



# Fairfax County & Franconia-Springfield Parkways

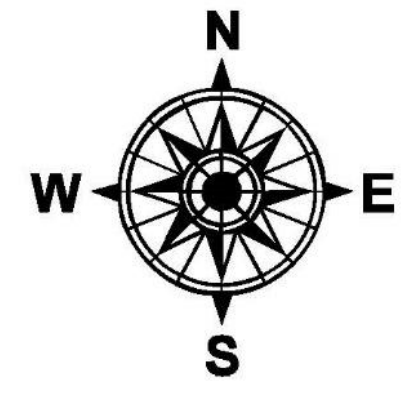
## Alternatives Analysis & Long-Term Planning Study

# Concept 2 – Minimize Impacts

This map summarizes the key elements of the configuration of Concept 2 (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



Modify interchange at Spring Street

Add additional pedestrian network in Reston/Herndon over Dulles Toll Road

Innovative intersection at Wiehle Avenue

Remove interchange improvements at Baron Cameron Avenue (constructed)

Remove interchange at Sunrise Valley Drive

Replace McLearen Road planned interchange with at-grade intersection

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

Popes Head Road/Shirley Gate Road Extension Interchange in design (VDOT)

Burke Centre Parkway AM-restricted southbound left turn

Replace interchange at Hampton Creek Way with innovative intersection at Spring Village Drive/Bonniemill Lane

FCP/FSP interchange modification

Innovative intersection at Huntsman Boulevard (quadrant)

Remove interchange symbol at Hooes Road (constructed)

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

Additional network connectivity at Loisdale Road, Terminal Road, and Backlick Road [SEE INSET]:  
• New connection between Terminal Road and Loisdale Road/Newington Road;  
• Secondary connection to Terminal Road from the Backlick Road intersection

## 1 Fairfax County Parkway Route 7 to Franklin Farm Road

- Maintain existing travel lanes
- Innovative intersection at Wiehle Avenue
- Remove interchange improvements at Baron Cameron Avenue (constructed)
- Modify interchange at Spring Street
- Remove planned interchange at McLearen Road and Sunrise Valley Drive
- Add transit queue jumps at New Dominion Parkway, Sunrise Valley Drive, Fox Mill Road, McLearen Road, West Ox Road, and Franklin Farm Road
- Remove HOV

## 2 Fairfax County Parkway Franklin Farm Road to Route 123

- Maintain existing travel lanes north of Route 29 and maintain 6 travel lanes south of Route 29
- Add transit queue jumps at Springhaven Drive and Stringfellow Road
- Remove interchange improvements at Monument Drive, Fair Lakes Parkway (constructed)
- Remove HOV

## 3 Fairfax County Parkway Route 123 to Franconia-Springfield Parkway

- Maintain existing travel lanes
- Add transit queue jumps at Lee Chapel Road, Reservation Drive, and Huntsman Boulevard
- Innovative intersection at Huntsman Boulevard
- Remove interchange symbol at Hooes Road (constructed)
- Remove HOV

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

- Maintain 6 travel lanes (currently proposed to be 8 lanes west of Frontier Drive)
- Add transit queue jump accommodations at Frontier Drive
- Replace Hampton Creek Way interchange with innovative intersection
- Remove HOV

Maintain interchange at Beulah Street

Modify I-95 interchange (different from VDOT)

Remove interchange at John J. Kingman Road

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

- Maintain existing travel lanes
- Remove interchange improvements at Barta Road and Boudinot Drive (constructed)
- Modify interchange at I-95
- Remove interchange at John J. Kingman Road
- Add transit queue jump accommodations at Richmond Highway
- Maintain no HOV

Existing	Proposed	
		Metrorail Station
		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 Including 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

Notes:  
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 conceptual enhanced street network (grid of streets) for the following areas:  
a) Tysons Corner Urban Center  
b) Franconia-Springfield Area  
c) Baileys Crossroads Community Business Center  
d) Reston Transit Station Areas (TSAs)  
e) Innovation Center Station Area  
f) Seven Corners

July – August 2020 Public Information Meetings