

Fairfax County & Franconia-Springfield Parkways

Alternatives Analysis & Long-Term Planning Study

Preliminary Recommendations

This map summarizes the key elements of the Preliminary Recommendations (current Fairfax County Transportation Plan Map shown in the background) Note: current interchange configurations are maintained unless otherwise noted

FAIRFAX COUNTY TRANSPORTATION PLAN

Adopted by
The Board of Supervisors
July 31, 2006
Amended through September 2, 2015

Innovative intersection at Wiehle Avenue

Remove interchange improvements at Baron Cameron Avenue (constructed)

Maintain interchange at Sunrise Valley Drive

Remove McLearen Road Planned Interchange

Fairfax County Parkway
Route 7 to Franklin Farm Road

- Maintain 6 travel lanes
- Innovative intersection at Wiehle Avenue
- Remove interchange improvements at Baron Cameron Avenue (constructed)
- Remove interchange at McLearen Road
- Modify interchanges at Spring Street and Dulles Toll Road
- Add interchange at Franklin Farm Road
- Remove HOV, add HOV "feeder" at Dulles Toll Road

Fairfax County Parkway

Franklin Farm Road to Route 123

Add Franklin Farm Road

interchange

- Maintain 6 travel lanes
- Innovative intersection at Rugby Road
- Remove interchange improvements

 at Monument Drive, Fair Lakes

 Parkway (constructed)
- Add partial interchange/flyover at Burke Centre Parkway
- Add interchange midification at Route 123
- Remove HOV, add HOV "feeder" at I-66

Remove interchange symbols at Monument Drive and Fair Lakes Parkway (constructed)

Innovative intersection

at Rugby Road

Popes Head Road/Shirley Gate
Road Extension Interchange in

design (VDOT)

Route 123 interchange improvements

Burke Centre Parkway

fly-over (southbound to eastbound)

Interchange modifications at I-95 (full interchange, not partial)

Franconia-Springfield Parkway

Fairfax County Parkway to Beulah Street

Fairfax County Parkway

Route 123 to Franconia-Springfield Parkway

Innovative intersection at Huntsman Boulevard (quadrant)

FCP/FSP interchange improvements

Maintain interchange

at Hampton Creek

Way/Bonniemill Lane

Maintain 6 travel lanes (currently proposed to be 8 lanes west of Frontier Drive)

Remove HOV, add HOV "feeder" at I-95

Maintain interchange at Beulah

Street

Modify to 4 or 6 travel lanes, west of Hooes Road (currently planned at 6) <u>requires further study of potential impacts</u>

- Innovative intersection at Huntsman Boulevard
- Remove interchange symbol at Hooes Road (constructed)
- Maintain 6 travel lanes, Hooes Road to Sydenstricker Road
- Reduce to existing 6 travel lanes, east of Sydenstricker Road (currently planned at 8)
- Remove HOV

Metrorail Station

Proposed

0

Existing

VRE

 \Diamond \Diamond \Diamond

Remove interchange symbol at Hooes Road (constructed)

Remove interchange symbols at Barta Road and Boudinot Drive (constructed)

Loisdale Road, Terminal Road, and Backlick Road, consider additional network connectivity [SEE INSET]:

- New connection between Terminal Road
- and Loisdale Road/Newington Road;Secondary connection to Terminal Road
- Secondary connection to Terminal Road from the Backlick Road intersection

Secondary access to
Loisdale Road

790

2

CATSKILL
RD

2

CAT

Secondary access to

Terminal Road

Maintain

interchange

modifications at

Telegraph Road

Fairfax County Parkway

Franconia-Springfield Parkway to Richmond Highway

Maintain interchange

modification at 1-95

Increase to 6 travel lanes, north of John J Kingman Road

- Evaluate need for 6 travel lanes, south of John J Kingman Road
- Include Army Museum access with John J. Kingman Road Interchange
- Maintain no HOV



Commuter Parking Lot Transit Transfer Center (No Parking) Commuter Rail Station **Rail Station** Full Interchange Improvement (Study Required) Partial Interchange Improvement **Proposed Highway Overpass** Proposed Highway Underpass High Occupancy Toll (HOT) Lanes High Occupancy Vehicle (HOV) Lanes Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes ncluding HOV or HOT Lanes) Construct Arterial on New location Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes) Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development) Proposed Cul-de-Sac Rail Transit or Bus Rapid Transit (BRT Enhanced Public Transportation Corridor

1. Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies. 2. Right-of-way requirements are shown in the comprehensive plan text. 3. Final alignment subject to completion of appropriate engineering studies. 4. All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are within existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required. 5. Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements. 6. Refer to Area Plan text of the Fairfax County Comprehensive Plan for a

d) Reston Transit Station Areas (TSAs)
e) Innovation Center Transit Station Area
f) Seven Corners

conceptual enhanced street network (grid of streets) for the following areas:

c) Baileys Crossroads Community Business Center

a) Tysons Corner Urban Center

b) Franconia-Springfield Area

July – August 2020 Public Information Meetings