

#### Fairfax County & Franconia-Springfield Parkways

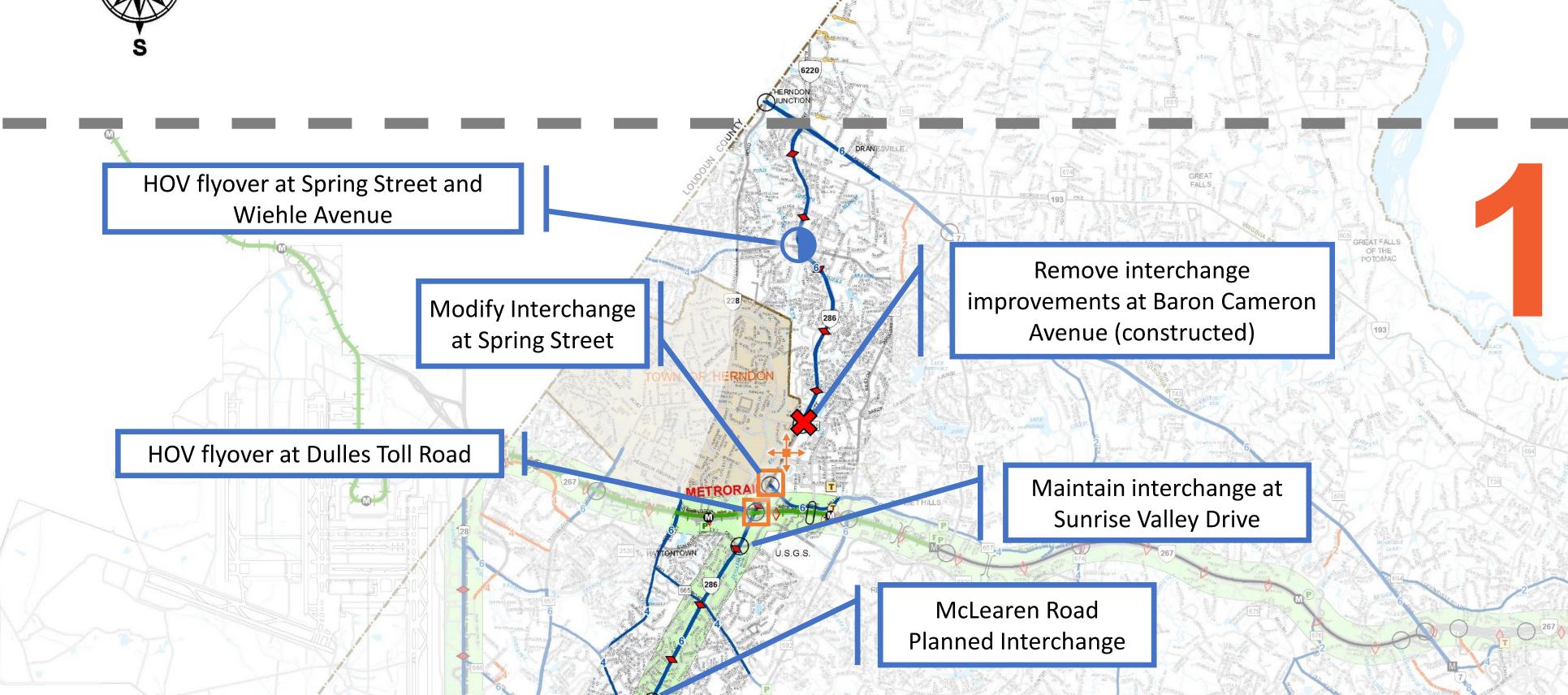
Alternatives Analysis & Long-Term Planning Study

## Concept 3 – Optimize HOV

This map summarizes the key elements of the configuration of Concept 3 (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



Fairfax County Parkway
Route 7 to Franklin Farm Road

- Maintain 6 travel lanes (2 General Purpose + 1 HOV-2+ lane in each direction)
- Add HOV flyovers at Wiehle Avenue, Dulles Toll Road, and Franklin Farm Road
- Remove interchange improvements at Baron Cameron Avenue (constructed)
- Modify interchange at Spring Street
- Add an HOV "feeder" at Dulles Toll Road

# Fairfax County Parkway Franklin: Farm Road to Route 123

**HOV flyover at Franklin Farm Road** 

- Maintain 6 travel lanes (2 General Purpose + 1 HOV-24 lane in each direction)
- Add HOV flyovers at Rugby Road and I-66 (with I-66 HOV "feeder")

  Remove interchange improvements at Monument Drive, Fair Lakes Parkway (constructed)

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

**HOV flyover at Rugby Road** 

HOV flyover and direct connection to I-66 Express Lanes

Road Extension Interchange in design (VDOT)

Burke Centre Parkway AM-

Popes Head Road/Shirley Gate

restricted southbound left turn

Maintain interchange

at Hampton Creek

FCP/FSP

interchange

modification

Way/Bonniemill Lane

Franconia-Springfield Parkway

Fairfax County Parkway to Beulah Street

CITY OF ALEXANDRIA

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

- Maintain 6 travel lanes, west of Sydenstricker Road
   (2 General Purpose + 1 HOV-2+ lane in each direction)
- Maintain 8 travel lanes, east of Sydenstricker Road
   (3 General Purpose + 1 HOV-2+ in each direction)
- Add HOV flyover at Huntsman Boulevard
- Remove interchange symbol at Hooes Road (constructed)

Remove interchange symbol at Hooes Road (constructed)

Remove interchange symbols at Barta Road and Boudinot Drive

(constructed)

Maintain 8 travel lanes (3 General Purpose + 1 HOV-2+ in each direction) west of Frontier Drive HOV flyover to Franconia-Springfield Metrorail
 Station parking garage

Maintain interchange at Beulah Street

Maintain interchange modification at I-95 (VDOT)

Flyover connection between Fairfax County Parkway and

#### Existing Proposed 0 **Metrorail Station** Commuter Parking Lot Transit Transfer Center (No Parking) **VRE** Commuter Rail Station **Rail Station** Full Interchange Improvement (Study Required) Partial Interchange Improvement **Proposed Highway Overpass** Proposed Highway Underpass High Occupancy Toll (HOT) Lanes $\Diamond$ $\Diamond$ $\Diamond$ 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 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 Transit Station Area

f) Seven Corners

Franconia-Springfield Parkway to Richmond Highway

- Maintain existing travel lanesInclude Army Museum access
- Include Army Museum access with John J. Kingman Road Interchange
- Remove interchange improvements at Barta Road and Boudinot Drive (constructed)
- Maintain no HOV

MAP PREPARED SEPTEMBER 2015 BY THE FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION VIRGINIA STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983, U.S. SURVEY FOOT

Pohick Road