

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand Score | Safety Score | Local Connectivity | Local Connectivity Notes | Local Connectivity | Regional Trail Connectivity | Regional Trail Connectivity Notes | Linear Feet | Island of Disruption | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Density Area | High Inactivity Area | ROW Needed | Project Constraints | | |
|--------|-------------|---|------------------------------------|------------------------------|--|------------|--------------|--------------|--------------------|---|--------------------|---|-----------------------------------|---|----------------------|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|------------|---------------------|--|---|
| 1 | Braddock | Carleigh Parkway | Dabney Avenue | | Install crosswalk and pedestrian refuge across Carleigh Parkway at Dabney Avenue | 0.30 | 31 | Yes | Low | Public recreational facility - Rolling Hills Swim Club, single family residential. | Medium | Connects northbound and southbound sidewalks along Carleigh Ave. Project saves ~ 1200 linear feet of travel distance along southbound Carleigh Ave and northbound Carleigh Ave. | Medium | Rolling Road Trail | 100 | | | Yes | | | | | | | | Likely Not | Reduce LT lane length. Update and add curb Ramps | |
| 2 | Braddock | Carleigh Parkway | Donnet Drive | | Install crosswalk and pedestrian refuge across Carleigh Parkway at Donnet Drive | 0.41 | 32 | Yes | Medium | Kirkwood Presbyterian/Episcopal Church, single family residential. | Medium | Connects northbound and southbound sidewalks along Carleigh Ave. Alternative route adds roughly 1700 linear feet of travel distance. | Medium | Rolling Road Trail | 100 | | | | Yes | | | | | | | Likely Not | Update and add Curb Ramps | |
| 3 | Braddock | Carleigh Parkway | Winslow Avenue | | Install crosswalk and pedestrian refuge across Carleigh Parkway at Winslow Avenue | 0.41 | 31 | Yes | Low | Single family residential. | Medium | Connects northbound and southbound sidewalks along Carleigh Ave. Alternative route adds roughly 3100 linear feet of travel distance. | Medium | Rolling Road Trail | 90 | | | Yes | | | | | | | | Likely Not | Update and add Curb Ramps, Water and sewer | |
| 4 | Braddock | Burke Lake Road | Signal Hill Road | | Construct pedestrian refuge in the uncontrolled crosswalk at Burke Lake Road and Signal Hill Road | 0.28 | 33 | Yes | Medium | Single family residential, Lake Braddock Secondary School, Kings Park Library, transit stops | Medium | Improvements to existing crosswalk at Burke Lake Rd. | Medium | Rolling Road Trail | 90 | Yes | | | | | | | | | | Likely Not | Narrow roadway typical section, 4' median | |
| 5 | Braddock | Guinea Road | Elizabeth Lane | | Construct pedestrian refuge in existing Guinea Road crosswalk at Elizabeth Lane | 0.35 | 13 | Yes | Low | Single family residential | Medium | Improvements to existing crosswalk at Guinea Rd. | Medium | Guinea Road Trail | 70 | | | | | | | | | | | Likely Not | Narrow roadway typical section, 4' median | |
| 8 | Braddock | Heritage Drive | Commons Drive | | Construct pedestrian refuge island at existing crosswalk across Heritage Drive at Commons Drive | 0.63 | 21 | Yes | High | Rig box retail, grocery store, public park, connected single family / multifamily residential, transit stop | High | Improvements to existing crosswalk at Rectory Ln., connection of pedestrian generators. | Medium | Little River Turnpike Trail | 100 | Yes | Very High | | Yes | Yes | Yes | | Yes | Yes | | Likely Not | Update and add Curb Ramps, Existing signage (regular sized) | |
| 9 | Braddock | Burke Lake Road | Lake Braddock Secondary School | | Relocate Burke Lake Road crosswalk at Lake Braddock Secondary School entrance and add pedestrian refuge | 0.35 | 33 | Yes | High | Lake Braddock Secondary School, transit stops, single family residential | High | Improvements to existing crosswalk at Burke Lake Rd. | Medium | Rolling Road Trail | 80 | Yes | | Yes | Yes | | | | | | | Likely Not | Update and add Curb Ramps, relocate existing pre crossing signage and median signage (regular sized) | |
| 10 | Braddock | Oley Lane | Eastwood Court | | Install Rectangular Rapid Flash Beacons (RRFB) or construct a pedestrian refuge in the signal median at the crosswalk on Oley Lane just south of the Eastwood Court intersection. | 0.73 | 26 | Yes | Low | Single family residential, Little Run Elementary School | Medium | Improvements to existing crosswalk at Oley Ln. | Medium | Rolling Road Trail | 60 | | | Yes | Yes | Yes | | | | | | Likely Not | Update and add Curb Ramps, relocate existing pre crossing signage (regular sized) | |
| 12 | Braddock | Guinea Road | Oley Lane | Harford Lane | Upgrade Guinea Road crosswalk at Oley Lane and Harford Lane to include pre- and post- intersection Rectangular Rapid Flashing Beacons, VDOT Studed Intersection - Full Signal Warrant, Upgrade Guinea Road crosswalk at Oley Lane to include RRFB. | 0.37 | 18 | Yes | Low | Attached single family / multifamily residential, transit stops | Medium | Improvements to existing crosswalk at Guinea Rd. | Medium | Braddock Trail | 100 | Yes | | Yes | Yes | Yes | | | | | | Likely Not | Narrow roadway typical section, 4' median, update and add curb ramps, relocate existing pre crossing signage (regular sized) | |
| 14 | Braddock | Lake Braddock Drive | Rainier Road | | Upgrade the existing crosswalk that crosses Lake Braddock Drive at Rainier Road | 0.43 | 19 | Yes | High | Lake Braddock Secondary School, single family and multifamily residential, transit stops | Medium | Improvements to existing crosswalk at Braddock Road, direct connection to pedestrian generator. TYP 287: On-road bike / ped lanes along Lake Braddock Dr. have been funded. | Medium | Potomac Stream Valley-Burke VRE Trail | 80 | Yes | | Yes | Yes | Yes | | | | | | Likely Not | Update and add curb ramps, relocate existing regular sized signs | |
| 16 | Braddock | Little River Turnpike | Wakefield Chapel Rd | Lake Drive | Shared-Use Path along south side of Little River Turnpike between Wakefield Chapel Road to Lake Drive | 0.51 | 42 | Yes | Medium | NOVA CC, single family residential, transit stops | High | Construction of new Shared-use path connecting pedestrian generators. VDOT 10892: Installation of bus shelters where transit stops do not have them already along the Little River Turnpike | High | Little River Turnpike Trail (would be become part of trail) | 950 | | | Yes | Yes | Yes | | | | | | Yes | Signal pole and equipment, relocate regular sized existing signage, overhead utilities, landscaping removal, grading, pond | |
| 17 | Braddock | Little River Turnpike | Lake Dr | Duncan Drive | Shared-Use Path along south side of Little River Turnpike between Lake Dr and Duncan Dr | 0.51 | 42 | Yes | Medium | NOVA CC, single family residential | Low | Construction of new Shared-use path connecting pedestrian generators but does not connect to other facilities to east. VDOT 10892: Installation of bus shelters where transit stops do not have them already along the Little River Turnpike | High | Little River Turnpike Trail (would be become part of trail) | 1,260 | | | Yes | | Yes | | | | | | Likely Not | Bus stops near Lake Dr and Duncan Dr, tree removal, signal pole, push button, utility pole, existing regular sized signage, street lights mounted to utility pole, grading | |
| 18 | Braddock | Little River Turnpike | Duncan Dr | Woodark Drive | Shared-Use Path along south side of Little River Turnpike between Duncan Dr and Woodark Dr | 0.46 | 42 | Yes | Low | Single family residential and transit stops | Low | Construction of new Shared-use path connecting pedestrian generators. VDOT 10892: Installation of bus shelters where transit stops do not have them already along the Little River Turnpike | High | Little River Turnpike Trail (would be become part of trail) | 1,230 | | | | Yes | | | | | | | Likely Not | traffic controller box, junction box cover, relocate regular sized signage, tree removal, overhead utility poles, guardrail, grading | |
| 19 | Braddock | Little River Turnpike | Woodark Dr | Pinelidge Drive | Shared-Use Path along south side of Little River Turnpike between Woodark Dr and Pinelidge Dr | 0.50 | 42 | Yes | Low | NOVA Community College, Single Family residential | Low | Construction of new Shared-use path connecting pedestrian generators. There is no other continuous route between pedestrian generators. VDOT 10892: Installation of bus shelters where transit stops do not have them already along the Little River Turnpike | High | Little River Turnpike Trail (would be become part of trail) | 760 | | | Yes | Yes | Yes | | | | | | Yes | Relocate existing signage, tree removal, residential mailbox, residential driveway, residential fence, existing bus stop, utility poles, street lights mounted to utility poles | |
| 21 | Braddock | Little River Turnpike | 1495 northbound on-ramp | | Enlarge gore area and move crosswalk up | 0.34 | 32 | Yes | Low | Busbay/Conductor interchange | Medium | Improvements to existing crosswalk at the westbound northbound on-ramp of I-495 along the Little River Turnpike. TYP 229: Adding shoulders with bike lanes to close gaps in regional trail network east of I-495. | Medium | Cross County Trail (no continuous connection to halftrail, however short distance along Accotink Parkway) | 210 | Yes | Very High | | Yes | Yes | | | Yes | Yes | | Likely Not | Guardrail, existing regular sized signage, storm inlet, manhole | |
| 25 | Braddock | Granham Street | Victoria Road | Cromwell Drive | Construct 270 linear feet of sidewalk on the west side of Grantham Street from Victoria Road to the existing sidewalk on Cromwell Drive | 0.50 | 29 | No | Medium | Single family residential with transit stops, grocery store, and shopping center | Medium | Connects the sidewalks along Victoria Rd and Cromwell Dr. Alternative route adds roughly 2700 linear feet of travel distance. | Medium | Rolling Road Trail | 270 | | | Yes | Yes | Yes | | Yes | | | | Yes | Landscaping, fire hydrant, utility pole drainage, residential driveway | |
| 27 | Braddock | Hoborn Avenue | Toll House Road | | Construct approximately 630 linear feet of sidewalk on the east side of Hoborn Avenue from just south of Toll House Road to Wakefield Chapel Recreation Association Pool | 0.47 | 42 | No | Medium | Single family residential with transit stops, grocery store, and shopping center | Medium | Connects the sidewalks along northbound Hoborn Ave. There is no other continuous route between pedestrian generators. | Low | Rolling Road Trail not close | 630 | | | Yes | Yes | Yes | | | | | | Likely Not | Residential driveway, existing regular sized signage, update and add curb ramps, utility pole, utility pedestal, drainage, residential landscaping, tree removal, existing 34' 4" asphalt sidewalk, fire hydrant | |
| 28 | Braddock | Maple Avenue | John Robert Way | | Construct 20 linear feet sidewalk gap on east side of Maple Avenue across from John Roberts Way | 0.36 | 0 | No | Medium | Wakefield Elementary School, single family residential, Toro Home Association (with community pool) | Medium | Connects the sidewalk along northbound Maple Ave. for roughly 20'. There is no other continuous route between pedestrian generators. | High | Guinea Trail (project would likely become a part of) | 20 | | | | | Yes | | | | | | Likely Not | Drainage, residential driveway, residential landscaping, existing manhole | |
| 32 | Braddock | Sidburn Road | Linfield Street | | Construct 480 linear feet of missing walkway gap on the east side of Sidburn Road from Linfield Street towards the existing trail to the south | 0.21 | 17 | Yes | Low | Single family residential | Low | Connects the sidewalk along northbound Sidburn Rd. to the asphalt trail along northbound Sidburn Rd. | High | Potomac Stream Valley-Burke VRE Trail | 460 | | | | | Yes | | | | | | Yes | Residential mailboxes, residential driveways, trees, landscaping, utility pole, street lighting. | |
| 33 | Braddock | Wakefield Chapel Road | Little River Turnpike | Forest Street | Construct 1,390 linear feet of sidewalk on east side of Wakefield Chapel Rd | 0.39 | 42 | Yes | High | NOVA CC Campus, transit stops, single family residential | High | Connects the sidewalks along northbound Wakefield Chapel Rd and the pedestrian generator to the sidewalks along Little River Turnpike | Low | Gerry Connery Cross Country Trail (no path within 1 mile) | 1,390 | | | Yes | Yes | Yes | | | | | | Likely Not | VDOT Project #333 constructs crosswalk at Little River Turnpike. Drainage, tree removal, commercial landscaping, steep grade in beginning portion of project, existing regular sized signage, community college signage, junction box cover, crosswalk would require stop bar to move back, ditch, utility poles | |
| 34 | Braddock | Little River Turnpike | East of High Point Ct | Accotink Parkway | Construct 1,200 linear feet of sidewalk along South side of Little River Turnpike between High Point Ct and Accotink Parkway | 0.50 | 42 | Yes | Low | Dak View Elementary School, James W. Robertson, Jr. Secondary School, St. Mary's Parochial, single family residential, transit stops | Low | Connects northbound and southbound sidewalks along Carleigh Ave. Alternative route adds roughly 1200 linear feet of travel distance. | High | Sidburn Trail, Zion Drive Trail | 1,200 | | | | | Yes | Yes | | | | | | Yes | Bus stop near Pinelidge Dr, tree/wooded area, utility pole, residential mail boxes, residential driveways, residential fences, existing regular sized signage, guardrail, steep grade, stream bridge or culvert may be required, wetland impact |
| 35 | Braddock | Government Center Parkway | East of Ridge Top Road | West of Waples Mill Road | Construct 210 linear feet missing sidewalk link along South side of Government Center Parkway | 0.68 | 35 | Yes | High | NOVA CC Campus, transit stops, single family residential | High | Connects sidewalks along eastbound Government Center Parkway between pedestrian generators TYP 129: Road diet on Government Center Parkway to make the road more bike-friendly | High | Gerry Connery Cross Country Trail (no path within 1 mile) | 210 | | | Yes | Yes | | | | | | | Yes | Drainage, street light | |
| 36 | Braddock | Backlick Road | Rhodes Ct | | Construct pedestrian refuge | 0.67 | 35 | Yes | High | Single family residential and transit stops | Low | Connects the sidewalks along southbound Backlick Rd. | Medium | Project would become part of the Little River Turnpike Trail TYP 81: construction of sidewalk on the east side of Backlick Rd. to connect Heiskinger Rd to Industrial Rd. | 10 | Yes | Very High | | | Yes | Yes | Yes | Yes | Yes | Yes | Likely Not | Update and add curb ramps, landscaping | |
| 37 | Braddock | University Drive | Rapidian River Road | North of Rapidian River Road | Construct 100 linear feet of missing sidewalk link and curb ramps | 0.71 | 21 | Yes | High | Mixed-use multifamily residential, multifamily / attached single family residential, transit stop, office building, retail, large retail | High | Connects sidewalk along southbound University Dr. to the facilities on GMU's campus. | High | Waples Mill Road Trail | 100 | | | | | | | | | | | Yes | Relocate existing signage, tree/wooded area | |
| 38 | Braddock | Twinbrook Road | North of Pine Meadows Lane | South of Heathwood Court | Construct 200 linear feet of sidewalk | 0.68 | 33 | Yes | High | Multifamily residential, transit stops, retail, fast food restaurants, VRE stop | High | Extends existing sidewalks along northbound Talcottbrook Road | High | Creates part of Guinea Road Trail | 200 | Yes | | Yes | Yes | | | | | | | Yes | Guy wire, utility pole, residential landscaping, residential driveway, residential fencing | |
| 39 | Braddock | Burke Centre Parkway | Bus Stops, Trailhead at Lake Bacon | | Median refuge | 0.70 | 22 | Yes | High | George Mason University, Fairfax Vista Elementary School, single family residential, multifamily / mixed use residential | Medium | Connects sidewalk along southbound University Dr. to the facilities on GMU's campus. | Medium | Braddock Trail | | | | | | Yes | | | | | | Likely Not | Guardrail, sight distance | |
| 42 | Braddock | Oley Lane | Neslor Road, Welsh Road | | Median refuge - Condition A | 0.72 | 26 | Yes | High | Single family residential, WT Woodson High School, Frost Middle School | Low | Improvements to pedestrian infrastructure at existing intersection. | Medium | Guinea Road Trail, Little River Turnpike Trail | 50 | | | | | Yes | | | | | | Likely Not | Restriping, no existing median, update and add curb ramps, existing ditch and handrail on west side | |
| 44 | Braddock | Braddock Rd, Armandale, Virginia, 22003 | Wakefield Park | | Improve bridge and pedestrian safety crossing Braddock Road from Wakefield Park. Install more visible cross walks across Braddock Road for biking and walking between park and Ravensworth Shopping Center | 0.62 | 42 | Yes | Medium | Single Family Residential, Retail commercial center, Wakefield Park | Low | Improvements to pedestrian infrastructure at existing intersection. | High | Braddock Trail, Cross County Trail | 1,150 | | | Yes | Yes | Yes | | | | | | Likely Not | Existing crosswalk present at Queensberry Ave (park entrance) and Port Royal Rd at signalized intersections | |
| 45 | Braddock | Wakefield Park | Americana Drive | | Improve Active Transportation connectivity between 1495 overpass between Americana Drive and Wakefield Park to Audrey Moore Rec Center | 0.67 | 42 | No | High | Audrey Moore Rec Center, Wakefield Park, Multifamily residential, single-family residential, Americana HS | Low | Improvements to pedestrian infrastructure signage. | High | Braddock Trail, Cross County Trail | 24 | | | Yes | Yes | Yes | | | | | | Yes | Wooded area | |
| 46 | Braddock | Government Center Parkway | Forum Dr | | Add sidewalk connection and ADA ramp on north side of Government Center Pkwy to access the pedestrian push-button and crosswalk to Forum Dr | 0.44 | 43 | Yes | Medium | Multifamily Housing, Fairfax County Gov Center, Eagle View Elementary | Medium | Connect existing pedestrian infrastructure at existing intersection. | High | Route 29 Trail, 60 Parallel Trail | | | | | | Yes | | | | | | Yes | Signal pole may need to be relocated unless crosswalk is pushed back. If crosswalk is pushed back the stop bar will need to be relocated. Ramping ramp on SE quadrant needs to be updated to be ADA compliant and project ID #54 resolves the missing sidewalk and curb ramp issue on the SW side of the intersection. If adding crosswalk to the west side of Govt Center Pkwy for this project of #54, curb ramp will need to be connected to existing sidewalk on the north end | |
| 47 | Braddock | 5710-5714 Backlick Rd, Springfield, Virginia, 22151 | | | Add sidewalk/paths to the bridge on Backlick Rd that crosses I-495 | 0.67 | 29 | Yes | High | Lybrook Elementary, Retail Commercial center, Multi-family residential, single family residential | High | Connect pedestrian generators across 495. | High | Would construct portion of Backlick Rd Trail, South County East-West Trail, Backlick Run Trail | 220 | Yes | Very High | Yes | | | Yes | Yes | Yes | Yes | Yes | Likely Not | Sidewalk on East side of Backlick Rd bridge, guardrail, steep, deep grade, update and add curb ramps | |
| 49 | Braddock | Fendale Street | Braddock Rd | | Restrict left turns from northbound Fendale St onto westbound Braddock Rd | 0.65 | 31 | Yes | Medium | Dakwood School, single family residential, transit stops | Low | Improvements to existing sidewalks along eastbound Braddock Rd. | Medium | Braddock Trail | Yes | Very High | | Yes | Yes | | | | | | Yes | Likely Not | | |
| 53 | Braddock | Forum Drive | Lee Highway | Government Center Parkway | Build sidewalk on the west side of Forum Dr from Lee Hwy to Government Center Pkwy | 0.44 | 43 | No | Medium | Attached single-family and multifamily residential, transit stops, retail, restaurants | Medium | Connects sidewalks along eastbound Government Center Parkway to sidewalks along westbound US-29. TYP 129: Road diet to make Government Center Parkway more bike friendly | Medium | US-29 Trail | 970 | | | | | | | | | | | Yes | Tree/wooded area, existing regular sized signage, drainage, junction box cover, lighting pole, traffic devices | |
| 55 | Braddock | Holly Avenue | Lee Highway | | Build sidewalk on the west side of Holly Ave just north of Lee Hwy | 0.31 | 43 | No | High | Attached single-family residential, multifamily residential, daycare center, Eagle View Elementary | Low | Extension of sidewalk from westbound US-29 to private residential facility | High | US-29 Trail | 1,000 | | | Yes | Yes | Yes | | | | | | Yes | Proposed sidewalk to tie into existing shared-use path and existing sidewalks from the neighborhood that lead to Holly Ave, existing curb ramps through Holly Avenue need to be updated, street lighting, man hole and the hydrant near Horizon Child Development center entrance, junction box cover, utility pedestal, trees, curb and gutter, drainage | |
| 56 | Braddock | Monument Drive | Fairfax Promenade Drive | Government Center Parkway | Build sidewalk on the west side of Monument Dr from Fair Lakes Promenade Dr to existing sidewalk along Monument Dr | 0.43 | 43 | Yes | High | Hotels, multifamily residential, retail, restaurants, mall, government buildings, transit stops | High | Connects pedestrian generators on north and south sides of I-495 corridor by connection of sidewalks on southbound Monument Ln. VDOT 152785: Sidewalk addition to the west side of the existing bridge with a signalized crosswalk at the new ramp to the westbound managed lanes of I-495. | High | 66 Parallel Trail | 1,340 | | High | | | | | | | | | Yes | Monument drive bridge sidewalk ongoing where sidewalks is missing, fleur-de-lis from Fair Lakes Promenade Dr to bridge, traffic controller cabinet prior to bridge, 200' of guardrail prior to bridge, street lighting alongside Monument Drive, junction box covers, minimal space prior to bridge - would require utility relocation, HDV large signage prior to and after bridge, trees, steep grade prior to bridge, private metal fencing past bridge, guardrail past bridge, storm inlets, regular sized signage, sidewalk to tie into existing sidewalk and bus stop, existing sidewalk on east side of monument drive through bridge | |
| 57 | Braddock | Monument Drive | Monument Hill Way | Government Center Parkway | Build sidewalk on the west side of Monument Dr from Monument Hill Way to Government Center Pkwy | 0.55 | 43 | Yes | High | Multifamily residential with 4 transit stops, attached single family / multifamily residential, grocery store | High | Connects pedestrian generator along southbound Monument Drive to sidewalks along westbound Government Center Parkway. TYP 152: Construct walkway on the west side of Monument Dr, from Government Center Parkway to existing bus stop. | High | US-29 Trail | 1,480 | | | Yes | Yes | Yes | | | | | | Yes | Bus stop at Monument Dr and Monument Hill Way and just past Park Vista Blvd, existing regular sized signage, storm inlets, junction box covers near guardrail, tree/wooded area, street light poles, steep grade through road of segment, update ADA ramp where sidewalk will tie into, existing signal pole and pre-pub button near bus, landscaping wetland impacts, difficult run river | |
| 69 | Dranesville | Georgetown Pike | Lingron Drive | | Construct crosswalk on Georgetown Pike and Lingron Dr | 0.49 | 12 | No | Low | Single family residential, Scotts Run Nature Preserve Trail | Medium | Connects to an existing facility along south side of road. Improvement is on that side. The Scotts Run Nature Preserve Trail is somewhat an alternate route but is natural surface | Medium | 495 Trail | 100 | | | | Yes | | | | | | | Likely Not | add crosswalks, update curb ramps, add traffic control signs to facilitate pedestrian crossing, grading, utility markers (possibly "proposed excavation" and communication/signage), roadway name signs, "do not block intersection" signs, do not park sign, "stop for school bus" sign, speed limit sign, object marker signs. | |
| 70 | Dranesville | Georgetown Pike | Harvey Road | | Install crosswalk at Georgetown Pike and Harvey Road | 0.30 | 19 | No | Medium | Single family residential (large lot), Langley High School | Low | Connects to an existing facility along Ridge Dr but no facilities exist along Harvey Rd or along south side of Georgetown Pike. No reasonable alternate route | Medium | Georgetown Pike Trail | 80 | | | | | | | | | | | Yes | A crosswalk already exists across Ridge Dr at this intersection for the existing shared use path. To install a second crosswalk, a shared use path or sidewalk would likely need to be constructed to connect to it. There is light space, private property fences, utility and traffic signal poles, signal controller, guy wire, utility pedestal, residential landscaping | |
| 71 | Dranesville | Georgetown Pike | Walker Road | | Add signalized crosswalks on the east and north legs of the Georgetown Pike & Walker Rd intersection | 0.27 | 27 | No | Medium | Single family and Multifamily residential, Great Falls Center, Village Center, Retail and restaurants, Great Falls Library | Medium | Connects to an existing facility along Georgetown Pike and Walker Rd. Alternate route adds ~80 linear feet of travel distance. Will require signal timing changes | High | Georgetown Pike Trail and Walker Road Trail | 190 | | | | Yes | | | | | | | | Likely Not | Possibly pull back stop bar for eastbound turnt, add and update curb ramps, traffic light pole, street light pole |
| 72 | Dranesville | Davis Court | Great Falls Street | Evers Drive | Construct 430 linear feet of sidewalk along the north side of Davis Ct from Great Falls St to Evers Dr | 0.51 | 27 | No | Medium | Single family and Multifamily residential, Midson High School, Lewinsville Montessori Day care center, Shopping center, Great Falls Center | Medium | Fills in sidewalk gap along Davis Ct. Connects to an existing facility along Davis Ct that leads directly to McLean High School. Alternate route adds ~070 linear feet of travel distance | Medium | Route 123 Trail | 530 | | | | Yes | | | | | | | | Yes | Trees and vegetation, landscaping removal, fire hydrant, yield sign, residential driveways, overhead utilities, guy wires, mailbox |
| 77 | Dranesville | Great Falls Street | Moly Drive | | Add crosswalk on Great Falls St at Moly Dr | 0.29 | 11 | No | Low | Single family residential, Haycock Elementary School | Medium | Connects to two separate existing facilities across Great Falls St. No reasonable alternate route | Medium | Haycock Rd Trail | 80 | | | | | | | | | | | | Likely Not | add and update curb ramps, traffic control to facilitate pedestrian crossing, trees and vegetation |
| 78 | Dranesville | Grove Avenue | Haycock Road | Spruce Street | Improve 1,100 linear feet of walkway along Grove Ave from Haycock Rd to Spruce St | 0.29 | 21 | No | High | Single and Multifamily residential, Mary Ellen Henderson Middle School and Meridian High School, Royal Language Academy, West Falls Church Montessori, Virginia Tech Northern Virginia Center | Medium | Improves existing facility on east side of Grove Ave and enhances access to West Falls Church Metro | High | Haycock Rd Trail | 1,100 | | | | | Yes | | | | | | | | |

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand Score | Safety Score | Pedestrian Destinations | Pedestrian Destination Notes | Local Connectivity | Local Connectivity Notes | Regional Trail Connectivity | Regional Trail Connectivity Notes | Linear Feet | Island of Disruption | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Density Area | High Inactivity Area | ROW Needed | Project Constraints | |
|--------|-------------|----------------------|---------------------------|-----------------------------|--|------------|--------------|--------------|-------------------------|--|--------------------|---|-----------------------------|---|-------------|----------------------|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|------------|---|--|
| 102 | Dranesville | Fleewood Road | Lessor Lane | Elm Street | Construct approximately 250 linear feet of sidewalk gap on the north side of Fleewood Road from Lessor Lane to Elm Street. | 0.77 | 34 | No | Medium | Single family residential, Multifamily residential, Transit stop along Fleewood and Elm St, McLean Community Center, McLean Children Academy, Doherty Madison Library | Medium | Files in existing gap along Fleewood Rd. Connects to an existing facility on Elm St and Lessor Ln. Alternate route adds ~30 linear feet of travel. | Medium | Route 123 Trail | 460 | | | | Yes | Yes | | | | | | Yes | Junction box cover, existing signage, commercial parking entrances, tree removal, on street parking | |
| 103 | Dranesville | Inglisde Avenue | Meadowbrook Avenue | Old Dominion Drive | Construct approximately 650 linear feet of sidewalk gap on the west side of Inglisde Avenue from Meadowbrook Avenue to Old Dominion Drive. | 0.77 | 34 | No | Medium | Single family residential, Multifamily residential, Transit stop along Old Dominion Dr, Chain Bridge Rd, and Washington St, McLean Racquet and Health club, Retail and shopping centers across Inglisde Ave and Old Dominion Dr. | Medium | Files existing gaps along Inglisde Ave. Leads to existing facilities across Old Dominion Dr. Alternate route adds ~30 linear feet of travel. Alternate route has to cross and walk on east side of Invalisde Ave. | High | Westonland Trail, Old Dominion Trail, Route 123 Trail | 1,220 | | | | Yes | Yes | Yes | | | | | | Yes | light space (ROW), utility poles w/ and w/o lights, guy wires, utility pedestal, stop sign, communication (orange) utility marker, mailboxes, property fences, entrances and driveways |
| 104 | Dranesville | Notle Street | Chain Bridge Road | Calder Road | Construct approximately 400 linear feet of sidewalk along Notle Street from Calder Road to Chain Bridge Road. | 0.60 | 34 | No | Medium | Single family residential, Franklin Sherman Elementary School, Transit stops along Chain Bridge Rd, Restaurants and retail, McLean Baptist Church | Low | Files existing gaps along Notle St. Connects to facilities along Chain Bridge Rd but none exist along Calder Rd. No reasonable alternate route. | High | Route 123 Trail | 400 | | | Yes | | Yes | Yes | | | | | Yes | stop sign, parking entrances for commercial facilities, utility poles, guy wires, fire hydrant, driveway (residential) | |
| 105 | Dranesville | Park Avenue | Spring Vale Avenue | Old Dominion Drive | Construct approximately 800 linear feet of sidewalk along Park Avenue from Spring Vale Avenue to Old Dominion Drive. | 0.77 | 34 | No | Medium | Single family residential, Multifamily residential, Transit stop along Old Dominion Dr, McLean Racquet and Health Club, McLean Children Academy, Lutheran Church of the Redeemer, Shopping center | Low | Connects to an existing facility on Old Dominion Dr, no existing facilities along Spring Vale Ave. Alternate route adds ~700 linear feet of travel. Alternate route goes northwest on Old Dominion Dr and uses an off road path. | High | Westonland Trail, Old Dominion Trail, Route 123 Trail | 990 | | | | Yes | Yes | Yes | | | | | Yes | residential driveways, existing signage, utility poles with guy wires, fire hydrants, mailboxes, tree removal | |
| 106 | Dranesville | Pathfinder Lane | Enterprise Avenue | Meadowbrook Avenue | Construct approximately 850 linear feet of sidewalk along Pathfinder Lane from Enterprise Avenue to Meadowbrook Avenue. | 0.78 | 33 | No | Low | Single family residential, McLean Racquet and Health Club | Low | Connects to an existing facility on Enterprise Ave and to north along Pathfinder Ln but no existing facilities exist along Meadowbrook Ave. No reasonable alternate route. | High | Westonland Trail, Old Dominion Trail, Route 123 Trail | 750 | | | | Yes | Yes | Yes | | | | | Yes | Water quality preservation area on the western part of the road, storm water inlet with rocks to mitigate erosion, ditches, culverts on both sides of the road, existing signage, utility poles w/ and w/o lights, guy wires, residential driveways, fire hydrant, mailboxes, fences | |
| 107 | Dranesville | Spring Vale Avenue | Chain Bridge Road | Park Avenue | Construct approximately 1,000 linear feet of sidewalk along Spring Vale Avenue from Chain Bridge Road to Park Avenue. | 0.77 | 33 | No | Low | Single family residential, Multifamily residential, Transit stops along Old Dominion Dr, Chain Bridge Rd, and Washington St, McLean Racquet and Health club, Retail and shopping centers | Low | Files existing gaps along Spring Vale Ave. Connects to existing facilities across Chain Bridge Rd, no existing facilities along Park Ave. Alternate route adds ~1,070 linear feet of travel. Alternate route uses an off road path. | High | Westonland Trail, Old Dominion Trail, Route 123 Trail | 1,640 | | | | Yes | Yes | Yes | | | | | Yes | mailboxes, existing signage, property fences, tree removal, driveways, utility poles w/ and w/o lights, guy wires, ditches, culverts and drainage structures on the east side, fire hydrant on west side | |
| 108 | Dranesville | Summit Road | Saint Albans Road | Doherty Madison Boulevard | Construct approximately 500 linear feet of sidewalk along Summit Road from Saint Albans Road to Doherty Madison Boulevard. | 0.70 | 34 | No | Medium | Single family residential, Multifamily residential, Langley shopping center, McLean Community Center, McLean Children Academy, Doherty Madison Library | Low | Connects to an existing facility on Doherty Madison Blvd, but no existing facilities along St Albans Rd. No reasonable alternate route. | High | Route 123 Trail | 550 | | | | Yes | Yes | Yes | | | | | Yes | residential driveway, utility poles w/ and w/o light and guy wire, residential fences, fire hydrant, steep grades where it meets with Doherty Madison Blvd, trees, drainage | |
| 109 | Dranesville | Balls Hill Road | Old Dominion Drive | Lewisville Road | Construct 1,300 linear foot missing sidewalk gap on Balls Hill Rd between 2040-152-000 and Yates Ct. | 0.47 | 15 | No | High | Single family residential, Langley School, Transit stops along Lewisville Rd, Soccer Fields & Tennis Courts | Low | Connects to an existing facility on Balls Hill Rd. No reasonable alternate route. | High | Lewisville Rd Trail, 495 Trail, Route 123 Trail | 1,340 | | | | Yes | Yes | Yes | | | | | Yes | County project is adjacent and may consider adding this Parking entrance (American Legion Post), utility poles w/ and w/o lights, guy wires, mailboxes, residential driveways, fences, drainage structures, concrete ditches and culverts on both sides of the road | |
| 110 | Dranesville | Beverly Road | Doherty Madison Boulevard | Saint Albans Road | Construct approximately 290 linear feet of sidewalk on Beverly Road from Saint Albans Road to Chelsea Road and approximately 300 linear feet of sidewalk on Beverly Road from Chelsea Road to Doherty Madison Boulevard. | 0.70 | 34 | Yes | Medium | Single family residential, Multifamily residential, Langley shopping center, McLean Community Center, McLean Children Academy, Doherty Madison Library | Low | Connects to an existing facility on Doherty Madison Blvd, but no existing facilities along St Albans Rd. Alternate route adds ~490 linear feet of travel for the Beverly Road from Chelsea Road to Doherty Madison Boulevard sidewalk addition. The Beverly Road from Saint Albans Road to Chelsea Road sidewalk addition does not have a reasonable alternate route. | High | Route 123 Trail | 590 | | | | Yes | Yes | Yes | | | | | Yes | mailboxes, residential landscaping, utility poles with lights, existing signage, tree removal, fences | |
| 111 | Dranesville | Birch Road | Birch Grove Court | Kitty Road | Construct 470 linear foot of missing sidewalk links on east side of Birch Rd from Birch Grove Ct to Kitty Rd. | 0.37 | 18 | No | Low | Single family residential, Brookfield School, Chesterbrook Swim & Tennis Club, Chesterbrook Elementary School | Medium | Connects to two existing facilities on Birch Rd and Kitty Rd. Alternate route adds ~2,400 linear feet of travel. Alternate route along Kitty Rd and Route D to get farther west of Birch Rd. | Low | No regional trail connections | 470 | | | | | | | | | | | Yes | residential driveway, fire hydrant, existing signage, fences, heavy trees and vegetation, no crosswalk/ curb ramp/ intersection with Tucker Ave | |
| 112 | Dranesville | Georgetown Pike | Sagon Road | Helga Place/Langstone Drive | Construct 1,350 linear foot of sidewalk on Georgetown Pike from Sagon Rd to Helga Pl and Langstone Dr. | 0.55 | 12 | No | Low | Single family residential, Scotts Run Nature Preserve Trail, Cooper Middle School | Medium | Connects to an existing facility along south side of road. Improvement is on trail into the Scotts Run Nature Preserve Trail is somewhat an alternate route but is natural surface. | Medium | Would construct part of Georgetown Pike Trail, 495 Trail | 1,300 | | | | Yes | Yes | Yes | | | | | Likely Not | Grading, utility markers possibly "trooped excavation" and communications/cables, existing signage, utility marker signs | |
| 114 | Dranesville | Chain Bridge Road | Doherty Madison Boulevard | Old Chain Bridge Road | Connect approximately 600 linear foot missing sidewalk gap on Chain Bridge Road between Old Chain Bridge Road and Doherty Madison Boulevard and widen flood sidewalk sections. | 0.60 | 34 | Yes | Medium | Single family residential, Franklin Sherman Elementary School, Transit stops along Chain Bridge Rd, Restaurants and retail, McLean Baptist Church | Medium | Files existing gaps along Chain Bridge Rd. No reasonable alternate route. | High | Route 123 Trail, Old Dominion Trail | 1,380 | | | | Yes | Yes | Yes | | | | | Yes | commercial driveways, utility poles w/ and w/o lights, existing signage, bus stops, drainage structures, trees, fire hydrants | |
| 116 | Dranesville | Turner Avenue | Haycock Road | Grayson Place | Construct 550 linear foot of sidewalk along Turner Ave from Haycock Rd to Grayson Pl. | 0.28 | 21 | No | High | Single family residential, West Falls Church Metro Station, Haycock Elementary School, Meridian High School, Mary Ellen Henderson Middle School, Virginia Tech Northern Virginia Center | Low | Extends existing facility from Haycock Rd to Grayson Place. | Low | Haycock Rd Trail | 570 | | | | | Yes | Yes | Yes | | | | Yes | Crosswalks already existent. As mentioned in project B1 commentary, what's still needed is: add crosswalks at Haycock and Metro access road, narrow sidewalk along Haycock and bridge over 650 (and guard rails), Washington Elm Church at Turner & Haycock, add and update curb ramps at Turner & Haycock, utility pole and stop sign at Turner & Haycock. At Great Falls, trees and residential landscaping, possibly bring back stop bar at Haycock, add and update curb ramps, utility pole with lights, pedestrian push button pole. | |
| 120 | Dranesville | Magary Road | Lynchford Lane | Ware Road | Construct approximately 200 linear feet of sidewalk gap on the south side of Magary Road from Lynchford Lane to Ware Road. | 0.82 | 19 | Yes | Medium | Single family residential, Multifamily residential, Transit stops along Magary Rd, Westgate Elementary School | Medium | Connects to existing facility on Lynchford Ln and project under construction to east. Alternate route adds ~150 linear feet of travel. | Medium | Leesburg Pike Trail | 820 | | High | | Yes | Yes | Yes | | | | | Likely Not | fire hydrant, grading, property fences, bus stop sign, residential driveway, utility poles w/ and w/o light, guy wires | |
| 121 | Dranesville | Beverly Road | Inglisde Avenue | East of Inglisde Avenue | Install sidewalk east of Inglisde Avenue on the south side of Beverly Road east of Inglisde Avenue. | 0.77 | 33 | No | Medium | Single family residential, Multifamily residential, Transit stops along Old Dominion Dr, Retail and shopping centers | Medium | Files existing gaps along Beverly Rd. Connects to existing facility on Old Dominion Dr. Alternate route adds ~140 linear feet of travel. | High | Route 123 Trail, Old Dominion Trail | 200 | | | | | Yes | Yes | | | | | Yes | commercial parking entrances, overhead utilities | |
| 131 | Franconia | Beulah Street | Kathmor Drive | | Install crosswalk across Beulah Street near Kathmor Drive for elementary school pedestrian traffic. | 0.65 | 28 | Yes | Medium | Franconia Elementary, single family residential, transit stops | Medium | Connector of sidewalks of northbound and southbound Beulah St. Project saves approximately 800 linear feet of travel along northbound and northbound Beulah St. | Medium | Beulah Trail | 100 | | | | Yes | Yes | Yes | | | | | Likely Not | Upgrade existing ramps. Four lane road with left turn lanes and bike lanes - wide cross section. | |
| 132 | Franconia | South Kings Highway | Memorial Street | | Install pedestrian safety improvements at the intersection of South Kings Highway and Memorial Street. | 0.69 | 20 | Yes | Low | Lencak Park, single family residential, transit stops | Medium | Connector of sidewalks along northbound/southbound Memorial St, westbound S Kings Hwy. There is no continuous alternative route to cross S Kings Hwy, and changes to signal timing would be required. | Medium | S Kings Trail | 240 | Yes | Very High | | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Signal pole and cabinet in NE corner. Fences on each property. New curb ramps required. | |
| 133 | Franconia | Cumberland Avenue | Anhert Avenue | Backlick Road | Construct sidewalk on north side. This project lies to project description in Map ID 151. | 0.66 | 44 | Yes | Medium | Single family residential, transit stops, retail, multi family residential, restaurants | Medium | Connects sidewalks along westbound Cumberland Ave, northbound Anhert Ave, southbound Backlick Rd. Project saves approximately 200 linear feet of travel along eastbound/southbound Cumberland Ave and four less pedestrian crossings. | High | Backlick Trail | 200 | Yes | Very High | | Yes | Yes | Yes | | | | Yes | Likely Not | Utility poles and guy wires, driveways, landscaping, drainage structures. | |
| 134 | Franconia | Franconia Road | Gum Street | | Pedestrian crossing improvement at Franconia Road and Gum Street, possibly a pedestrian median refuge. | 0.66 | 34 | Yes | High | Edison High School, single family residential, daycare, transit stops, Ammanuel Ethiopian Evangelical Church, fast food | High | Improvements to existing crosswalk between eastbound and westbound Franconia Rd. Project saves approximately 3600 linear feet of travel distance to nearest crossing at S Van Dam St. | Medium | Franconia Trail | 75 | | | | | Yes | Yes | | | | | Likely Not | North parcel under construction with new curb cut. Update curb ramps to make directional. Storm drain and utility poles at corner. Corner turn lane is 11 feet wide - cannot create ped refuge and keep turn lane. Road det. opportunity. | |
| 135 | Franconia | Lamo Drive | Jane Way | | Pedestrian improvements at Lamo Drive and Jane Way | 0.78 | 20 | Yes | Medium | Single family residential, Bush Hill Elementary School, Bush Hill Presbyterian Church | Medium | Connects sidewalks along eastbound Lamo Rd at the intersection. There is no continuous alternative path between pedestrian generators. | Medium | Franconia Trail | 240 | | | | Yes | Yes | Yes | | | Yes | | Yes | Yes | Sidewalk only along Lamo Drive. Curb ramps reconstructed in late 2016. storm drain, fire hydrant |
| 136 | Franconia | Ninian Avenue | Jane Way | | Pedestrian improvements at Ninian Avenue and Jane Way | 0.66 | 20 | Yes | Medium | Single family residential, Bush Hill Elementary School, Bush Hill Presbyterian Church | Medium | Extends sidewalks along eastbound Ninian Ave. There is no continuous alternative path between pedestrian generators. | Medium | Franconia Trail | 260 | | | | Yes | Yes | Yes | | | Yes | | Yes | Yes | SW Ramp constructed in 2018 had no pedestrian accommodations. Only sidewalk approaches from the West along Ninian Avenue. No pedestrian accommodations to be ramps to NW projects call for sidewalks in this area. Neighborhood serves Bush Hill Elementary School. |
| 141 | Franconia | Harrison Lane | Lockhead Boulevard | Backlick Road | Install approximately 300 linear foot missing sidewalk along gap on the west side of Harrison Ln, construct approximately 1,500 linear feet of sidewalk along the south side of Lockhead Blvd, and install a crosswalk at Backlick Rd and Harrison Ln. | 0.93 | 34 | Yes | High | Hybla Valley Elementary School, multifamily, single family, transit stops, Hundley Meadows Park | Medium | Extends sidewalks along eastbound Lockhead Blvd. There is no continuous alternative pedestrian route to Harrison Ln from Meadows Park. | High | US Route 1 Trail | 1,880 | Yes | Very High | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | South Side - Narrow road to allow bike lane - consider shared use path. Wooded along South of road, drainage will be required. North Side - drainage structures, driveways, overhead utilities, fences, and landscaping. Project parallels Map ID 138 and Map ID 177. |
| 143 | Franconia | Highland Street | Flora Street | Amelia Street | Construct 550 linear feet of missing sidewalk gaps on Highland Street between Flora Street and Amelia Street. | 0.77 | 28 | No | Low | Springfield swimming and racquet club, Saint Abanoub Coptic Orthodox Church, single family residential | Medium | Connects sidewalks along eastbound Highland St. Project saves approximately 2700 linear feet of travel distance along southbound Aberdeen Rd, westbound Grace St, and northbound Amelia St. TYP project 423 (unfunded). | Low | Gery Connelly Cross Country Trail is less than 1 mile but there is not a continuous path. | 550 | | High | | Yes | Yes | Yes | Yes | | | | Yes | Yes | Existing gaps of sidewalk along south, fire hydrant, overhead utility, South-side curb ramp at Flora, drainage structure, existing signs, wooden fence, overhead utilities, driveways, fire hydrant. Update curb ramps at Aberdeen Road and add curb ramp, landscaping, berms, curbs. Add curb ramp at Amelia. North - overhead utilities, landscaping, guy wires, existing signage, park entrance, add curb ramps at Beal Mill Drive. |
| 146 | Franconia | Old Keene Mill Road | Hanover Avenue | Commerce Street | Improve approximately 850 linear feet of walkway facility on the north side of Old Keene Mill Road from Hanover Avenue to Commerce Street. | 0.89 | 44 | Yes | High | Retail, restaurants, single family residential, transit stops, Richard Byrd Library, Christwood Elementary, Garfield Elementary, multifamily residential | Low | No new construction made. TYP 158 - Funded project proposing bicycle shoulders on Old Keene Mill Rd from Lee Chapel Rd to Spring Rd with signage. Project saves approximately 1100 linear feet of travel along eastbound Old Keene Mill Rd along with 2 less pedestrian crossings. | High | Old Keene Mill Trail, Commerce St Trail | 880 | Yes | Very High | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Corresponds with Map ID 150. Update the curb ramp at Commerce St, hand hole, signal pole, right turn only sign, light pole, main hole, wooden fence, bus stop and bench and trash can at Hanover, utility pole, guy wire, church sign, jet sign, one way sign, update curb ramp at Hanover |
| 147 | Franconia | Ashton Street | Buckman Road | Lawrence Street | Build sidewalk on westside of Ashton St from Buckman Rd to Lawrence St. | 0.95 | 28 | No | Medium | Single family residential, Mt. Vernon Woods Elementary School, Seeyah Community Center | Medium | Connects sidewalks along eastbound Lawrence St and westbound Buckman Rd. Project saves approximately 200 linear feet of travel along northbound Ashton St. | Medium | US-1 Trail | 1,400 | Yes | Very High | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Likely Not | Build ramp at Lawrence Street, existing stop sign, fence, overhead utilities, driveway, mail boxes, landscaping, wooden fence. |
| 149 | Franconia | Monticello Blvd | Hanover Avenue | West of Hanover Avenue | Build sidewalk on the northside of Monticello. | 0.68 | 44 | No | High | First Baptist Church of Springfield, St. Christopher's Episcopal Church, preschools, transit stops, single family residential, retail, restaurants, Richard Byrd Library | Medium | Connects existing sidewalks along westbound Monticello Ave. There is no continuous alternative path between pedestrian generators. | Medium | Old Keene Mill Trail | 260 | | | | | | Yes | Yes | | | | Yes | Yes | one way sign, light pole, over head utility, no parking signage, 2 driveways |
| 150 | Franconia | Old Keene Mill Road | Hanover Avenue | | Pedestrian improvements at Old Keene Mill Rd and Hanover Ave | 0.89 | 44 | Yes | High | First Baptist Church of Springfield, St. Christopher's Episcopal Church, preschools, transit stops, single family residential, retail, restaurants, Richard Byrd Library, multifamily residential, convenience store | Medium | Connects the sidewalks along northbound/southbound Westmore Dr and Hanover Ave. TYP 158- Funded project adding bike lanes to the shoulders of Old Keene Mill Rd. Signal timing will need to be changed. | Medium | Old Keene Mill Trail | 280 | Yes | Very High | Yes | Yes | Yes | Yes | | | | Yes | Yes | Likely Not | Corresponds with Map ID 146. VDOT Programmed for 1 crosswalk retrofitted with APS and 1 crosswalk (new or existing with ped signal add) PE Complete. Crosswalk on Hanover Ave should be updated to high vis, install a crosswalk on the north side of Hanover Ave and the west side of Old Keene Mill Road, update all crosswalks on Old Keene Mill Rd besides the ramp in the south east corner. |
| 151 | Franconia | Cumberland Avenue | Anhert Ave | Dinkside Street | Build sidewalk on the north side of Cumberland Ave. | 0.66 | 44 | Yes | High | Commercial retail centers, single family residential, Crestwood Elementary | High | Connect existing pedestrian infrastructure, saving 700 linear feet of travel. | Medium | Backlick Road Trail, Commerce St Trail | 730 | Yes | Very High | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Adjacent to Map ID 133. Hand hole on the corner of Anhert Ave and Cumberland, overhead utilities, storm inlet, fire hydrant (2), guy wire, no parking signs, speed limit sign, apartment driveway, landscaping. |
| 152 | Franconia | Buckman Road | Jenna Lee Ave | El Camino Pl | Build sidewalk on the south side of Buckman Road | 0.96 | 26 | Yes | Medium | Single family residential, multi family residential, transit stops, Emmanuel Baptist Church, Mt. Vernon Woods Elementary | Medium | Connects sidewalks along eastbound Buckman Rd. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 370 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Landscaping, driveway, private fence, inlet at Buckman Rd and Jenna Lee Ave |
| 153 | Franconia | Jenna Lee Ave | Buckman Rd | | Build sidewalk on the west side of Jenna Lee Ave | 0.96 | 26 | No | Medium | Single family residential, multi family residential, transit stops, Emmanuel Baptist Church, Mt. Vernon Woods Elementary | Medium | Connects sidewalks along southbound Jenna Lee Ave. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 230 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Likely Not | Build new curb ramp, over head utilities, guy wires, private fence and driveway, storm inlet | |
| 154 | Franconia | Buckman Road | Martha Street | West of Bianca Place | Build sidewalk on the south side of Buckman Road | 0.92 | 28 | Yes | Medium | Single family residential, multi family residential, transit stops, Emmanuel Baptist Church, Mt. Vernon Woods Elementary | Medium | Connects sidewalks along eastbound Buckman Rd. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 160 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Will need to build ramp at Martha St and Buckman Rd, utility pole, landscaping, private fence |
| 155 | Franconia | Buckman Road | Martha Washington St | Norwood Dr | Build sidewalk on the north side of Buckman Road | 0.92 | 28 | Yes | Medium | Single family residential, multi family residential, transit stops, Emmanuel Baptist Church, Mt. Vernon Woods Elementary | Medium | Connects sidewalks along westbound Buckman Rd. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 240 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Will need to build ramp at Martha Washington St and Buckman Rd, overhead utilities, wooden fence, guy wires, 2 driveways, private sign, new ramp at norwood dr and Buckman Rd |
| 156 | Franconia | Fordson Road | Richmond Hwy | South of Richmond Hwy | Build sidewalk on the east side of Fordson Rd | 0.93 | 36 | Yes | High | Multifamily residential, restaurants, motel | Medium | Extends the sidewalk along northbound Fordson Rd to US-1 TYP 158 - Funded project encompassing 14 new sidewalks and 18 new pedestrian improvements along US-1. Project saves approximately 50 linear feet of travel distance via crosswalk on Fordson Rd. | Medium | US-1 Trail | 450 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Landscaping, overhead utilities, driveways for green drop, inlet, stop sign |
| 157 | Franconia | Lockhead Blvd | Fordson Rd | | Pedestrian improvements at Fordson Rd and Lockhead Blvd | 0.93 | 34 | Yes | High | Hybla Valley Elementary School, multifamily residential, single family residential, transit stops, restaurants | High | Connects the sidewalks along eastbound Lockhead Blvd and northbound/southbound sidewalks along Fordson Rd at the intersection. Changes to signal timing required. | Medium | US-1 Trail | 200 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Update all curb ramps, signal pole in the SW corner of Lockhead Blvd and Fordson, high vis cross walks to be added all around |
| 159 | Franconia | Richmond Highway | Shenwood Hall Lane | | Improve channelized right, add signalized crosswalks | 0.93 | 41 | Yes | Medium | Large retail, small businesses, multi family residential, mobile home park, Shenwood Regional Library, Inova Mt. Vernon Hospital, Gum Springs Community Center | Medium | Improvements to crosswalks at US-1 and Shenwood Hall Ln. VDOT 19854 - Potentially funded intersection improvements to US-1 and Shenwood Hall Ln. Would require changes to signal timing. | Medium | US-1 Trail | 150 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | VDOT Programmed construction slated for 2027 LFC 2800 Shenwood Hall Lane is very end of project. Directional ramps likely. Drainage structures, traffic signals and control cabinets. Map ID 166 has a similar request |
| 160 | Franconia | Audubon Avenue | Flamingo Drive | | Construct missing sidewalk gap on northside of Audubon Ave west of Woodpecker Way | 0.94 | 28 | No | Medium | Mobile home park, multifamily residential, Hybla Valley Community Center | Medium | Extends sidewalk along eastbound Audubon Ave. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 180 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Fences, utilities, pairs with Map ID 161. |
| 161 | Franconia | Audubon Avenue | Woodpecker Way | | Construct missing sidewalk gap on southside of Audubon Ave west of Woodpecker Way | 0.94 | 41 | No | Medium | Mobile home park, multi family residential, Hybla Valley Community Center | Low | Extends sidewalk along WB Audubon Ave. There is no continuous alternative path between pedestrian generators. | Medium | US-1 Trail | 350 | Yes | Very High | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Fences, utilities, pairs with Map ID 160. |
| 162 | Franconia | Rolling Hills Avenue | Jenna Lee Ave | Buckman Road | Construct sidewalk along Rolling Hills Ave from Buckman Rd to Jenna Lee Ave | 0. | | | | | | | | | | | | | | | | | | | | | | |

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand Score | Safety Score | Pedestrian Destination | Pedestrian Destination Notes | Local Connectivity | Local Connectivity Notes | Regional Trail Connectivity | Regional Trail Connectivity Notes | Linear Feet | Island of Divisibility | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Density Area | High Inactivity Area | ROW Needed | Project Constraints | |
|--------|----------|-------------------------------|------------------------------|-----------------------------|--|------------|--------------|--------------|------------------------|--|--------------------|--|-----------------------------|--|-------------|------------------------|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|------------|---|--|
| 221 | Mason | Columbia Pike | Courland Dr | Leesburg Pike | Install Shared-Use Path north of Columbia Pike between Courland Dr and Leesburg Pike | 0.99 | 33 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 1,530 | Yes | High | Yes | Yes | Yes | | | | Yes | Yes | Yes | Existing sidewalk to be removed/relocated, existing drainage structures, light poles, pedestrian lighting, trees/landscaping, signs, utilities, fire hydrants, commercial driveways, benches, bus stops | |
| 222 | Mason | Columbia Pike | Leesburg Pike | | Install Shared-Use Path north of Columbia Pike under Leesburg Pike bridge | 0.99 | 35 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 460 | Yes | High | | Yes | Yes | | | | Yes | Yes | Likely Not | Existing brick paver sidewalk to be removed/relocated, signs to be removed/relocated, part of study corridor is underneath a bridge, trees/landscaping to be removed, light poles, pedestrian lighting, curb ramps to be updated. | |
| 223 | Mason | Columbia Pike | Leesburg Pike | | Install Shared-Use Path south of Columbia Pike under Leesburg Pike bridge | 0.99 | 35 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 670 | Yes | Very High | | Yes | Yes | | | | Yes | Yes | Likely Not | Existing brick paver sidewalk to be removed/relocated, signs to be removed/relocated, part of study corridor is underneath a bridge, trees/landscaping to be removed, light poles, drainage structures, signal poles, pedestrian lighting, bridge pillars | |
| 224 | Mason | Columbia Pike | Carlin Springs | Leesburg Pike | Install Shared-Use Path south of Columbia Pike between Leesburg Pike and Carlin Springs | 0.99 | 35 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, Spring Lake Park, Glen Forest ES | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 1,930 | | Very High | | Yes | Yes | | | | Yes | Yes | Yes | Existing brick paver sidewalk to be removed/relocated, pedestrian lighting, existing curb ramps to be updated, existing bus stop/shelter/bench can, trees/landscaping to be removed, drainage structures, signs to be removed/relocated, retaining wall, transformer, traffic devices, steep grades, utilities, driveways, gate at US Army Department | |
| 225 | Mason | Columbia Pike | Carlyn Hill Dr | Spring Lane | Install Shared-Use Path north of Columbia Pike between Spring Lane and Carlyn Hill Dr | 0.99 | 35 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, Spring Lake Park, Glen Forest ES | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 730 | | High | | Yes | Yes | | | | Yes | Yes | Yes | Existing brick paver sidewalk to be removed/relocated, steep grades, light poles, utility poles, signs to be removed/relocated, trees/landscaping to be removed, drainage structures, driveways, private property parking lots, pedestrian lighting, bus stop with shelter, bench & trashcan | |
| 226 | Mason | Columbia Pike | South Carlin Springs Rd | Carlyn Hill Drive | Install Shared-Use Path north of Columbia Pike between Carlyn Hill Dr and S Carlin Springs Rd | 0.99 | 33 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, Spring Lake Park, Glen Forest ES | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 560 | | High | | Yes | Yes | | | | Yes | Yes | Yes | Existing brick paver sidewalk to be removed/relocated, existing curb ramps to be updated, light poles, pedestrian lighting, trees/landscaping to be removed, drainage structures, driveways, existing bus stop/shelter/bench/trashcan, utility poles & guy wires | |
| 227 | Mason | Columbia Pike | County Border | | Install Shared-Use Path north of Columbia Pike between S Carlin Springs Rd and County border | 0.99 | 0 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, Spring Lake Park, Glen Forest ES, Campbell ES | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 220 | | High | | | Yes | | | | | Yes | Likely Not | Existing brick paver sidewalk to be removed/relocated, existing curb ramps to be updated, light poles, trees/landscaping to be removed, drainage structures, signs to be removed/relocated, drainage structures, pedestrian lighting, steep grades | |
| 228 | Mason | Columbia Pike | Backlick Rd | John Marr Drive | Road On Columbia Pike between Backlick Rd and John Marr Dr and add bike lanes | 0.97 | 40 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, ACCA Child Development Center | Medium | Improvements to existing facilities along the Columbia Pike | High | Would become part of the Columbia Trail | 1,490 | Yes | High | | | Yes | | | | Yes | Yes | Likely Not | Existing drainage structures, sign relocations, power poles, street lights very close to edge of road, driveways, landscaping, benches, trashcans | |
| 229 | Mason | Columbia Pike | Evergreen Lane | John Marr Drive | Install 8 foot sidewalk between John Marr Dr and Evergreen | 0.97 | 40 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, ACCA Child Development Center | Medium | Improves connects sidewalks along eastbound Columbia Pike | High | Would become part of the Columbia Trail | 660 | Yes | High | | | Yes | | | | Yes | Yes | Yes | Existing brick pavers sidewalk to be removed/relocated, existing curb ramps to be updated, light poles, light poles, trees/landscaping to be removed, driveways, signs to be removed/relocated, drainage structures, existing parking lots, existing business signs, utilities | |
| 230 | Mason | Columbia Pike | Mason District Park Entrance | | Widen existing trail | 0.93 | 40 | Yes | High | Mason District Park, single family residential, St. Albans Hospital, Sleepy Hollow Healthcare Center, transit stops, Belvedere ES | Medium | Improves existing trail | High | Would become part of the Columbia Trail | 1,390 | Yes | High | | Yes | Yes | | | | Yes | Yes | Yes | Existing trees/landscaping to be removed/impacted, existing crosswalk and parking lot to be impacted, Existing drainage structures, guy wires, signs | |
| 231 | Mason | Columbia Pike | Sleepy Hollow Road | | New trail connecting Columbia Pike to Sleepy Hollow Road | 0.93 | 40 | No | Medium | Mason District Park, single family residential, Sleepy Hollow Healthcare Center, Belviders ES, transit stops | Medium | Connects facilities on Columbia Pike and Sleepy Hollow Rd. Alternative route along Whispering Ln adds 4,000 ft of travel, also alternative route through Mason District Park adds 3,800 ft of travel | Medium | Columbia Trail | 700 | Yes | High | | Yes | Yes | | | | Yes | Yes | Yes | Heavily forested, needs further investigation | |
| 232 | Mason | Columbia Pike | Sleepy Hollow Rd | Wynhall Road | Add Shared-Use Path on south side of Columbia Pike between Wynhall Rd and Sleepy Hollow Road | 0.93 | 40 | Yes | Medium | Mason District Park, single family residential, Sleepy Hollow Healthcare Center, Belviders ES, transit stops | Medium | Extends Shared-use path along Columbia Pike connecting to sidewalks at Sleepy Hollow Rd. There is no continuous alternative route. | High | Would become part of the Columbia Trail | 410 | Yes | High | Yes | Yes | Yes | | | | Yes | Yes | Yes | Trees/landscaping to be removed, drainage structures, driveways, signs to be removed/relocated, bus stop, steep grades, mailbox, driveways | |
| 233 | Mason | Columbia Pike | Blair Rd | Gordon Street | Add sidewalk north of Columbia Pike between Blair Rd and west of Gordon St | 0.96 | 34 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, Baby's Community Center | Medium | Improvements to existing facilities along WB Columbia Pike | High | Would become part of the Columbia Trail | 300 | Yes | High | | Yes | Yes | | | | Yes | Yes | Yes | Existing drainage structures, traffic devices, electrical boxes, fences, signs to be removed/relocated, utility poles, driveways, parking lots | |
| 235 | Mason | Columbia Pike | Maple Ct | Courland Drive | Add Shared-Use Path north of Columbia Pike between Maple Ct and Courland Dr | 0.96 | 34 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops | Medium | Improvements to existing facilities along Columbia Pike | High | Would become part of the Columbia Trail | 400 | Yes | High | | Yes | Yes | | | | Yes | Yes | Yes | Existing drainage structures, light poles/utility poles, existing bus stop/shelter to be into, trees/landscaping to be removed, signs to be removed/relocated, driveways, fence, pedestrian lighting | |
| 237 | Mason | Hamilton Street | Medford Drive | Royce Court | Construct 100 linear feet of trail from the Hamilton Street cut-off to the Manassas Gap Park trail that ties into Royce Court and Medford Drive | 0.95 | 36 | No | Medium | Single family residential, Manassas Gap Park, Annandale Community Park, transit stops on Annandale Rd | Low | Extends an existing path to a cut-off with no receiving facilities. | High | Little River Turnpike Trail, Annandale Trail | 100 | Yes | Very High | | | Yes | | | | Yes | Yes | Yes | Study required to determine project scope. Heavily forested, steep grades, needs further investigation. | |
| 238 | Mason | Columbia Pike | Barcroft View Terrace | Lacy Boulevard | Construct 140 linear feet of sidewalk gap along eastbound Columbia Pike from the bus stop east of Barcroft View Terrace to the existing brick walkway to the east. Similar to R239 | 0.96 | 34 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, Baby's Community Center | Medium | Connects existing facilities along Columbia Pike. Project saves ~200 linear feet of travel distance along WB Columbia Pike. | High | Would become part of the Columbia Trail | 140 | Yes | Very High | | Yes | Yes | | | | Yes | Yes | Likely Not | Existing utility poles, electrical box, drainage structures | |
| 239 | Mason | Woodburn Road | Pine Ridge Park | Wellness Boulevard | Construct 150 linear feet of missing trail along the south side of Woodburn Road just east of the Pine Ridge Park entrance and repair the existing trail that runs towards Wellness Boulevard | 0.96 | 37 | Yes | Medium | Single family residential, NOVIA Fairfax Hospital, Pine Ridge Park, transit stops, medical office park, Liberty Lodge Memorial Park | High | Connects existing facilities along eastbound Woodburn Rd and to Pine Ridge Park. Project saves ~300 linear feet of travel distance. | Medium | Gallows Rd Trail | 750 | | High | | Yes | Yes | | | | | Yes | Yes | Existing utility poles, lots of trees/landscaping to be removed, relocate signs, drainage ditch along this side, steeper grades, need to be mindful of clear zone concerns without curb | |
| 240 | Mason | Tranmere Road | Gallows Road | Doice Drive | Construct 470 linear feet of missing sidewalk gap on Tranmere Road from 7915 Tranmere Road to Gallows Road | 0.98 | 24 | No | Low | Single family residential, transit stops along Gallows Rd, Buddhist temple, Friendship United Methodist Church | Medium | Improvements to existing facilities along northbound Tranmere Rd. | Medium | Gallows Rd Trail | 470 | | High | | | Yes | | | | | Yes | Yes | Driveways, utility poles and guy wires, existing asphalt park, drainage structure, on-street parking, steeper grades, fence, utilities | |
| 241 | Mason | Championship Drive | Lafayette Village Drive | Hummer Road | Missing links walkway | 0.90 | 36 | Yes | Medium | Single family residential, multifamily residential, transit stops, Annandale Community Park, restaurants | Medium | Improvements to extension of sidewalks along Championship Dr. | High | Cross County Trail, Little River Turnpike Trail | 300 | Yes | Very High | Yes | Yes | Yes | | | | | Yes | Yes | Existing landscaping/trees, on-street parking, steep grades, complex entrance, utilities, fire hydrants, signage, drainage structures | |
| 242 | Mason | Heritage Dr | Little River Turnpike | Heritage Woods Way | Shared-Use Path east of Heritage Dr between Little River Turnpike and Heritage Woods Way | 0.99 | 40 | Yes | Medium | Multifamily residential, office buildings, transit stops, single family residential, Oyster Hill Park | Medium | Improvements of sidewalks along Heritage Dr. | High | Cross County Trail, Little River Turnpike Trail | 560 | Yes | High | Yes | | Yes | | | | Yes | Yes | Yes | Existing sidewalk to be removed, existing retaining wall to be removed, utility poles, light poles, drainage structures, signs to be removed/relocated, landscaping, existing bus stop/shelter to be into, pedestrian lighting | |
| 243 | Mason | Little River Turnpike | Outlet (across from Lake Dr) | | Shared-Use Path on north side of Little River Turnpike between Gooding Family Cemetery Service Dr and Outlet | 0.91 | 42 | Yes | Low | Transit stops, single family residential, NOVA CC | Medium | Fill in gap in facilities along westbound Little River Turnpike. There is no continuous alternative route. | High | Would become part of the Little River Turnpike Trail | 220 | | High | | Yes | Yes | | | | | Yes | Yes | Trees/landscaping to be removed, Utility poles and guy wires, no curb for certain stretches, utilities, fence, driveway | |
| 244 | Mason | Little River Turnpike | Winterset Dr | Lake Drive | Shared-Use Path on north side of Little River Turnpike between Lake Dr and Winterset Dr | 0.91 | 42 | Yes | Low | Transit stops, single family residential, NOVA CC | Medium | Extends facilities along westbound Little River Turnpike but does not connect to existing facilities along service road. There is no continuous alternative route. | High | Would become part of the Little River Turnpike Trail | 510 | | High | | Yes | Yes | | | | | Yes | Yes | Existing drainage structure, driveways, trees/landscaping to be removed, utility poles & guy wires, grade variation, drainage ditch, signs to be removed/relocated, be mindful of clear zone | |
| 245 | Mason | Little River Turnpike | Lake Blvd | Duncan Drive | Shared-Use Path on north side along Little River Turnpike between Duncan Dr and Lake Blvd | 0.90 | 42 | Yes | Low | Transit stops, single family residential, NOVA CC | Low | Extends facilities along westbound Little River Turnpike. There is no continuous alternative route. | High | Would become part of the Little River Turnpike Trail | 1,690 | | High | | Yes | Yes | | | | | Yes | Yes | Existing utility poles/trees, drainage structures, signs to be removed/relocated, grade changes, trees/landscaping to be removed, guardrail, driveways, bus stop, mailboxes, clear zone review | |
| 246 | Mason | Little River Turnpike | Duncan Dr | | Crosswalk Upgrades | 0.46 | 42 | Yes | Low | Transit stops, single family residential, NOVA CC | Low | Upgrades existing crosswalk facilities | Low | No new connections made. | 210 | | High | | | | | | | | | Likely Not | Existing traffic devices, grade changes, trees/landscaping to be removed, drainage structures, signage, curb ramps needed with potential for additional sidewalk to bring curb ramp to intersect, understanding contact system for any additional traffic devices | |
| 247 | Mason | Little River Turnpike | Heritage Dr | Service Rd | Shared-Use Path south of Little River Turnpike between Heritage Dr and JRT Service Road | 0.90 | 40 | Yes | Medium | Single family residential, multifamily residential, transit stops, Annandale Community Park, restaurants | Medium | Improves existing facilities along eastbound Little River Turnpike | High | Would become part of the Little River Turnpike Trail | 450 | Yes | High | Yes | | Yes | | | | Yes | Yes | Yes | Remove/Widen existing sidewalk, landscaping, utilities, drainage structures, update curb ramps. | |
| 250 | Mason | John Marr Drive | Little River Turnpike | Backlick Road | Add bike lanes on John Marr Rd (partial road diet or road widening) between Little River Turnpike and Backlick Rd | 0.93 | 33 | Yes | Medium | Single family residential, multifamily residential, transit stops, office buildings, retail, restaurants, Backlick Park, George Mason Regional Library | Medium | Extends existing facilities along John Marr Rd to Little River Turnpike | High | Little River Turnpike Trail and Columbia Pike Trail | 1,350 | Yes | High | Yes | Yes | Yes | | | | Yes | Yes | Yes | Existing drainage structures, utility lines/poles, light poles, existing sidewalk to remove if widening, driveways, lane configurations need to be revised - concern the left-turn lane could get away with the lanes & no widening | |
| 254 | Mason | Road 50 - Arlington Boulevard | Graham Road | | Median Road - Extend median and provide pedestrian refuge across east leg. Extend median on north leg. Provide pedestrian connection (sidewalk, ramp) on northeast and southeast quadrants. FDOT recommends fourth leg crosswalk at this intersection. | 0.91 | 31 | Yes | Medium | Single family residential, multifamily residential, Thomas Jefferson Library, Falls Church High School, transit stops, office buildings, retail, restaurants, Graham Road Community Building | Medium | Improves existing intersection, changes to signal timing may be required. | Medium | Arlington Blvd Trail | 1,340 | Yes | Very High | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes | Existing east median would need to be extended to meet the crosswalk or crosswalk moves further east to provide proper refuge so southbound lane isn't in conflict, curb ramps updated, drainage structures, landscaping, traffic devices, neither median nor wide enough for refuge |
| 255 | Mason | Glen Carlyn Drive | Argyle Drive | | Construct approximately 150 linear feet of missing sidewalk on the north side of Glen Carlyn Drive to the west of Argyle Drive. | 0.86 | 32 | Yes | Medium | Single family residential, multifamily residential, Woodrow Wilson Library, Baby's ES, Justice HS, transit stops, office buildings, retail, restaurants | Medium | Fill in gap in existing sidewalk along westbound Glen Carolyn Rd. Project saves ~140 of travel distance along eastbound Glen Carolyn Rd. | Medium | Leesburg Pike Trail | 150 | Yes | Very High | | | Yes | | | | Yes | Yes | Yes | Yes | Trees/landscaping to be removed, signs to be removed/relocated, grade changes, existing fence |
| 257 | Mason | Arlington Blvd | Arlington Service Rd | | Improve connections between Arlington Blvd and service rd. at 6001 Arlington Blvd and add crosswalk | 0.97 | 34 | No | Medium | Transit stops, multifamily residential, single family residential, Kenmore Middle School | Medium | Project in Construction | Low | No connection to existing/funded facilities within 1-mile path | 160 | Yes | High | | | | | | | Yes | Yes | Likely Not | Existing utility poles, bus stop/shelter, signs, traffic devices | |
| 258 | Mason | Medford Drive | Annandale Road | Glen Hollow Court | Install crosswalk across Medford Drive including two channelized lanes with median islands at the Annandale Road intersection | 0.90 | 36 | Yes | Medium | Single family residential, multifamily residential, transit stops, Manassas Gap Park, Westmore School, Meon Owell ES | Medium | Adds new crosswalk that connects existing facilities along southbound Annandale Rd. Project saves ~5800 linear feet of travel along Annandale Rd. | Medium | Little River Turnpike Trail | 170 | Yes | Very High | | | Yes | | | | Yes | Yes | Likely Not | Existing islands are not big enough for safe ped refuges, utilities (water line), upgrading existing curb ramp/out throughs, modify median nose, relocate signage, replace sidewalk with concrete | |
| 259 | Mason | Old Columbia Pike | Sleepy Hollow Road | Eldorado Road | Install crosswalk on Old Columbia Pike west of Eldorado Road connecting to the existing sidewalk on the north side of Old Columbia Pike at 4231 Sleepy Hollow Road | 0.78 | 40 | No | Medium | Forest Hollow Swim Club, single family residential, Mason District Park | Low | Extends existing facilities across Old Columbia Pike but no existing facilities exist along south side of Old Columbia Pike. | Low | No connection to existing/funded facilities within 1-mile path | 50 | Yes | High | | Yes | Yes | | | | | Yes | Yes | Yes | Upgrade curb ramps. Existing utility poles & guy wires, no sidewalk to connect to on south side. |
| 260 | Mason | Seminary Road | S George Mason Drive | | Install crosswalk on Seminary Road at South George Mason Drive across two eastbound left-turn lanes on Seminary Road and a channelized right-turn lane onto southbound Seminary Road (towards Alexandria). | 0.83 | 31 | Yes | Medium | Multifamily residential, single family residential, restaurants, retail, transit stops, NVCC | Medium | Connects existing facilities and bond funded facilities along Seminary Rd. Project saves ~800 linear feet of travel distance along Seminary Rd. Signal timing changes may be required. | Medium | Leesburg Pike Trail | 120 | Yes | High | Yes | Yes | Yes | | | | Yes | Yes | Likely Not | Existing traffic devices, signal poles, junction boxes, removing/relocating signs, need new refuge/out throughs | |
| 261 | Mason | Leesburg Pike | Culmore Shopping Center | | Install pedestrian hybrid (HAWK) beacon across Leesburg Pike at the entrance to the Culmore Shopping Center. | 0.85 | 32 | Yes | Medium | St. Anthony of Padua Church and School, single family residential, multifamily residential, transit stops, retail, restaurants | Medium | Connects existing facilities along the Leesburg Pike. There is no other continuous route between pedestrian generators. | Medium | Leesburg Pike Trail | 90 | Yes | Very High | | | Yes | | | | Yes | Yes | Likely Not | Existing Drainage structures, underground utilities, signage, update curb ramps | |
| 262 | Mason | Leesburg Pike | Payne Street | | Relocate the westbound Metrobus stop and shelter on Leesburg Pike at Payne St to the far side of Crossroads Dr Way. Construct a south extension at Crossroads Dr Way and redesign the channelized right turn lane into an east-west channelized crosswalk. | 0.92 | 33 | Yes | Medium | Transit stops, shopping center, single family residential | Low | Relocation of existing bus stop and upgrade to a channelized right - no network function changes. | Low | Leesburg Pike Trail | 610 | | High | | Yes | Yes | | | | | Yes | Yes | Likely Not | Study required to determine project scope. Existing drainage structures, light poles, utility poles/trees, demo existing sidewalk, remove/relocate signs, commercial driveways |
| 263 | Mason | Little River Turnpike | Lake Drive | East of Shesley Lane | Shared-use path along north side of Little River Turnpike | 0.91 | 42 | Yes | Low | Single family residential, transit stops, NVCC | Medium | Extends facilities along westbound Little River Turnpike but does not connect to existing facilities along service road. There is no continuous alternative route. Connects to Map ID 244 | High | Would become part of the Little River Turnpike Trail | 620 | | High | | Yes | Yes | | | | | Yes | Yes | Existing electrical boxes, trees/landscaping to be removed, utility poles and guy wires, electrical antennae close to street, grade changes, drainage structures, signs, private sign | |
| 267 | Mason | Patrick Henry Drive | Wilton Dr | East of Wilton Dr | Shared-use path along north side of Wilton Drive | 0.99 | 34 | No | High | Transit stops, multifamily residential, single family residential, Upton Hill Regional Park, Ocean Dunes Waterpark, grocery stores, restaurants, retail | Medium | Fill in gap in existing facilities | High | Arlington Blvd Trail | 280 | Yes | Very High | | | Yes | | | | Yes | Yes | Likely Not | Would need to connect somewhere, currently a being shown in the median of the road with no crosswalks, utility poles/trees | |
| 268 | Mason | Leesburg Pike | East of Rock Spring Ave | East of Carlin Springs Road | Shared-use path along north side of Leesburg Pike | 0.99 | 35 | Yes | Medium | Multifamily residential, single family residential, retail, restaurants, transit stops, grocery stores | Medium | Fill in gap in existing facilities along westbound Leesburg Pike. | High | Would become part of the Leesburg Pike Trail | 600 | | Very High | | Yes | Yes | | | | Yes | Yes | Yes | Existing utility poles/trees, driveways, remove/relocate signs, fire hydrant, limited space would probably need to cut into existing parking lots, signal poles, grade changes | |
| 269 | Mason | Carlin Springs Road | Shopping Center Entrance | | Crosswalk along east side of Carlin Springs Road | 0.99 | 35 | Yes | Medium | Single family residential, multifamily residential, retail, restaurants | Medium | Connects existing facilities along northbound Carlin Springs Rd. Project saves ~50 linear feet of travel distance. | High | Columbia Trail and Leesburg Pike Trail | 170 | | Very High | | Yes | Yes | | | | Yes | Yes | Likely Not | Need to upgrading existing curb ramps. Could become a long crossing too far away from intersection; also safety concern for northbound drivers turning right if the pedestrian is too far from the intersection, existing signage and trees | |
| 272 | Mason | Seminary Road | Seminary Road Ramp | Center Lane | Shared-use path along east side of Seminary Road | 0.99 | 35 | Yes | Medium | Single family residential, multifamily residential, restaurants, transit stops | Low | Extends existing sidewalk along westbound Seminary Rd but does not connect to existing facility. There is no other continuous alternative route between pedestrian generators. | High | Columbia Trail and Leesburg Pike Trail | 370 | Yes | Very High | | Yes | Yes | | | | Yes | Yes | Yes | Existing drainage structures, remove/relocate signs, drainage ditch, long driveways, or place curbs currently uses this stretch of grass to park cars | |
| 273 | Mason | Leesburg Pike | Seminary Road | Carlin Springs Road | Shared-use path along south side of Leesburg Pike | 0.99 | 35 | Yes | Medium | Single family residential, multifamily residential, restaurants, transit stops | Medium | Fill in gap in existing sidewalk along eastbound Leesburg Pike. There is no other continuous alternative route between pedestrian generators. | High | Would become part of the Leesburg Pike Trail | 150 | Yes | Very High | | | Yes | | | | Yes | Yes | Yes | Existing drainage structures, Manholes, remove/relocate signs, driveways, grade changes | |
| 278 | Mason | Hilbrook Drive | Little River Turnpike | City Lane | Install a sidewalk along Hilbrook Drive from Poe Middle School to the George Mason library. | 0.89 | | | | | | | | | | | | | | | | | | | | | | |

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand Score | Safety Score | Priority | Local Connectivity | Local Connectivity Notes | Regional Trail Connectivity | Regional Trail Connectivity Notes | Linear Feet | Island of Infrastructure | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Density Area | High Inactivity Area | ROW Needed | Project Comments | | | |
|--------|--------------|--------------------------|-----------------------------------|-----------------------------|--|------------|--------------|--------------|----------|--------------------|---|-----------------------------|--|-------------|---|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|------------|--|---|---|---|
| 308 | Mason | Glen Carlyn Drive | Glen Carlyn Drive, Argyle Drive | | curb extension(s) | 0.66 | 32 | Yes | Medium | | Single family residential, multifamily residential, Woodrow Wilson Library, Bally's ES, Justice HS, transit stops, office buildings, retail, restaurants | Medium | Improves crossings of Argyle Dr. | | | Very High | | | Yes | | | | Yes | Yes | Likely Not | Would need to update existing curb ramps & crosswalk striping. existing on-street parking & bike lanes to be mindful of | | | |
| 310 | Mason | Leesburg Pike | Glen Carlyn Drive | Charles Street | Construct sidewalk | 0.63 | 32 | Yes | Medium | | Single family residential, multifamily residential, Woodrow Wilson Library, Glen Forest ES, transit stops, office buildings, retail, restaurants | Medium | Fills in gap in existing facilities along the Leesburg Pike. | High | Would become part of the Leesburg Pike Trail | 440 | Yes | Very High | | Yes | | | | Yes | Yes | Likely Not | Upgrade existing curb ramp, steep grades, trees/landscaping to be removed, be mindful of clear zone | | |
| 311 | Mason | Leesburg Pike | Magnolia Avenue | West of Glen Forest Drive | Construct shared-use path | 0.63 | 32 | Yes | Medium | | Single family residential, multifamily residential, Woodrow Wilson Library, Glen Forest ES, transit stops, office buildings, retail, restaurants | Medium | Fills in gap in existing facilities along the Leesburg Pike. | High | Would become part of the Leesburg Pike Trail | 400 | | | Yes | | | | | Yes | Yes | Yes | Drainage structures, utility poles, trees/landscaping to be removed, driveways, ground space would need to be built where the roadway has horizontal white lines to fit a sidewalk, fencing | | |
| 312 | Mason | Annapdale Road | Maple Pl | Pine St | Construct sidewalk | 0.91 | 31 | Yes | Medium | | Multifamily residential, transit stops, Manassas Gap Park, Westminster School, Mason Crest ES | Medium | Fills in gap in existing facilities along southbound Annapdale Rd | High | Would become part of Annapdale Rd Trail, Little River Turnpike Trail | 180 | Yes | Very High | | Yes | | | | Yes | Yes | Yes | Yes | Upgrade existing curb ramp, drainage structures, wooden pole to be removed, utility poles/fences, driveways, brick pavers | |
| 313 | Mason | Annapdale Road | North of Maple Place | South of Pine Street | Construct sidewalk | 0.91 | 31 | Yes | Medium | | Multifamily residential, transit stops, Manassas Gap Park, Westminster School, Mason Crest ES | Medium | Fills in gap in existing facilities along northbound Annapdale Rd. Project saves ~1400 linear feet of travel distance. | High | Would become part of Annapdale Rd Trail, Little River Turnpike Trail | 610 | | Very High | | Yes | | | | | Yes | Yes | Yes | Existing drainage structures, wheel stops, extending driveways, utility poles/fences, guy wires, signal poles, traffic devices, signs, existing parking lot conflicts, utilities, fire hydrants | |
| 314 | Mason | Leesburg Pike | Carlin Springs Rd | | Improve pedestrian facilities at the intersection of Leesburg Pike and Carlin Springs Road. Update all corners to be ADA compliant. | 0.98 | 35 | Yes | Medium | | Multifamily residential, single family residential, commercial, industrial, transit stops | Medium | Fills in gap in existing sidewalks/curb ramps. Signal timing changes may be required. | Medium | Part of the Leesburg Pike Trail, Columbia Pike Trail | | Very High | | | Yes | | | | | Yes | Yes | Yes | Existing utility poles, utilities, signal poles, landscaping, commercial driveways, signage, inadequate ADA landings, poor sight visibility, ROW constraints | |
| 315 | Mason | Annapdale Road | Maple Place | | Signalized crosswalks, VDOT review determined a signal rebuild will be required to add the crosswalks. | 0.90 | 31 | Yes | Medium | | Multifamily residential, transit stops, Manassas Gap Park, Westminster School, Mason Crest ES | Medium | Connects existing facilities across Annapdale Rd with new crosswalk at existing signal. May require signal timing changes. Project saves ~1000 linear feet of travel distance. | Medium | Little River Turnpike Trail and Annapdale Rd Trail | 60 | Yes | Very High | | | | | | Yes | Yes | Yes | Yes | The VDOT recommendation requires signal rebuild. Existing drainage structures, utility poles, existing sidewalk to be into, need to re-strip stop bar, minimal space to build curb ramp on north side would have to build into existing parking lot but there is a steep grade change, lack of sidewalk to be into; need to understand conduit system & how to see back to cabinet; need to confirm cabinet has enough load switches for proposed infrastructure; need new curb ramps; existing utilities; update signal timing | |
| 316 | Mason | Leesburg Pike | Carlin Springs Rd | | Improve pedestrian facilities at the intersection of Leesburg Pike and Carlin Springs Road. Construct missing sidewalk connections adjacent to intersection. | 0.98 | 35 | Yes | High | | Commercial/industrial center, commercial retail center, Multi-family residential, Single family residential. | Low | Pedestrian improvements to existing intersection | High | Constructs part of Route 7 Trail | | Very High | | Yes | | | | | | Yes | Yes | Yes | Ponding issues | |
| 317 | Mason | Backlick Road | Leesville Blvd | | Improve pedestrian facilities at the intersection of Backlick Road and Leesville Boulevard. Update all corners to be ADA compliant and construct missing sidewalk connections adjacent to intersection. | 0.82 | 35 | Yes | Low | | Single family residential, transit stops, retail, office, Springfield Christian Church, Backlick Road VRE station (but there are no existing facilities to get there on foot) | Medium | Adds new crosswalk at existing signalized intersection. May require signal timing changes. | Medium | South County East West Trail, Backlick Trail | | | | Yes | | | | | | Yes | Yes | Yes | At Backlick Rd, utility poles & identifying conduit path for proposed cables to get to cabinet; expanding beyond this intersection will require a study to determine project scope. | |
| 318 | Mason | Little River Turnpike | West of John Mar Drive | East of Backlick Road | Construct sidewalk | 0.87 | 31 | Yes | Medium | | Multifamily residential, single family residential, retail, restaurants, transit stops, office buildings, ACCA Child Development Center, George Mason Regional Library | Medium | Fills in gap in existing facilities along westbound Little River Turnpike. Project saves ~1200 linear feet of travel along Little River Turnpike. | High | Would become part of the Little River Turnpike Trail, Columbia Pike Trail | 350 | Yes | High | | Yes | | | | | Yes | Yes | Yes | Existing driveways, trees/landscaping to be removed, remove/locate signs, drainage structures, fire hydrant, lighting, utilities, fire hydrant | |
| 158 | Mount Vernon | North Kings Highway | School Street | Fort Drive | Rebuild/narrow North Kings (without bike lanes) to accommodate a wider sidewalk | 0.83 | 46 | Yes | High | | M Eagle ES, Huntington Metro, retail shopping center, single family residential housing, multifamily residential | Low | Improving an existing network | High | N Kings Hwy Trail and US-1 Trail | 2,000 | | Yes | Yes | Yes | Yes | | | Yes | Yes | Likely Not | Existing signal heads and pedestrian signal heads, existing signage, utility poles, traffic signal box, storm water inlet, utility guy wires, bus stops, utility pedestal | | |
| 333 | Mount Vernon | Beacon Hill Road | Oak Drive | Richmond Highway | Construct missing sidewalk gap on northside of Beacon Hill Rd from Oak Dr to existing sidewalk to the west | 0.83 | 42 | Yes | High | | Retail Shopping Center, West Potomac HS, Bucknell ES, Bethany Lutheran Church and Preschool, Bucknell Manor Park, single family residential, transit stops | Medium | Does not completely connect back into network. Would need to double length if wanting to fully connect to Quander Rd and WPHS. Project saves approximately 500 linear feet of travel distance along Beacon Hill Rd | High | Beacon Hill Trail | 1,480 | | | Yes | Yes | | | | | | Yes | Yes | Yes | Existing residential and commercial driveway locations, existing bike lane, utility pole conflicts, existing landscaping trees and vegetation conflicts, residential fences, existing signs, fire hydrant, drainage structures. |
| 334 | Mount Vernon | Beddoo Street | Fleming Street | Richmond Highway | Construct sidewalk along Beddoo St from Fleming St to existing sidewalk west of Richmond Hwy | 0.83 | 42 | No | High | | Retail Shopping Center, West Potomac HS, single family residential, transit stops | Medium | Extends existing facility that intersects with Route 1 but does not connect at other end. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 1,620 | | | Yes | | | | | | Yes | Yes | Yes | Existing residential driveways, utility conflicts, landscaping & trees, fences, existing signs, utilities & fire hydrants, drainage structures, steep grades | |
| 335 | Mount Vernon | Popkins Lane | Bertram Lane | Memorial Heights Drive | Construct missing sidewalk gap on northside of Popkins Ln from Bertram Ln to Memorial Heights Dr | 0.92 | 36 | No | High | | Bryant Alternative Learning Center, St. Louis Catholic Church and School, Bucknell ES, single family residential, multifamily residential | Medium | Fills in gap in sidewalk network. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 2,500 | | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Conflicts with mail boxes, driveways, utility poles, guy wires, landscaping (trees, vegetation), fences, signs, utilities - fire hydrant, drainage inlets | |
| 336 | Mount Vernon | Dawn Drive | Oak Drive | Richmond Highway | Construct missing sidewalk gap on the southside of Dawn Dr from Oak Dr to existing sidewalk to the west | 0.83 | 42 | No | High | | Retail Shopping Center, West Potomac HS, Little Beginners Daycare, single family residential, transit stops | Medium | Extends existing facility that reaches Route 1 but does not connect to an existing facility at other end | Medium | US-1 Trail | 720 | | | Yes | | | | | | Yes | Yes | Yes | Existing drainage ditch, landscaping (trees/bushes), fences signs, utilities, utility poles. Drainage structures, steeper grades, tie into existing sidewalk & curb ramps; residential driveways & parking that would offset the sidewalk | |
| 337 | Mount Vernon | Lorton Station Boulevard | Stogard Drive | Lee Massey Drive | Install pedestrian intersection improvements on Lorton Station Blvd at Stogard Drive and Lee Massey Drive including crosswalks, \$200 fines for speeding signs, and traffic calming. | 0.89 | 41 | Yes | High | | Lorton Station ES, Retail Shopping Center, Multi family residential, transit stops, Lorton VRE | Medium | Pedestrian safety improvements, there is one existing crosswalk at each intersection. | High | US-1 Trail | 1,150 | High | | Yes | | | | Yes | Yes | Likely Not | Grace Bible Church, Bus stops, utility poles, signs, street lights, add and upgrade curbs, add crosswalks, drainage structure; review appropriate limits for this road det. | | | |
| 340 | Mount Vernon | Kathryn Street | Huntington Avenue | North Kings Highway | Construct sidewalk along Kathryn St from Huntington Ave to North Kings Hwy | 0.82 | 39 | No | High | | Huntington Metro, single family residential, multifamily residential, retail | Medium | Connects to existing facilities at either end. Steep grade along proposed route. Shorter route than existing connections. Project saves approximately 800 linear feet of travel distance along northbound N Kings Hwy and southbound Huntington Ave. | Medium | Franconia Trail | 570 | High | | Yes | Yes | | | | | Yes | Yes | Yes | Existing driveways, utility poles, landscaping (trees and vegetation), fences, signs, drainage structures, steep grades | |
| 241 | Mount Vernon | Sherwood Hall Lane | Forston Road | Kingland Road | Construct missing sidewalk gap on northside of Sherwood Hall Ln from Forston Rd to existing sidewalk to the west | 0.94 | 32 | Yes | High | | Whitman MS, Retail Shopping Center, INOVA Mt Vernon, single family residential | Medium | Connects to existing facilities at either end. Project saves approximately 600 linear feet of travel along eastbound Sherwood Hall Ln. | Medium | US-1 Trail | 440 | | | Yes | | | | Yes | | Yes | Yes | Yes | Existing Driveways, fences, drainage structures, utility poles, landscaping, mailboxes, dishes, utilities - fire hydrants, signs | |
| 343 | Mount Vernon | Huntington Avenue | Farrington Avenue | Mount Vernon Drive | Add additional crosswalk(s) and/or other pedestrian safety improvements to facilitate safe crossing of Huntington Avenue by pedestrians between Farrington Avenue and Mount Vernon Drive, especially due to the proximity of the bus stop. | 0.82 | 39 | Yes | High | | Huntington Metro, retail shopping center, single family residential, multifamily residential | Medium | Pedestrian crossing improvements, there are existing crossing facilities. | High | Huntington Trail | 1,660 | Yes | | Yes | Yes | Yes | Yes | Yes | | Likely Not | Existing driveways, utility poles, signs, fire hydrants, drainage structures, Not many ideal locations for a midblock crossing, existing sidewalk on both sides | | | |
| 344 | Mount Vernon | Bangor Drive | Fairhaven Drive | Bellevue Avenue | Construct missing sidewalk gap on westside of Bangor Dr south of Fairhaven Ave to existing sidewalk | 0.83 | 46 | No | High | | M Eagle ES, Huntington Metro, retail shopping center, single family residential, multifamily residential | Medium | Connects existing network in residential area. Project saves approximately 50 linear feet of travel distance from Bangor Dr crossing. | Medium | S Kings Trail | 400 | | Yes | Yes | Yes | | | | | Yes | Yes | Yes | Existing residential driveways, signs, concrete stairs and walkways to residential front doors, utility poles, fences, mail boxes, landscaping, drainage structures, steep grades | |
| 345 | Mount Vernon | Fairview Drive | Phillips Drive | Richmond Highway | Construct missing sidewalk gap on northside of Fairview Dr from west of Phillips Dr to existing sidewalk east of Richmond Hwy | 0.85 | 42 | No | High | | Retain Shopping Center, West Potomac HS, Bucknell ES, Quander Rd School and field, single family house, multi-family housing | Medium | Connects gap in existing facility, no facility on other side. Closure gap in network. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 1,260 | | Yes | Yes | Yes | | | | | Yes | Yes | Yes | Existing driveways, landscaping, drainage ditches, drainage structures, utility poles, mail boxes, parked vehicles, fire hydrants | |
| 346 | Mount Vernon | Davis Street | Popkins Lane | Ross Street | Construct approximately 400 linear feet of sidewalk on the east side of Davis Street from Ross Street to Popkins Lane | 0.92 | 33 | Yes | High | | Bryant Alternative Learning Center, St. Louis Catholic Church and School, Bucknell ES, single family residential | Low | Extends existing facility but there is no connection north of Ross St. Existing facility on other side of street. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 500 | High | Yes | | | | | Yes | Yes | Yes | Yes | Yes | Existing drainage structures, utility poles, fences, mail boxes, driveways, signs, landscaping | |
| 348 | Mount Vernon | Rafford Avenue | Halle Street | Jackson Place | Construct missing sidewalk gap on eastside of Rafford Ave from Halle St to Jackson Pl | 0.92 | 31 | No | Medium | | Mount Vernon HS, retail shopping center, single family residential, multifamily residential, transit stops | Medium | Connects to existing facility at both ends. No existing facility on other side of street. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 880 | High | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Existing drainage structures, landscaping, trees, mailboxes, driveways, utility poles, signs, grading concerns, vegetation across property limits, front walkways to residential front door | |
| 349 | Mount Vernon | Mohawk Lane | Washington Avenue | Richmond Avenue | Construct sidewalk on southside of Mohawk Ln from Richmond Ave to Washington Ave | 0.92 | 37 | No | High | | Mount Vernon HS, retail shopping center, single family residential, multifamily residential, transit stops | Medium | Connects to existing facility at both ends. No existing facility on other side of street. Project saves approximately 100 linear feet of travel distance along eastbound Mt Zephyr St and northbound Washington Ave. | Medium | US-1 Trail | 500 | High | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Existing signs, landscaping, driveways, fences, mailboxes, utility poles |
| 355 | Mount Vernon | Andrus Road | Sherwood Hall Lane | South of Sherwood Hall Lane | Upgrading pedestrian ramps to be more ADA compliant and adding more sidewalk | 0.94 | 35 | Yes | Medium | | Whitman MS, retail shopping center, INOVA Mt Vernon, multifamily residential, transit stops | Medium | Construct minor sidewalk gap (less than 30') at intersection. No existing crosswalks across Andrus Rd | Medium | Sherwood Hall Trail | 30 | | | Yes | | | | | | Likely Not | Drainage structure | | | |
| 356 | Mount Vernon | Mohawk Lane | Washington Ave | South of Washington Ave | Construct missing sidewalk on northside of Mohawk Lane from south of Richmond Avenue | 0.92 | 37 | No | High | | Mount Vernon HS, retail shopping center, single family residential, multifamily residential, transit stops | Medium | More extensive facility proposed on other side of road in number 349. Connects back to Route 1 but does not connect on other end. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 180 | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Existing Driveways, landscaping, utility poles, fence |
| 357 | Mount Vernon | Dart Drive | Richmond Hwy | Arlington Dr | Construct missing sidewalk gap on southside of Mohawk Lane from Richmond Avenue to Washington Avenue | 0.94 | 36 | No | High | | St. Louis Catholic Church and School, Hyala Valley ES, multifamily residential, transit stops | Medium | Existing facility on other side of road. Fills in gap in sidewalk | Medium | US-1 Trail | 1,020 | Yes | High | | Yes | | | Yes | Yes | Yes | Yes | Yes | Existing signs, landscaping, drainage structures, fences | |
| 359 | Mount Vernon | Huntington Avenue | from Telegraph Rd. to Kathryn St. | | Construct sidewalk on south side | 0.82 | 39 | Yes | High | | Huntington Metro, multifamily residential, single family residential, retail, transit stops | Medium | Connects to existing facility at both ends. Project saves approximately 100 linear feet of travel distance along sidewalks near eastbound Huntington Ave. | Medium | Franconia Trail | 360 | High | | Yes | | | | | | Yes | Yes | Yes | Existing drainage structure, utility pole, landscaping (trees and vegetation), signs, grading concerns, provide curb ramps to connect to existing sidewalk across off-ramp | |
| 363 | Mount Vernon | N Kings Hwy | M Eagle Elementary | | Improve pedestrian facilities at the intersection of N Kings Hwy and the entrance to M Eagle Elementary school. Install a pedestrian refuge and an Rectangular Rapid Flashing Beacon | 0.83 | 46 | Yes | High | | M Eagle ES, Huntington Metro, retail shopping center, single family residential housing, multifamily residential | Medium | Improvements to existing crosswalk | Medium | N Kings Hwy Trail | | | Yes | Yes | Yes | | | | | Yes | Likely Not | Add crosswalk on east side where there's existing sidewalk, landscaping needs to be cleaned up, update curb ramps to standards, existing drainage structure on NE corner, existing driveways, utility poles, street signs/no stopping, fire hydrants, storm water inlets, add and update curb ramps, residential fences | | |
| 364 | Mount Vernon | Risley Drive | Fort Drive | | Install pedestrian crossing improvements at the intersection of Risley Drive and Fort Drive to provide better access to Fair Haven Community Center | 0.69 | 46 | No | High | | M Eagle ES, Fairhaven Community Center, Huntington Metro, retail shopping center, single family residential, multifamily residential | Medium | Adds a new crosswalk where none exist that cross Risley Drive. There is no continuous alternative route between pedestrian generators. | Medium | N Kings Hwy Trail | | | Yes | Yes | Yes | Yes | | | | Likely Not | EBR stop bar likely would need to be shifted back for crosswalk, need to confirm existing infrastructure can handle additional conduits, cables, post heads, & push buttons, junction box conflicts | | | |
| 365 | Mount Vernon | Huntington Avenue | | | Install fourth cross crosswalk on the west side of the intersection of Huntington Avenue and Fairview Drive and update | 0.82 | 39 | Yes | High | | Huntington Metro, single family residential, multifamily residential | Medium | Adds 4th crosswalk to existing signalized intersection. Changes to signal timing would be required. | Medium | Franconia Trail | | | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | Add & update existing curb ramps, crosswalks may lead into existing driveways, steep grade concerns, manholes, storm inlet, lack of traffic control devices to facilitate pedestrian crossings. |
| 368 | Mount Vernon | Huntington Avenue | Metrowest Parkway | | Improve pedestrian access to Huntington Metro from Huntington Ave. Update existing crossings and pedestrian facilities and install direct sidewalk to Metro | 0.82 | 39 | Yes | High | | Huntington Metro, single family residential, multifamily residential | Medium | Improved pedestrian access to Metro station. | Medium | Franconia Trail | | High | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Likely Not | Existing ditch, steep side slopes at some locations, driveways, mail boxes, street signs, vegetation, junction box cover, utility poles | | |
| 370 | Mount Vernon | Sherwood Hall Lane | Forston Road | Richmond Highway | Extend bike lanes along Sherwood Hall Lane from Forston Road and Richmond Highway | 0.93 | 32 | Yes | Medium | | Whitman MS, Retail Shopping Center, INOVA Mt Vernon | Medium | Extension of existing bicycle facilities to intersection. Project saves approximately 400 linear feet of travel along shared bike/travel lanes on northbound Forston Rd. | Medium | US-1 Trail | | | | Yes | | | | | Yes | Yes | Yes | Study required to determine project scope. | | |
| 373 | Mount Vernon | Napper Rd | Richmond Hwy | | Construct missing sidewalk gap on north side of Napper Rd from existing sidewalk to the east connect to Richmond Hwy to the west | 0.69 | 41 | No | High | | Martin Luther King Jr Park, Gun Springs community center, retail shopping center, single family residential, multifamily residential | High | Connects to existing facility at both ends. There is no continuous alternative route between pedestrian generators. | Medium | US-1 Trail | 230 | | | Yes | Yes | | | Yes | Yes | Likely Not | Modify Median nose, update curb ramps, provide traffic devices such as pedestrian signal heads, push buttons, conduit, cables, junction boxes, pedestal poles, existing crossing on the east side; confirm controller & cabinet can handle additional cables & lead switches | | | |
| 616 | Mount Vernon | Fort Hunt Road | Paul Springs Pkwy | Alexandria Ave | Construct 600 linear feet missing sidewalk on Fort Hunt Rd from Paul Springs Pkwy to Alexandria Ave | 0.20 | 20 | Yes | Low | | Single family residential, retail shopping center, Hollis Hall Senior Center, Hollis Hall Fields, transit stops | Medium | Extends existing trail from north but there is no connection to the south | Medium | Mount Vernon Trail | 640 | | | | Yes | | | | | Yes | Yes | Yes | Wooded area, bus stops, road signage, utility poles, overhead utilities, driveways, steep grades, dishes, drainage concerns, mailboxes | |
| 616 | Mount Vernon | Fort Hunt Road | Alexandria Ave | Hollis Hill Shopping Center | Construct 1,100 linear feet missing sidewalk on Fort Hunt Rd from Alexandria Ave to Hollis Hill Shopping Center | 0.20 | 20 | No | Low | | Single family residential, retail shopping center, Hollis Hall Senior Center, Hollis Hall Fields, transit stops | Medium | Extends facilities near retail shopping center from the south but there is no connection at the north. There is no continuous alternative route between pedestrian generators. | Low | No continuous connection to any regional trails within 1-mile. | 1,087 | | | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Bus stops, wood/hydrant vegetation area, driveways, utility poles, overhead utilities, mailboxes, guardrail, dishes, curbs, drainage concerns, signs, fences, fire hydrants, steep grades, underground utilities | |
| 617 | Mount Vernon | Collingwood Road | Fort Hunt Road | George Washington Parkway | Construct 2,200 linear feet of sidewalk along Collingwood Rd from Fort Hunt Rd to George Washington Pkwy | 0.14 | 21 | Yes | Medium | | Wynwood ES, Sandburg Hill and Field, Collingwood Park, Ashknags United Methodist Church, single family residential, transit stops | High | Connects to facilities along Fort Hunt Road to Mt Vernon Trail. There is no continuous alternative route between pedestrian generators. | High | Mount Vernon Trail, Constructs part of Collingwood Rd Trail | 2,191 | | | Yes | Yes | | | | | Yes | Yes | Yes | North side-ditch, utility poles, landscaping/trees, road signage, private fences, driveways and mailboxes, driveway culverts, grade changes, drainage ditches, Southside-landscaping/trees, Collingwood neighborhood sign, overhead utilities and poles, driveways and mailboxes, guy wires, road signage, drainage structures | |
| 620 | Mount Vernon | Newington Road | Ona Drive | Telegraph Road | Construct 2,200 linear feet of sidewalk on the north side of Newington Rd from Ona Dr to Telegraph Rd | 0.25 | 32 | No | Low | | Single family residential, multifamily residential, office and industrial parks, Levelle Dupel Park | High | Connects facilities from the west to Telegraph Road. TPP 44 would construct walkway on south side of road. There is no continuous alternative route between pedestrian generators. | High | Fairfax County Parkway Trail, Telegraph Road Trail | 2,190 | | | | | | | | | Yes | Yes | Yes | Driveways and mailboxes, overhead utilities, road signage, private fences, grade changes, fire hydrant, road narrow, utilities, junction boxes, dishes, landscaping/trees, utility poles and guy wires | |
| 622 | Mount Vernon | Fort Hunt Road | Belle View Elementary | Wainwright Dog Park | Construct approximately 700 linear foot trail from Belle View Elementary to Wainwright Dog Park | 0.47 | 23 | Yes | Medium | | Belle View ES, Wainwright Dog Park, Mount Vernon District Park, Martha Washington Library, Mount Vernon Rec Center, single family residential, multifamily residential | High | Extends existing facility from end point to pedestrian generator. There is no continuous alternative route between pedestrian generators. | Medium | Mount Vernon Trail | 669 | | | Yes | Yes | Yes | | | | Yes | Yes | Yes | Study required to determine project scope. Densely wooded area with shoulder section along Fort Hunt Road, drainage ditches. | |
| 625 | Mount Vernon | Mount Vernon Highway | Richmond Highway | Sunny View Drive | Construct 500 linear feet missing walkway gaps on east side of Mt Vernon Hwy between R1 and Sunny View Dr | 0.89 | 22 | Yes | High | | Mount Vernon HS, Riverside ES, Retail shopping center, single family residential, transit stops | Medium | Close network gaps and connect facilities at either end. Project saves ~2900 linear feet of travel distance due to crossing of Mt. Vernon Hwy. | High | Constructs part of Mount Vernon Memorial Hwy Trail | 564 | | | Yes | Yes</ | | | | | | | | | |

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand | Safety | Priority | Local Connectivity | Local Connectivity Notes | Regional Trail | Regional Trail Connectivity Notes | Linear Feet | Island of Discontinuity | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Obesity Area | High Inactivity Area | ROW Needed | Project Constraints | | |
|--------|------------|--------------------------------|--|--|---|------------|--------|--------|----------|--------------------|---|----------------|---|-------------|-------------------------|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|------------|---|--|--|
| 422 | Providence | Galathea Rd | Galathea Plaza | | Install a pedestrian refuge and improved pedestrian facilities and the crossing on Galathea Road and Galathea Plaza. | 0.50 | 39 | Yes | High | Medium | Improving an existing crosswalk. | High | Galathea Rd Trail, Prosperity Ave Trail, 66 Parallel Trail, Route 29 Trail, Arlington Blvd Trail | 270 | Yes | | Yes | | Yes | | | | | | Likely Not | Refresh existing high visibility crosswalks, confirm ADA compliance on curb ramps, sight distance issues along curve | | |
| 424 | Providence | Greenboro Drive | Spring Hill Road | Rotunda Entrance | Construct sidewalk on north side of Greenboro Drive from Spring Hill Road to Rotunda entrance. | 0.51 | 43 | Yes | High | Medium | Connects to existing facilities at each end, portion of duplicate path of travel on the other side of the road | High | Lewisville Rd Trail, Spring Hill Rd Trail, International Dr Trail, Leesburg Pike Trail, Route 123 Trail, Galathea Rd Trail | 1,200 | Yes | | | Yes | | | | | | | Yes | Narrow width between curb and existing retaining wall doesn't allow for sidewalk. New retaining wall would be required. Drainage ditches, fiber lines, retaining wall, grade inlet, metal fencing, existing signage | | |
| 426 | Providence | International Drive | Lincoln Circle | | Install signalized mid-block pedestrian crosswalk across International Drive near Lincoln Circle. | 0.51 | 40 | Yes | High | Medium | Connects to existing facilities on both ends. Saves approximately 3 miles of travel to intersections directly north and south. | High | Lewisville Rd Trail, Spring Hill Rd Trail, International Dr Trail, Leesburg Pike Trail, Route 123 Trail, Galathea Rd Trail | 140 | Yes | | | Yes | | | | | | | Likely Not | Very wide 6 lane roadway with turn lane, confirms safe distance. Turn lane median too narrow for ped refuge. Unsignalized crossing, drainage inlets could impact directional ramp installation, existing light poles at apartment complex entrance. | | |
| 427 | Providence | Galathea Rd | Arlington Blvd | | Trail at Inova campus should connect to (nonexistent) sidewalk on Arlington Boulevard | 0.50 | 39 | No | Medium | Medium | NOVA campus, Commercial Retail center, Multifamily residential, Luther Jackson MS, Mosaic District | High | Arlington Blvd Trail, Galathea Rd Trail, Route 29 Trail, Prosperity Ave Trail | | Yes | | | Yes | | | | | | | Yes | Study required. Densely wooded area south of Arlington Blvd. On and off-ramps weave along Arlington Blvd and no existing pedestrian facilities parallel Arlington Blvd. | | |
| 431 | Providence | Chain Bridge Rd | International Dr | | Install pedestrian crossing improvements at the intersection of Chain Bridge Road and International Drive. | 0.11 | 39 | Yes | High | Medium | Improve existing crosswalks at signalized intersection. | High | Route 123 Trail, International Dr Trail, Galathea Rd Trail, Leesburg Pike Trail | 600 | | | | Yes | Yes | | | | | | Likely Not | Narrow existing medians - 4' do not allow for pedestrian refuge. Drainage inlets in median on east side of Chain Bridge, turning movement constraints with median length if extended. | | |
| 435 | Providence | Leesburg Pike | International Dr | Merivie Way | Install a shared use path along the north side of Leesburg Pike from International Drive to Merivie Way. | 0.22 | 39 | Yes | High | High | Connects to existing trails near Greenboro Metro Station and across 1495 bridge. TYP 435 includes this project in its scope. | High | Route 123 Trail, International Dr Trail, Galathea Rd Trail, Leesburg Pike Trail | 1,800 | | | | Yes | Yes | | | | | | Yes | VDOT Programmed UPC 119907. Construct shared use path, some medians to feeder lanes are not wide enough, drainage inlets, signal poles, 195 on off ramps, existing bus stops, traffic congestion, commercial entrances, junction box covers, street light poles, existing sidewalk through portions of Leesburg Pike, traffic controller box, update and add ADA compliant curb ramps, landscaping, existing signage, steep grade in some portions, fire hydrant, utility poles | | |
| 439 | Providence | Merivie Drive | Halsdale Square Road | Lauren Elizabeth Lane | Construct 810 linear feet of missing sidewalk on the west side of Merivie Dr. 50 feet of missing sidewalk are across from the Home Depot entrance. The other approx. 200 feet of missing sidewalk is between Halsdale Square Rd and Lauren Elizabeth Ln. | 0.40 | 46 | No | High | Medium | Connects to existing facilities at both ends. Existing facility on the other side of the road. | High | Galathea Rd Trail, Prosperity Ave Trail, 66 Parallel Trail, Route 29 Trail | 280 | | | | | Yes | | | Yes | | | | Yes | Update and add curb ramps (S), fire hydrant, existing signage, utility pedestrian, junction box cover, drainage inlet, driveways, landscaping, wheel stop parking barriers, trees for additional lighting on Merivie - there are existing cobrahead light poles on the east side of Merivie Dr | |
| 445 | Providence | Prosperity Ave | From 2710 Prosperity Avenue to Dunn Loring Metro | | 1,500 foot Sidewalk on North Side | 0.31 | 46 | Yes | High | Medium | Connects to existing facilities at either end. Parallel facility on other side of road. | High | Would construct portion of Prosperity Ave Trail, W&OD, Galathea Rd Trail, Route 29 Trail | 1,500 | | | | | Yes | | | | | | | Yes | Existing construction along North side, retaining wall and soundwall, guardrail, MB-7 barrier wall, street light poles, steep grade in some portions, commercial landscaping, regular sized signage, curb and gutter, junction box covers, commercial signage, construction entrance at curve near Dorr Ave on North side | |
| 447 | Providence | Esbridge Road | Strawberry Lane | Merfield Town Center Drive | Road trail on Esbridge Road from Strawberry Lane to Merfield Town Center Drive | 0.59 | 46 | No | High | Low | No connections to existing facilities. TYP 3687 adds bike lanes on Esbridge Rd. | High | Galathea Rd Trail, 66 Parallel Trail, Route 29 Trail, Arlington Blvd Trail, Prosperity Ave Trail | 770 | Yes | | | Yes | Yes | | | | | | | Likely Not | East, landscaping for town homes, existing sidewalk, business signage, ped ahead sign, utility poles, business entrances, storm retaining walls, private fence, street, existing sidewalk, ped crossing sign, overhead utilities, fire hydrant, private fence, landscaping, street signage, Map ID 415 requests for bike lanes in this area. | |
| 449 | Providence | Arlington Blvd Service Road | 8301 Arlington Boulevard | Galathea Road | Construct walkway on the south side from 8301 Arlington Boulevard to Galathea Road | 0.50 | 39 | Yes | Medium | Medium | Connect gaps in pedestrian network along Route 50. TYP 677 would include this project in its scope. | High | Builds part of Arlington Blvd Trail, Galathea Rd Trail, 66 Parallel Trail, Route 29 Trail, Prosperity Ave Trail | 880 | | High | Yes | | | | | | | | | Yes | Utility poles and guy wires, manholes, existing berm separating off-ramp and parking lot - retaining wall may be required, mature trees along top of berm, signage, light poles, landscaping, drainage inlets | |
| 451 | Providence | Prosperity Avenue | Galathea Road | Merivie Drive | Request to have Rectangular Rapid Flash Beacons installed at the unsignalized mid-block crosswalk on Prosperity Avenue and the entrance to the Harris Teeter near Dunn Loring Metro. | 0.48 | 46 | Yes | High | Medium | Improving existing crosswalk | High | Galathea Rd Trail, Prosperity Ave Trail, 66 Parallel Trail, Route 29 Trail, Arlington Blvd Trail | 110 | | | | Yes | Yes | | | | | | | Likely Not | Existing signage, flexible retroreflective studs, pedestrian refuge | |
| 453 | Providence | Route 50 - Arlington Boulevard | Allen Street | | Allen Street - Provide high visibility pedestrian crossing across south leg. Extend medians and provide pedestrian refuge across east leg. Straighten crosswalk across east leg. | 0.59 | 28 | Yes | Medium | Medium | Improving and adding new crosswalks at signalized intersection. TYP 59 would widen route 50 and make intersection improvements with pedestrian and bike facilities | Medium | Improvements to Arlington Blvd Trail, Graham Rd Trail, Route 29 Trail, Annandale Rd Trail | 600 | Yes | Very High | | | Yes | | | | Yes | | Yes | Likely Not | PED117 calls for 1 crosswalk retrofitted with APF 3-9' median, confirm feasibility of pedestrian refuge with autolum. Non directional, non ADA curb ramps, existing bus stops on N and S side of Arlington Blvd, existing signage located in median, signal pole, existing sidewalk through portions of Leesburg Pike, utility poles, drainage inlet | |
| 457 | Providence | Chain Bridge Road | Anderson Road | Great Falls Street | Construct 810 linear feet of missing sidewalk on the north side of Chain Bridge Rd between Anderson Rd and Denora Ave. Additional missing sidewalk and lighting needed between Anderson Road and Great Falls Street. | 0.60 | 42 | Yes | Medium | Medium | Connect gap in pedestrian network. Duplicate route on other side of road, saves approximately 560 ft of travel to connect route. | High | Route 123 Trail, Lewisville Rd Trail | 2,000 | | | | | Yes | | | | | | | Yes | Update and add curb ramps (S), fire hydrant, existing signage, utility pedestrian, junction box cover, drainage inlet, driveways, landscaping, wheel stop parking barriers, trees for additional lighting, bus stop, residential landscaping, retaining wall, utility poles | |
| 459 | Providence | Hartford Road | Providence Forest Drive | | Construct approximately 200 linear feet of missing sidewalk link on Hartford Road just south of Providence Forest Drive. | 0.66 | 41 | No | Medium | Medium | Connect gap in pedestrian network. Duplicate route on other side of road, saves approximately 500 ft of travel to connect route. | High | Route 29 Trail, Prosperity Ave Trail, Galathea Rd Trail, Arlington Blvd Trail, 66 Parallel Trail | 200 | | High | | | Yes | Yes | | | | | | Yes | commercial entrance driveway, metal fencing, gravel shoulder used as parking, storm inlet, update and add curb ramps | |
| 460 | Providence | Hunter Road | Blugate Drive | Defield Ln | Request to construct approximately 500 linear feet of missing sidewalk to connect existing segments on the east side of Hunter Rd from Blugate Drive to Defield Lane | 0.53 | 18 | No | Low | Medium | Connect gap in existing pedestrian network. No route on other side of road | High | Route 29 Trail, Prosperity Ave Trail, Arlington Blvd Trail, 66 Parallel Trail | 500 | | | | | Yes | Yes | | | | | | Yes | residential driveway and mailbox, storm inlet, signage, overhead utilities, culvert double 15" CMP, ditch, landscaping, chevron alignment sign | |
| 461 | Providence | Lord Fairfax Road | Old Courthouse Road | Brandynave Drive | Construct approximately 75 linear feet of missing sidewalk link on the west side of Lord Fairfax Road between Old Courthouse Road and Brandynave Drive. | 0.48 | 40 | No | High | Medium | Connect 60' gap in existing pedestrian network. Existing route on other side of road. | High | Leesburg Pike Trail, Galathea Rd Trail, International Dr Trail, Route 123 Trail | 70 | | | | | Yes | Yes | | | | | | Yes | Drainage inlet at site in point at Brandynave Dr, missing curb and gutter, overhead utilities, landscaping (large trees), residential driveway and mailbox | |
| 465 | Providence | Wolfftop Road | Woodford Road | | Pedestrian intersection improvements including crosswalks. Construct approx. 200 LF of missing sidewalk on the east side of Woodford Rd just south of Wolfftop Rd and 200 LF of missing sidewalk on the south side of Woodford Rd to the east of Woodford Rd. | 0.62 | 40 | Yes | Low | Medium | Connect 200' gap in existing pedestrian network, existing route on other side of road. Add new crosswalks at intersection | High | Would construct a portion of Woodford Rd Trail, W&OD, Route 123 Trail, Galathea Rd Trail, Leesburg Pike Trail, International Dr Trail | 1,140 | | | | | | Yes | | | | | | | Yes | Parking lane in the SE, landscaping, drainage ditch, utility pedestrian, overhead utilities and guy wires, existing signs, curb ramps missing or non-ADA compliant. Existing culvert with heaviest in the NW corner, wooden fence. Slope signs with Map ID 497 |
| 470 | Providence | Hunter Mill Road | Marbury Road | Sarnaga Drive | Construct approximately 1,000 linear feet of sidewalk on trail on the east side of Hunter Mill Road from the existing trail south of Marbury Road to Sarnaga Drive. | 0.45 | 29 | Yes | Low | Low | Connect gap in existing pedestrian network but there are no existing facilities to the north at Sarnaga Dr. No duplicate route on other side of road. | High | Would construct portion of Hunter Mill Rd Trail, Vale Rd Trail | 1,600 | | | | | Yes | | | | | | | Yes | Landscaping, light poles, overhead utilities, entrance at Oak Man Ward church, flashing beacon in front of church, grate inlet, utility pedestrian, sign, hi, guy wire, signage, fire hydrant, Victorian Universalist Church entrance. | |
| 472 | Providence | International Dr | Tysons One Pl | | Install pedestrian crossing improvements and pedestrian refuges at the intersection of International Drive and Tysons One Place. | 0.22 | 39 | No | High | Medium | Improvements to existing signalized crosswalk | High | International Dr Trail, Route 123 Trail, Leesburg Pike Trail, Galathea Rd Trail | | | | | | Yes | | | | | | | Likely Not | Signalized intersection, existing crosswalks should be high visibility, median not wide enough for ped refuge and length can cause turning movement issues. ADA compliant curb ramps needed | |
| 476 | Providence | Westpark Drive | International Drive | | 250 linear foot sidewalk on North side | 0.34 | 39 | Yes | High | Medium | Connect 170' gap in pedestrian network. Saves approximately 250' of travel from intersection to continue on Westpark Dr | Medium | International Dr Trail, Route 123 Trail, Leesburg Pike Trail, Galathea Rd Trail | 250 | Yes | | | | Yes | | | | | | | Yes | Existing curb and gutter grown over. Steep drop off will require fill and retaining wall. Wooded along drop off. | |
| 478 | Providence | Lee Hwy | Prosperity Avenue | East of Prosperity Avenue | Add sidewalk on the south side of Lee Highway from Prosperity Ave to the bus stop | 0.40 | 46 | Yes | High | Low | Connects to existing bus stop, parallel sidewalk exists along service road | High | Galathea Rd Trail, 66 Parallel Trail, Route 29 Trail, Arlington Blvd Trail, Prosperity Ave Trail | 310 | Yes | | | | Yes | | | | | | | Likely Not | Existing signs, overhead utilities and guy wires, gas station entrance, drainage inlet, US post office entrance | |
| 479 | Providence | Hilbop Road/Old Lee Hwy | Old Lee Hwy/Hilbop Road | | Add in missing sidewalk link along Hilbop Rd | 0.62 | 46 | No | Medium | Medium | Connect sidewalk gap at intersection. No crosswalk to alternate route across road. Saves 0.7 miles of travel. | High | Prosperity Ave Trail, Route 29 Trail, Arlington Blvd Trail, 66 Parallel Trail, Galathea Rd Trail | 340 | | | | | Yes | | | | | | | Yes | Landscaping, potential sight distance issues, cars seem to park on the side here even though this isn't a parking area, existing signage, water line, bike lane on Hilbop. In proximity to Map ID 490. | |
| 480 | Providence | Hilbop Road | Old Lee Hwy | | Install crosswalk at Old Lee Hwy and Hilbop Rd | 0.62 | 46 | No | Medium | Medium | Add new crosswalk. Provide pedestrian crossing to access multiple routes from intersection. Saves 0.7 miles of travel. | High | Prosperity Ave Trail, Route 29 Trail, Arlington Blvd Trail, 66 Parallel Trail, Galathea Rd Trail | | | | | | Yes | | | | | | | Yes | Landscaping, potential sight distance issues, cars seem to park on the side here even though this isn't a parking area, existing signage, water line, bike lane on Hilbop. In proximity to Map ID 479. | |
| 481 | Providence | Lee Hwy | Hilbop Road | | Add crosswalk and extend sidewalk on the north side of Lee Hwy | 0.40 | 46 | Yes | High | Medium | Fills in gap in network. Saves 0.3 miles of travel. | High | Prosperity Ave Trail, Route 29 Trail, Galathea Rd Trail, Arlington Blvd Trail, 66 Parallel Trail, Galathea Rd Trail | 150 | | | | | | Yes | | | | | | Yes | Utility pole, signal pole, build 1 new ramp, adjust stop bar on Hilbop | |
| 482 | Providence | Lee Hwy | Hilbop Road | | Add sidewalk and ramp at crossing from Lee Hwy Service Road to Hilbop Road | 0.40 | 46 | Yes | High | Medium | Fills in gap in network. | High | Prosperity Ave Trail, Route 29 Trail, Galathea Rd Trail, Arlington Blvd Trail, 66 Parallel Trail, Galathea Rd Trail | 60 | Yes | | | | Yes | | | | | | | Yes | Crosswalk to overhaul, traffic signal, overhead utilities, missing crosswalk. | |
| 483 | Providence | Lee Hwy Service Road | West of Meadow View Road | Dover Lane | Add sidewalk on the south side of Lee Highway from Dover Lane to West of Meadow View Road | 0.84 | 31 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Graham Rd Trail | 420 | | High | | | Yes | Yes | | | | | | Yes | Drainage inlet, existing signage, brick and wooden fence, landscaping, overhead utilities, grade change, residential staircase, apartment driveway, guy wire. Similar scope to Map ID 488 | |
| 484 | Providence | Hollywood Road | North of Lee Hwy | Lee Hwy | Add missing sidewalk link | 0.84 | 31 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Route 29 Trail, Graham Rd Trail | 110 | | High | | | Yes | Yes | | | | | | Yes | Existing signage, overhead utilities, signal pole, ped signal. | |
| 485 | Providence | Lee Hwy | Mary St | Hollywood Road | Add sidewalk on the north side of Lee Highway from Hollywood Road to Mary Street | 0.84 | 31 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Graham Rd Trail | 1,270 | | High | | | Yes | Yes | | | | | | Yes | Multiple entrances, existing signage, signal pole, ped signal, overhead utilities, gas station sign, guy wire, utility pedestrian, drainage inlets, bus stops throughout corridor. | |
| 486 | Providence | Erma Lee St | Lee Hwy | North of Lee Hwy | Add missing sidewalk link | 0.84 | 31 | No | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Route 29 Trail, Graham Rd Trail | 100 | | High | | | Yes | Yes | | | | | | Yes | Drainage inlet, overhead utilities, landscaping, existing signage | |
| 487 | Providence | Lee Hwy | East of Nutley Street | | Add in missing sidewalk link on the north side of Lee HWY | 0.95 | 40 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 190 | | High | | | Yes | | | | | | | Yes | Non-compliant and missing curb ramps, overhead utilities and guy wires, drainage inlets, existing signage, multiple entrances. | |
| 487 | Providence | Lee Hwy | East of Nutley Street | Old Nutley St | Add in missing sidewalk link on the north side of Lee HWY | 0.95 | 40 | Yes | High | High | Connect gap in existing pedestrian network. No existing route on other side of road. ID 488 proposes route on other side of road. TYP 62 proposes to widen route 29 and provide bike and ped improvements. | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 190 | | High | | | Yes | | | | | | | Yes | Duplicate | |
| 488 | Providence | Lee Hwy | Nutley Street | East of Nutley Street | Provide sidewalk connection from the shopping center to Nutley Street on the Southside of Lee Hwy | 0.95 | 40 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 500 | | High | | | Yes | | | | | | | Yes | Cemetery along frontage of road. Landscaping, drainage inlet, overhead utilities, grade change, private fence posts, guy wires, signal pole, pedestrian push button | |
| 488 | Providence | Lee Hwy | Nutley Street | East of Nutley Street | Provide sidewalk connection from the shopping center to Nutley Street on the Southside of Lee Hwy | 0.95 | 40 | Yes | High | High | Connect gap in existing pedestrian network. No existing route on other side of road. ID 487 proposes route on other side of road. TYP 62 proposes to widen route 29 and provide bike and ped improvements. | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 500 | | High | | | Yes | | | | | | | Yes | Duplicate | |
| 489 | Providence | Lee Hwy | East of Nutley Street | | Provide 70' of sidewalk to connect to existing bus shelter | 0.95 | 40 | Yes | Medium | Medium | Connect gap in pedestrian network. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 70 | | High | | | Yes | | | | | | | Yes | Overhead utilities, guy wire. | |
| 489 | Providence | Lee Hwy | East of Nutley Street | | Provide 70' of sidewalk to connect to existing bus shelter | 0.95 | 40 | Yes | High | High | Connect gap in existing pedestrian network. No existing route on other side of road. ID 487 proposes route on other side of road. TYP 62 proposes to widen route 29 and provide bike and ped improvements. | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 70 | | High | | | Yes | | | | | | | Yes | Duplicate | |
| 492 | Providence | Lee Highway | Esbridge Road | Lee Highway | Install pedestrian crossing improvements and pedestrian refuges at the intersection of Lee Highway and Esbridge Road | 0.40 | 46 | Yes | High | Low | Pedestrian and bike safety improvements | High | Galathea Rd Trail, Prosperity Ave Trail, 66 Parallel Trail, Route 29 Trail, Arlington Blvd Trail | | Yes | | | Yes | Yes | | | | | | | Yes | Crosswalks are not high visibility. Medians too narrow for ped refuge but striping in intersection shows space to accommodate wider medians. Could require realignment of traffic signal heads. | |
| 493 | Providence | Lee Highway | Farmont Street | Laurence Drive | Install pedestrian crossing along Lee Highway near Farmont Street to improve access to bus stops. | 0.67 | 20 | Yes | Medium | Medium | Add new crosswalk near bus stop for pedestrian access to transit. Nearest crosswalk is at West Street, adding +2,100 feet in travel distance (without sidewalk on north side). TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | | | High | | | Yes | | | | | | Yes | Yes | Crosswalk study / justification required. Connections needed for sidewalk or shared use path | |
| 494 | Providence | Lee Highway | Hollywood Road | West Street | Improve inconsistent sidewalk along Lee Highway and install pedestrian landscaping signage along Lee Highway from Hollywood Road to West Street | 0.67 | 31 | Yes | High | High | TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct Route 29 Trail | | | High | | | Yes | Yes | | | | | | Yes | Narrow medians and drainage structures, sight distance concerns, existing bus stops, street lighting, landscaping, trees, utility poles, signal poles, ped push buttons, junction box cover | |
| 495 | Providence | Lee Highway | West Street | National Memorial Park Cemetery Entrance | Install sidewalk to National Memorial Park Cemetery Entrance from West Street | 0.67 | 20 | Yes | Medium | Medium | Add new crosswalk and sidewalk near bus stop for pedestrian access to transit. Nearest crosswalk is at West Street, adding +2,100 feet in travel distance. TYP 61 proposed bike and ped facilities on Route 29 corridor | High | Would construct portion of Route 29 Trail, Cross County Trail, Vaden Dr Trail, Arlington Blvd Trail | 2,300 | | High | | | Yes | | | | | | Yes | Yes | Bus stop in front of National Memorial Park, park gates, landscaping, signage, sight stops, light poles, drainage inlets, retaining wall with gate on top, signal at West St and Lee Hwy | |
| 496 | Providence | Arlington Blvd | Prosperity Avenue | Javier Road | Add sidewalk on the north side of Arlington Blvd from Prosperity Ave to Javier Rd | 0.43 | 39 | Yes | Medium | Medium | Connect gap in pedestrian network. Connects to existing facilities at each end. TYP 10 proposes to widen Route 50/Arlington Blvd including intersection improvements and ped and bike facilities | High | Would construct portion of Arlington Blvd Trail, Route 29 Trail, Galathea Rd Trail, Prosperity Ave Trail, Cross County Trail | 1,120 | Yes | | | | Yes | | | | | | | Yes | Drainage inlets, manhole, handhole, existing signage, wooded beyond curb and gutter, grade change and tie in to cause impacts to mature trees, signal pole conflict. Steep drop off adjacent to Executive Park Ave that likely requires retaining wall. | |
| 497 | Providence | Woodford Road | Wolfftop Road | South of Wolfftop Road | Add in the missing sidewalk link west of Wolfftop Road and provide crosswalks at the intersection of Woodford Road and Wolfftop Road | 0.62 | 40 | Yes | Low | Medium | Connect 200' gap in existing pedestrian network, existing route on other side of road. Pedestrian safety at intersection | High | Would construct a portion of Woodford Rd Trail, W&OD, Route 123 Trail, Galathea Rd Trail, Leesburg Pike Trail, International Dr Trail | 500 | | | | | | | | | | | | Yes | Parking lane in the SE, landscaping, drainage ditch, utility pedestrian, overhead utilities and guy wires, existing signs, curb ramps missing or non-ADA compliant. Existing culvert with heaviest | |

| Map ID | District | Location | Crossroad 1 | Crossroad 2 | Description | Need Score | Demand Score | Safety Corridor | Pedestrian Destinations | Pedestrian Destination Notes | Local Connectivity | Local Connectivity Notes | Regional Trail Connectivity | Regional Trail Connectivity Notes | Linear Feet | Island of Disruption | Vulnerability Score | Near School | Near Park | Near Bus Stop | Near Metro | Near VRE | Near Park & Ride | High Obesity Area | High Inactivity Area | ROW Needed | Project Constraints | |
|--------|-------------|----------------------------|--|--------------------------------------|--|------------|--------------|-----------------|-------------------------|--|--------------------|---|-----------------------------|---|-------------|----------------------|---------------------|-------------|-----------|---------------|------------|----------|------------------|-------------------|----------------------|---|---|--|
| 554 | Springfield | Fair Lakes Parkway | Oak Creek Lane | West Ox Road | Build sidewalk on the northside of Fair Lakes Parkway from West Ox Rd to Oak Creek Ln | 0.58 | 35 | Yes | Medium | Fair Lakes Shopping Center, multifamily residential, and transit stops along Fair Lakes Parkway | Low | Existing facility on other side of the road. | High | West Ox Trail, Fairfax County Parkway Trail, 66 Parallel Trail | 1,070 | | | | | Yes | | | | | | Yes | Signal pole, pedestrian signal, storm inlets, landscaping, signage, utility pedestal | |
| 555 | Springfield | West Ox Road | Fairfax Towne Center | Route 50 | Build sidewalk on the northside of West Ox Rd from Fairfax Towne Center to existing sidewalk along Route 50 | 0.35 | 35 | Yes | High | Fairfax Towne Center, multifamily residential, transit stops along Route 50 and West Ox, office buildings, Fair Oaks Mall | Medium | Extends existing facility from Route 50 to West Ox Rd | High | West Ox Trail, Fairfax County Parkway Trail, 66 Parallel Trail, US-50 Trail | 890 | | | Yes | Yes | | | | | | | Yes | Landscaping, fire hydrant, over head utilities, retaining wall, existing parking, existing signage, light poles, existing fence, guy wires, storm inlet at west end of road and the mall entrance | |
| 556 | Springfield | Ruffin Drive | Rhett Lane | Ruffin Court | Build sidewalk on the southside of Ruffin Dr from Rhett Ln to Ruffin Ct | 0.61 | 43 | No | Medium | Eagle View Elementary, multifamily residential, single family residential, Fair Chase Homeowners Association Pool | High | Connect existing network within residential development in close proximity to an elementary school. There is no other continuous route between pedestrian generators. Opposite side of Ruffin from Project 557 | High | West Ox Trail, US-29 Trail, 66 Parallel Trail | 250 | | | Yes | Yes | Yes | | | | | | Yes | Street sign and no parking sign, private gate, driveway | |
| 557 | Springfield | Ruffin Drive | Weatherington Lane | Ruffin Court | Build sidewalk on the southside of Ruffin Dr from Weatherington Ln to Ruffin Ct | 0.61 | 43 | No | Medium | Eagle View Elementary, multifamily residential, single family residential, Fair Chase Homeowners Association Pool | High | Connect existing network within residential development in close proximity to an elementary school. There is no other continuous route between pedestrian generators. Opposite side of Ruffin from Project 556 | High | West Ox Trail, US-29 Trail, 66 Parallel Trail | 420 | | | Yes | Yes | Yes | | | | | Yes | Multiple signs, driveways, mailboxes, landscaping, flat bottom ditches | | |
| 559 | Springfield | Rhett Lane | Ruffin Drive | Monteth Lane | Build sidewalk on the west side of Rhett Ln from Ruffin Dr to Monteth Ln | 0.51 | 43 | No | Medium | Eagle View Elementary, multifamily residential, single family residential, Fair Chase Homeowners Association Pool | Low | Connect existing network within residential development in close proximity to an elementary school. Alternative route along northbound Rhett Ln is roughly the same distance. | High | West Ox Trail, Fairfax County Parkway Trail, 66 Parallel Trail | 630 | | | Yes | Yes | Yes | | | | | | Yes | Storm inlet, landscaping, light pole, driveways, mailboxes, multiple signs, overhead utilities, flat bottom ditch | |
| 561 | Springfield | Hill Walk Number 10 | Hill Street | | Install a shared use path connecting east and west Hill St. Termin near Boothe Drive to improve det path out through that currently exists, which is known as Hill Walk Number 10. | 0.61 | 21 | No | Medium | West Springfield High School, Cardinal Forest Elementary School, Shopping Center, office buildings, single family residential | High | Improves existing pathway (appears unpaved) where little connectivity exists. Alternative routes are along Rolling Road and Puhack Steam Valley trail (both add >1 mile travel distance) | Medium | Rolling Rd Trail | 250 | | | | | Yes | | | | | | Likely Not | Landscaping, overhead utilities | |
| 563 | Springfield | Monument Drive | Monument Ct | | Install a pedestrian crossing with pedestrian refuge at the intersection of Monument Drive and Monument Court. | 0.60 | 25 | Yes | High | Fairfax Towne Center, multifamily residential, Ox Hill Battlefield Park, transit stops along Monument Dr | High | New crosswalk provides direct connection to Ox Hill Battlefield Park. Project saves ~1200 linear feet of travel distance along eastbound/westbound Monument Dr. | High | West Ox Trail, Fairfax County Parkway Trail, 66 Parallel Trail | | | | | Yes | Yes | | | | | | Likely Not | Will need to add a crosswalk, update the ramp on the shopping center side to be ADA compliant and directions and will need to build a new ramp | |
| 565 | Springfield | Burke Road | Old Burke Lake Road | Burke Lake Road | Install pedestrian improvements at the intersection of Burke Road and Old Burke Lake Road | 0.65 | 19 | Yes | Medium | Retail Center, Post Office | Medium | Duplicate of 548. Connects sidewalks along eastbound Burke Rd and northbound Burke Lake Rd. Alternative route is sidewalk along north side of Burke Road. | Medium | Pohick Stream Valley Burke VRE Trail | | | | | Yes | Yes | | | | | | Likely Not | Overhead utilities, guy wire, street signs, utility pedestal right beside utility pole on the post office side landscaping, no existing curb ramps | |
| 566 | Springfield | Route 50 | Penderbrook Drive | | Create pedestrian access to Fair Oaks Mall across Route 50 from Penderbrook Drive | 0.35 | 35 | No | High | Retail Shopping Center, Fair Oaks Mall, Med and High Density Housing, Office Buildings | High | Duplicate of 544. Allow more pedestrian access across across Rt 50. Facility would conflict with multiple on/off ramps. Project saves ~2900 linear feet of travel distance along US-50. | High | West Ox Trail, Fairfax County Parkway Trail, 66 Parallel Trail | | | | | | Yes | | | | | | | Yes | Study Required |
| 570 | Sully | Poplar Tree Road | Walney Road | | Install crosswalk and pedestrian signal across Walney Road at the northern leg of the Walney Road and Poplar Tree Road intersection (western leg) | 0.40 | 30 | Yes | Medium | Single family residential, Transit stops along Poplar Tree Road and Walney Road, Eleanor C Lawrence Park (adds a new entrance to trail), St Timothy Catholic Church about 2.3 blocks to the street | Medium | Connects sidewalks along Poplar Tree Road to Eleanor C Lawrence Park. Alternative route adds approximately 190 linear feet of travel distance - this will require signal timing adjustments. All route uses another trail entrance and crosses 3 crosswalks to get to desired entrance | Low | No regional trail connection | 150 | Yes | | | Yes | Yes | | | | | | Likely Not | Traffic signal, junction box, update and add curb ramps, trees, touching EC Lawrence Property | |
| 571 | Sully | Stringfellow Road | Big Rocky Run Trail | Greenbriar Park | Install Rectangular Road Flashing Beacons at existing crosswalk on Stringfellow Road connecting Big Rocky Run Trail to Greenbriar Park | 0.59 | 19 | Yes | Medium | Single family residential, Greenbriar Community center park and fields/courts, St Paul Chung Catholic Church about 0.5 miles south | Medium | Enhances existing crosswalk, also this is where Rocky Run Trail crosses Stringfellow Rd. Connects a neighborhood to the other side of the street that has neighborhoods/parkfields, or a middle school | Medium | Stringfellow Rd Trail | 90 | | | | Yes | Yes | | | Yes | | Likely Not | Existing ped crossing signage | | |
| 572 | Sully | Leland Road | Plumbago Drive | Pickwick Road | Construct a sidewalk on the south side of Leland Road from Plumbago Drive to Pickwick Road approximately 1,100 linear feet. | 0.63 | 36 | No | Low | Single family residential, 2 smaller shopping centers in vicinity, Transit stop on Lee Hwy, Mountain View High School across Lee Hwy | Medium | Connects sidewalk along Pickwick Road with sidewalk along Leland Road, no alternative route available | High | Lee Hwy Trail and Curtis Memorial/Play Trail | 1,200 | | | | Yes | Yes | Yes | | Yes | | | Yes | Existing signage (speed limit, bike/lped, stop ahead, and stop), utility poles, residential driveways, trees/landscaping, private fence, ditch and grate inlet | |
| 574 | Sully | Pickwick Road | Leland Road | Johnson Avenue | Construct a sidewalk on the west side of Pickwick Road from the existing walkway at the retail centers (Johnson Ave) on Lee Highway to Leland Road. | 0.63 | 36 | Yes | Medium | Single family residential, Transit stop on Lee Hwy, 2 smaller shopping centers (1 across Lee Hwy), Mountain View High School across Lee Hwy | Medium | Fits in sidewalk gap along Pickwick Rd. No alternate route available | High | Lee Hwy Trail and Curtis Memorial/Play Trail | 800 | | | Yes | Yes | Yes | | Yes | | | | Yes | Residential driveway, grate inlet, residential mailboxes, trees, utility poles, guy wires, existing signage, residential fencing, update and add curb ramps | |
| 576 | Sully | Route 50 | Chantilly Shopping Center | Lees Corner Road | Construct missing sidewalk links | 0.62 | 36 | Yes | High | Single family and Multifamily residential, Charilly shopping center (across Lee Jackson Memorial Hwy) and Sully Plaza shopping center, Transit stop on Lee Jackson Memorial Hwy and Galesbury Ln, Broadfield Elementary school and Lees Corner Elementary School | Medium | Links the corner crosswalk entrance on Lees Corner Rd along Lee Jackson Memorial Hwy. Also reaches the Lee Jackson Memorial Hwy and Galesbury Ln intersection that ends at the Transit stop. Alternative route (Route 50 service road) adds ~400 linear feet of travel distance. Alternative route crosses 8 (two separate crosswalks) lanes of traffic with limited PEE facilities and uses residential driveways. | High | Builds part of Lee Jackson Memorial Hwy Trail | 1,300 | | | Yes | Yes | Yes | | | | | Yes | Storm inlets, existing signage, commercial light poles, fire hydrant, junction boxes, manhole, tree, existing guardrail and steep grade | | |
| 586 | Sully | Braddock Road | Rocky Run Drive | Existing Sidewalk | Construct approximately 300 linear feet of missing sidewalk gap on eastbound Braddock Road from Rocky Run Drive to existing sidewalk | 0.19 | 21 | Yes | Medium | Single family residential, Transit stops along Braddock Rd, Ormond Stone Middle School half a mile to the west, Village shopping center, Sequoia Farms Pool, Playground and basketball court | Medium | Fills an existing gap along Braddock Road. Alternative route adds ~120 linear feet of travel distance. Alternative route could potentially require a PEE to cross 1-2 extra crosswalks. | High | Stone Rd Trail and Braddock Rd Trail Creates part of Braddock Rd Trail | 300 | | | | Yes | Yes | | | | | | Yes | Utility Pole, existing signage, update and add curb ramps, guard rail, fence, trees, guy wires | |
| 587 | Sully | Braddock Road | Nelson Patent Drive | Cedar Break Drive | Construct approximately 900 linear feet of Active Transportation facilities along Braddock Road from Nelson Patent Drive to existing sidewalk west of Cedar Break Drive | 0.49 | 30 | Yes | Medium | Single family residential and Multifamily residential, Transit stops along Braddock Rd. Directly connects to HANDS Daycare, Rainbow Child Development, and Kiddie Academy of Centreville, Neagale HCR and Sequoia Farms Pool | Low | Extends a facility across Big Rocky Run where none currently exists but does not connect to any existing facilities at Newton Patent Dr. Alternative route is along Newton Patent Dr., Aubrey Patent Dr., Rocky Run Dr 1.5 miles | High | Centreville Rd Trail, Poplar Tree Road Trail, & Stonecroft Boulevard Trail | 1,300 | | Very High | | Yes | Yes | | | Yes | Yes | Yes | Yes | Stream (culvert or bridge required), wetland impact, utility pole, guardrail, trees/wooded area | |
| 590 | Sully | Sully Station Drive | Stonecroft Boulevard | | Construct sidewalk on west side | 0.78 | 40 | Yes | High | Single family residential and Multifamily residential, Transit stops along Westfields Blvd, Stonecroft Blvd and Sully Station Dr. Neighborhood pool/courts (Sully Station Community Center), Sully Station Shopping Center, Westone Plaza, Sully Plaza Station | Medium | Fits in gap along Westfields Blvd. Alternate route adds ~500 linear feet of travel distance. Alternate route crosses 3 extra crosswalks | High | Centreville Rd Trail | 1,450 | | | | Yes | Yes | | | Yes | Yes | | Yes | Yes | Tree/landscaping, existing signage, existing bus stop, storm inlet, steep grade (may need retaining wall), junction box, signal pole, existing street light, existing wall, fiber optic line, drainage basin, wetlands |
| 591 | Sully | Thompson Road | Lees Corner Road | | Install curb ramp and correct Shared Use Path on Thompson Road and add a cross walk to Shared Use Path along Lees Corner Rd | 0.52 | 36 | Yes | Medium | Single family residential, Franklin Middle School and Montessori School of Fairfax | Medium | Connects existing facilities along Thompson Rd with facilities along Lees Corner Rd, enhances connections to Montessori School and Franklin Middle School. Alternate route adds ~1,550 linear feet of travel distance. Alternate route goes into Indale Ct (cul-de-sac) and uses a trail to get back to Lees Corner Rd | Medium | Centreville Rd Trail | 180 | | | | | | | | | | | Likely Not | Trees/landscaping, existing signage (regular sized), steep grade, ditch, headwalls, fence | |
| 592 | Sully | Lees Corner Road | Old Dairy Road | | Install cross walk and curb ramp along lees corner road to connect to existing Shared Use Path | 0.52 | 36 | Yes | Medium | Single family residential, Franklin Middle School and Montessori School of Fairfax | Medium | Connects existing facilities along Old Dairy Rd to facilities along Lees Corner Rd, enhances connection to Montessori School and Franklin Middle School. Alternative route to crosswalk a north school entrance adds ~700 linear feet of travel distance | Medium | Centreville Rd Trail | 80 | | | Yes | | | | | | | | Likely Not | Existing signage | |
| 593 | Sully | Ede Drive | McLearen Road | West of Air and Space Museum Parkway | Construct missing sidewalk links | 0.56 | 40 | Yes | High | Multifamily residential, Multiple office buildings and parking lots, Nymmit School and Rachel Caron Middle School, King Abdullah Academy, Transit stops along Ede Drive, Sully and Ralph Wils athletic fields, Construction site in vicinity that can potentially increase residential density | Medium | Fits in gap in sidewalk along EDE Drive. Connects to existing facilities. Alternate route adds ~2,000 linear feet of travel distance. Alternate route crosses 5 extra crosswalks | Medium | Centreville Rd Trail | 1,210 | | | Yes | Yes | Yes | | | | | | Yes | Storm inlets, street lights, school landscapings, trees, existing signage, fence, junction box, fiber line | |
| 594 | Sully | McLearen Road | West of Centreville Road | East of Ede Drive | Construct missing sidewalk links | 0.56 | 40 | Yes | High | Multifamily residential, Multiple office buildings and parking lots, Nymmit School and Rachel Caron Middle School, King Abdullah Academy, Sully and Ralph Wils athletic fields | Medium | Fits in gap in sidewalks along EDE Drive. Connects to existing facilities. Network function in the future. Alternate route adds ~200 linear feet of travel distance. Alternate route crosses 2 extra crosswalks | Medium | Centreville Rd Trail | 200 | | | Yes | | Yes | | | | | | Likely Not | Drainage, existing solar school speed limit signs, utilities, guy wires | |
| 595 | Sully | Melroch Drive | Lee Jackson Memorial Hwy | North of Lee Jackson Memorial Hwy | Construct missing sidewalk link | 0.75 | 36 | Yes | Medium | Multifamily residential across Walney Rd, A large shopping center and retail, Multiple transit stops on Sullyfield Cir | Medium | Fits in gap along Melroch Dr. A unmarked trail is already present and seems to be used often. Alternate route adds ~130 linear feet of travel distance. Alternate route has to cross 4-5 lanes on three separate occasions | High | Route 50 Trail and Centreville Rd Trail | 280 | | | | | Yes | | | | | | Yes | Grading, street lights, trees | |
| 597 | Sully | Sullyfield Circle | Westmore Street | South of Westmore Street | Construct 670 linear feet of sidewalk along sullyfield circle to Westmore St | 0.74 | 36 | No | Medium | Multifamily residential across Walney Rd, Multiple office and retail buildings, Multiple transit stops on Sullyfield Cir | Medium | Fits in gap in sidewalk along Sullyfield Cir. Connects to existing facilities. Alternate route adds ~820 linear feet of travel distance | High | Centreville Rd Trail | 670 | | | | | Yes | | | | Yes | | Yes | Update and add curb ramp, existing signage, utility pedestal, trees, drainage, junction boxes | |
| 598 | Sully | Willard Rd | Brookfield Corporate Drive | Chantilly Shopping Center | Construct 450 linear feet of missing sidewalk and curb ramps | 0.68 | 36 | No | Low | Charity US Post Office, TechCircle School, Dulles Expo Center across Willard Rd, Retail and restaurants, One transit stop further down Willard Rd | Medium | Fits in gap along Willard Rd, Connects to existing facilities. Alternative route adds ~150 linear feet of travel distance | High | Centreville Rd Trail | 450 | | | | | Yes | | | | Yes | | Yes | Existing signage, commercial lights, drainage, fire hydrant, trees, utilities | |
| 599 | Sully | Brookfield Corporate Drive | Willard Road | South of Willard Road | Construct 700 linear feet of missing sidewalk and curb ramps | 0.68 | 36 | No | Low | Charity US Post Office, TechCircle School, Dulles Expo Center across Willard Rd, One transit stop further down Willard Rd | Medium | Extends sidewalk further down Willard Rd, and provides easier access to transit stop. Connects to an existing facility. Alternative route adds ~150 linear feet of travel distance | High | Centreville Rd Trail | 700 | | | | | Yes | | | | Yes | | Yes | Trees, commercial light poles, existing signage, drainage, utilities | |
| 600 | Sully | Lee Highway | I-66 westbound Off Ramp to Lee Highway | | Install pedestrian improvements at the intersection of Lee Highway and I-66 westbound off ramp for better sight distance. | 0.74 | 36 | Yes | Low | Multifamily residential, Shopping center further east of Lee Hwy but does not have a direct sidewalk that can access trail area | Low | Connects to an existing facility along Lee Hwy, Crosses an exit ramp. No alternative route available (no sidewalk lead back to crosswalk) | Medium | 66 Parallel Trail | | | | | Yes | Yes | | | | | | Yes | Guardrail, trees, signal pole, ped push button, existing signage | |
| 602 | Sully | Centreville Drive | Upperidge Drive | | Install pedestrian and bicycles crossing improvements and the intersection of Centreville Drive and Upperidge Drive. | 0.78 | 36 | Yes | Medium | Single family and Multifamily residential, The Church of Jesus Christ of Latter-day Saints, Centreville Plaza and Centreville Square II Shopping Center, Transit stops along Centreville Dr, Basketball, tennis, and pool, Bee lanes along Upperidge Dr | Medium | Improves existing crosswalk | Medium | Centreville Rd Trail | | Yes | High | | Yes | | | | | | Yes | Likely Not | Existing signage, drainage, update and add curb ramps | |
| 603 | Sully | Wharton Lane | Pickwick Road | | Install sidewalk along Wharton Lane from Pickwick Road to Joel Beach Lane. | 0.63 | 36 | No | Low | Single family and Multifamily residential, Elm Kids Academy | Medium | Fits in sidewalk along Wharton Ln, No reasonable alternate route | Medium | 66 Parallel Trail | 350 | | | | Yes | | | | | Yes | | Yes | Residential driveways, residential mailboxes, utilities, signage, guy wires, private fences, gravel shoulder, retaining wall, grading | |
| 604 | Sully | Walney Road | Sullyfield Circle | Westmore Street | Install missing sidewalk link along Westmore Street between Walney Road and Sullyfield Circle | 0.74 | 36 | Yes | Medium | Multifamily residential across Walney Rd, Multiple company buildings, Multiple transit stops on Sullyfield Cir | Medium | Connects sidewalks on Sullyfield Cir to Walney Rd. Extends sidewalk further down Sullyfield Cir. Alternative route adds ~150 linear feet of travel distance. Alternate route crosses Westmore St | High | Centreville Rd Trail | 420 | | | | | Yes | | | | Yes | | Yes | Junction box cover, trees, utility pedestal, storm inlet | |
| 605 | Sully | Fair Ridge Drive | Route 50 | | Build sidewalk on the west side of Fair Ridge Dr from Route 50 to existing trail along Fair Ridge Dr | 0.36 | 36 | Yes | Low | Fairfax County Police Department, Fair Oaks Fire Station, Multifamily residential, Multiple office buildings, Transit stops along Lee Jackson Memorial Hwy | Medium | Extends existing trail along Fair Ridge Dr up to Route 50 (Lee Hwy) trail and existing sidewalk along Fair Ridge Dr south of Route 50. Alternative route saves ~500 linear feet of travel distance | High | Route 50 Trail | 800 | | | | Yes | Yes | | | | | | Yes | PEE 316 is on Fair Ridge Drive and PEE is complete for crosswalks at the intersection. Trees, junction box covers, existing signage, storm inlets, commercial landscaping, update and add curb ramps, wooded area | |