

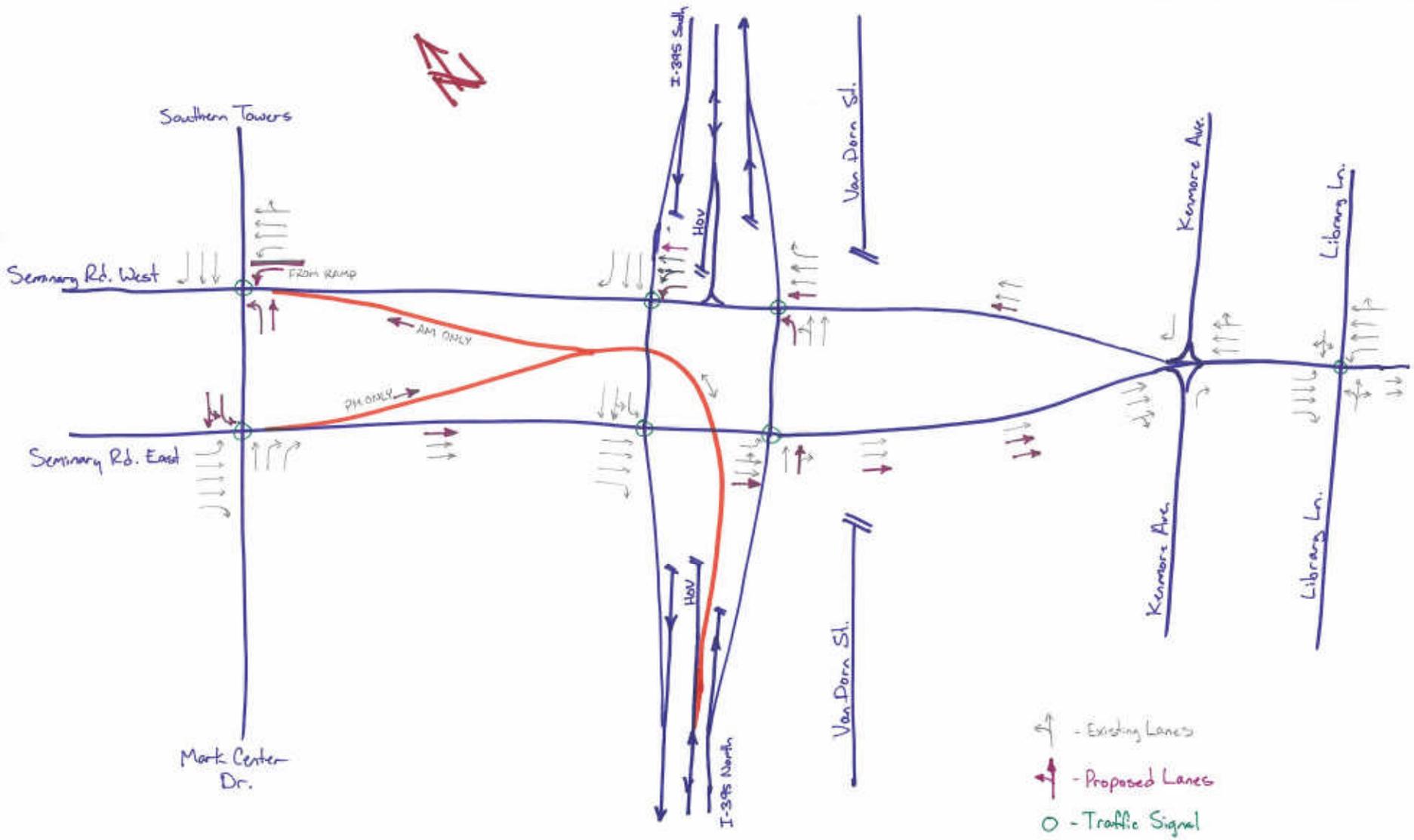
BRAC-133 Access Alternatives

- March 1, 2010 BRAC Advisory Group Meeting, staff presented new alternative
- General analysis done on alternative and variations for the AM peak
- Some alternatives eliminated
- Additional study required

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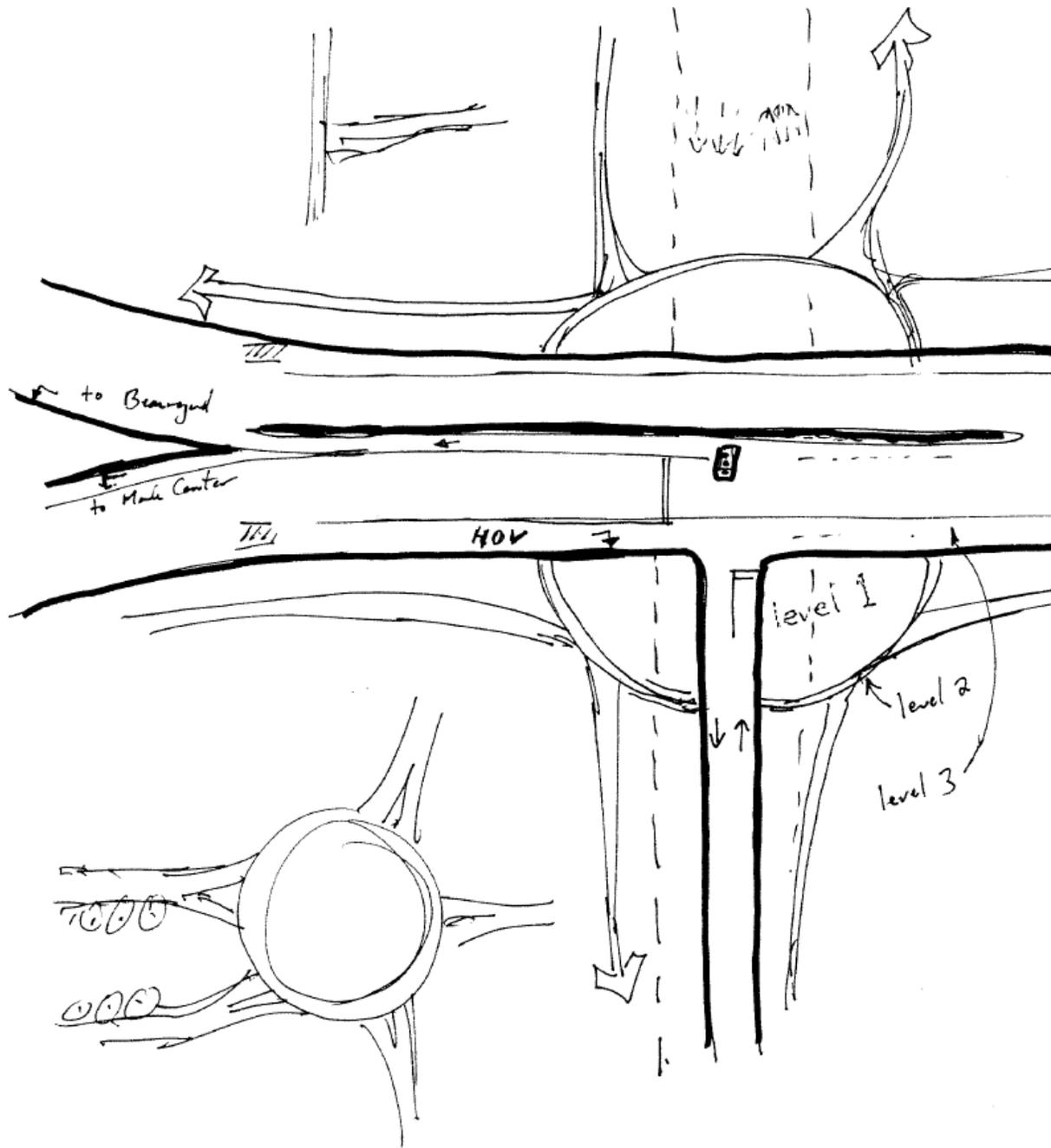


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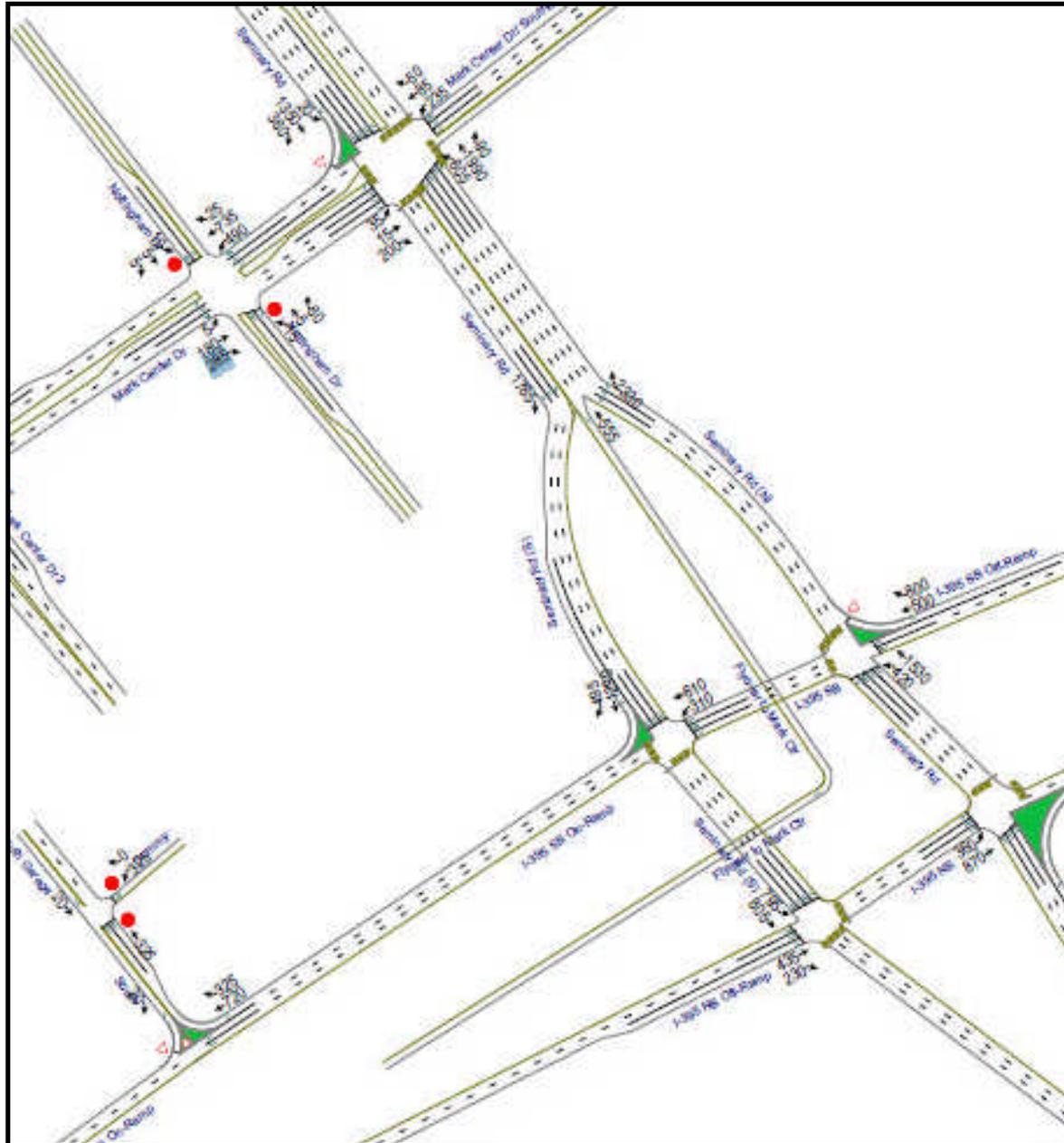


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Concept 1A-HOV: HOV Access w/out Seminary Bridge



Concept 2: GP Access with Seminary Bridge



BRAC-133 Access Comparison

Table 1: Comparison of Features for New BRAC-133 Access Concepts

	AM Peak Hour Volume Assigned to Flyover Ramp(s)	Widen Beauregard Street Intersections?	Widen Seminary Road within the Interchange Rotary?	Widen Mark Center Dr. at Seminary Road & Remove Split-Phasing?	Access to I-395 HOV Lanes?	Remove Seminary Road High Bridge?	Direct Access from NB I-395 to South Garage?
Baseline	0	Yes	No	No	Yes ¹	No	No
Concept 1-A HOV	560	Yes	Yes	Yes	Yes ¹	Yes	No
Concept 2	675	No	No	No	No	No	Yes
Concept 2 HOV	560	Yes	No	No	Yes	No	No

1 – The existing Seminary Road HOV ramp to/from the north would remain in place under this concept.

FINDINGS

Baseline 2013 with Intersection modifications:

- Existing ramps will back up onto I-395
- Back ups on Seminary Road to George Mason Drive and Library Lane
- Back ups on Beauregard to Braddock Road and Mark Center Drive

Concept 1A-HOV: HOV Access w/out Seminary Bridge

- Backups along westbound Seminary Road approaching Mark Center Drive would occasionally extend back toward the rotary at I-395.

Concept 2:

GP Access with Seminary Bridge

- Backups in the right-most through lane along westbound Seminary Road approaching the mid-level rotary occasionally extends back to the Library Lane intersection

Concept 2-HOV: HOV Access with Seminary Bridge

- Backups in the right-most through lane along westbound Seminary Road approaching the mid-level rotary occasionally extends back to the Library Lane intersection.

Next Steps

- Additional Analysis
- Work with VDOT and neighboring jurisdictions
- City Council Public Hearing 4/17