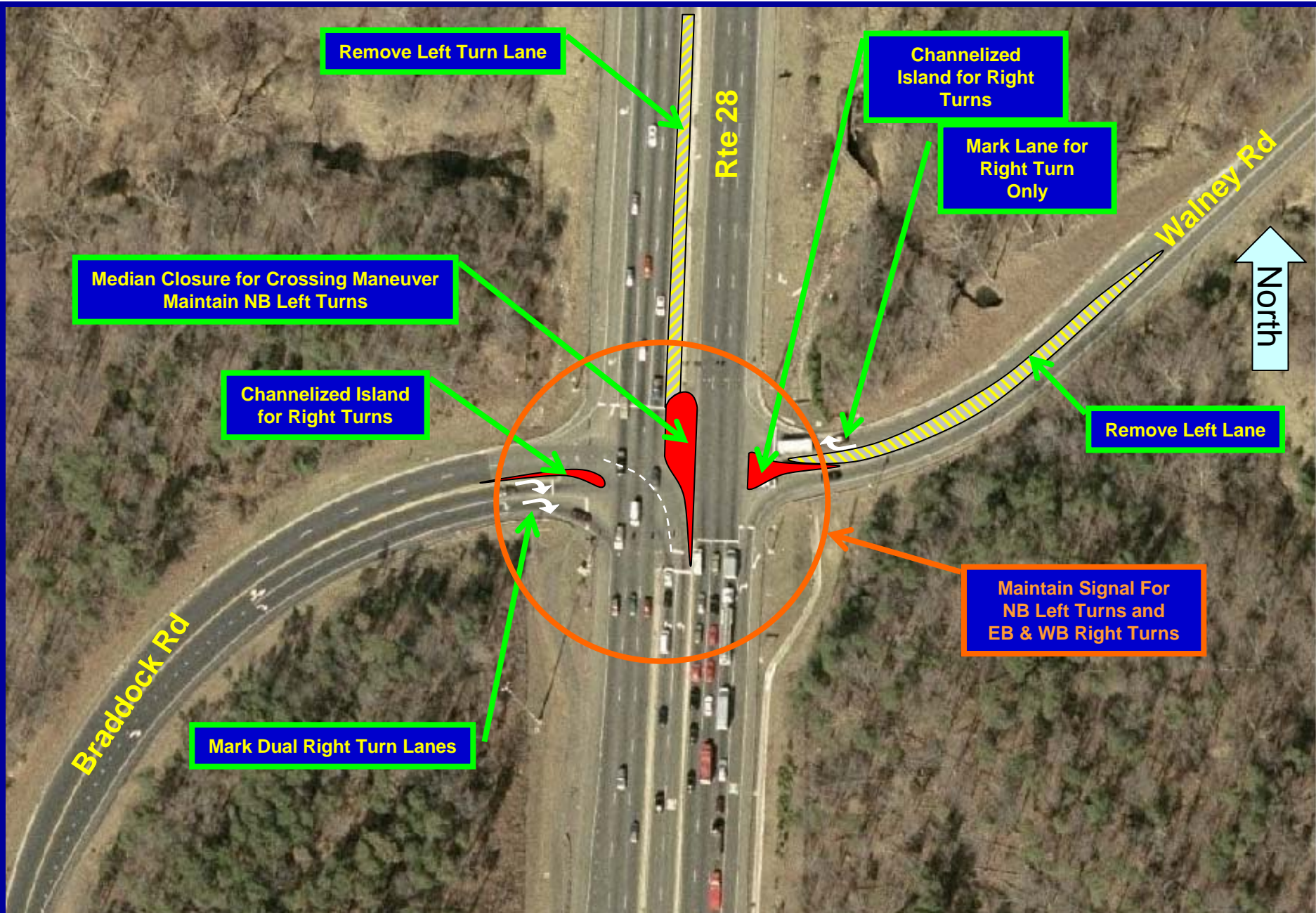
Objectives for Current Initiatives

- Reduce Congestion And Improve Safety
 - Regional and Local Benefits
- Operational Improvement
 - Relatively Low-Cost and Simple to Implement
 - A Step Towards Long-Term Solution
- Maximize Benefits of Ongoing Rte 28 Corridor Improvements

Concept Presented Earlier

Rte 28 - Braddock Rd/Walney Rd Intersection

- Geometric Improvement
 - Median Closure
 - Channelized Islands for Right Turns
- Signal Improvement
 - Modify Phasing and Timing



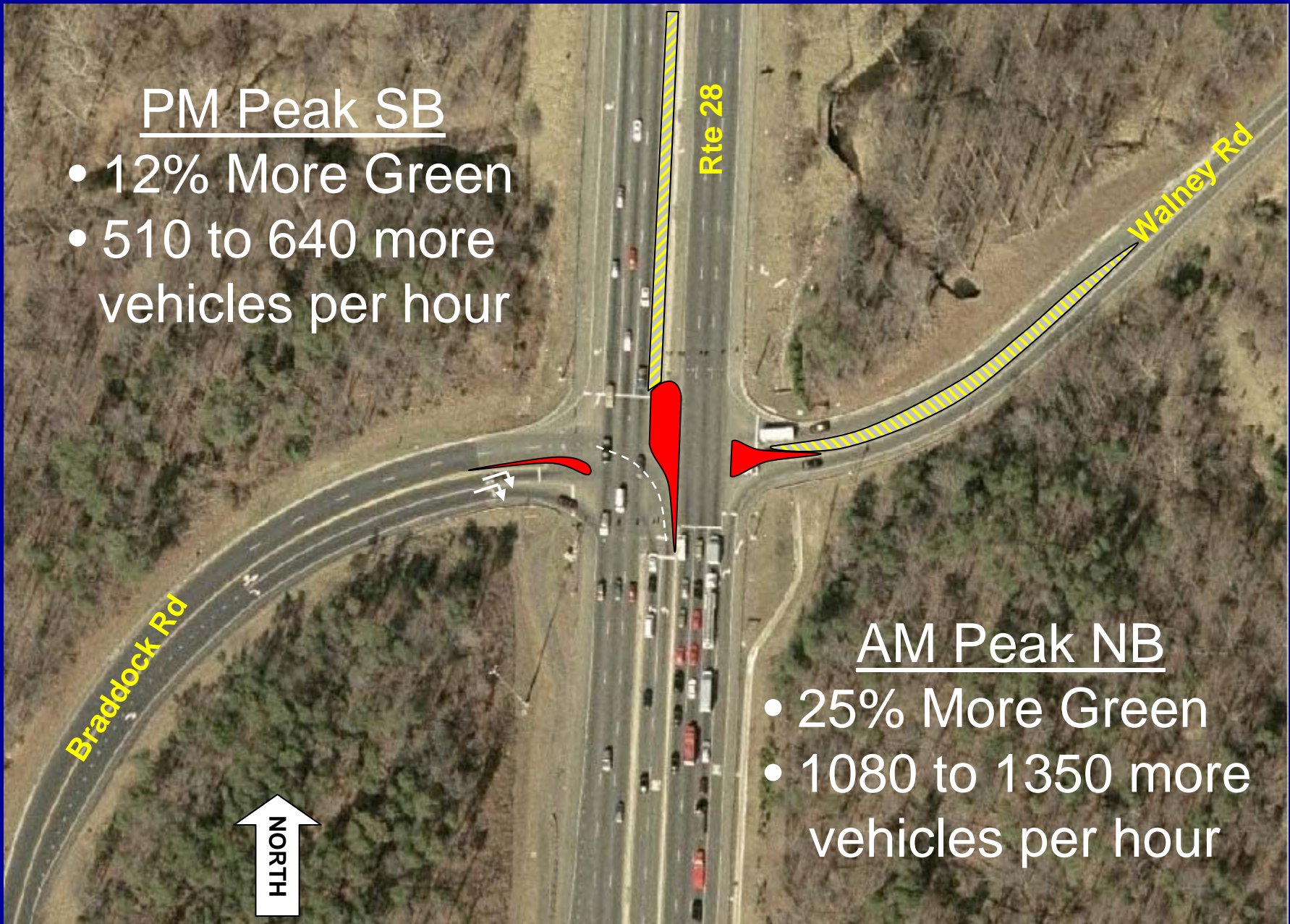
Proposed Modifications

PM Peak SB

- 12% More Green
- 510 to 640 more vehicles per hour

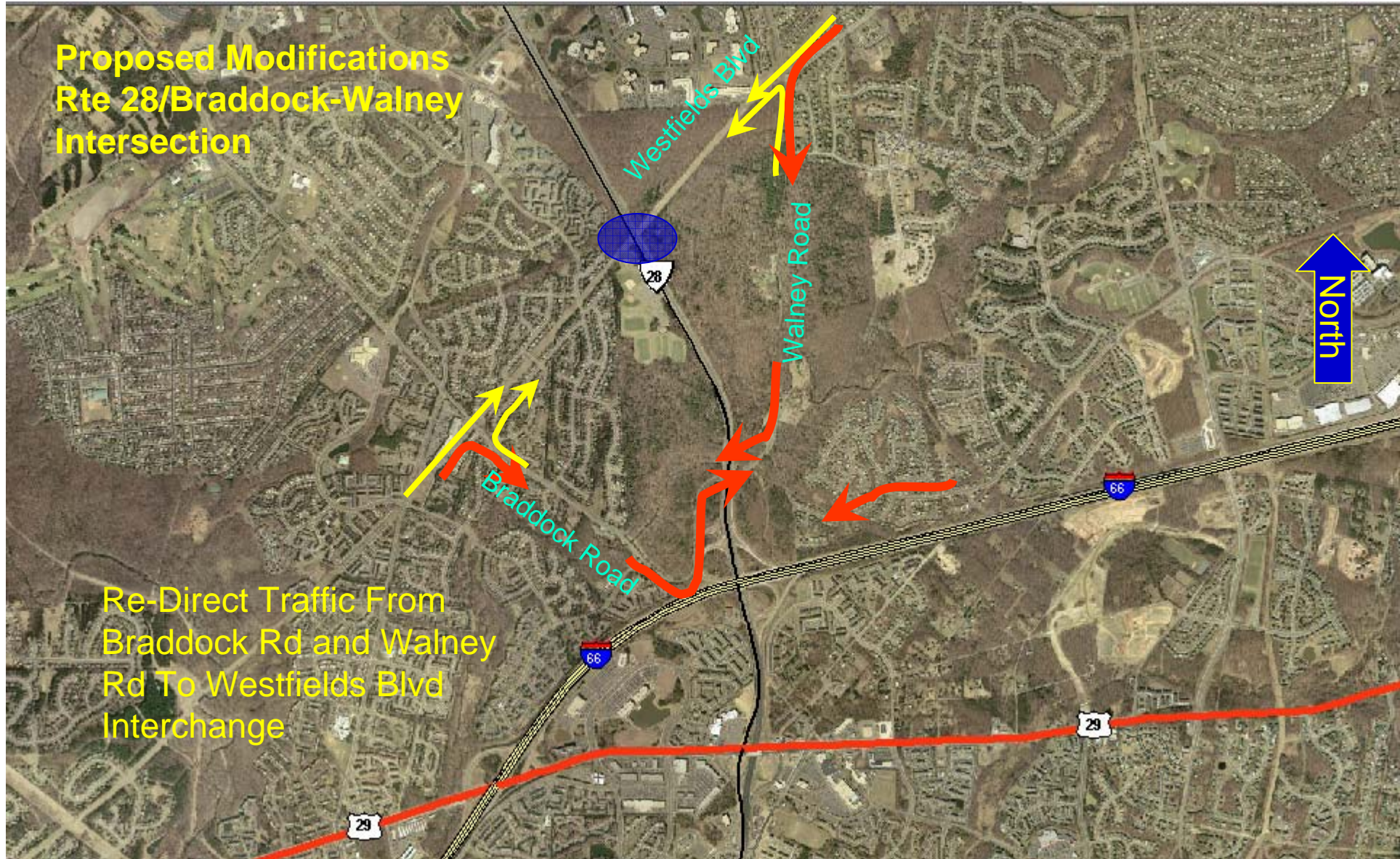
AM Peak NB

- 25% More Green
- 1080 to 1350 more vehicles per hour



Estimated Improvements

Proposed Modifications Rte 28/Braddock-Walney Intersection



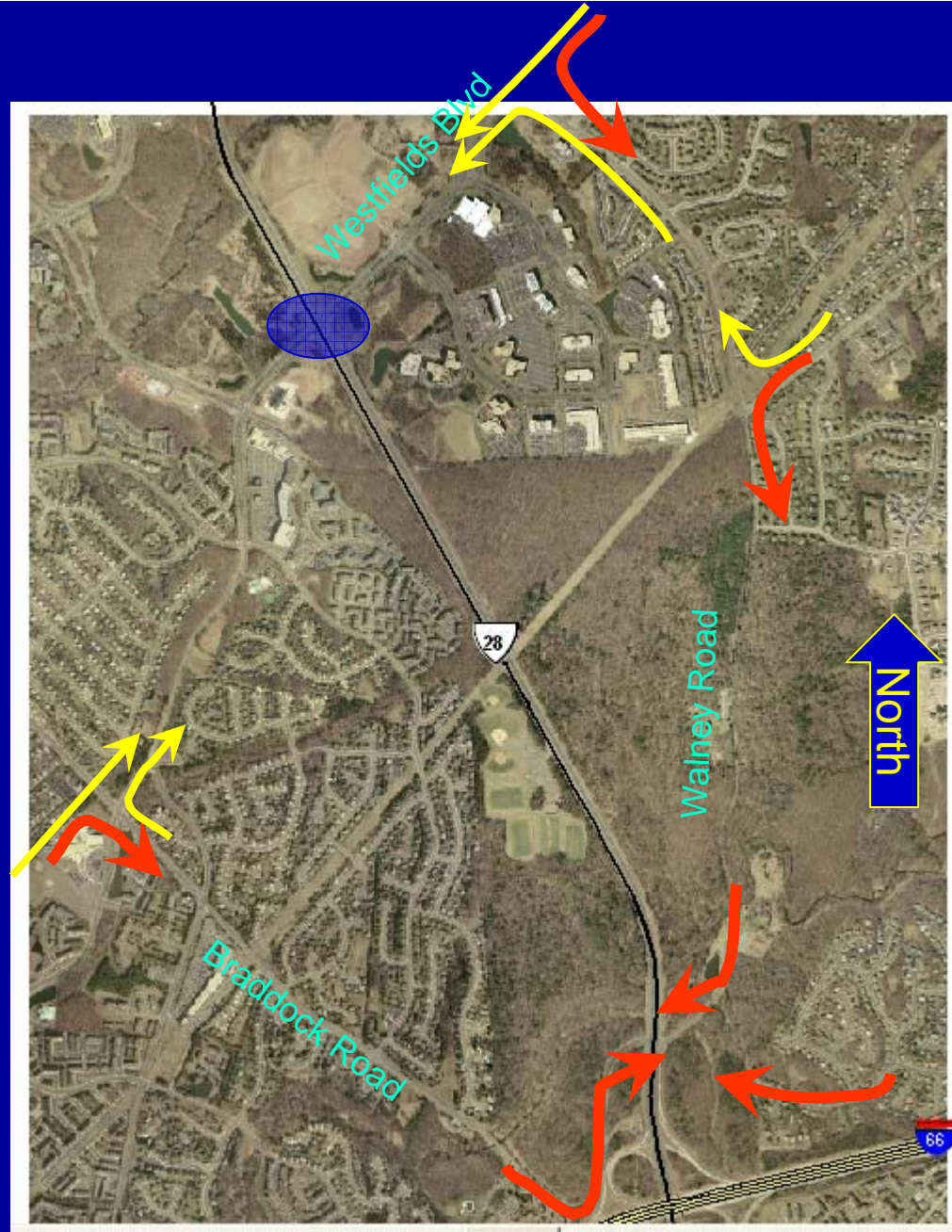
Re-Direct Traffic From
Braddock Rd and Walney
Rd To Westfields Blvd
Interchange



	Existing Route Guidance
	Proposed Route Guidance

Proposed Modifications Rte 28/Braddock-Walney Intersection

Re-Direct Traffic From
Braddock Rd and Walney
Rd To Westfields Blvd
Interchange



- Existing Route Guidance
- Proposed Route Guidance

We Heard You

Sent: Sunday, November 20, 2005 8:30 PM
To: Sully District Michael R. Frey
Subject: Rt. 28 & Walney Road

Supervisor Frey,

I am a Cabell's Mill resident and I am in favor of VDOT's proposed changes at Rt. 28 and Walney Road. While there will be times when this arrangement will be inconvenient, there will be as many or more times when Cabell's Mill residents will benefit because of the decreased cut-through traffic we experience now.

Thanks,



What We Heard:

- From East Side (Walney Rd-Cabells Mill)
 - Inconvenience Due to Loss of Full Access
 - Alternate Route – Intersection of Walney and Westfields Inadequate Without Signal
 - Cut-Through Traffic Will Decline on Cabells Mill
- From West Side (Braddock Rd-Sequoia Farms)
 - May Increase Cut-Through Traffic on Sequoia Farms

What We Heard:

- Rte. 28/Braddock/Walney has high crash rate.
- Route 28 – I-66 Interchange
 - Signals at Ramps Also Contribute to Problem.
 - Need for Full Access-Control Interchange.

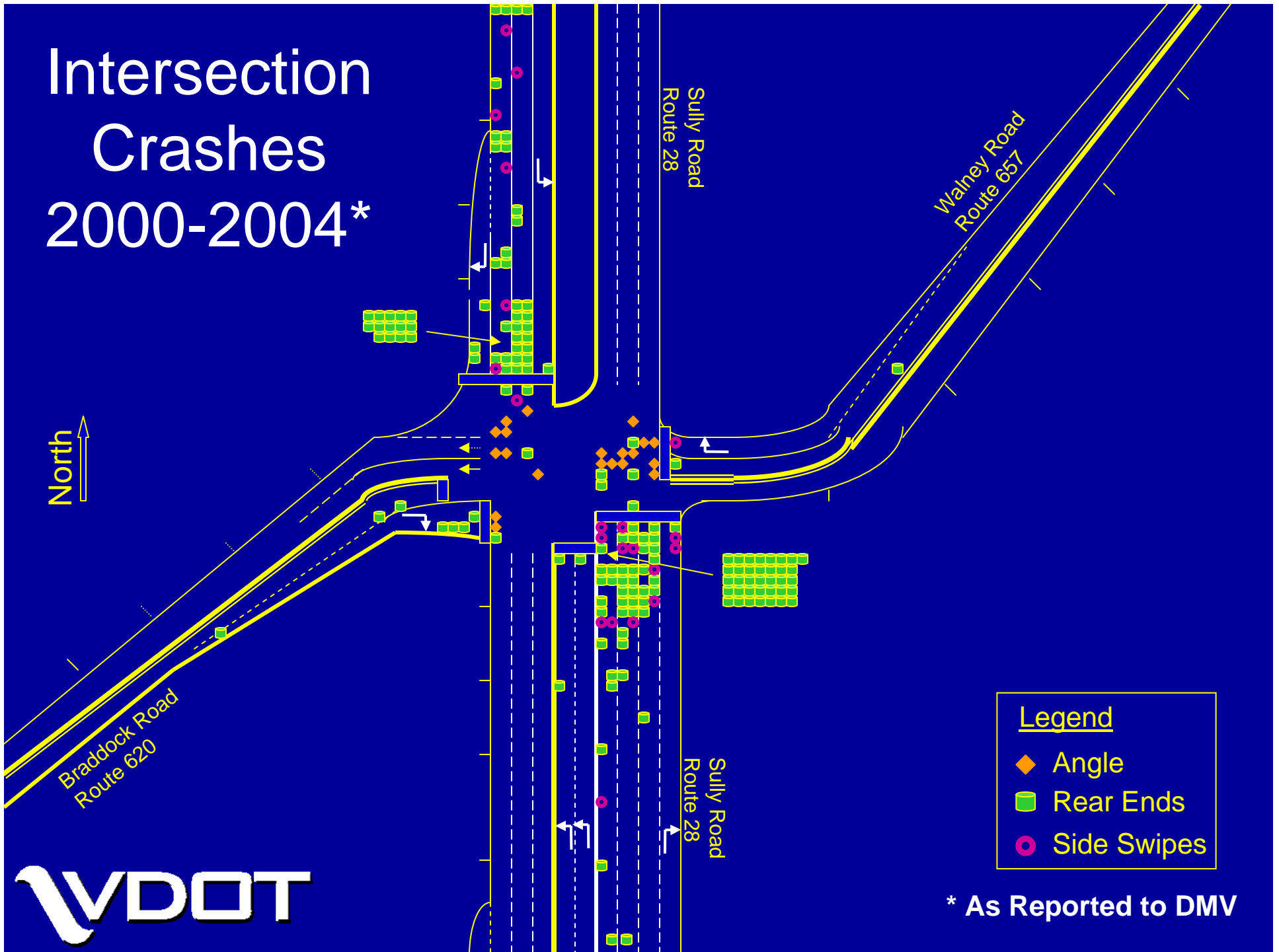
What We Did:

- Developed Additional Mitigation Measures
- Additional Improvements at I-66 and Route 28

Recap of Issues

- **Recurring Congestion**
 - AM Peak – NB Queuing; Traffic Spills back Into I-66
 - PM Peak – SB Queuing to Westfields Blvd
- **Safety Issues – Worst 2.5 % State-wide**
 - Rear End and Side Swipe Crashes
 - Angle Crashes
 - Incidents Cause Non-Recurring Congestion
- **Opening of Westfields Blvd Interchange**

Intersection Crashes 2000-2004*



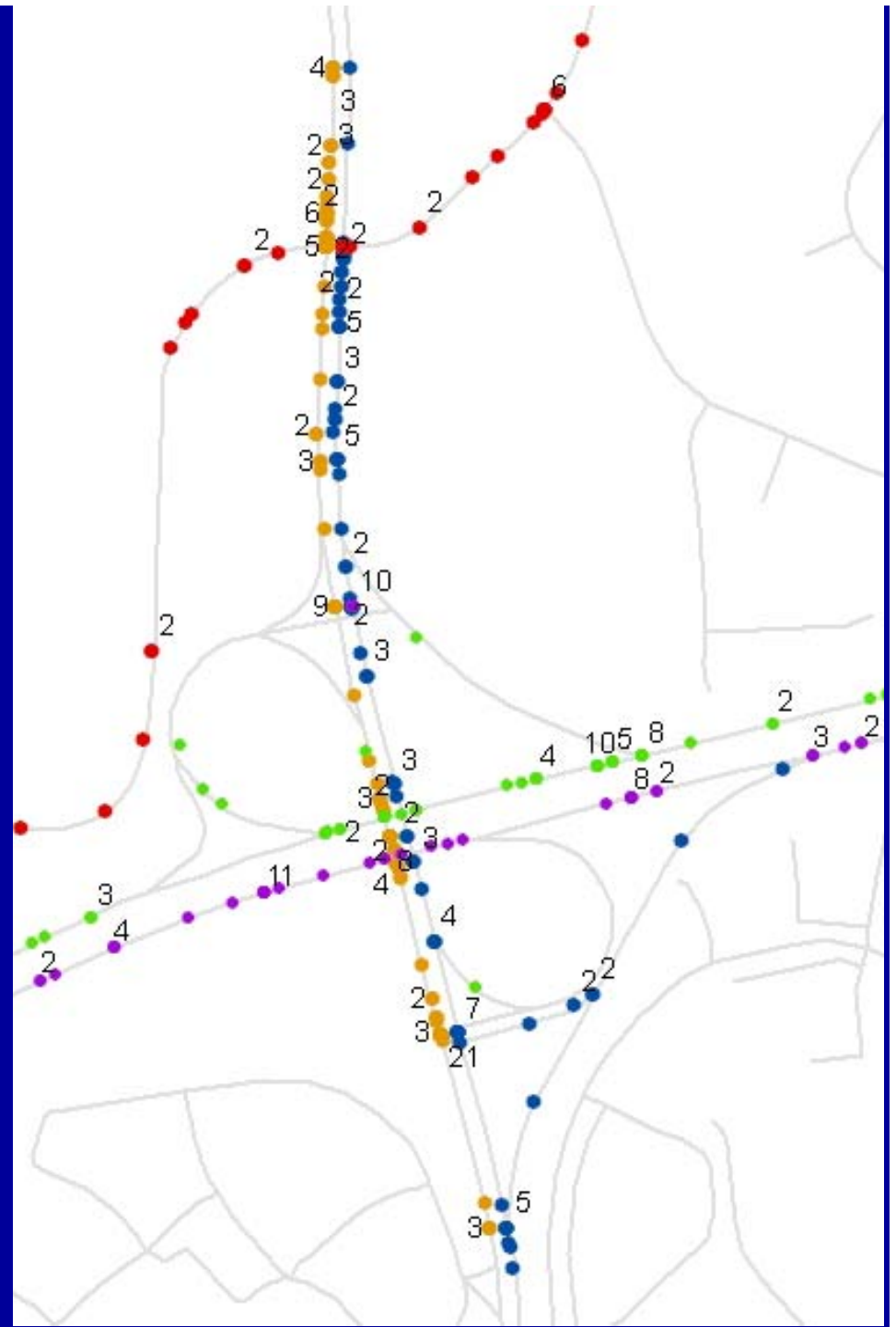
Rte28-Braddock/Walney Intersection Crash History 2000-2005*

Type of Crash	2000	2001	2002	2003	2004	2005
Rear End	27	35	33	36	34	34
Side Swipe	3	5	11	3	4	7
Angle	3	6	4	5	4	7
Other	3	0	7	2	2	3
TOTAL	36	46	55	46	44	51

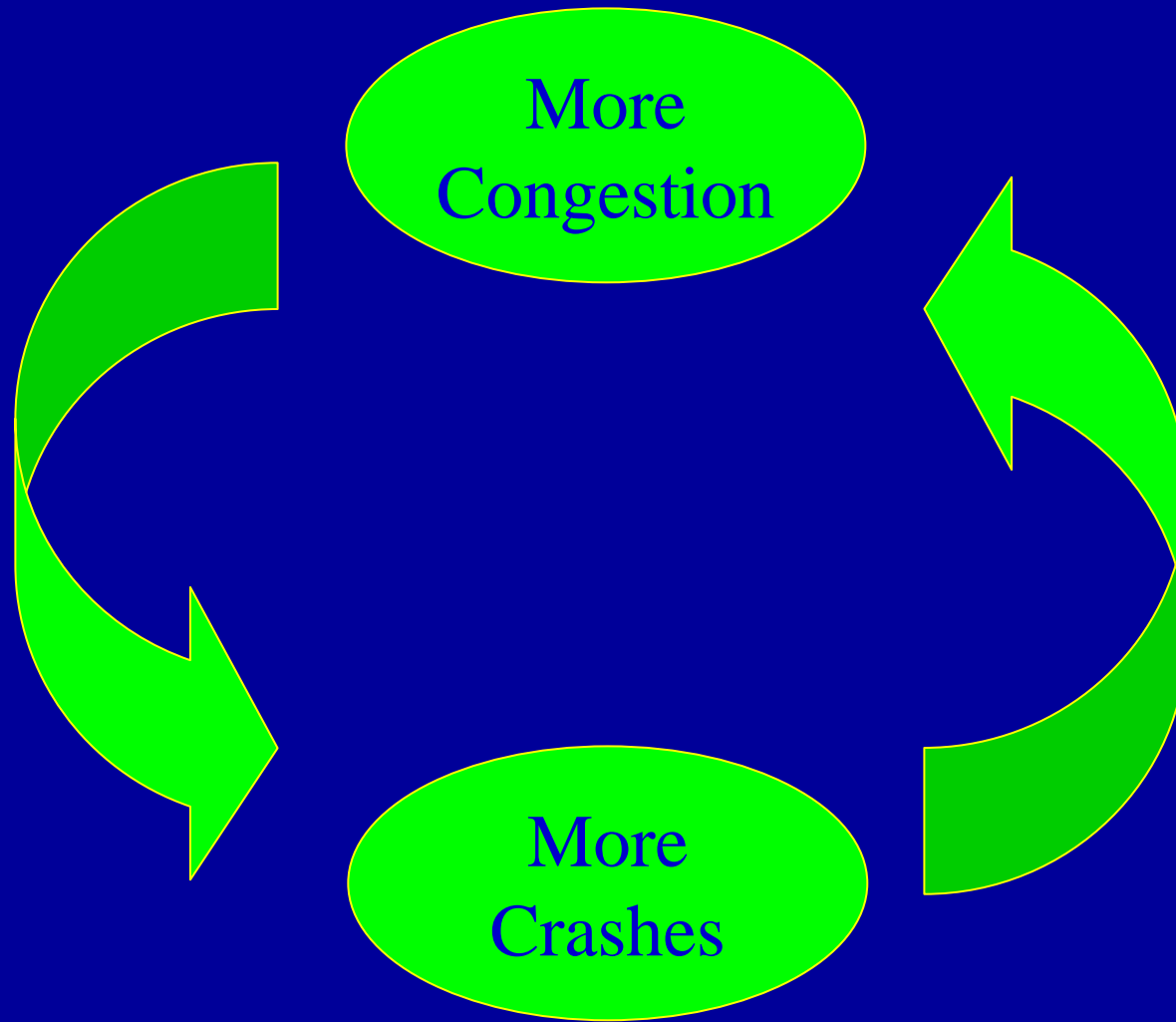
Corridor-wide Crashes 2003-2005*



* As Reported to DMV



Congestion Vs Safety...



Additional Consideration By VDOT

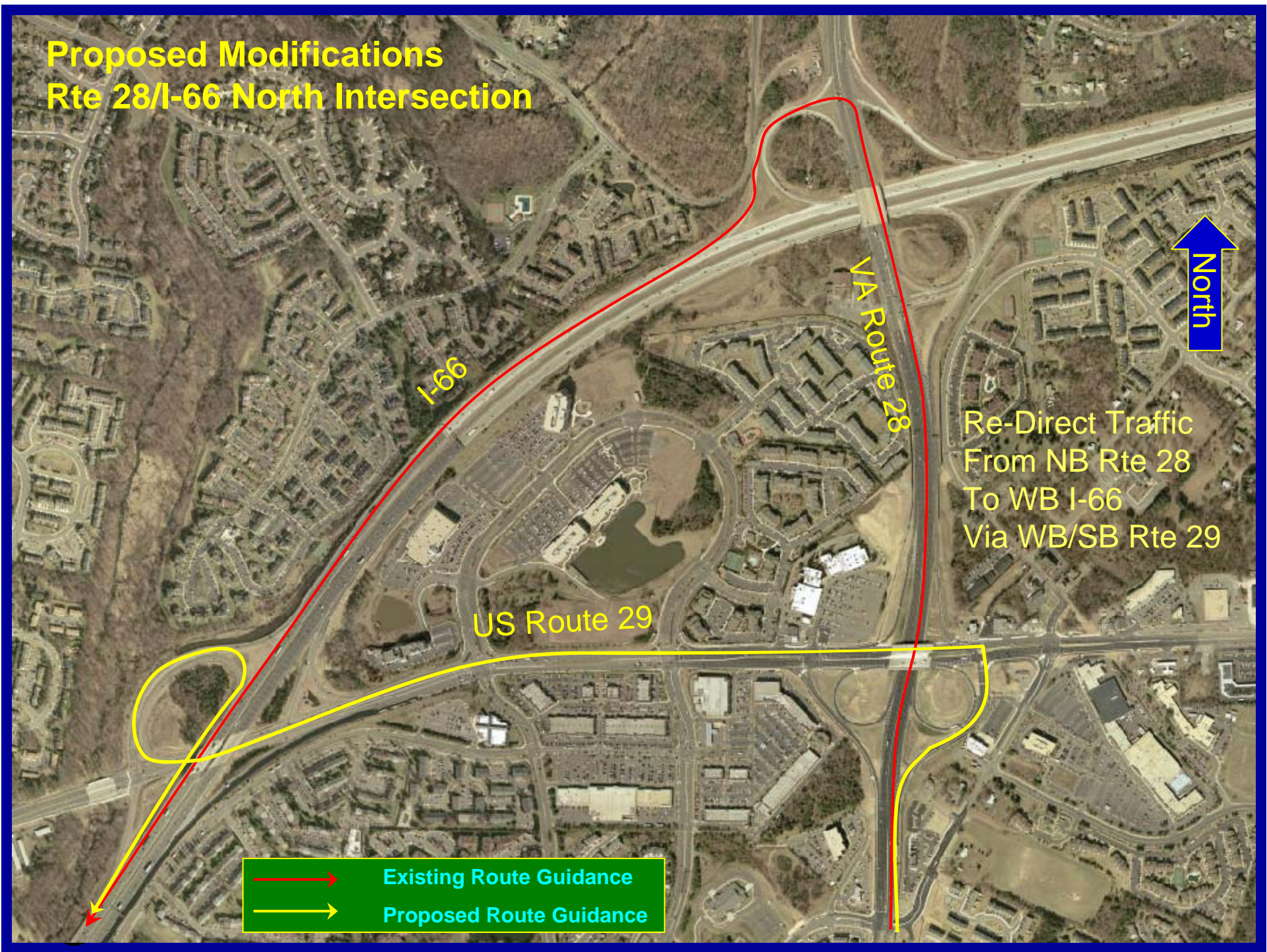
- Related to Braddock/Walney Rd Intersection Proposed Modifications
 - Install Signal at Walney and Westfields
 - Install Positive Route Guidance Signs
- Route 28 – I-66 Interchange
 - Eliminate Ramp Spur from NB Route 28 to WB I-66
 - Eliminate Ramp Spur from EB I-66 to SB Route 28
 - Redirect Traffic to Rte 29/I-66 via Rte 28/Rte 29 Interchange With Route Guidance Signs
 - Restrict Access to County Facility to Right-in/Right-out



Rte 28/I-66 Interchange Modifications

- Will Require Federal Highway Administration Approval
- Need Our Commitment to:
 - Restrict access at Braddock/Walney and,
 - Right-in/Right-out at County Facility Entrance

Proposed Modifications Rte 28/I-66 North Intersection



- Existing Route Guidance
- Proposed Route Guidance

Re-Direct Traffic
From NB Rte 28
To WB I-66
Via WB/SB Rte 29

Proposed Modifications Rte 28/I-66 North Intersection



To I-66 Westbound

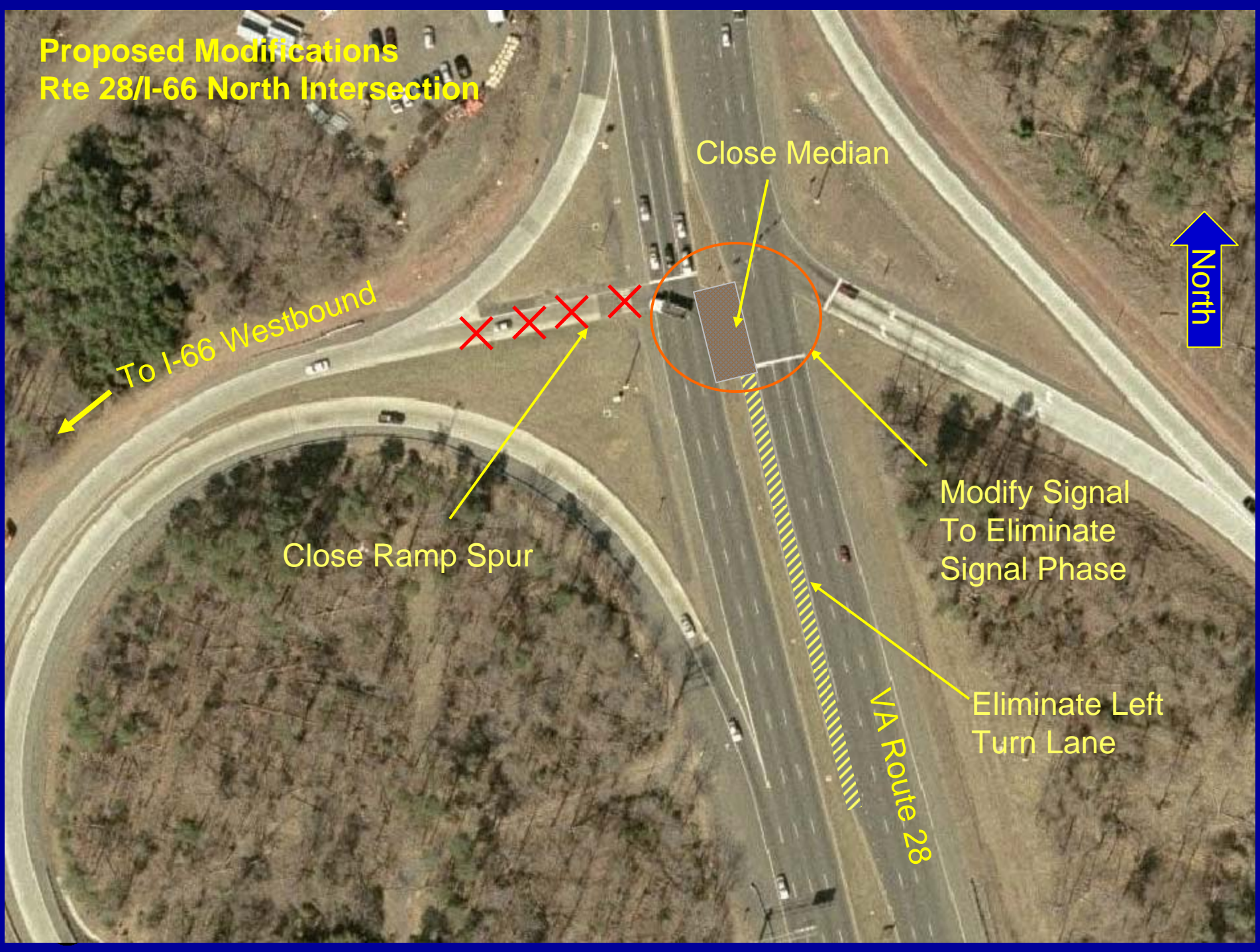
Close Median

Close Ramp Spur

Modify Signal
To Eliminate
Signal Phase

Eliminate Left
Turn Lane

VA Route 28



Proposed Modifications Rte 28/I-66 South Intersection

Re-Direct Traffic
From EB I-66
To SB Rte 28
Via EB/NB Rte 29

I-66

VA Route 28

US Route 29

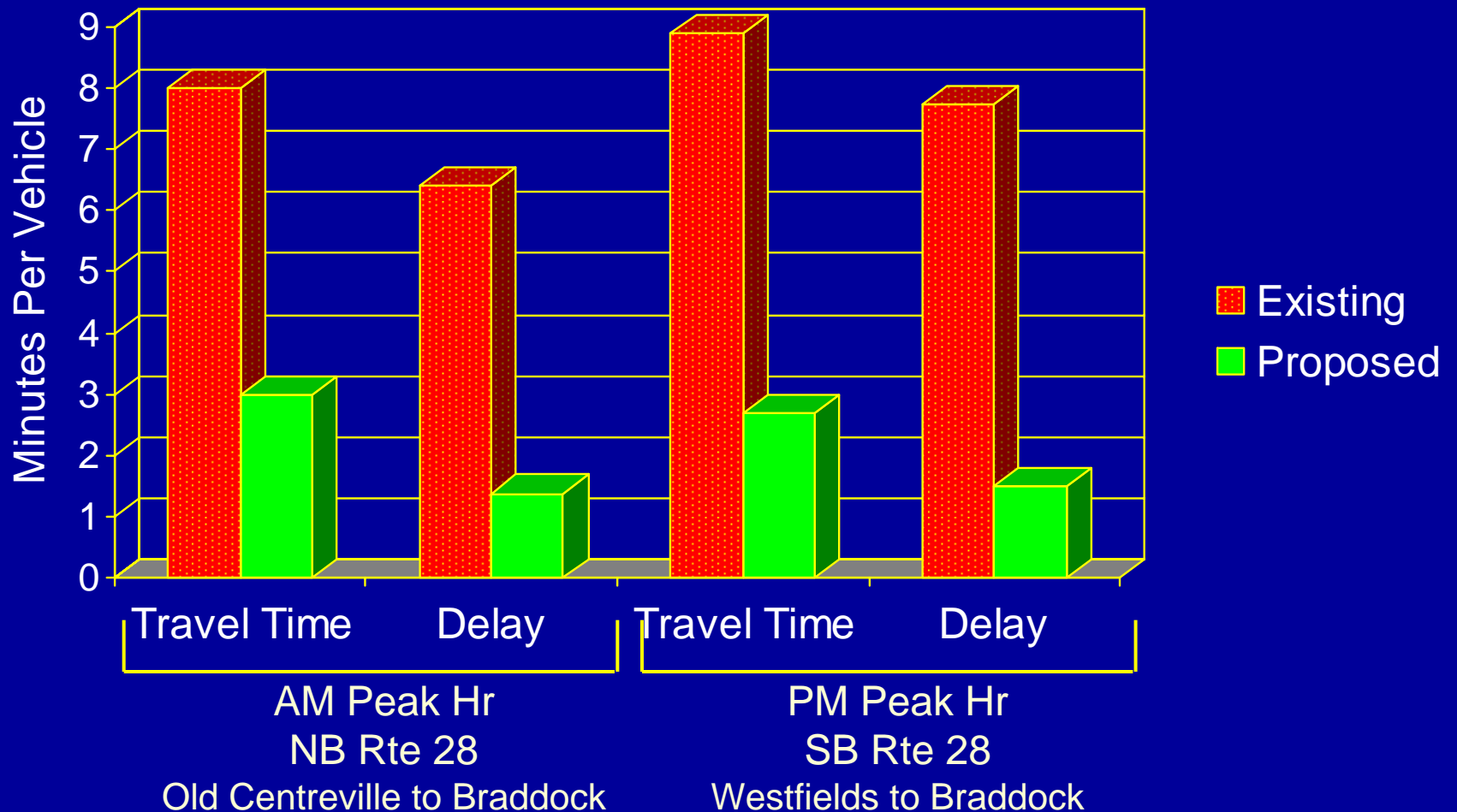


	Existing Route Guidance
	Proposed Route Guidance

Proposed Modifications Rte 28/I-66 South Intersection



Estimated Operational Benefits



In Summary...

- Improves Safety – Fewer Conflicts
- Reduces Congestion – Additional Green Time for Route 28
- Low-Cost and Simple to Implement
- Benefits Northern Virginia Community At Large – Improves Quality of Life
- Inconvenient for Some Local Residents
- Overall Benefits Outweigh Disadvantages

Proposed Actions

- Braddock/Walney Improvements
 - Westfields/Walney Signal
 - Positive Route Guidance on Braddock/Walney
- Route 28 and I-66 Ramp Improvements
 - County Facility Right-in/Right-out Only
- Traffic Calming On Sequoia Farms
 - Fairfax County to Work with Residents and VDOT
- Explore Opportunities for Additional Improvements, e.g., SB Rte 28 to EB I-66

Next Steps

- Reaching Stakeholder Consensus and Support
- Develop Implementation Plan:
 - Concept Design is complete
 - Environmental Clearance has been granted
 - Develop Detail Design
 - Obtain FHWA Approval
 - Tentative Construction Spring/Summer 2007

Questions or Comments?

Please email to Supervisor Frey's Office
no later than October 16, 2006 at:

Sully@fairfaxcounty.gov



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