



# Fairfax County & Franconia-Springfield Parkways *Alternatives Analysis & Long-Term Planning Study*

## *Final Recommendations*

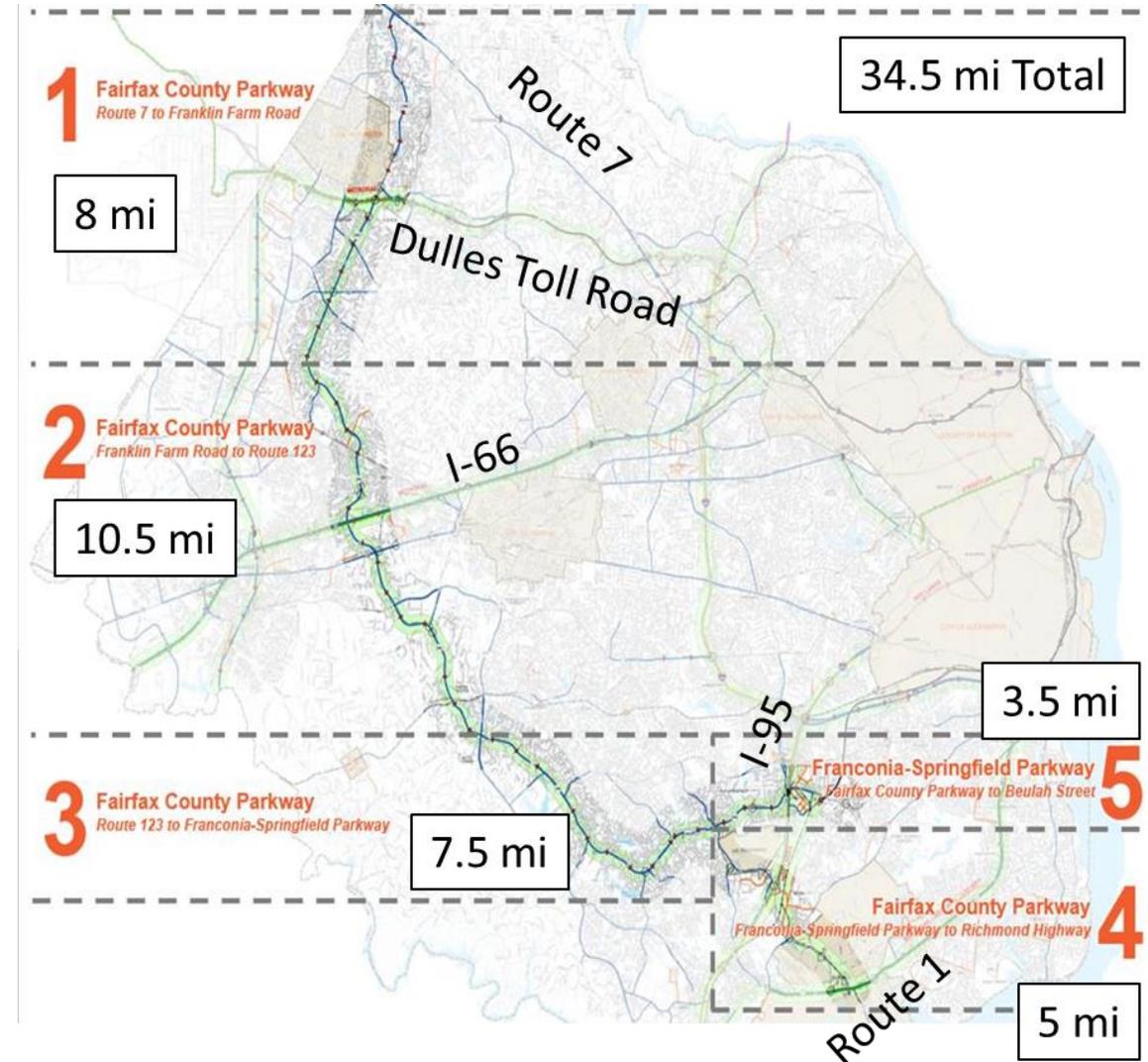
Board Transportation Committee

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# Study Purpose & Process

- Reassessment of Comprehensive Plan recommendations
- Nearly 35 miles of corridor studied
- 3+ rounds of community meetings (10 total) and 3 online surveys
- Development and evaluation of multiple alternative scenarios
  - Minimize Impacts, Maximize Capacity, HOV
- Multimodal assessment of bicycle, pedestrian and transit facilities
- High level capacity and operational analyses using travel forecasting and micro-simulation tools



# Key Take-Aways

Based on public outreach and capacity and operational analyses, we found:

- A need and desire for enhanced bicycle and pedestrian facilities
- Potential for enhanced transit routing and performance
- Low demand for High Occupancy Vehicle (HOV) Lanes
- Wide-ranging need for 6 travel lanes (general purpose)
  - Desire to minimize impacts to properties and environment
- A continued need for grade separated interchanges and interchange modifications
  - Potential for long stretches of free flow traffic
- Benefit of innovative intersection strategies at key locations

# Multimodal Considerations

## Transit

- Additional capacity for general purpose lanes will benefit bus service and reliability
- Planned FC Route 496 from Herndon to Franconia-Springfield included in the Fairfax County Transit Development Plan (FY16-FY22)
- HOV feeder/connectors to regional facilities (DTR, I-66, I-95) will enhance transit service and reliability
- Queue jumps could serve as an interim improvement prior to a segment widening to the future planned cross-section



## Bicycle/Pedestrians



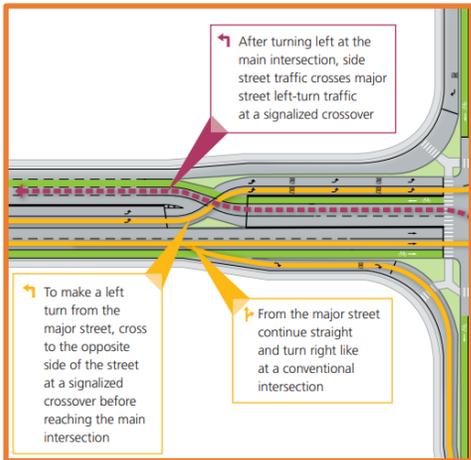
- Trail facilities planned on both sides of the Parkways
- Maintain trail along the mainline at interchanges with under/overpasses across free-flow ramps
- Enhanced facilities at intersections (e.g. crosswalks on all legs) and connections to regional parallel and crossing facilities

# Final Recommendations – Segment 1

## Fairfax County Parkway

### Route 7 to Franklin Farm Road

- Maintain 6 travel lanes (general purpose)
- Remove HOV, Add HOV feeder at DTR
- Remove interchanges at Baron Cameron, McLearen
- Modify interchanges at Spring Street and DTR
- Add interchange at Franklin Farm Road
- Consider Innovative intersection at Wiehle Avenue



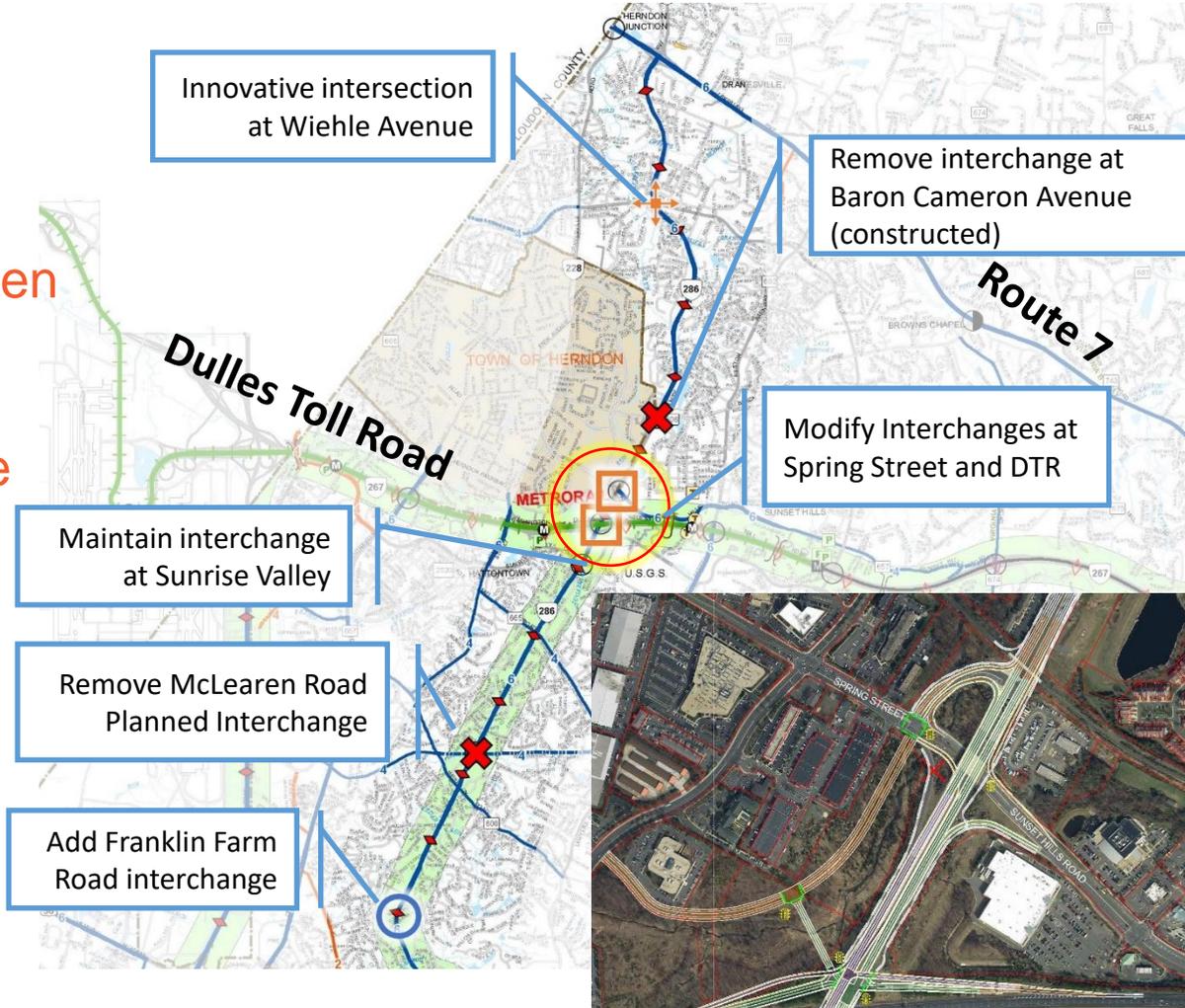
**WIEHLE AVE PARTIAL DISPLACED LEFTS**

Source: <http://www.virginiadot.org/innovativeintersections/>



**EXAMPLE OF AN ECHELON INTERCHANGE**

Source: VDOT

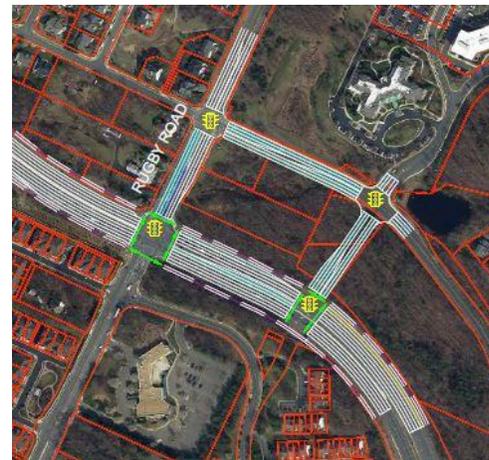
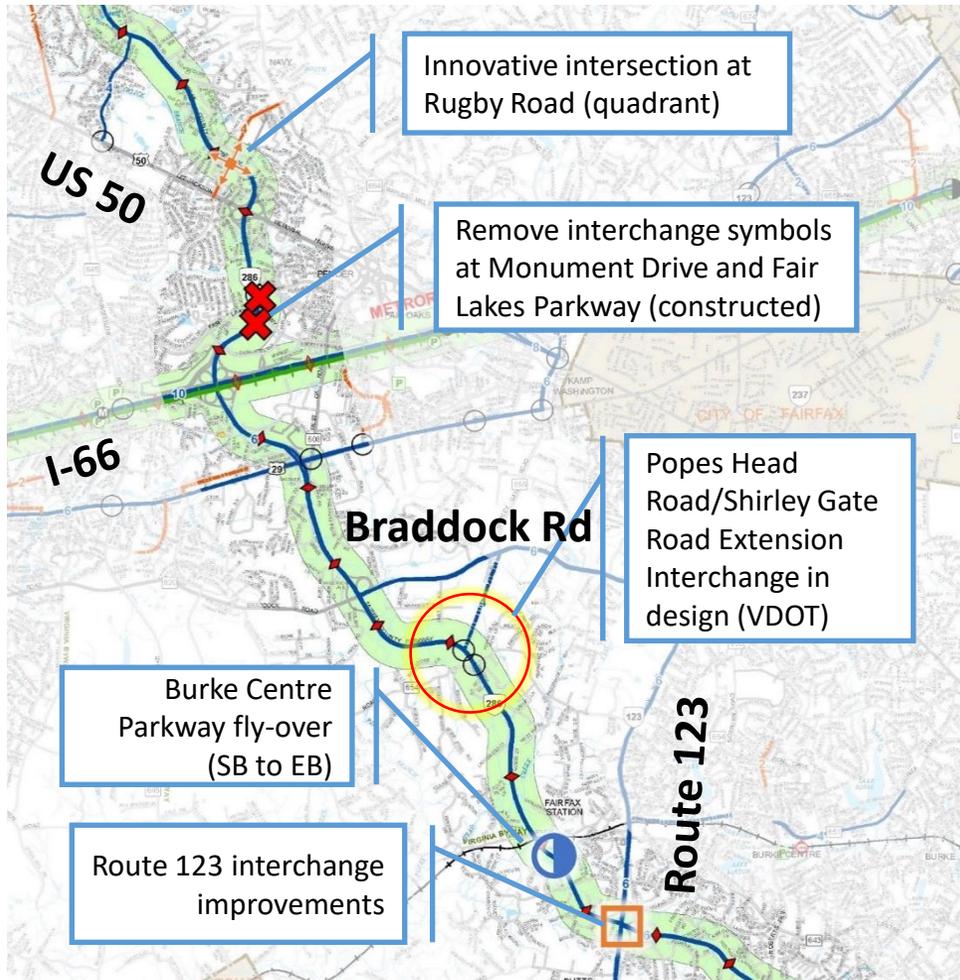


**SPRING STREET / FAIRBROOK DRIVE CONNECTOR**

# Final Recommendations – Segment 2

## Fairfax County Parkway Franklin Farm Road to Route 123

- Maintain 6 travel lanes (general purpose)
- Remove HOV, Add HOV feeder at I-66
- Remove interchanges at Monument Dr, Fair Lakes Pkwy
- Maintain interchange at Shirley Gate Rd/Popes Head Rd
- Add partial interchange/flyover at Burke Centre Pkwy
- Modify interchange at Route 123
- Consider Innovative intersection at Rugby Road

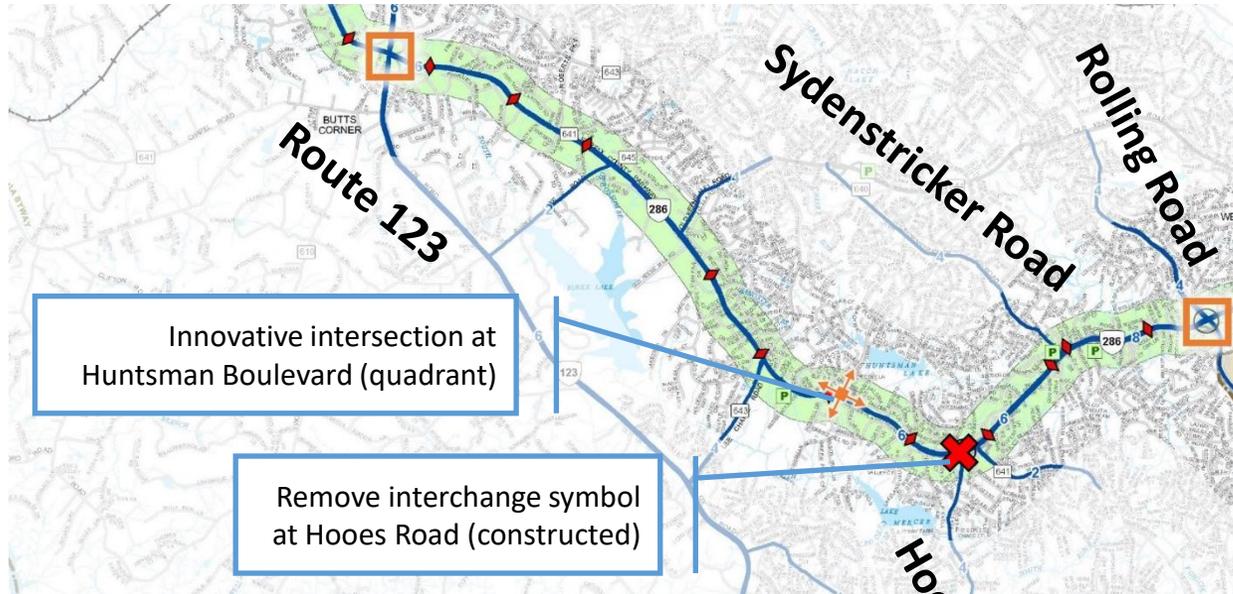


RUGBY ROAD QUADRANT INTERSECTION



BURKE CENTRE PARKWAY FLYOVER

# Final Recommendations – Segment 3



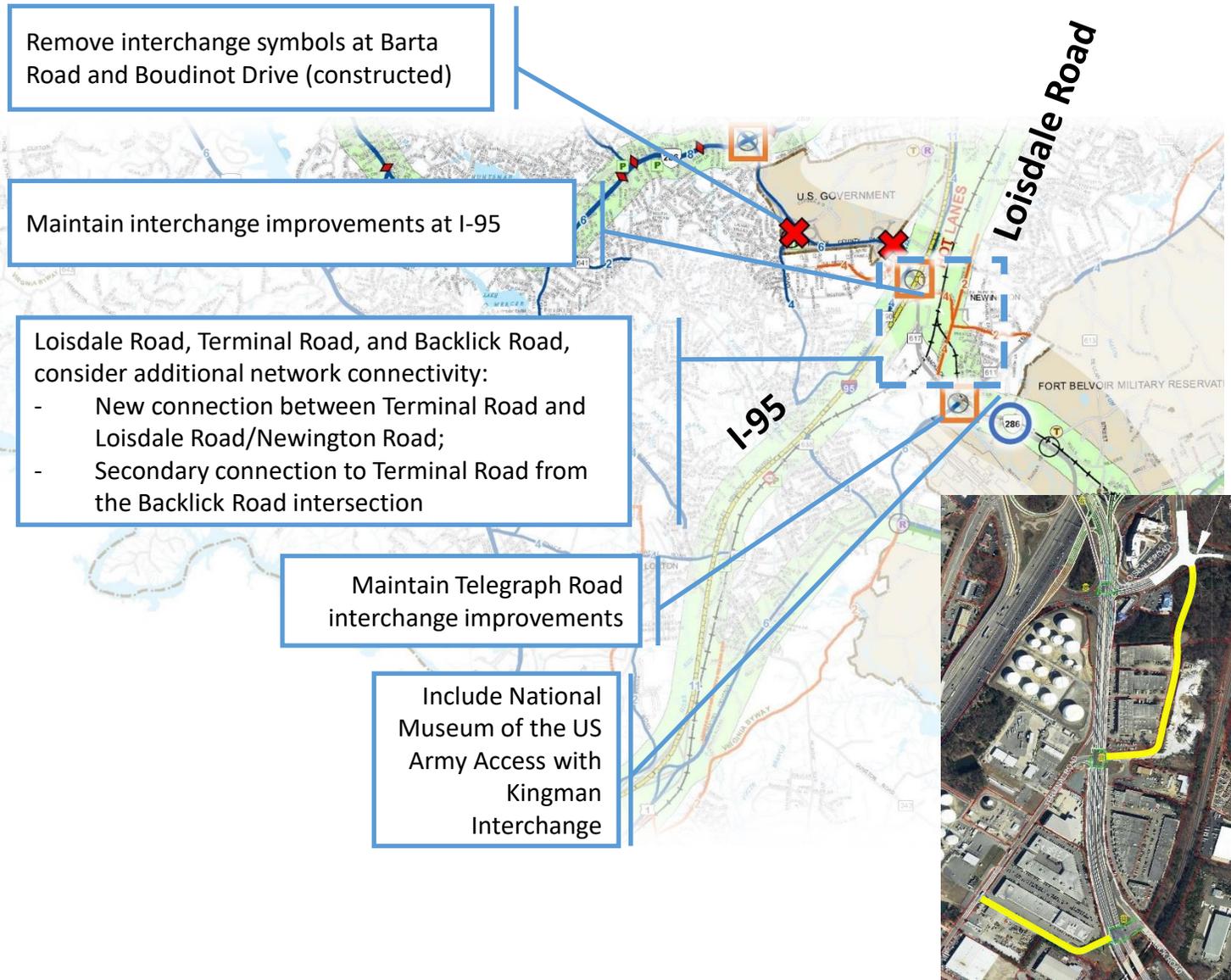
HUNTSMAN BLVD QUADRANT INTERSECTION

## Fairfax County Parkway

### Route 123 to Franconia-Springfield Pkwy

- Maintain 6 travel lanes (general purpose), west of Sydenstricker Road  
Require re-evaluation of 4 lanes prior to implementation, with additional outreach and study, (particular focus between Lee Chapel Road and Huntsman Boulevard)
- Remove HOV
- Remove interchange symbol at Hoes Road
- Reduce to 6 travel lanes (existing), east of Sydenstricker Road (currently planned at 8)
- Consider innovative intersection at Huntsman Boulevard

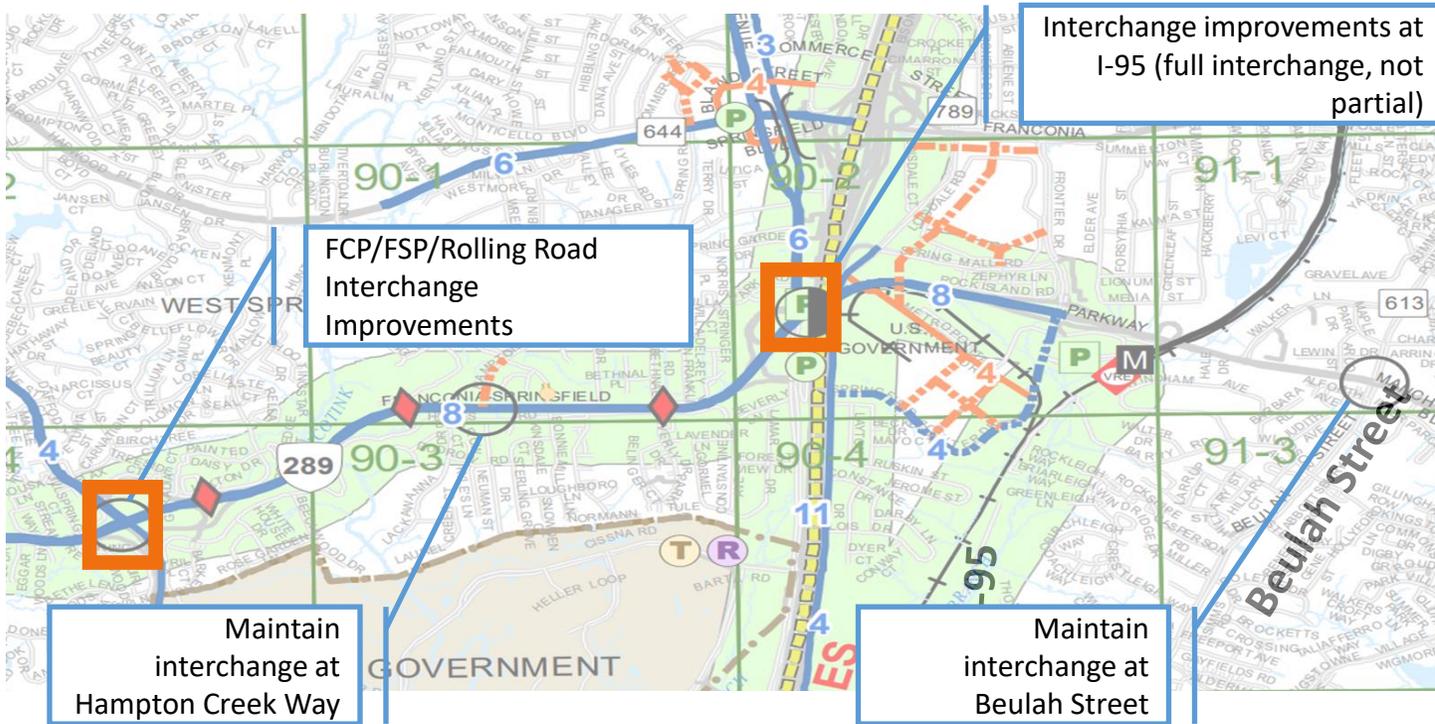
# Final Recommendations – Segment 4



## Fairfax County Parkway Franconia-Springfield Parkway to Richmond Highway

- Increase to 6 travel lanes (general purpose), north of John J Kingman Road (currently no plans to widen) Evaluate need for 6 travel lanes, south of John J Kingman Road
- Maintain no HOV
- Remove interchanges at Barta Road and Boudinot Drive
- Modify interchanges at I-95 and Telegraph Road
- Consider network connectivity between I-95 and Backlick Road
- Include Army Museum access with interchange at John J Kingman Rd

# Final Recommendations – Segment 5



## Franconia-Springfield Parkway Fairfax County Parkway to Beulah Street

- Reduce to existing 6 travel lanes, west of Frontier Drive (currently planned at 8 lanes)
- Remove HOV, Add HOV feeder at I-95
- Maintain interchanges at Hampton Creek Way and Beulah Street
- Modify interchange Rolling Road/FCP/FSP

# Schedule & Costs

- Schedule to be set based on Board priorities and funding
- VDOT widening (Route 29 to Route 123)  
 Begin Construction:
  - Phase 1 (Popes Head Road interchange) – Mid 2023
  - Phase 2 (Route 29 to Nomes Court) – 2025
  - Phase 3 (Nomes Court to Route 123) - TBD

- Current Plan & Preliminary Recommendations each cost roughly \$2B+/- in total over a 50+ year horizon

	Current Plan	Preliminary Recommendations	Change
<b>New Interchanges (each)</b>	7	7	-
<b>New Partial Interchanges (each)</b>	0	1	+1
<b>Interchange Modifications (each)</b>	6	7	+1
<b>Roadway Widening (miles)</b>	22	22	-
<b>HOV Feeders (each)</b>	0	3	+3
<b>Trails (miles)</b>	5	40	+35

# Next Steps

- Receive Board feedback on final recommendations (by June 8)
- Complete prioritization of final recommendations (by July 13, 2021)
- Present final report to Board, with prioritization, and request Board endorsement of final recommendations and authorization for Comprehensive Plan Amendment (July 13, 2021)
- Process Comprehensive Plan Amendment, Board Action (Summer 2021 to Winter 2021/2022)

# Feedback Requested from Board

- Questions
- Comments
- Concerns

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