



Fairfax County Department of Transportation

Conceptual Design and Engineering Assessment Boone Boulevard and Greensboro Drive Tysons Corner, Virginia

June 2, 2009



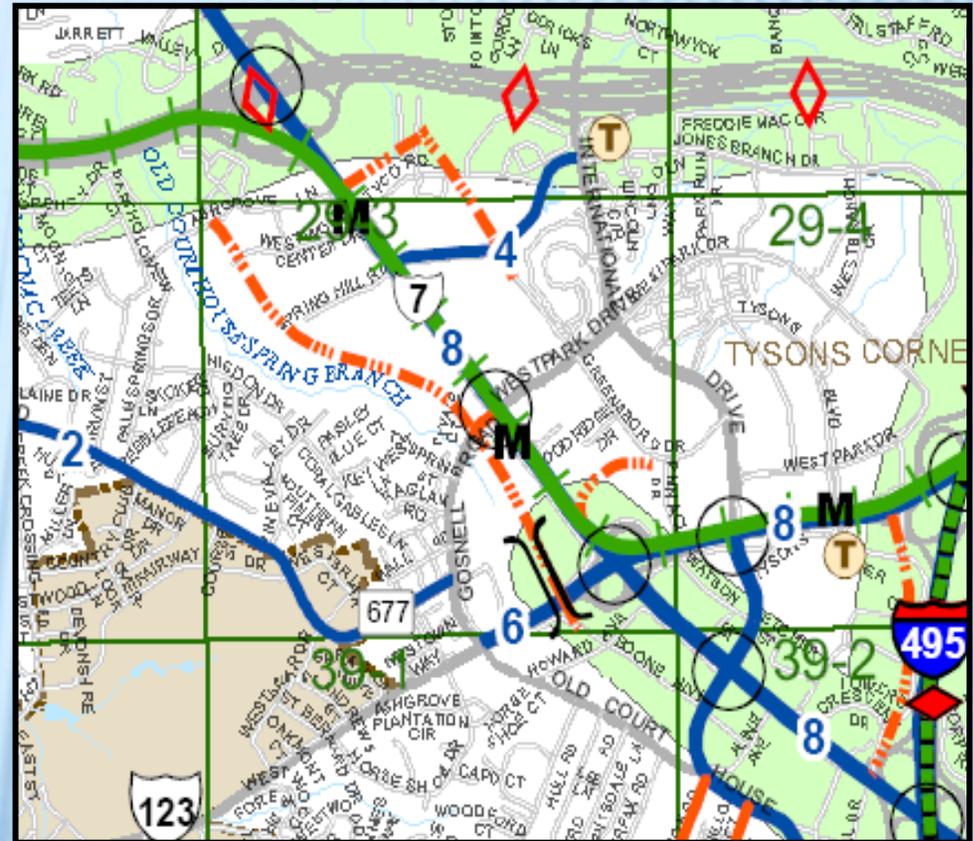
Agenda

- Project Overview
- Landowner and Developer Meetings
- Cross Sections
- Environmental Screening
- Evaluation of Alternative Alignments
- Boone Boulevard – Crossing of Route 123

Project Overview

Study Purpose

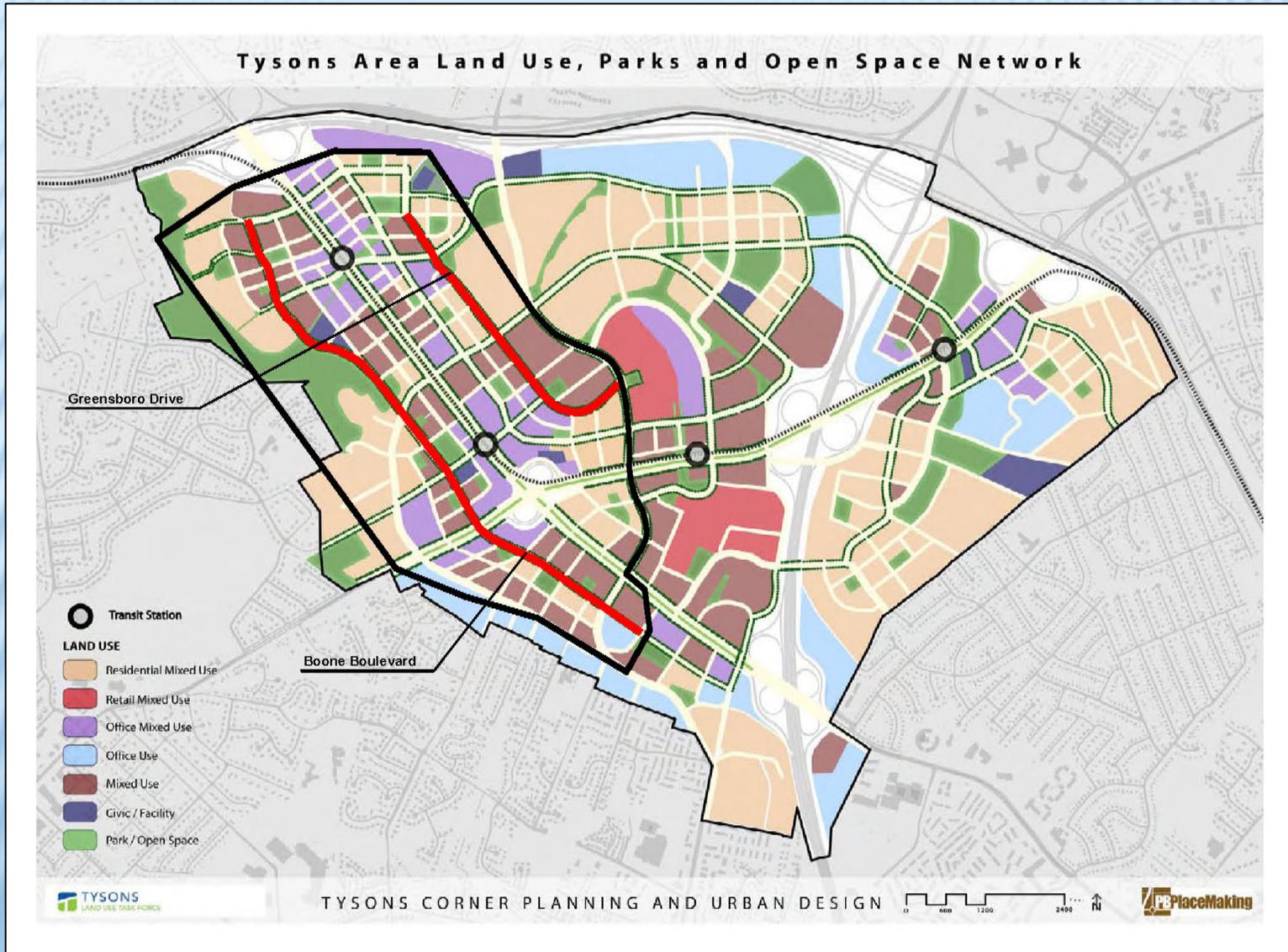
To identify the future location and conceptual layout of extensions to Boone Boulevard and Greensboro Drive, implementing the elements of the current Fairfax County Comprehensive Plan.



Study Area



Plan Area



Landowner and Developer Meetings



Landowner Meetings

Purpose of Meetings

- Obtain understanding of current and proposed development
- Determine impact of proposed corridors on development

Activities

- Contacted landowners that could be directly impacted by extensions of Boone Blvd and Greensboro Drive
- 15 Meetings held between May 2008 and March 2009



Consensus Points from Boone Blvd Meetings

General

- A “walkable”, pedestrian friendly corridor is desired
- Access to Route 7 traffic circulation in general is a concern
- The extension should support a future street grid



Consensus Points from Boone Blvd Meetings

Roadway Section

- 2-lane or possibly 4-lane section
- Retail uses fronting on the street
- Speed limit of 25 to 35 mph
- 15 to 20-foot wide sidewalks (narrower in residential areas)
- On-street parking is desirable
- Redeveloping properties would like minimum VDOT right-of-way behind the curb and the rest of the sidewalk area in an access easement maintained by the owners



Consensus Points from Greensboro Dr Meetings

General

- Concern with developable parcels remaining after the right-of-way is taken
- A “walkable”, pedestrian friendly corridor is desired
- The extension should support a future street grid



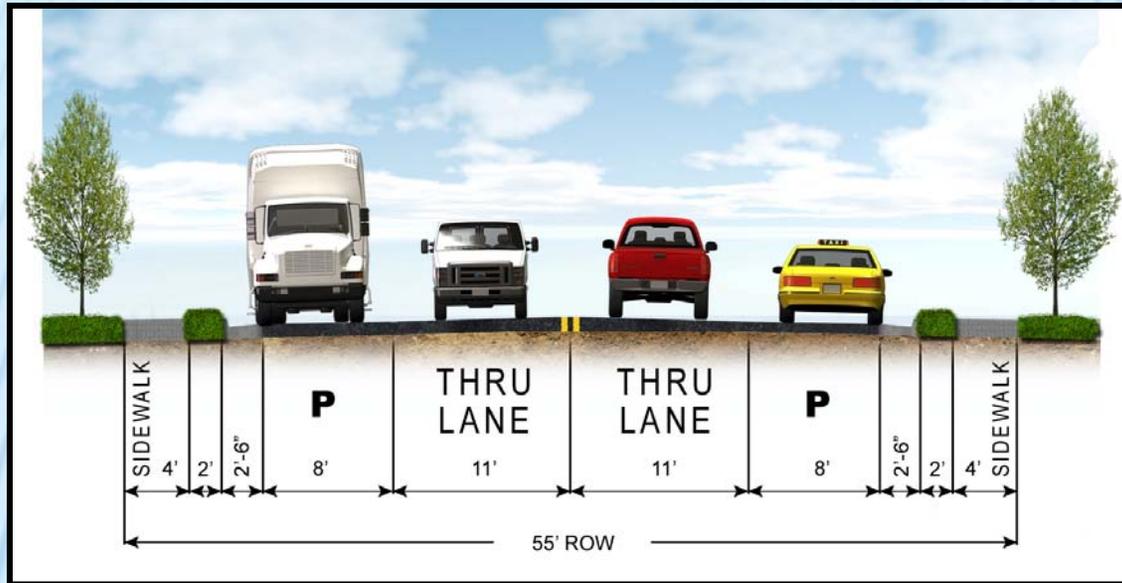
Consensus Points from Greensboro Dr Meetings

Roadway Section

- 4-lane roadway section
- 15 to 20-foot wide sidewalks (narrower in residential areas)
- A 104' maximum total section width was suggested by redeveloping property owners as the maximum that would result in developable parcels
- On-street parking is desirable if it does not result in excessive right-of-way width
- A divided section is not seen as desirable due to the additional required right-of-way

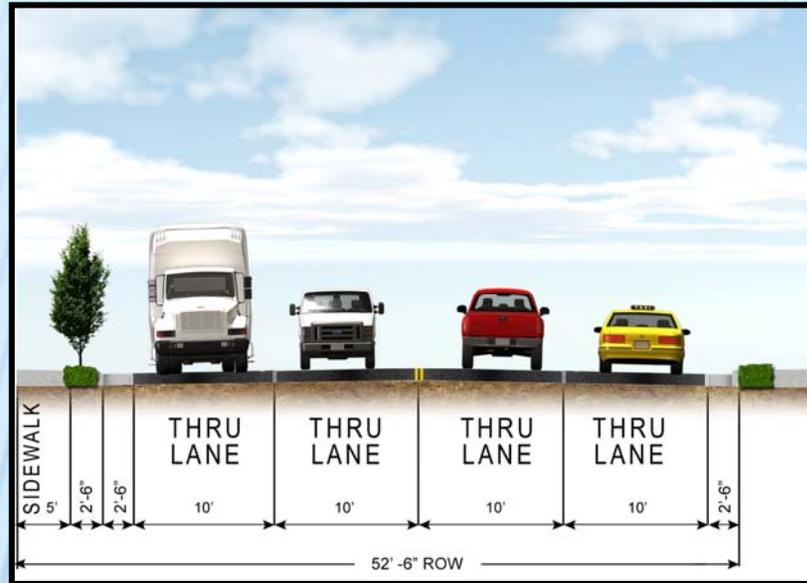
Cross Sections

Boone Boulevard – Existing Section



- 11' travel lane in each direction
- 8' wide parking lane in each direction
- 4' wide sidewalk in each direction

Greensboro Drive – Existing Section



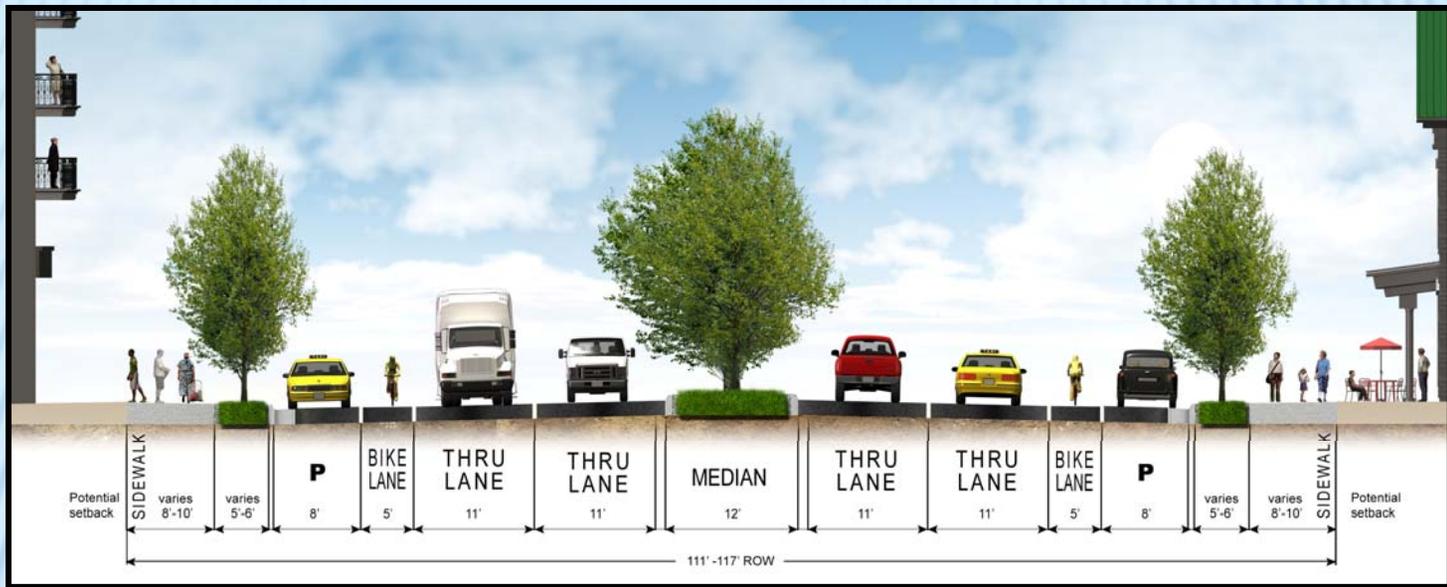
- Two 10' travel lanes in each direction
- 2'-6" wide landscaped buffer on south side
- 5' wide sidewalk



Proposed Cross Sections

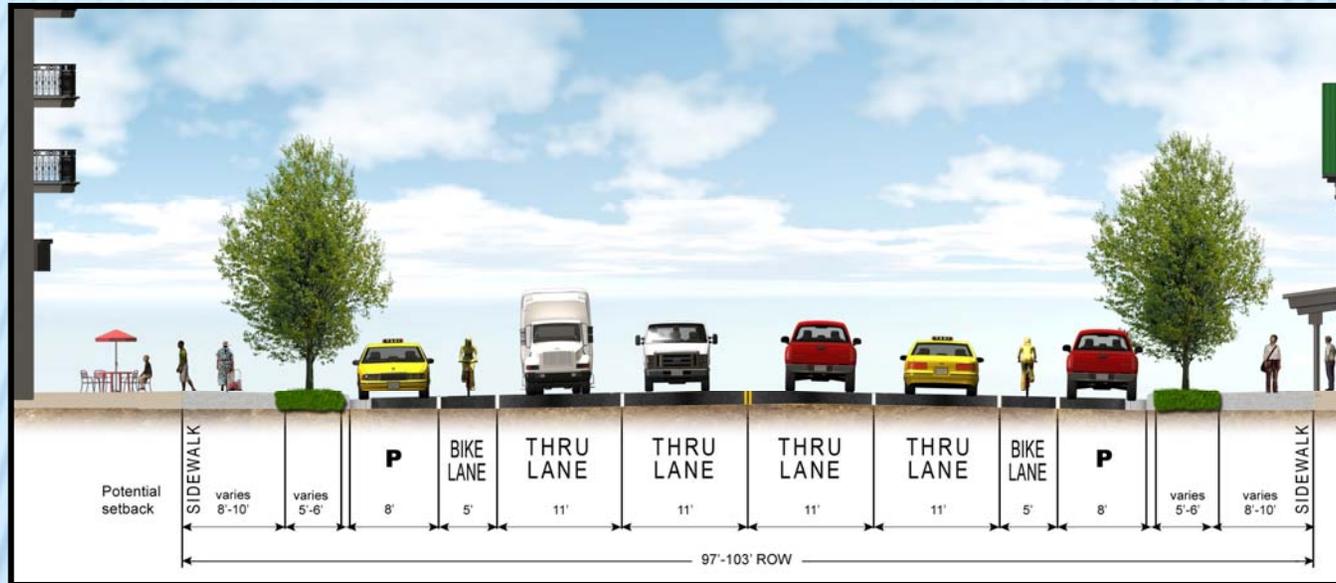
- Minor arterial roadways
- High traffic volumes
- Low travel speeds (posted at 25-30 mph)
- Pedestrian friendly

Boone Boulevard – Proposed Section



- 12' wide landscaped median (or single-left turn lanes as needed)
- Two 11' travel lanes in each direction
- 5' wide bike lane in each direction
- 8' wide parking lane in each direction
- 5'-6' wide landscaped buffer
- 8'-10' wide sidewalk

Greensboro Drive – Proposed Section



- Single left-turn lanes as needed
- Two 11' travel lanes in each direction
- 5' wide bike lane in each direction
- 8' wide parking lane in each direction
- 5'-6' wide landscaped buffer
- 8'-10' wide sidewalk

Environmental Screening



Potential Environmental Considerations

- Limited natural environmental resources
- Limited parks and recreational resources
- Storm water management
 - No substantial increase in impervious surfaces
 - Piecemeal vs. comprehensive approach
 - Avoidance of further degradation of Courthouse Spring Branch
- Consistency with private development plans and Fairfax County's Comprehensive Plan
- Business impacts
- Neighborhood impacts

Evaluation of Alternative Alignments



Screening Analysis Criteria

- Roadway functionality
 - Parallel roadway
 - Accommodates grid concept
- Intersection geometry
 - Total number
 - Skew angle
- Roadway geometry
 - Curves
 - Tangents
- Impacts to existing development
 - Building impacts
 - Parking losses
 - Parcel access
- Impacts to proposed development
 - Conflicts with proposed plans
 - Marginal residual parcels
 - Conflicts with plans not to develop
- Environmental impacts
 - Land use
 - Socio-economic conditions
 - Parks and recreational resources
 - Water and natural resources
- Major utility impacts
 - Water
 - Sewer
 - Electric



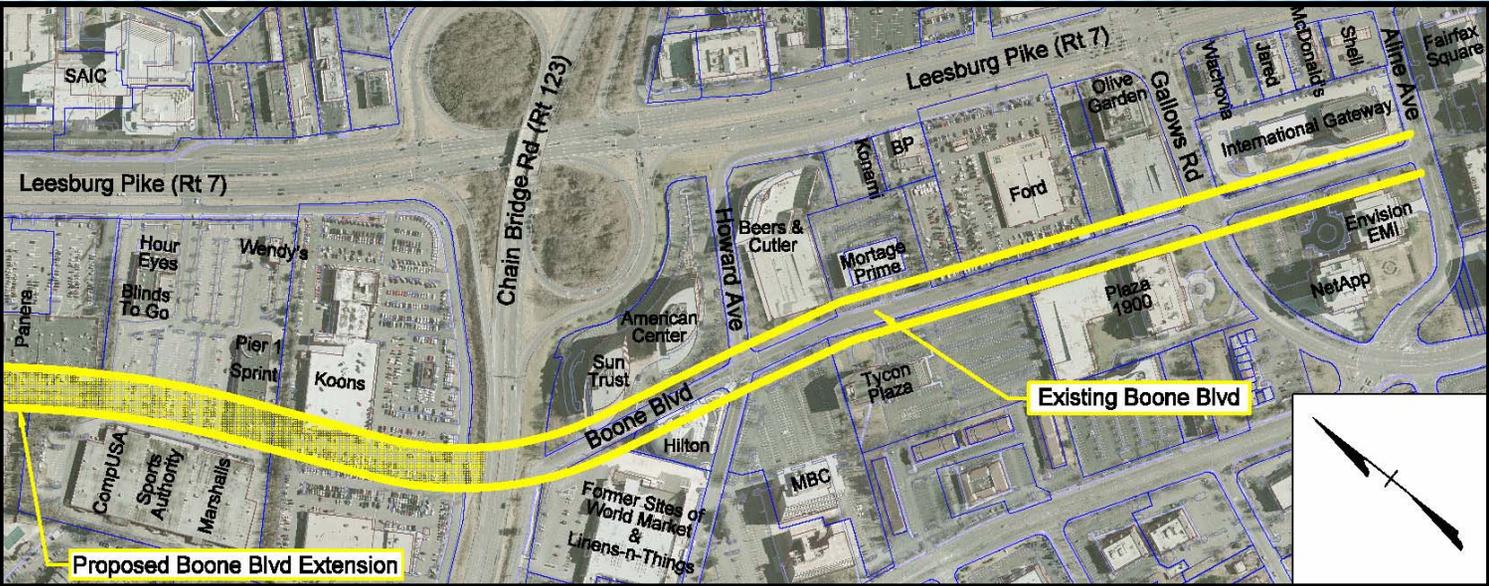
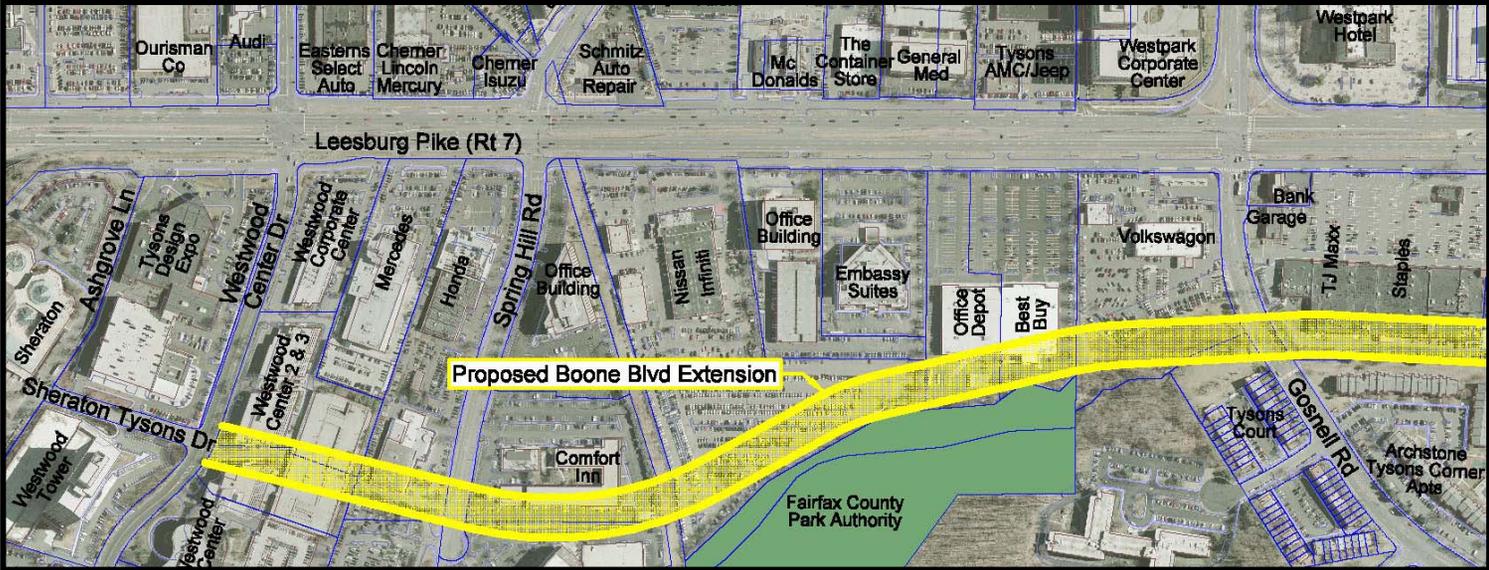
Evaluation Process

- Developed alignment alternatives
 - 5 alternatives for Boone Boulevard
 - 4 alternatives for Greensboro Drive
- Screened alternatives using criteria
- Refined alternatives based on Fairfax County inter-agency review

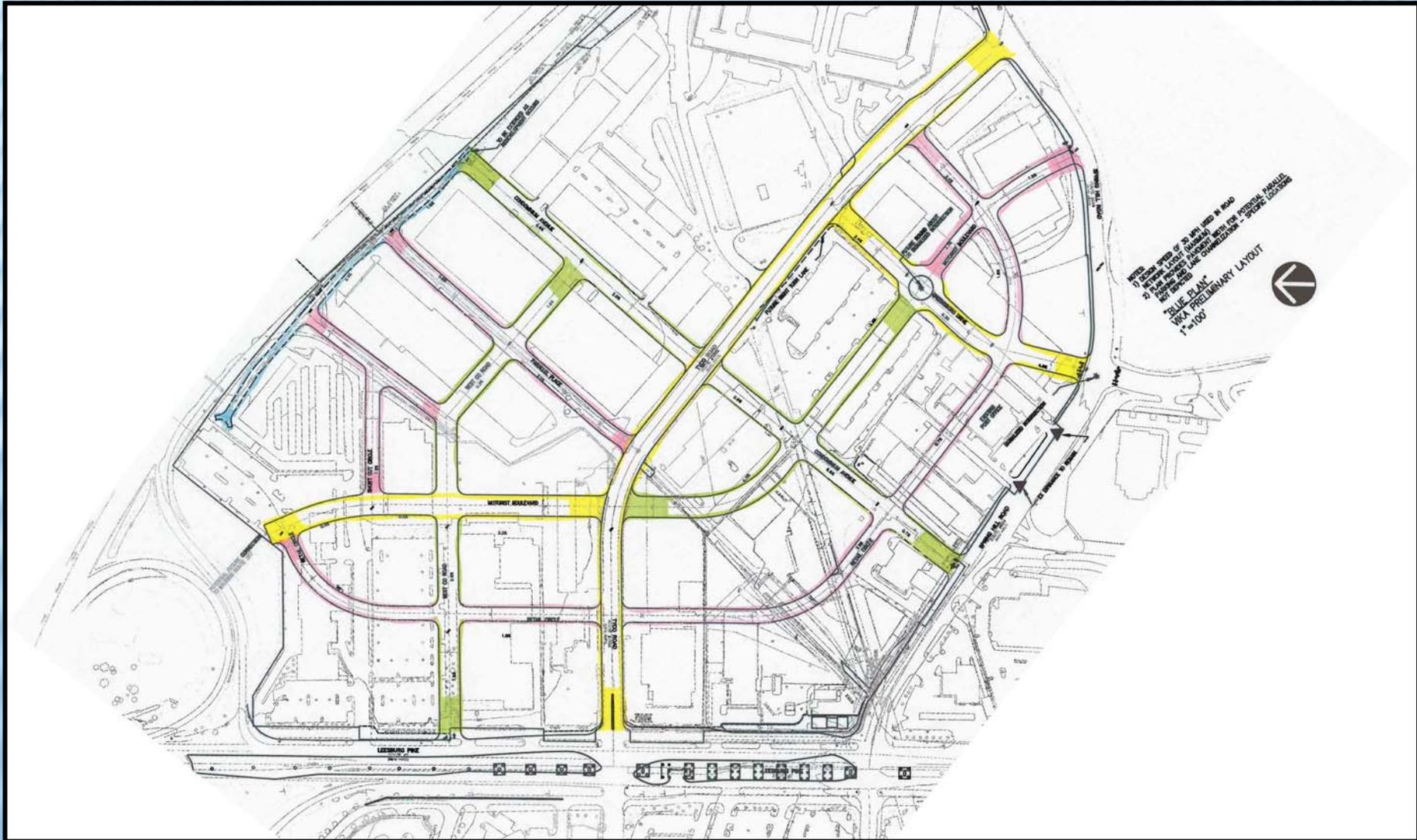
Boone Boulevard Extension



Boone Boulevard Extension



Suggested Greensboro Dr Extension



Boone Boulevard - Crossing of Route 123



Intersection Options

- **Crossing type**
 - At-grade
 - Grade-separated
- **Adjacent intersections**
 - Route 123 and Old Courthouse Road
 - Route 123 and Service Road
 - Route 123 and Route 7 interchange

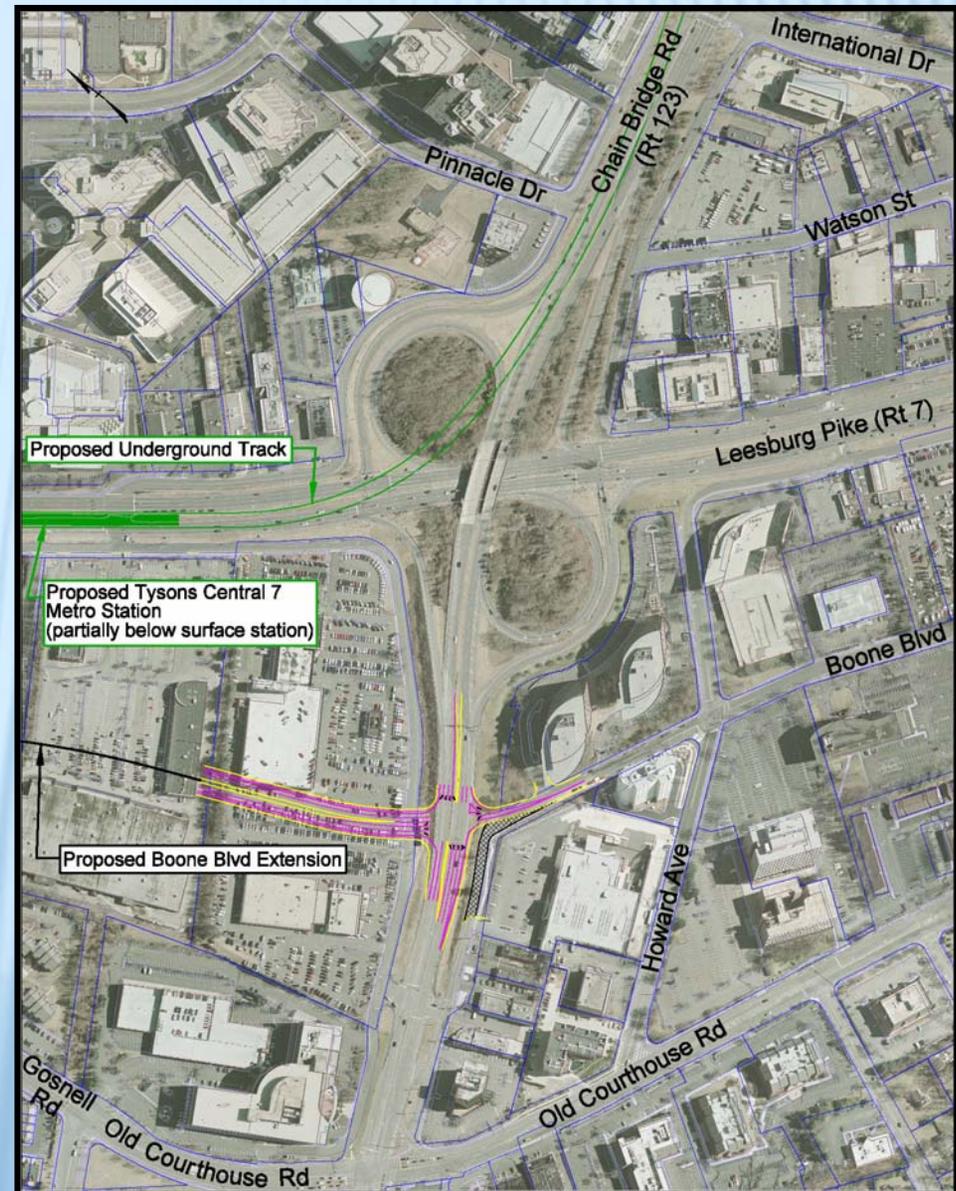


Intersection Options

- **Fairfax County Comprehensive Plan**
 - Grade-separated crossing at Rte 123 & Boone Blvd
 - Improvements to existing Rte 123 & Rte 7 Interchange
- **Tyson's Task Force Report**
 - Urban diamond interchange at Rte 123 & Rte 7
 - Grade-separated crossing at Rte 123 & Old Courthouse Road

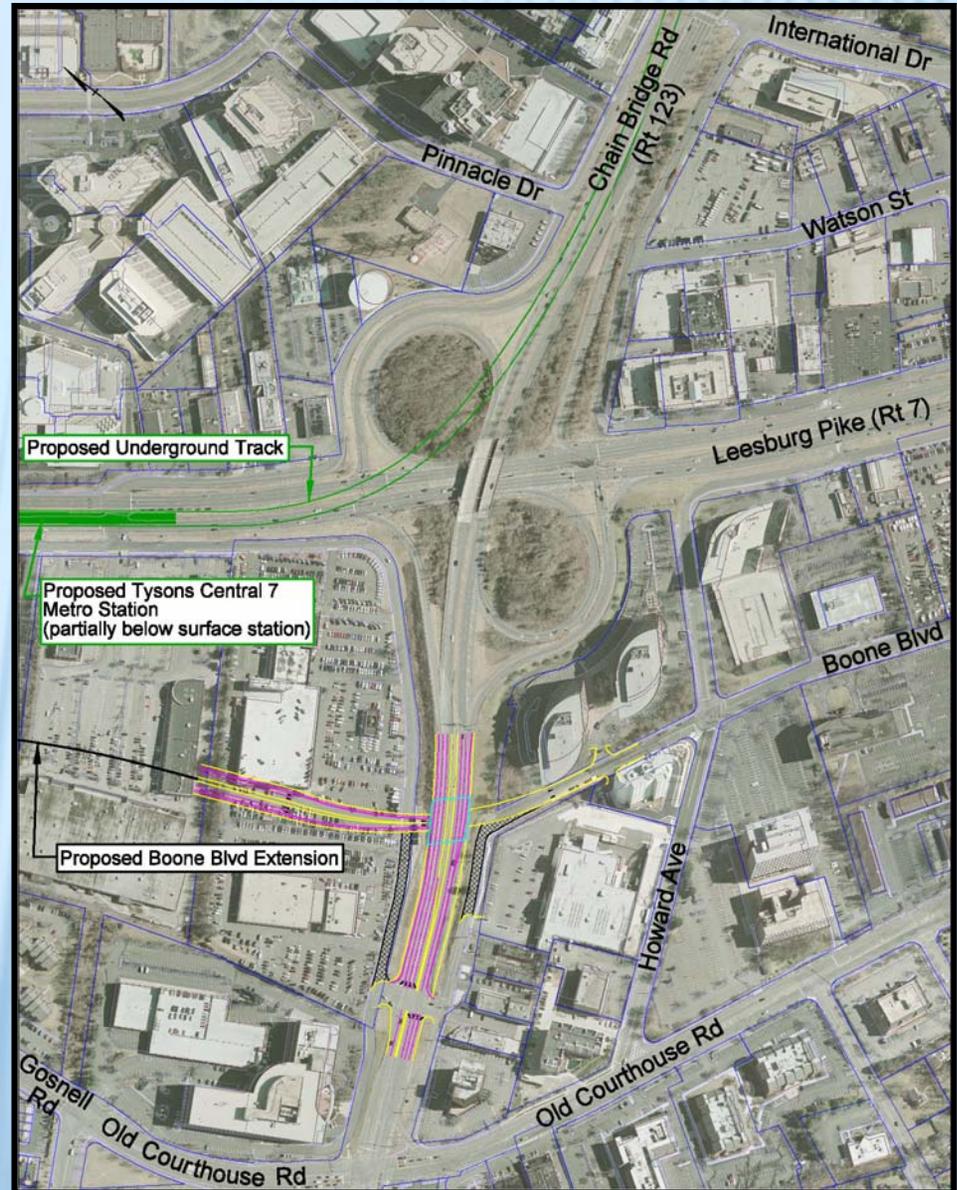
Intersection Option A

- Existing partial cloverleaf interchange at Route 123 and Route 7
- At-grade intersection of Route 123 and Boone Boulevard



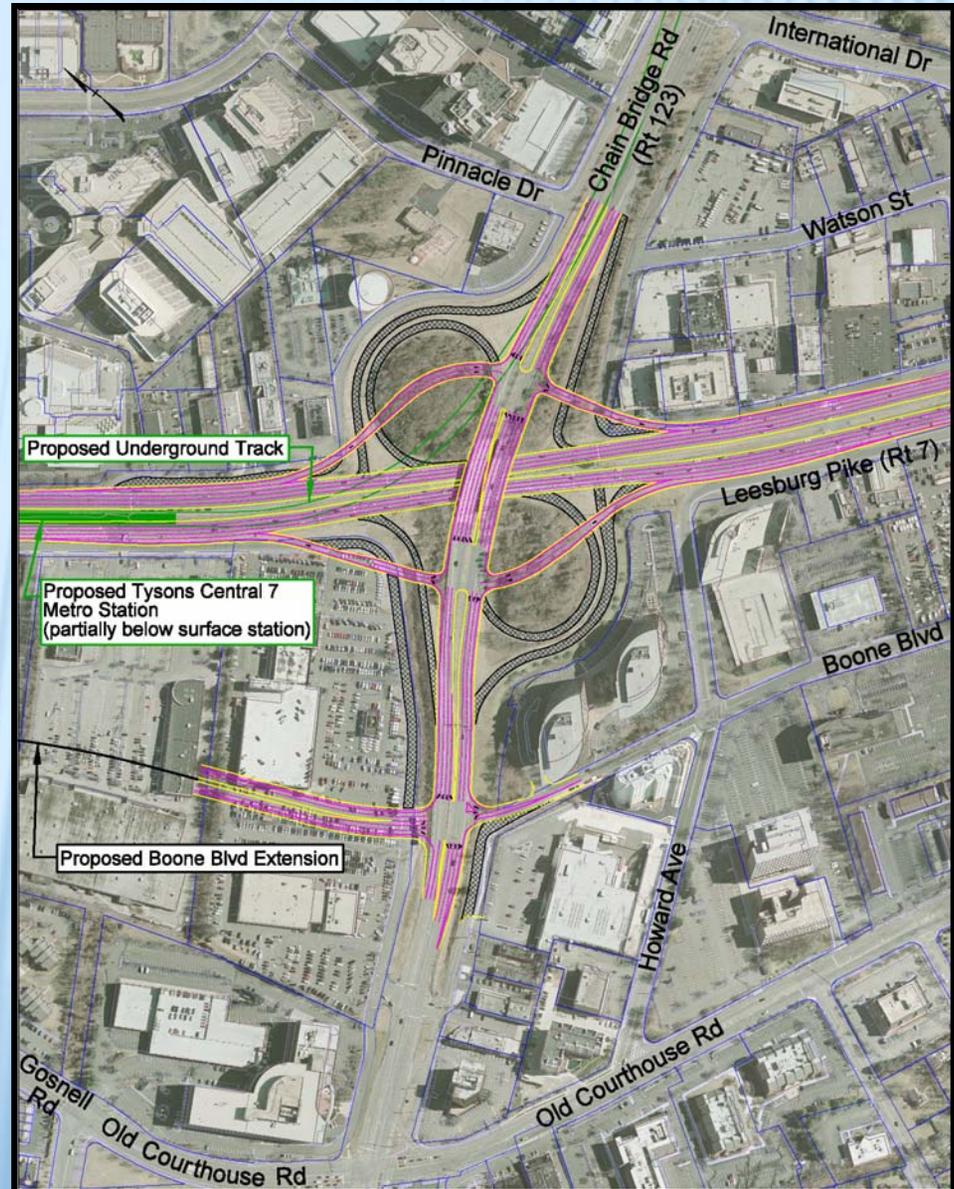
Intersection Option B

- Existing partial cloverleaf interchange at Route 123 and Route 7
- Grade-separated crossing at Route 123 and Boone Boulevard



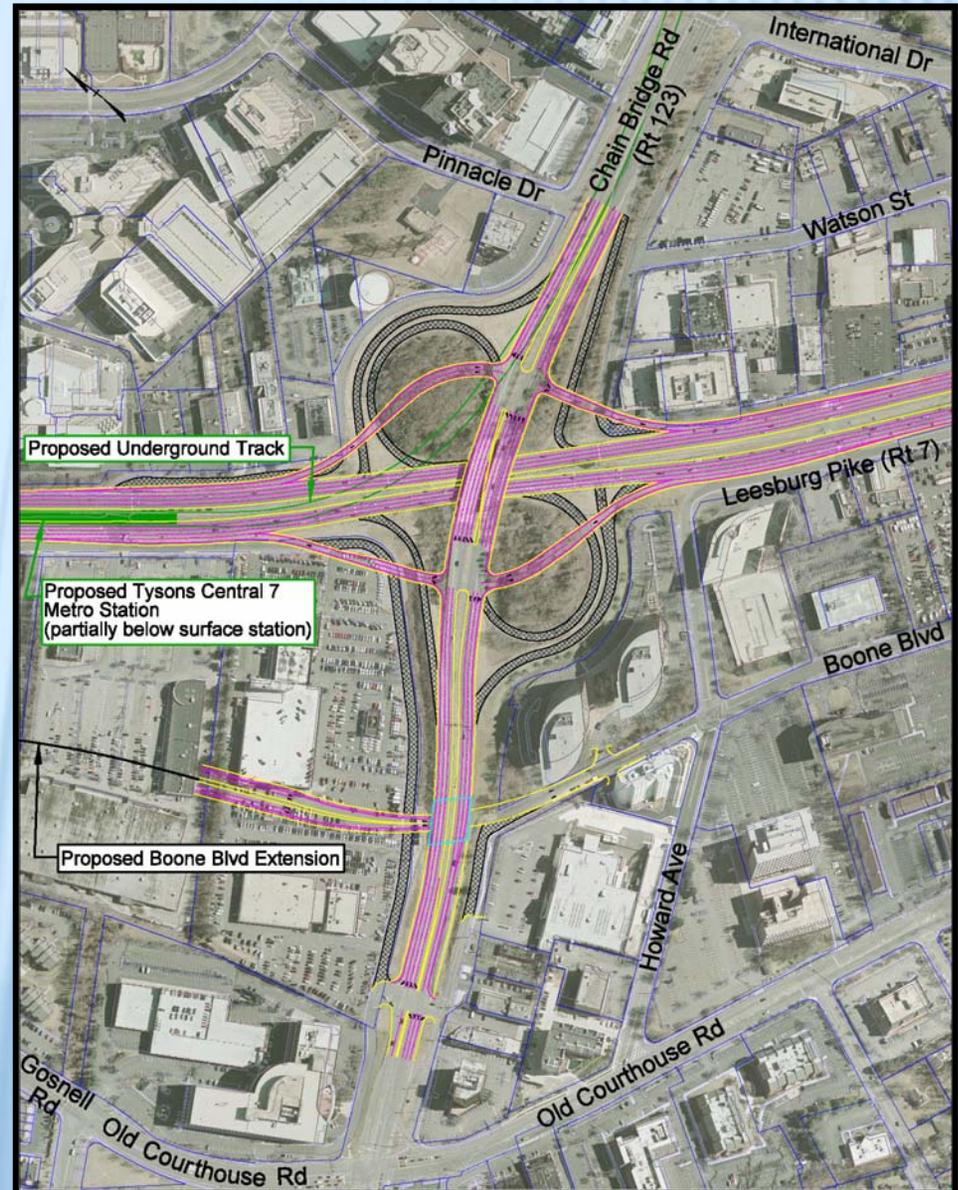
Intersection Option C

- Urban diamond interchange at Route 123 and Route 7
- At-grade intersection of Route 123 and Boone Boulevard



Intersection Option D

- Urban diamond interchange at Route 123 and Route 7
- Grade-separated Crossing at Route 123 and Boone Boulevard





At-Grade Intersection Summary

Pros:

- Maintains existing parcel access
- Provides street access and connectivity

Cons:

- Does not meet VDOT intersection spacing standards
- Could increase delay on already congested Rte 123
- Safety concerns for pedestrians crossing Rte 123



Grade-Separated Crossing Summary

Pros:

- Consistent with Fairfax County Comprehensive Plan
- Will not adversely affect traffic congestion on Rte 123

Cons:

- Elevated Rte 123 could act as visual boundary
- Retaining walls needed on Boone Blvd approaches
- Could impact some existing parcel access



Next Steps

- Receive and review written comments from landowners
- Finalize recommendations
- Prepare report



Questions?

Please send comments to:

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or

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Ramey@pbworld.com

Comments must be received by Tuesday, June 16th