



# EXISTING CONDITIONS AND PLANS REPORT

*Submitted to*  
Fairfax County

*Submitted by*  
Cambridge Systematics, Inc.  
HNTB Corporation

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## SPRINGFIELD CONNECTIVITY STUDY

This study was prepared under contract with the County of Fairfax, Virginia, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the County of Fairfax and does not necessarily reflect the views of the Office of Economic Adjustment.



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Introduction

This Existing Conditions and Plans Report compiles data and field observations assembled during the Fall of 2006 as a point of departure for ultimately developing a phased transportation, land use, and urban design implementation plan for the Greater Springfield Area. The mission of this project is stated below. The planning objectives driving this effort are highlighted to the right.

The report is organized into four major sections:

- Overview
- Quadrant Contexts
- Existing Land Use, Open Space, and Plans Context
- Transportation System Context

Mission

Establish Springfield as a premier Northern Virginia activity center, combining shopping, working, living, and recreation. Invest in cultural, conference, entertainment, and public institutions to reenergize and reshape the business area into a vibrant mixed-use center. Promote redevelopment and revitalization plans that address anticipated regional employment growth, including the jobs and housing needs generated by the 2005 Base Realignment and Closure recommendations. Create guidance that is understandable by State, County, developer, and community stakeholders.

Planning Objectives

Design

- Establish an attractive and unified identity for Springfield through an appropriate mix of land uses, densities, and urban design.
- Develop a sense of place within Springfield through signage, gateway treatments, branding, public art and architecture, while recognizing the unique qualities in each of the quadrant areas.
- Strengthen visual connections through incorporating complementary physical elements, such as landscaping, streetscaping, and architectural styles in defined areas.

Connect

- Improve the capacity and effectiveness of the multimodal transportation system in the Greater Springfield area
- Strengthen regional and local transit connections to improve future accessibility to and around Springfield.
- Develop safe and convenient pedestrian and bike connections.
- Enhance the connectedness and accessibility of the Metrorail station to surrounding communities and commercial areas through transit and pedestrian improvements.
- Optimize use and accommodation of transit demand management strategies to reduce the use of single occupancy vehicles in and around the Springfield area.

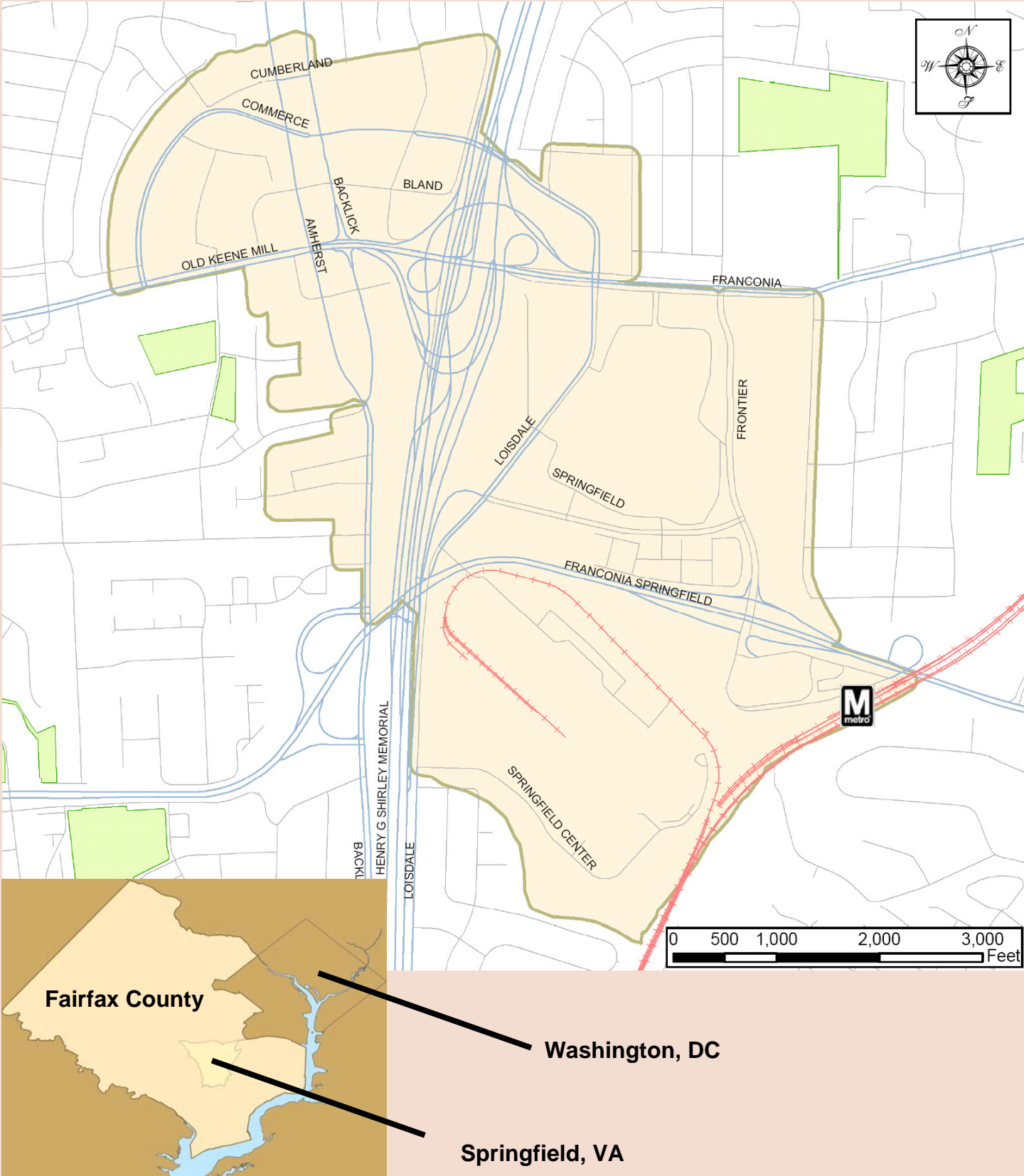
Integrate

- Address transportation deficiencies within each area in balance with the need to create vibrant, walkable places and centers.
- Facilitate development of a variety of outdoor and indoor public gathering places that are integrated within a comprehensive pedestrian network.
- Preserve the integrity of adjacent residential neighborhoods, while enhancing transportation and pedestrian connectivity to them.
- Accommodate new residential growth in keeping with County and regional goal to locate growth in activity centers.

Implement

- Identify infrastructure improvements, their costs, and implementation strategies to address short term and longer term revitalization objectives.

Springfield Connectivity Study Area Map



Springfield CDP Demographics

Age		
< 24	9,530	31.5%
25-44	10,455	34.6%
45-64	6,990	23.1%
65+	3,290	10.9%

Household Income		
< \$34,999	1,815	17.2%
\$35,000 - \$59,999	2,425	23.0%
\$60,000 - \$149,999	5,405	51.3%
\$150,000 +	880	8.4%

Number of Vehicles per Household		
None	444	4.2%
1	3,387	32.4%
2	4,408	42.1%
3 or more	2,224	21.3%

Location, Geography, History

- Springfield was first developed in 1946.
- Springfield is located in Fairfax County, approximately 13 miles southwest of Washington, DC, near the major highway interchange of I-95, I-395, and I-495, known as the Springfield Interchange, or the “mixing bowl.”
- Fairfax County defines the Springfield planning area as the 4 quadrants surrounding the intersection of I-95 with Old Keene Mill Rd./Franconia Rd. It covers 13.81 square miles.
- Major landmarks in the area include: Springfield Mall, Fort Belvoir’s Engineer Proving Grounds (EPG), the Transit Station Area, and the U.S. Government’s General Services Administration’s (GSA) Warehouse.
- The State of Virginia and the federal government recently invested \$676 million to redesign the “mixing bowl.”
- As of 2004, the Springfield planning area had a population of 49,752.
- Fairfax County expects Springfield to see a steady increase in population over the next couple of years, reaching approximately 56,000 residents by 2025.
- Overall, the area is ethnically and racially diverse, with particularly strong Hispanic and Asian communities.





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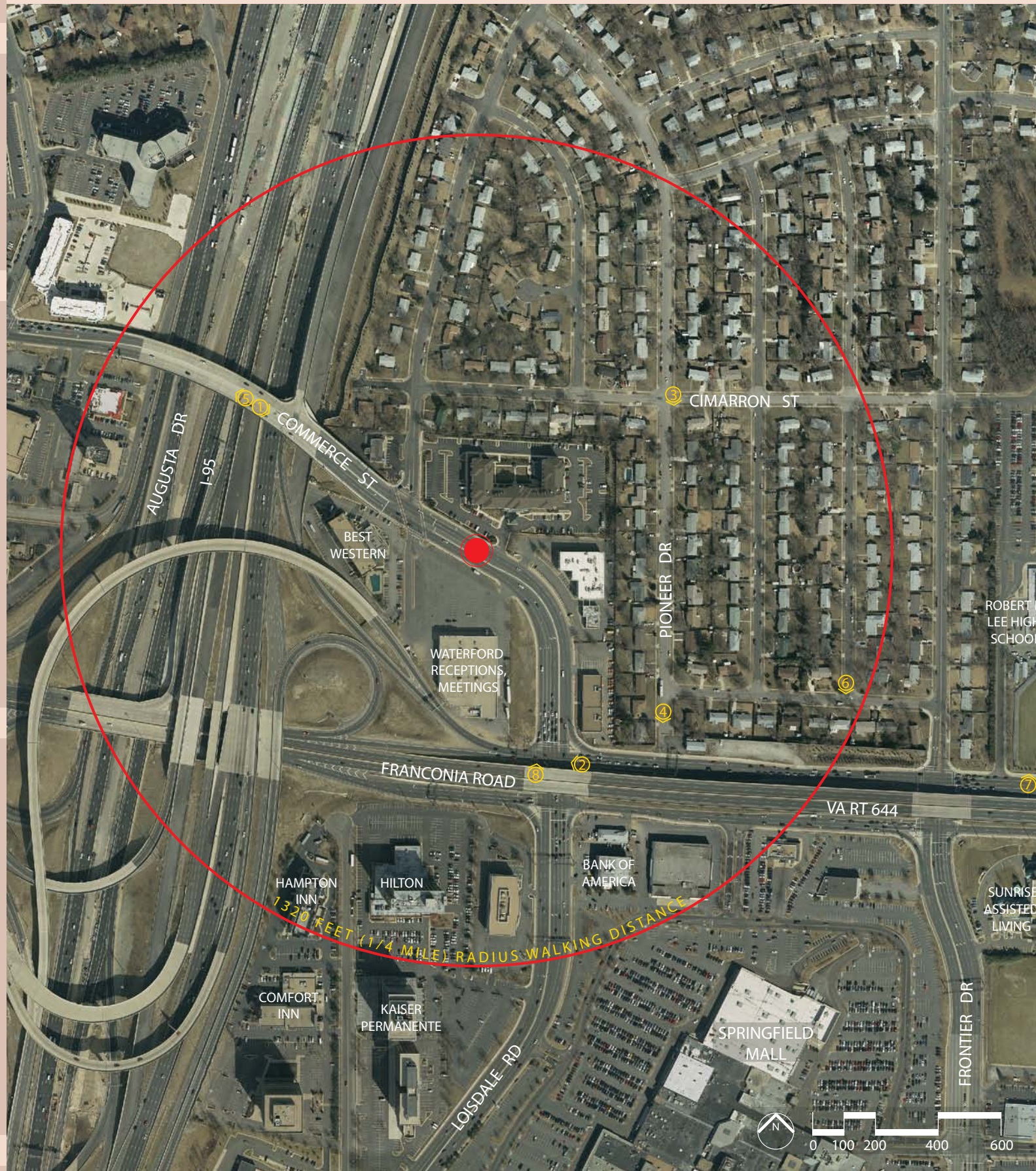


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## Vehicular Traffic



Commerce St



Franconia Rd, Service Lane

- The area is surrounded by typical residential streets.
- Commerce Street is the only minor arterial through NE Quadrant.
- Franconia Road creates visual and physical barriers from NE Quadrant to other quadrants.

## Pedestrian Connection



Pedestrian Access under Bridge at Frontier Dr



End of Pioneer Dr



Commerce St Bridge Sidewalk



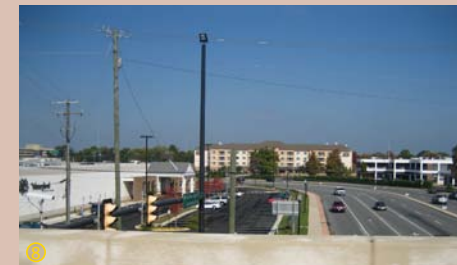
Surrounding Neighborhood

- Wide integral sidewalks with limited street trees on Commerce Street.
- Sidewalks along residential streets with grass median, and mature trees.
- Both pedestrian underpasses at Loisdale Road and Frontier Drive are uninviting and not pedestrian friendly.

## Feature



Robert E. Lee High School



Waterford Reception, Meetings and Best Western

- Small commercial areas and parcels surrounded by residential neighborhood.
- Robert E. Lee High School is east of Frontier Drive, a dominant pedestrian generator with students accessing Springfield Mall.





**Feature**

- Commercial area surround by large surface parking lots.
- Recent Fairfax streetscape improvements create more pedestrian friendly environment at Bland Street.
- The quadrant lacks pedestrian friendly connection between surrounding residential and commercial areas.
- Commerce Street Bridge is the only connection to NE Quadrant.



Springfield Plaza



Brandon Ave



Cumberland Ave



Safford Jeep



Bland St And Brandon Ave



Bland St Sidewalk Improvement



Springfield Plaza





### Vehicular Traffic



Amherst Ave



Oriole Ave

- Amherst Avenue and Backlick Road traverse quadrant.
- East-west streets connect to residential neighborhoods to east.

### Pedestrian Connection



Amherst Ave Crosswalk



Pedestrian Bridge Cross I-95 on south (outside aerial photo)

- Only pedestrian connection across I-95 is bridge south of quadrant.

### Features



Garfield Elementary School



Springfield United Methodist Church

- Commercial and public uses located throughout area.
- Some sites on Old Keene Mill Road are vacant.



Springfield Garden Shopping Plaza



Greater Springfield Volunteer Fire Department



Vacant Site on Old Keene Mill Rd



Used Card Dealer at Amherst Ave and Backlick Rd





### Feature

- Shopping mall and commercial areas are very automobile oriented with large surface parking lots.
- Residential area to the east of mall lacks pedestrian connection to commercial area.
- Connection from residential area north of mall is unfriendly to pedestrians.
- Hotels and office buildings located northwest of mall.



Frontier Dr Crosswalk



Loisdale Rd



Elder Ave Sidewalk



Dead End Of Neighborhood Road



Springfield Mall



Hotel And Office Building Along Loisdale Ct.



Archstone Springfield Station

## SPRINGFIELD MALL SPRINGFIELD CONNECTIVITY STUDY





## Feature

- Large General Services Administration storage warehouse dominates this area.
- Metro Station is on south of Franconia Springfield Pkwy, away from residential area.
- Trails are poorly maintained and lack of lighting.
- Several developments around GSA are currently under construction.



Sidewalk At Metro Station



Sidewalk Under Bridge



Trail Connecting Metro Station



Pedestrian Bridge Across I-95



Nova Medical Education Campus



Angelus Academy



Extended Stay America

# GENERAL SERVICES ADMINISTRATION AND FRANCONIA SPRINGFIELD METRO STATION SPRINGFIELD CONNECTIVITY STUDY

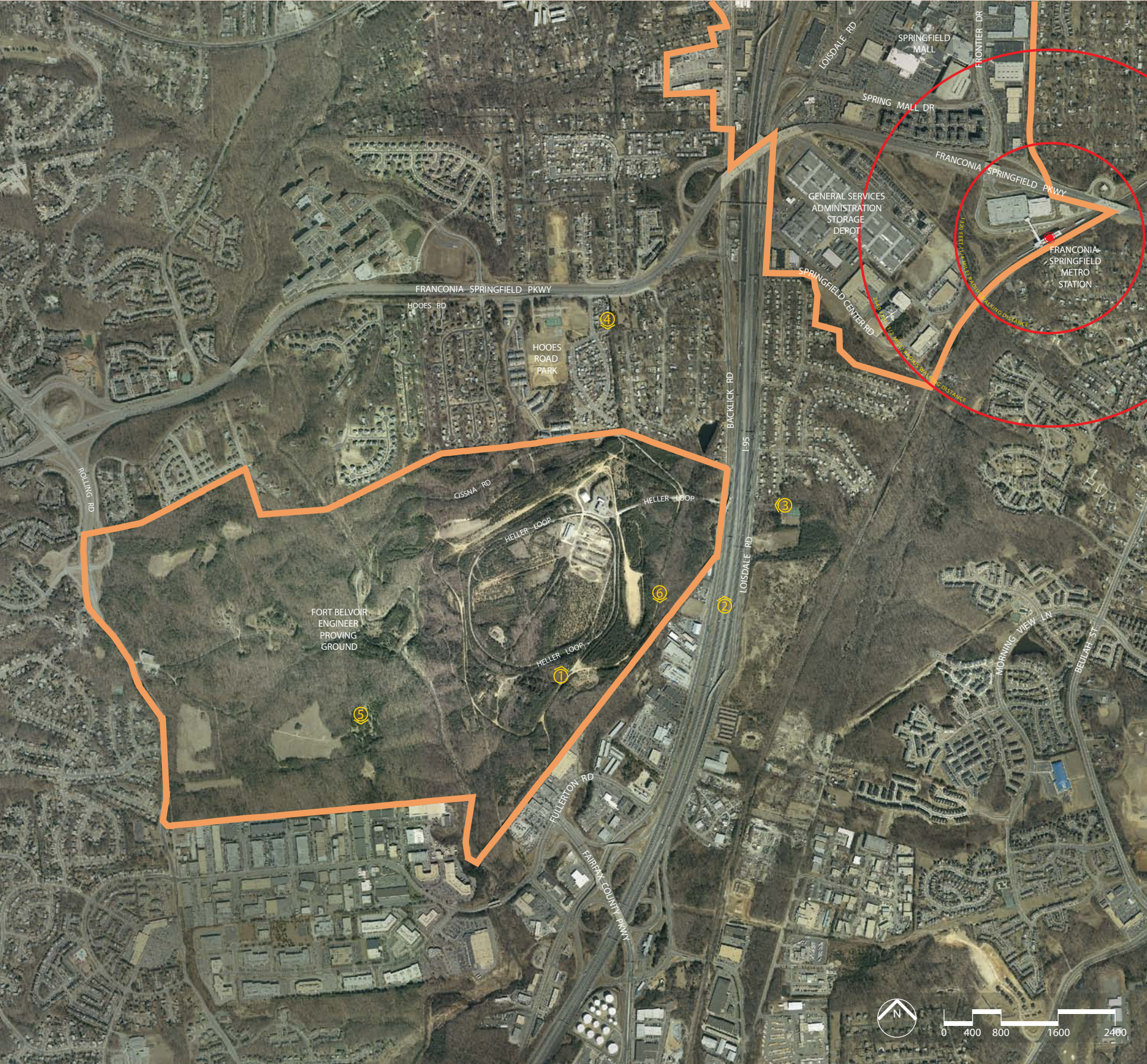


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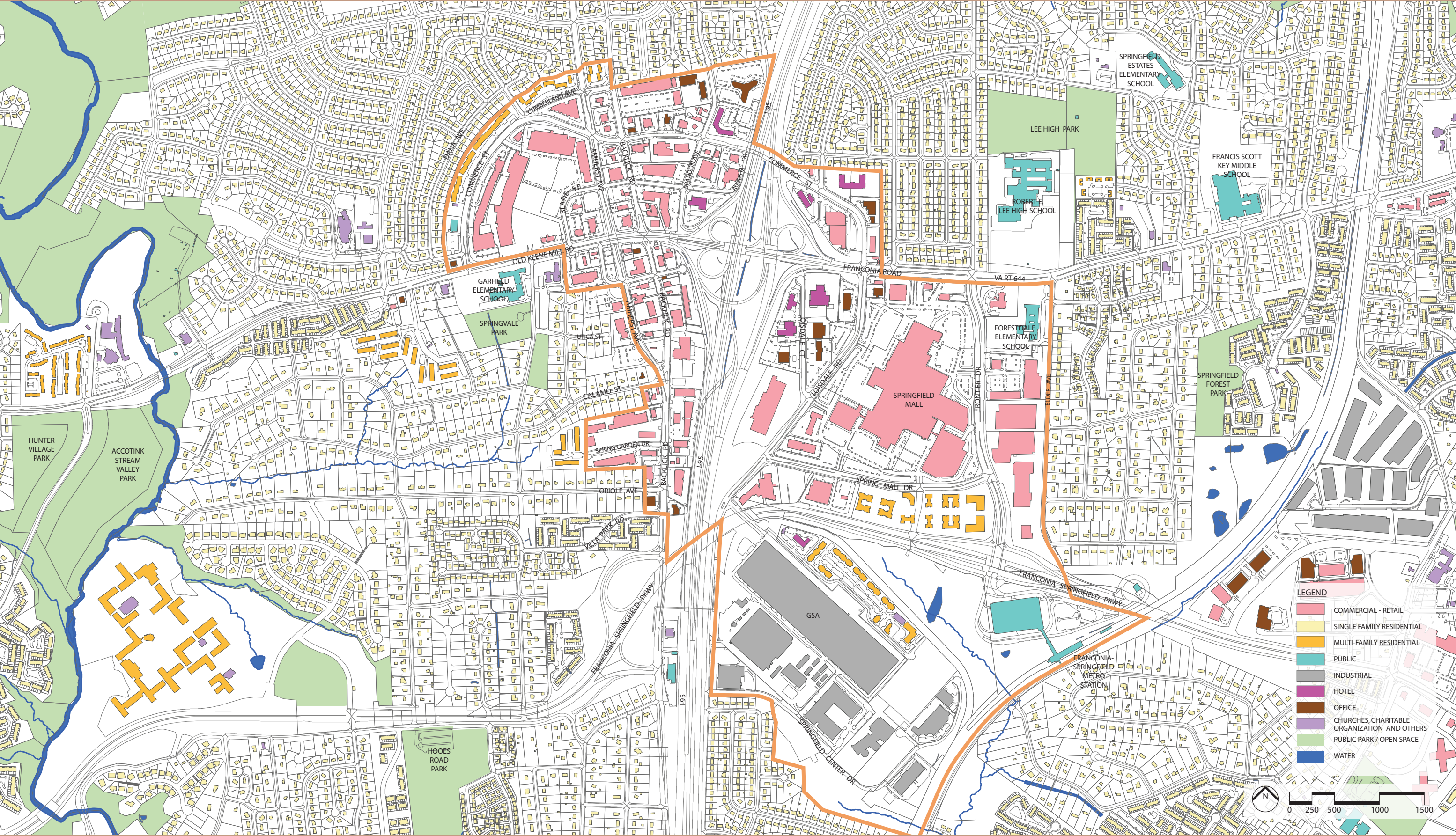


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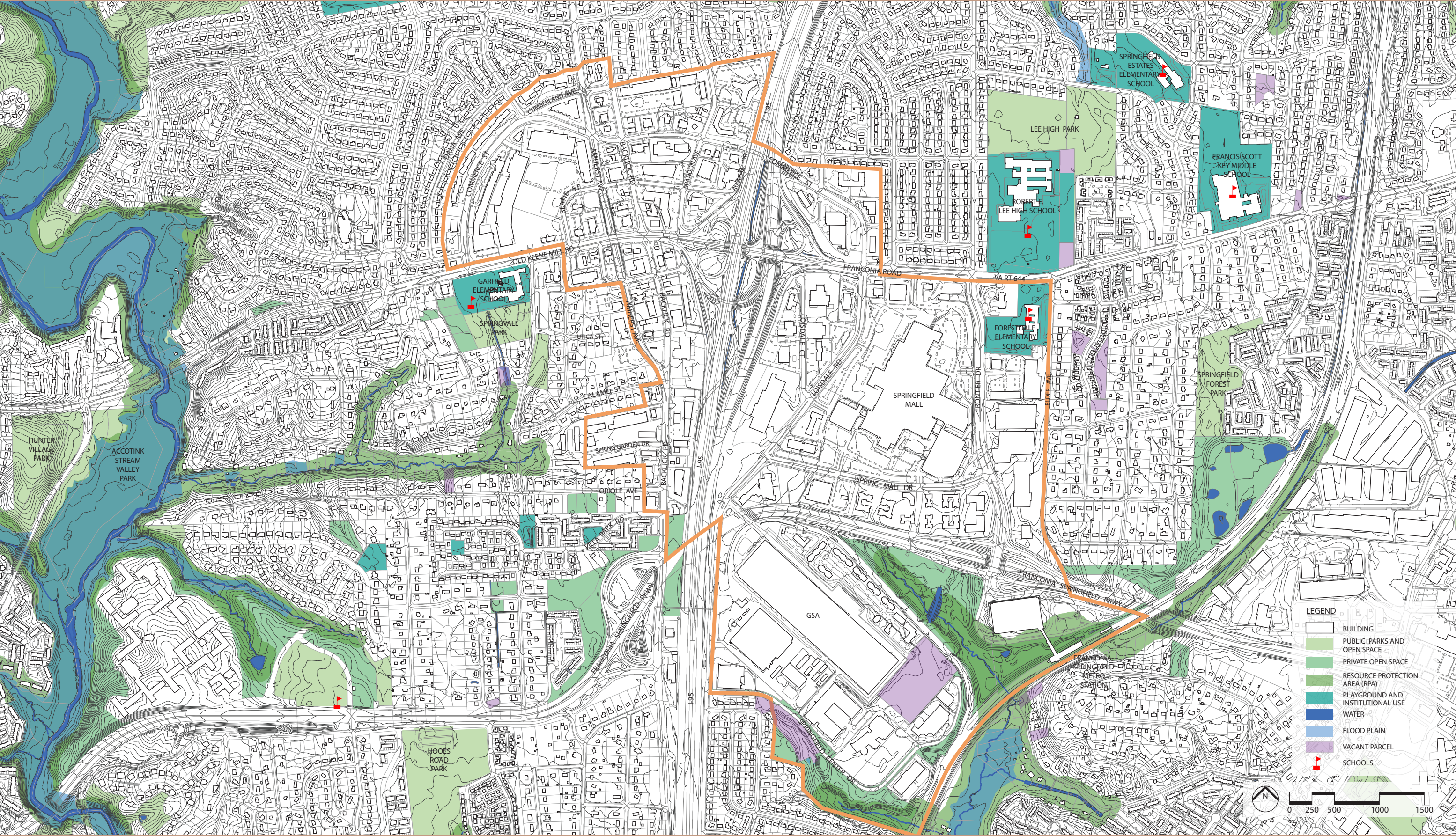
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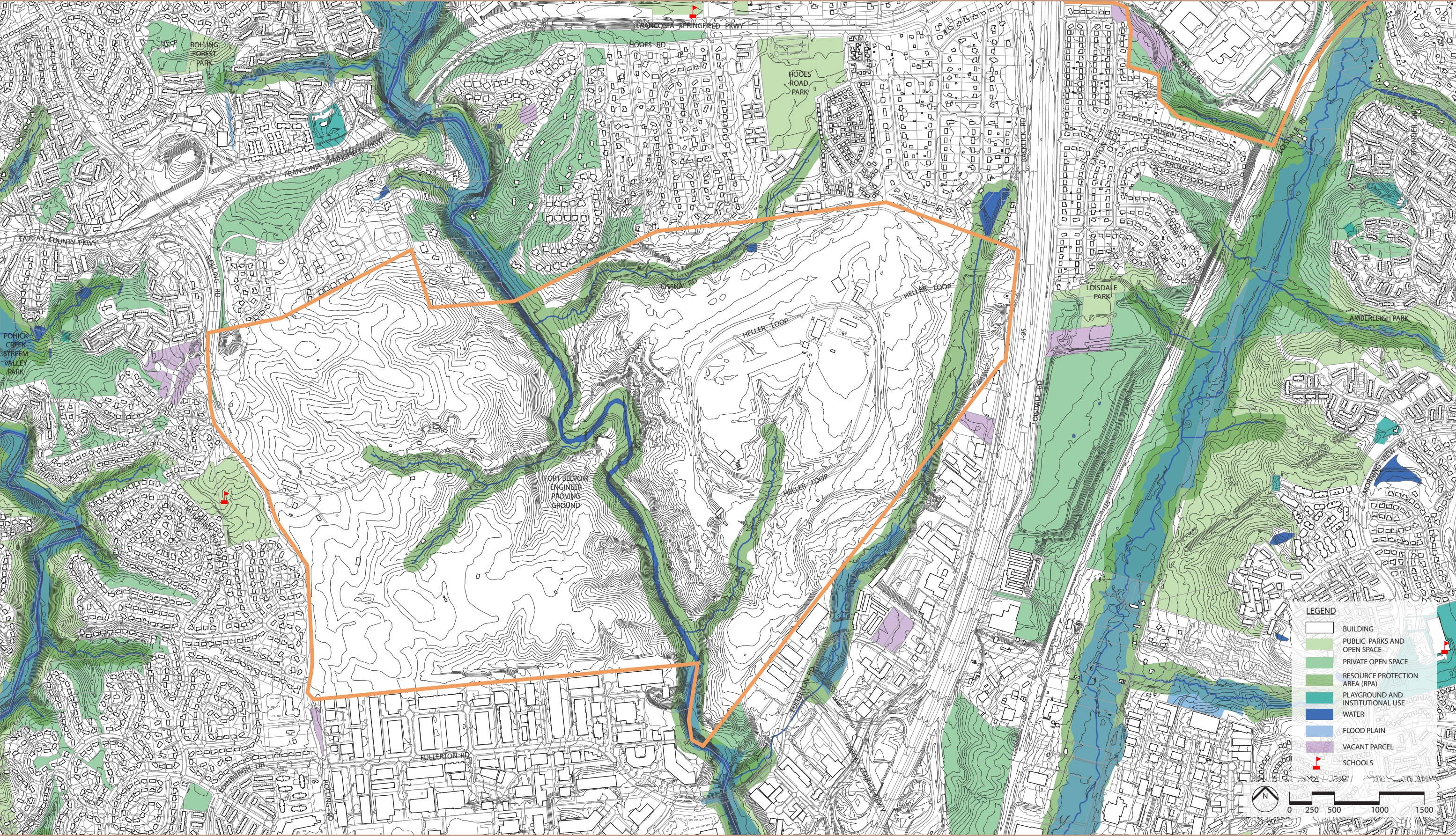
GENERALIZED LAND USE  
SPRINGFIELD CONNECTIVITY STUDY





PARKS AND NATURAL FEATURES  
SPRINGFIELD CONNECTIVITY STUDY





ENGINEER PROVING GROUND AREA PARKS AND NATURAL FEATURES  
SPRINGFIELD CONNECTIVITY STUDY



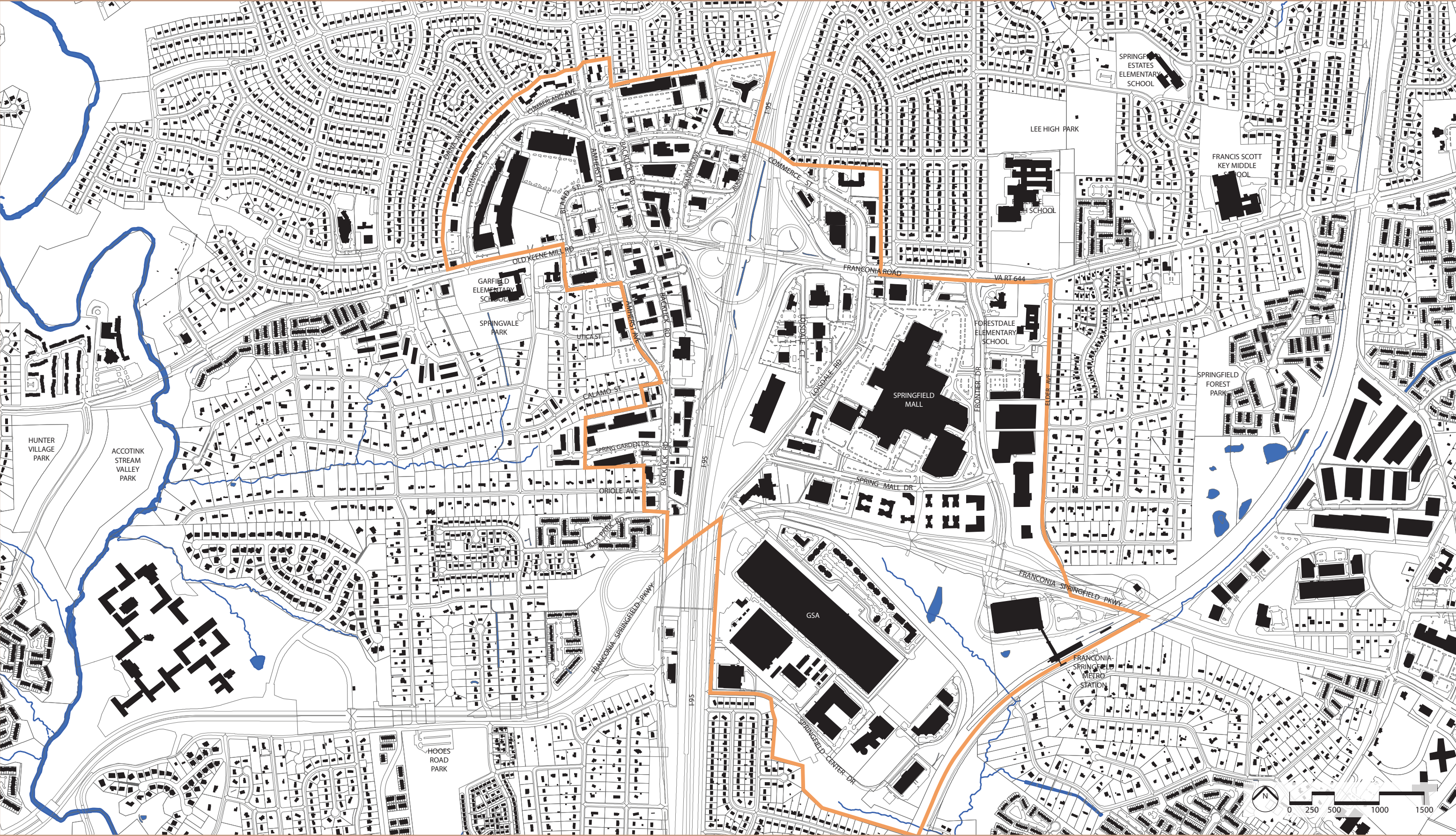


EXISTING CONDITIONS PARCEL DATABASE  
SPRINGFIELD CONNECTIVITY STUDY







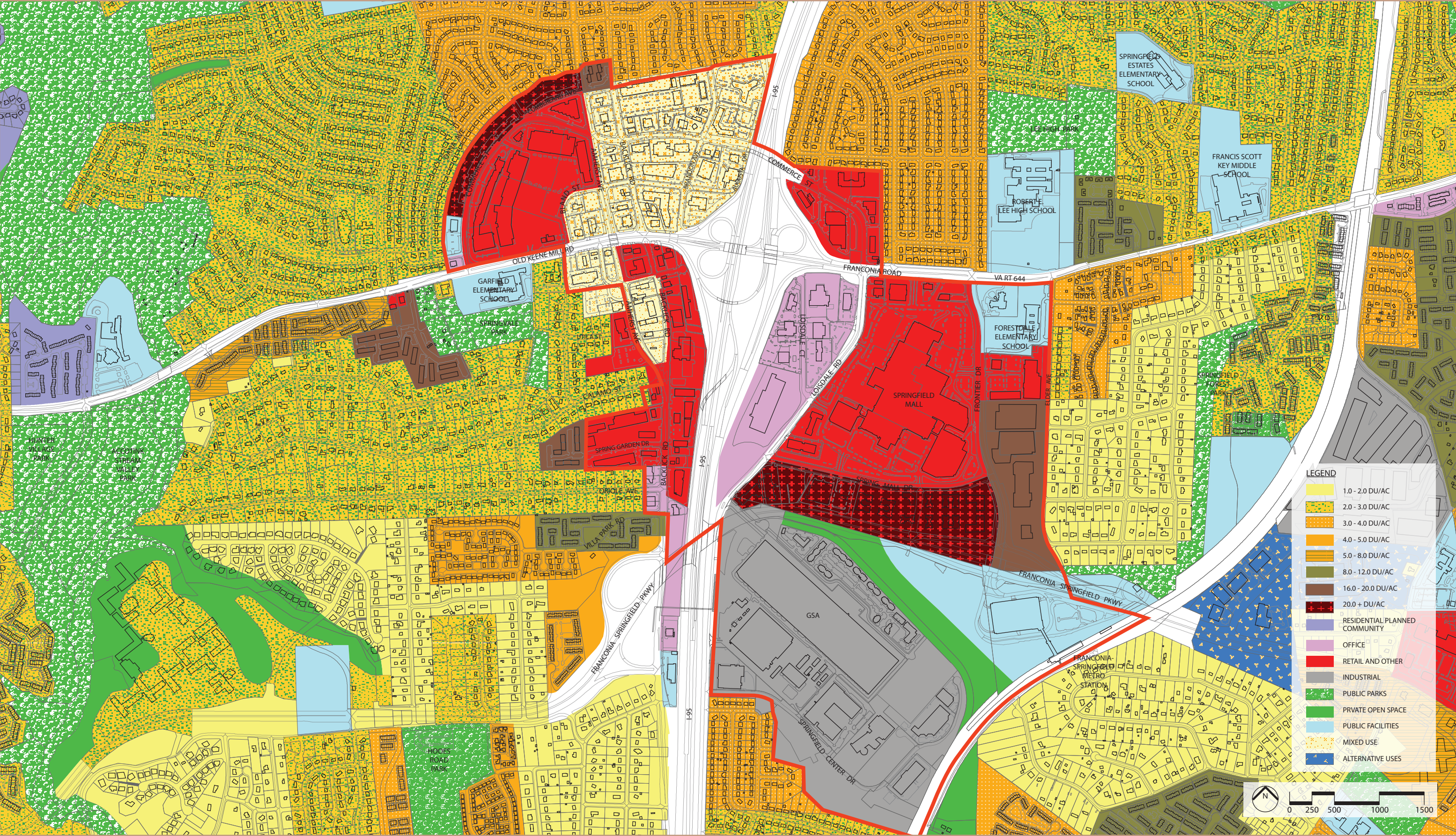


BUILDING FOOTPRINT  
SPRINGFIELD CONNECTIVITY STUDY









NOTE: MAP COLORS INDICATE BASELINE RECOMMENDATIONS, FOR OPTIONAL RECOMMENDATION SEE TEXT.

FAIRFAX COUNTY COMPREHENSIVE PLAN  
SPRINGFIELD CONNECTIVITY STUDY



Census 2000 Journey to Work – Workplace in Springfield



Census 2000 Journey to Work – Residence in Springfield



Note: Arrow thickness illustrates relative size of indicated major markets.  
Not all markets are shown.

Mode to Work

Drive Alone	11,070	70.2%
Carpool	2,615	16.6%
Transit	1,205	7.6%
Bike/Ped	260	1.6%
Work at Home	500	3.2%
Other	130	0.8%

Census 2000 Journey to Work

- Total employment in Springfield CDP is approximately 15,500.
- Most people who live in the Springfield CDP work in Washington, DC and Northern Virginia. For example, a high percentage of Springfield residents work in the area around Arlington, Alexandria, and Tysons Corner.
- Most Springfield workers live south and west of the Springfield CDP. The Centreville, Fairfax, and Woodbridge areas, along with the areas around Mt. Vernon/Fort Belvoir are home to many Springfield workers.
- According to Census 2000 there are approximately 2,350 Springfield residents who both live and work in Springfield.
- Approximately 17% of Springfield residents work in Washington, DC, and 3% of Washington, DC residents work in the Springfield CDP.
- Approximately 10% of Springfield workers live in the Woodbridge/Dale City areas, and another 10% of Springfield workers live further west around Centreville and Fairfax.





## MAJOR ARTERIALS

### Franconia Road / Old Keene Mill Road / VA RT 644



- 4 to 8 lanes of traffic with left and right turn lanes
- 8' wide sidewalk with 2' wide brick band
- Grass and concrete center median

### Franconia Road / VA RT 644, Service Lane



- 2 lanes traffic with right turn lanes
- 8' wide sidewalk with 2' wide brick band

### Franconia Springfield Parkway



- 6 lanes of traffic with no turn lanes
- 15'-wide grass center median
- 8' wide outside shoulder

### Amherst Avenue



- 4 lanes of traffic with left and right turn lanes
- 5' wide sidewalk with 2' wide brick band
- Landscaped and concrete center median

### Backlick Road



- 4 lanes of traffic with center turn lanes
- 4' wide sidewalk with 2' wide grass median
- Overhead utility on west side of road





## MINOR ARTERIALS AND COLLECTORS

### Commerce Street



- 4 lanes of traffic with two way left turn lane
- Integral 6' - 8' wide sidewalk

### Frontier Drive



- 2 lanes of traffic with right turn lane
- 8' wide sidewalk with 2' wide brick band

### Spring Mall Drive



- 4 lanes of traffic with left and right turn lanes
- 15' wide grass center median
- 5' wide sidewalk with 3' wide grass median

### Loisdale Road, North of Franconia Springfield Parkway



- 14' wide lanes
- 4 to 6 lanes of traffic with left and right turn lanes
- 6' - 8' wide integral sidewalk with 2' concrete unit paver band
- Concrete center median

### Loisdale Road, South of Franconia Springfield Parkway



- 2 lanes of traffic with two way left turn lane
- 4' wide sidewalk with 2' wide grass median
- Overhead utility on east side of road





## LOCAL STREETS

### Bland Street



- Recent Fairfax improvements
- 3 lanes of traffic with left and right turn lanes
- Parallel parking on both sides of street
- 8' wide sidewalk on south side, 3' wide sidewalk on north side
- 3'-8' wide of brick bank or grass median

### Loisdale Court



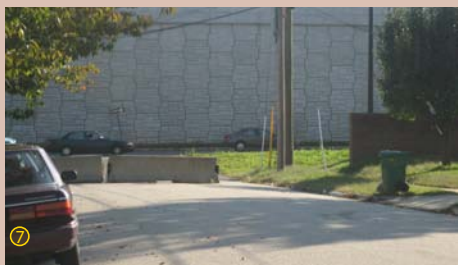
- 2 lanes of traffic with cul-de-sac on north end of road
- Parallel parking on east side of street
- 5' wide sidewalk with 3' wide grass median
- Street trees 5 feet off sidewalk
- Overhead utility on west side of street

### Brandon Avenue



- 2 lanes of traffic with left turn lane
- Parallel parking on west side of street
- 5' wide sidewalk with 5' wide grass median

### Pioneer Drive



- 2 lanes of traffic with dead end on south side
- Parallel parking on both side of street
- 3' wide sidewalk with 8' wide grass median

### Springfield Center Drive



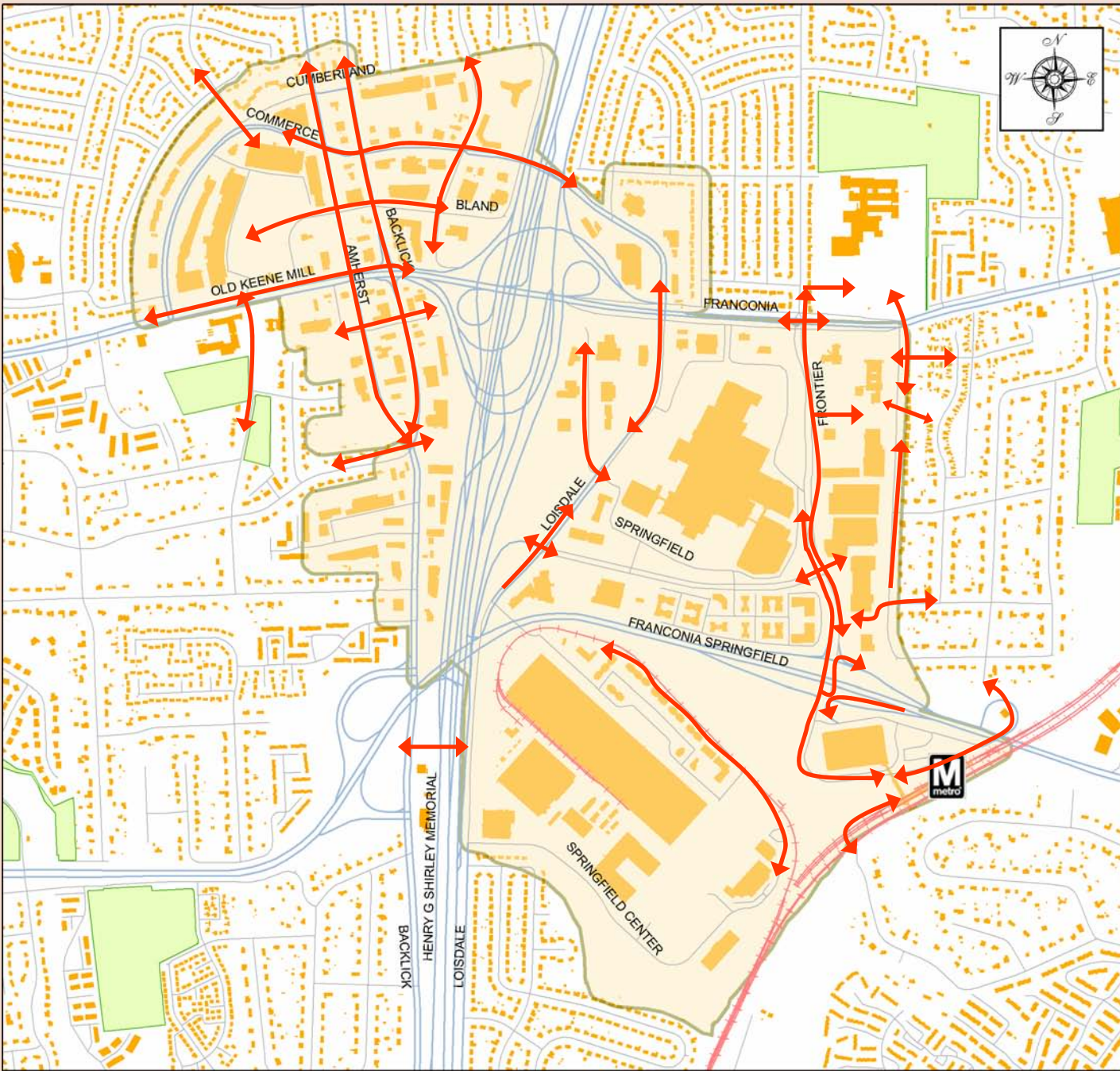
- Springfield Center Drive
- 2 lanes, 38' cross section with parallel parking on south side of street
  - 4' wide sidewalk with 3' - 4' wide grass median on north side

### Elder Avenue

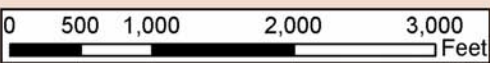
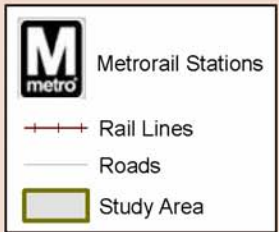
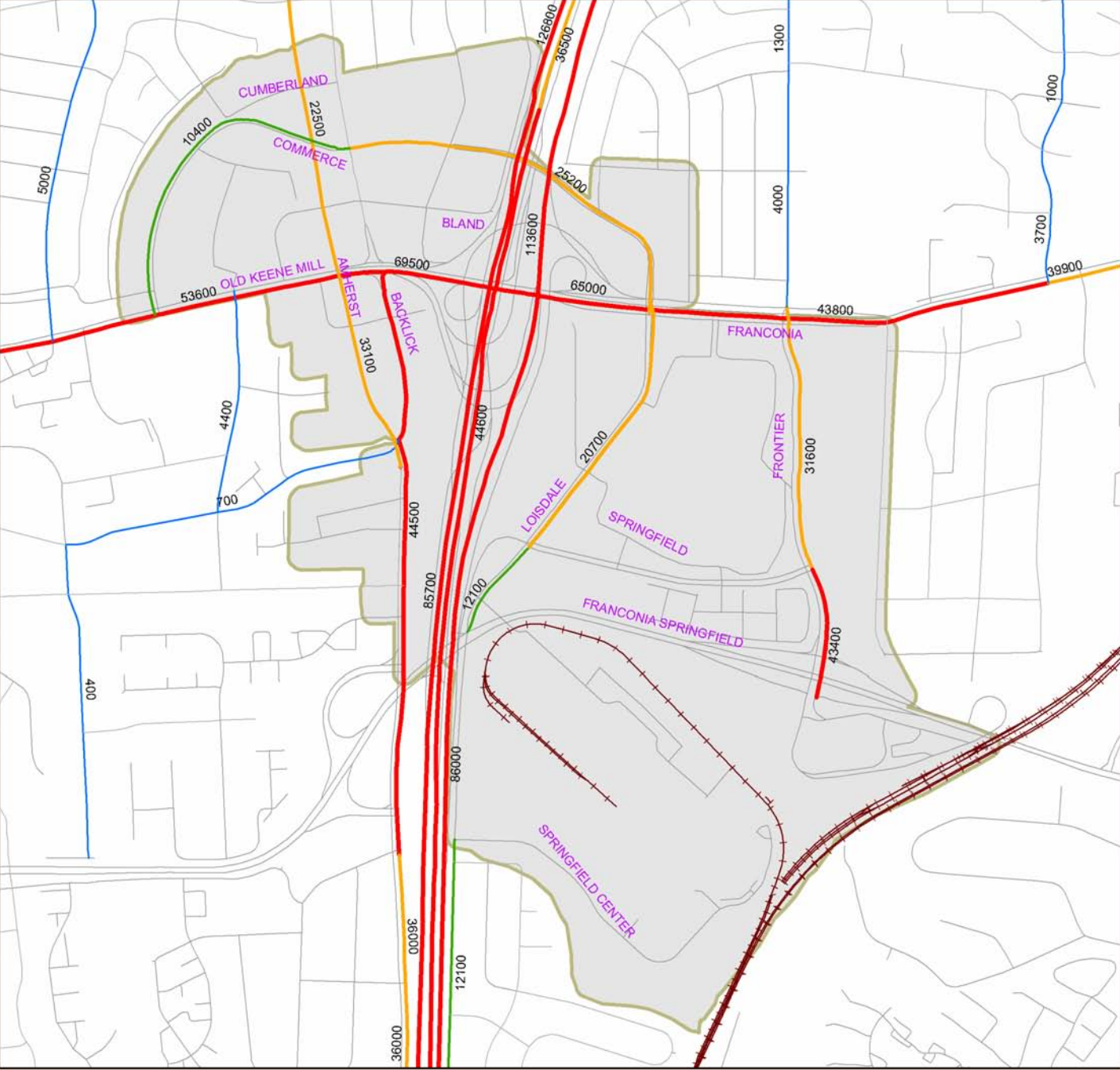
- Elder Avenue
- 2 lanes, 36' cross section transit to 28' cross section, with asphalt sidewalk on east side
  - Street has no curb and gutter open swale



Pedestrian Desire Lines



Average Annual Weekday Traffic (2005)



Source: Virginia Department of Transportation Traffic Count Data (Average Annual Weekday Traffic)

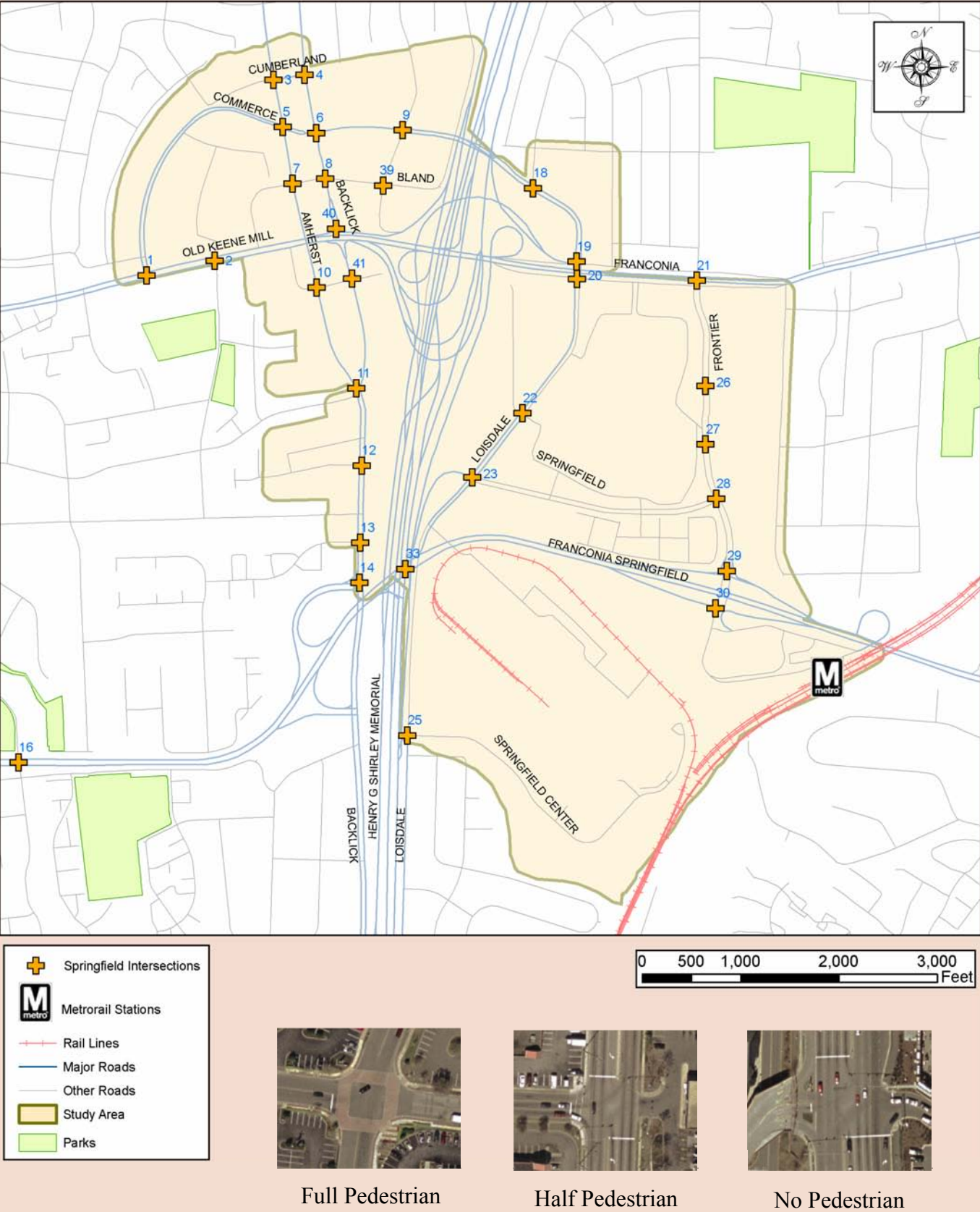




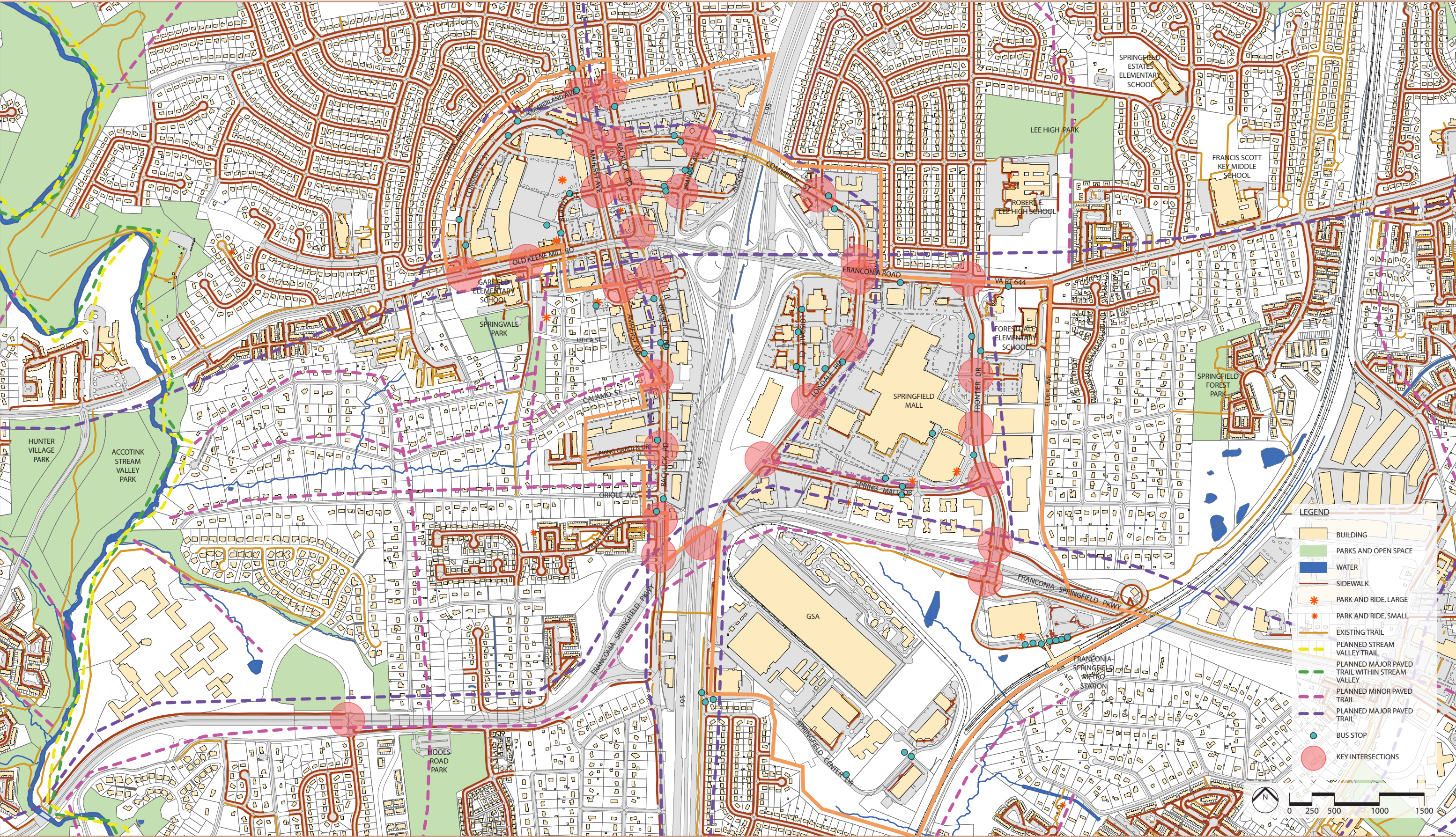
Location Key and Pedestrian Facilities

ID	Intersection Name	Pedestrian Facility			Comments
		Full	Half	None	
1	Commerce St. and Old Keene Mill Rd.		✓		Cross walks on west side of Old Keene Mill Rd, and north side of Commerce St.
2	Old Keene Mill Rd. and Spring Rd.		✓		Painted cross walks on all sides
3	Amherst Ave. and Cumberland Ave.		✓		No cross walk on north side of Amherst Ave, and east side of Cumberland Ave.
4	Backlick Rd. and Cumberland Ave.		✓		One cross walk crossing north side of Backlick Rd.
5	Amherst Ave. and Commerce St.	✓			
6	Backlick Rd. and Commerce St.	✓			
7	Amherst Ave. and Bland St.	✓			
8	Backlick Rd. and Bland St.		✓		Cross walks on east side of Bland St, and south side of Backlick Rd.
9	Brandon Ave. and Commerce St.	✓			
10	Amherst Ave. and Springfield Blvd.	✓			
11	Amherst Ave. / Backlick Rd. and Calmo St.		✓		No cross walk on Backlick Rd
12	Backlick Rd. and Spring Garden Dr.		✓		One cross walk crossing Villa Park Dr.
13	Backlick Rd. and Villa Park Dr. / Shopping Center		✓		One cross walk crossing Spring Garden Dr.
14	Backlick Rd. and Franconia-Springfield Parkway Eastbound		✓		Cross walks crossing the ramp to Fran-Spring Pkwy
16	Spring Village Dr. / Bonnimill Rd. and Franconia-Springfield Parkway		✓		Cross walks on east side of Fran-Spring Pkwy, and Spring village Dr.
18	Bowie Dr. and Commerce St.	✓			
19	Commerce St. and Franconia Rd.		✓		Painted cross walks on all sides
20	Loisdale Rd. and Franconia Rd.		✓		Painted cross walks on all sides
21	Frontier Dr. and Franconia Rd.		✓		Painted cross walks on all sides, sidewalk under bridge
22	Loisdale Rd. and Loisdale Ct.		✓		One cross walk on west of Loisdale Ct.
23	Loisdale Rd. and Spring Mall Dr/I-95 Northbound Off-Ramp		✓		Cross walks of north side of Loisdale Rd, and on east side of Springfield Center Dr.
25	Loisdale Rd. and Springfield Center Dr.		✓		One cross walk on south side of Loisdale Rd
26	Frontier Dr. and Springfield Mall Entrance North		✓		Cross walks on north side of Frontier Dr, and west side of Mall Entrance
27	Frontier Dr. and Springfield Mall Entrance South			✓	
28	Frontier Dr. and Spring Mall Dr.		✓		Cross walks on west of Spring Mall Rd, and on south of Frontier Dr.
29	Frontier Dr. and Franconia-Springfield Parkway		✓		Painted cross walks on all sides, sidewalk under bridge
30	Metro Station and Franconia-Springfield Parkway		✓		Painted cross walks on west, south, east sides
33	HOV 3 I-95 Ramps and Franconia-Springfield Parkway			✓	
39	Bland St. and Brandon Ave.	✓			
40	Franconia Rd. & Backlick Rd.			✓	
41	Springfield Blvd. & Backlick Rd.			✓	

Note: Numbers are not in sequential order. A total of 41 intersections were suggested for this study. 32 were analyzed in detail.

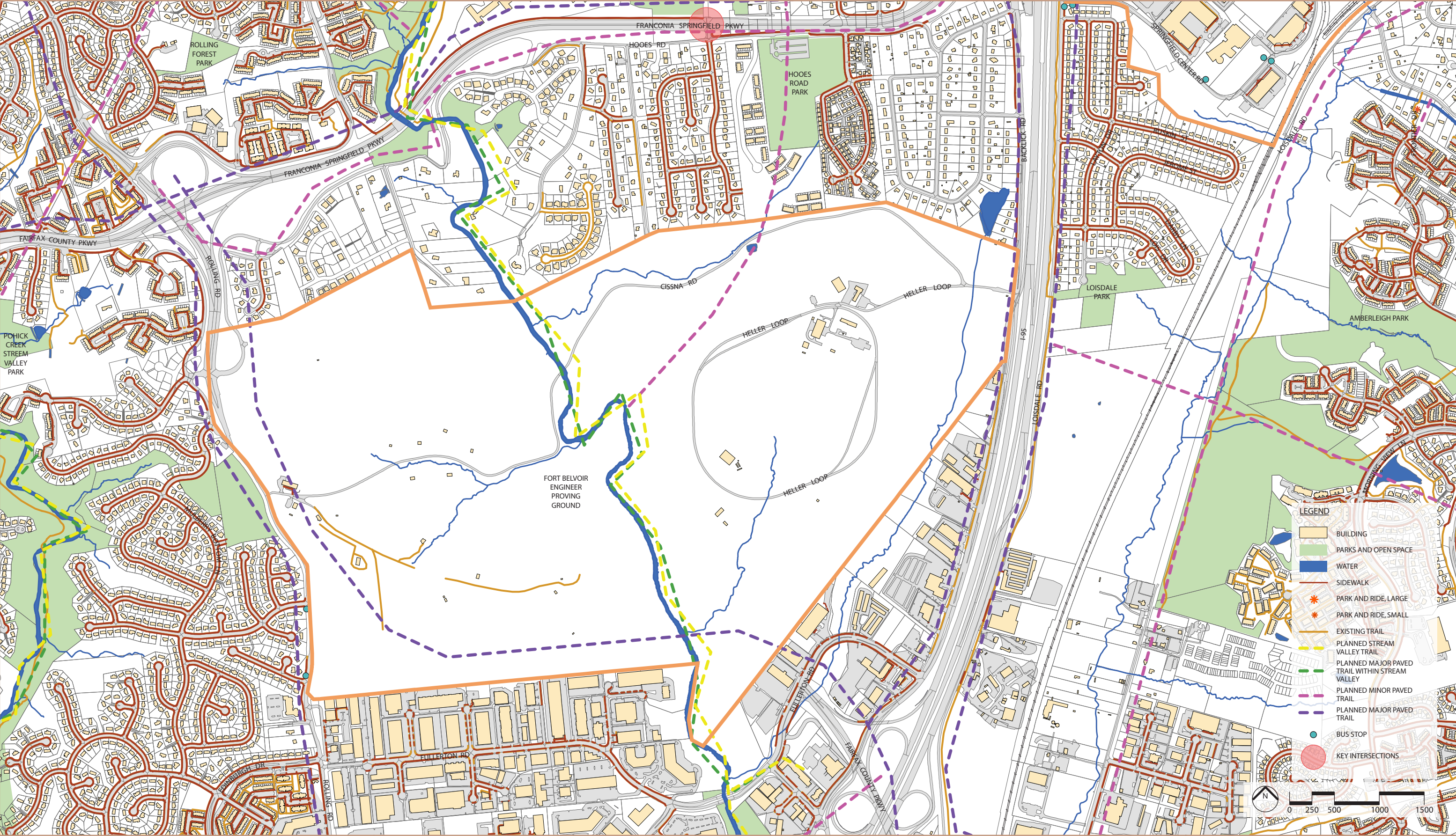






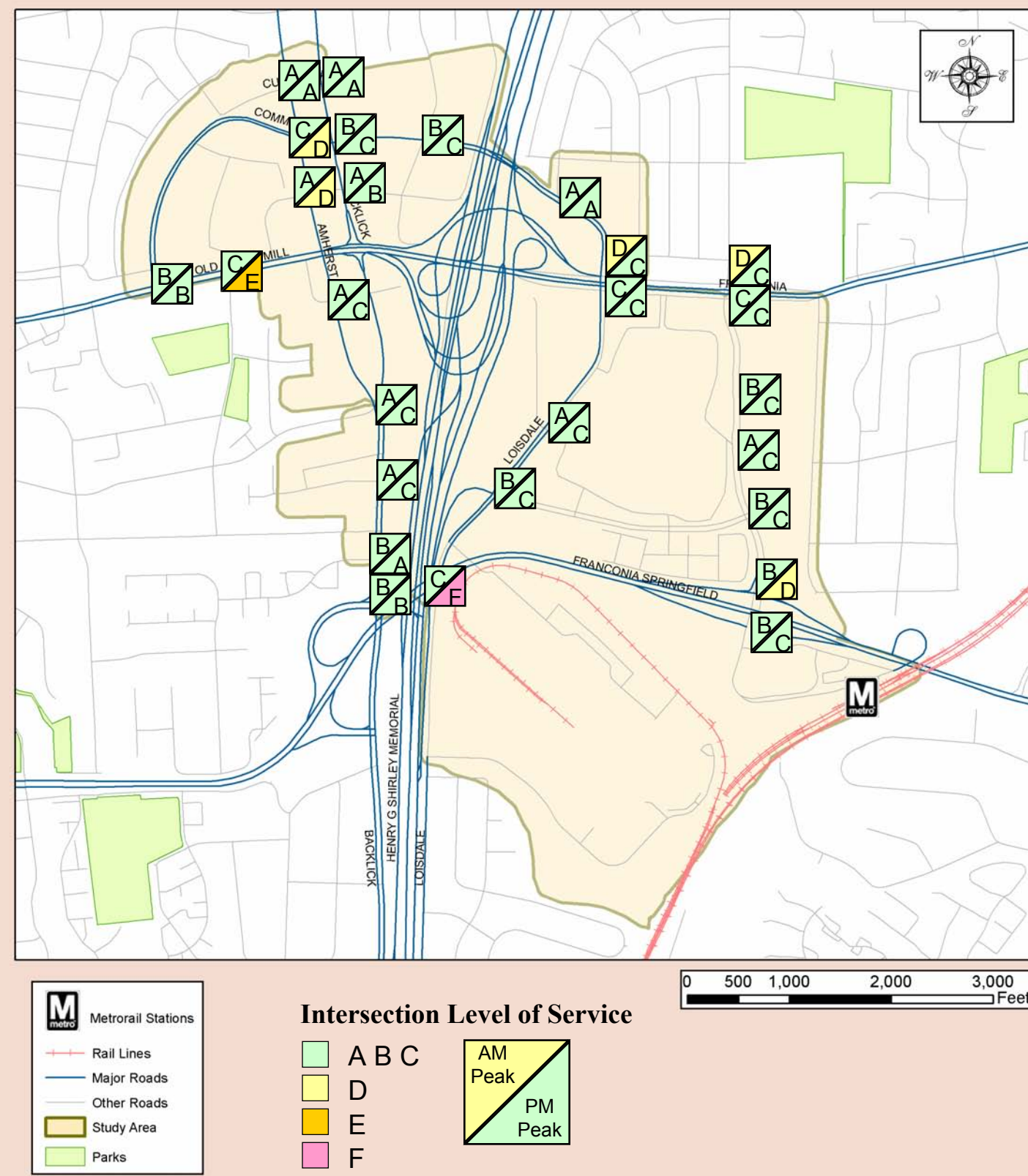
PEDESTRIAN FACILITY ANALYSIS  
SPRINGFIELD CONNECTIVITY STUDY





ENGINEER PROVING GROUND AREA PEDESTRIAN FACILITY ANALYSIS  
SPRINGFIELD CONNECTIVITY STUDY





# INTERSECTION LEVEL OF SERVICE SPRINGFIELD CONNECTIVITY STUDY

## Methodology

- Fairfax County collected turning movement count data at 29 key intersections.
- Synchro file(s) containing current approach coding and signal timing were obtained from VDOT.
- Turning movement count data entered into the Synchro file(s) and HCM 2000-based LOS calculated for each of the key intersections.

## Field Observations

- Major destinations are highly accessible from system of interchanges and ramps in the area.
- No queuing problems at ramps and intersections were observed during weekday morning peak field observations.
- Lengthy signal cycle lengths contribute to intersection delays, especially along Frontier Dr. and Old Keene Mill Rd.
- Roadway connections are intuitive and direct, with the exception of the area around the intersection of Cumberland Ave. with the Backlick Rd./Amherst Ave. one-way pair.
- Franconia-Springfield Pkwy/I-95 HOV Ramps intersection has a heavy PM conflicting movement (WB lefts versus EB throughs) that produces LOS “F” control delay.
- PM traffic volumes are higher as compared with AM traffic volumes likely due to afternoon and evening shopping activity.

## Intersection Level of Service (LOS)

- Intersection LOS is defined on the basis of the average control delay per vehicle (in seconds per vehicle). See below.
- Control delay is the portion of the total delay attributed to traffic signal operation for signalized intersections.
- Average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole.

## LOS Criteria for Signalized Intersections

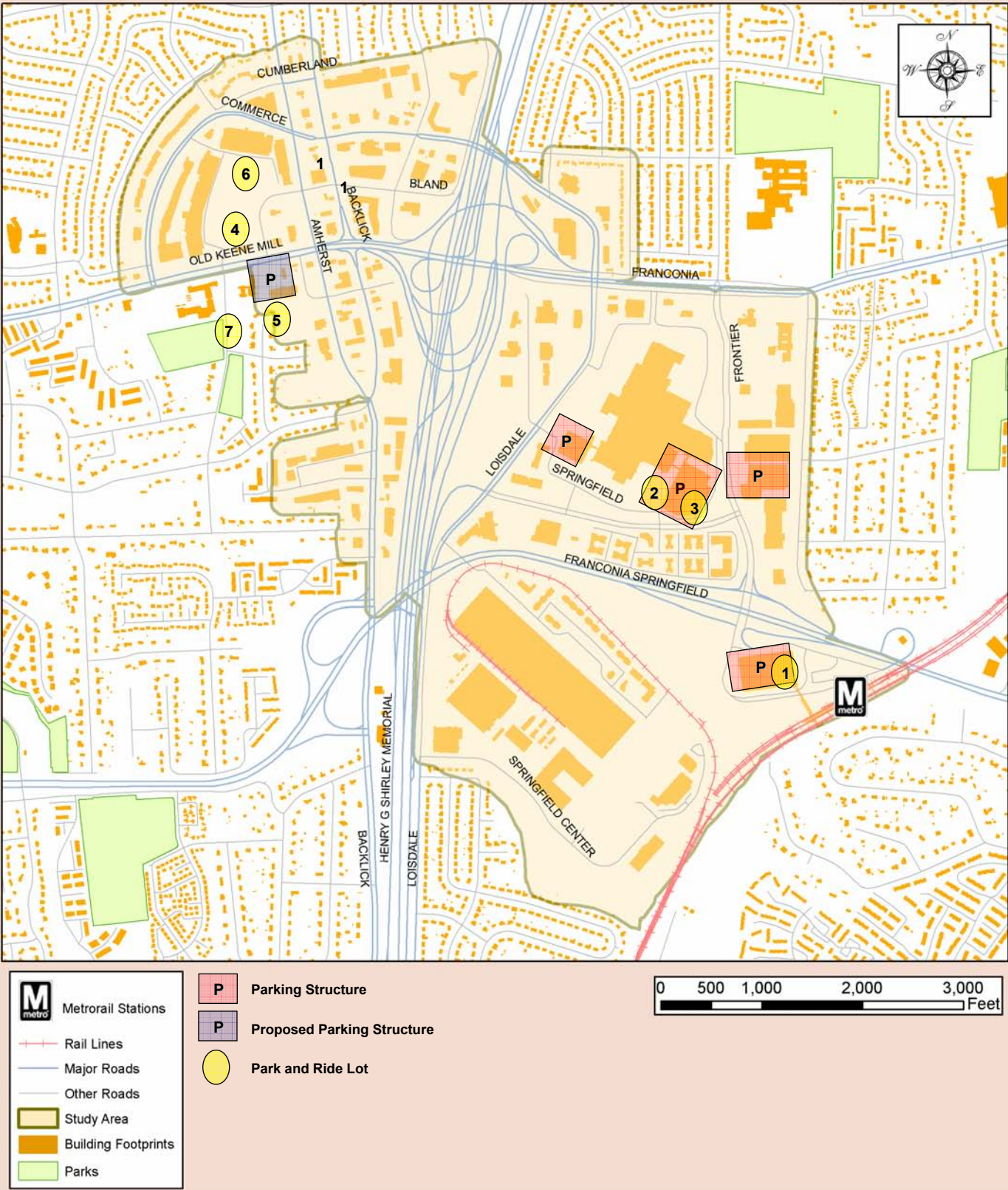
LOS	Control Delay per Vehicle (sec/veh)
A	< 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

## Pedestrian Notes

- Pedestrian connectivity and access conditions are challenging due to high speeds and volumes as well as wide cross-sections.
- Crossing behavior was not limited to controlled points (e.g., crosswalks).
- Generally pedestrian connections and activity were observed to be better and greater west of I-95 than east of I-95.



Springfield Study Area Parking



Park and Ride

Map Number	Location	Spaces	Avg. Percent Filled	Price
1	Metro & VRE Franconia Springfield	5,069	92%	\$3.75
2	Springfield Mall (JCPenney's)	80	33%	Free
3	Springfield Mall (Macy's)	500	2%	Free
4	Springfield Plaza (Bland St.)	254	108%	Free
5	American Legion	100	100%	Free
6	K-Mart at Springfield	75	100%	Free
7	Springfield United Methodist Church	56	n/a	Free

Parking Structures

- Currently there are four parking structures located in the Study Area.
- All are located East of I-95.
- Three structures are located near the Springfield Mall.
- A 1,000 space parking structure is proposed near the intersection of Old Keene Mill Rd. and Amherst Ave.

Surface / On-Street Parking

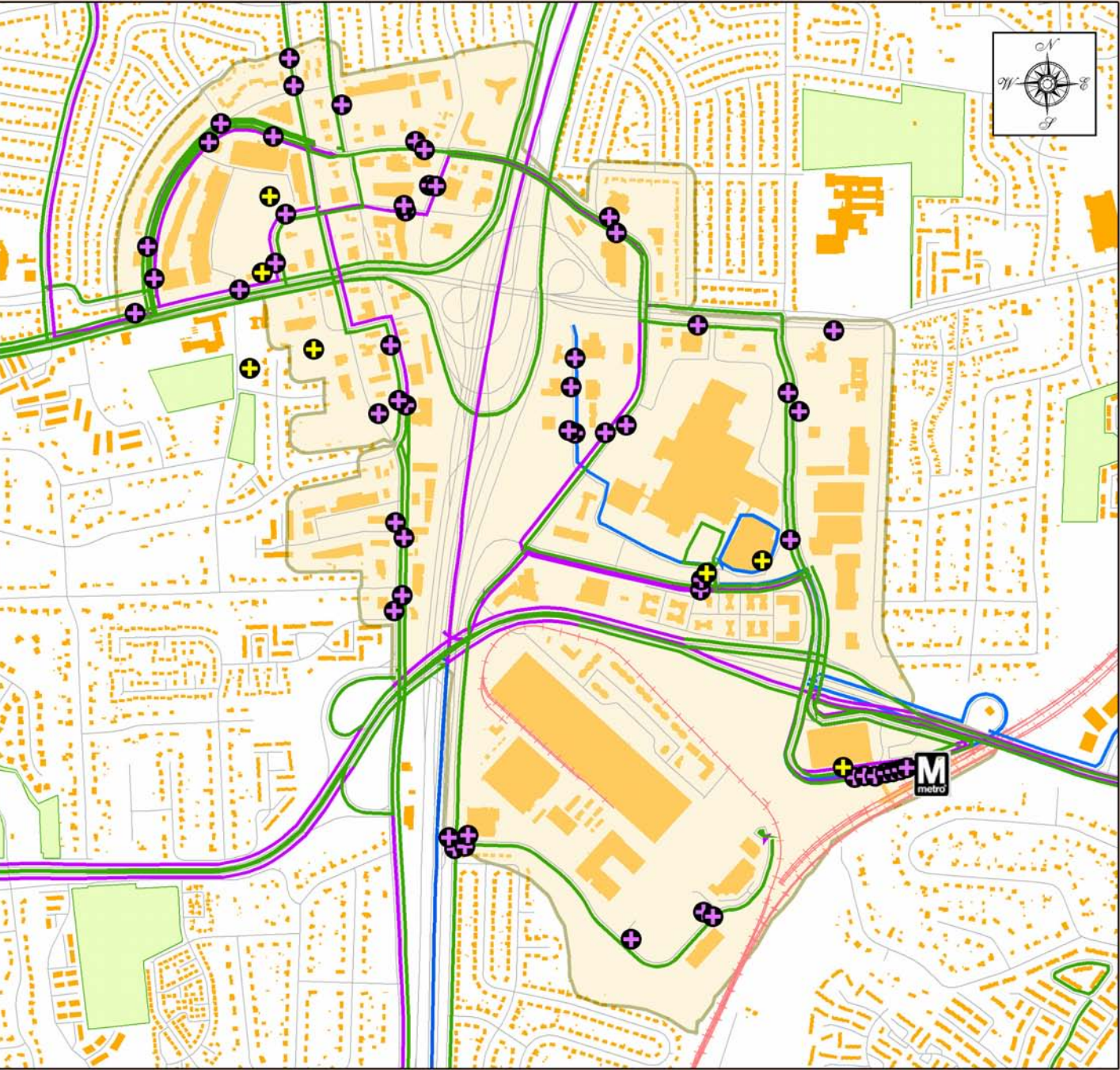
- Additional surface parking is available at the Springfield Mall. Including parking structures, 8,000 spaces are available.
- A limited amount of on-street parking is available east of Springfield Plaza on Bland St., Brandon Ave., and Cumberland Ave. Additional on-street parking is located on a small portion of Backlick Rd. and along all of Villa Park Rd.

Casual Carpooling

- Casual carpooling, otherwise known as “slugging” in Northern Virginia, is a free carpooling arrangement that allows drivers to pick up passengers, in order to legally drive in HOV lanes.
- In 1998 the Virginia Department of Transportation (VDOT) estimated that approximately 2,200 persons use slugging for both their morning and afternoon commutes.
- One of the first slugging pick-up locations established, the intersection of Bland St. and Old Keene Mill Rd., is located in Springfield.
- It is anticipated that the proposed parking structure on Old Keene Rd. will help accommodate some of the slugging traffic.



Springfield Study Area Bus Service



Fairfax County Connector Annual Bus Ridership by Route (FY2006)

Route	Weekday	Weekend	Total
401	760,509	160,065	920,574
171	724,348	173,901	898,249
310*	399,662	86,417	768,660
322	224,636	39,666	264,302
321	193,204	46,465	239,669
301	104,415	n/a	104,415
380	67,088	n/a	67,088
232	61,138	n/a	61,138
332	60,467	n/a	60,467
331	55,834	n/a	55,834
303	52,240	n/a	52,240
231	50,363	n/a	50,363
305	27,297	n/a	27,297
304	25,742	n/a	25,742

Notes:

- Route 123 was combined w/ Route 310 in FY 2007
- Ridership numbers reflect total route ridership, not just ridership in Study Area.

WMATA Metrobus Daily Ridership (2005)

Route	Daily Ridership
18 P,R,S	762
18 G,H,J	527
18 E,F	217

Transportation Association of Greater Springfield (TAGS) Daily Ridership (2005)

Route	Daily Ridership
S80, S91	571

WMATA Metrorail Average Weekday Passenger Boardings

Station	1998	1999	2000	2001	2002	2003	2004
Franconia / Springfield	5,600	6,370	7,131	8,194	8,416	8,482	9,265

Virginia Railway Express Average Daily Boardings (FY2006)

Station	Line	Daily Boardings
Backlick Road	Manassas	166
Franconia / Springfield	Fredericksburg	214



Route	Connecting Metrorail Station(s)	Major Stop(s)	Weekday Peak Frequency (a.m/p.m)	Weekday Midday Frequency	Weekday Evening Frequency/ (Time of Last Stop)	Weekend Frequency/ (Time of last Stop Sat/Sun)
<b>Fairfax Connector</b>						
<b>171</b> - Richmond Highway Line	Franconia-Springfield, Huntington	Lorton VRE Station, Defense Logistics Agency	30 min	60 min	60 min (1:31am, Fri. 3:31am)	60 min. (Sat. 3:02am, Sun. 1:11am)
<b>231/232</b> - Kingstowne Line	Franconia-Springfield, Van Dorn Street	Beulah - Kingstowne	30 min	No Service	60 min (10:14pm)	No Service
<b>301</b> - Telegraph Road Line	Franconia-Springfield, Huntington	Telegraph - Hayfield	30 min	No Service	60 min (10:06pm)	No Service
<b>303</b> - Island Creek Line	Franconia-Springfield	Mt. Air, Landsdowne	30 min	No Service	60 min (10:04pm)	No Service
<b>304</b> - Saratoga Line	Franconia-Springfield	Saratoga	30 min	No Service	30 min (8:30pm)	No Service
<b>305</b> - Newington Forest Line	Franconia-Springfield	Newington, Gambrill Park and Ride	30 min	No Service	30 min (8:05pm)	No Service
<b>310</b> - Rolling Valley Line	Franconia-Springfield, Huntington	Rolling Valley Park & Ride, Franconia Rd., Old Keene Mill Rd.	30 min	60 min	60 min (12:50am)	60 min (Sat.12:54am, Sun. 11:54pm)
<b>321/322</b> - Greater Springfield Circulator	Franconia-Springfield, Van Dorn Street	Springfield Plaza	30 min	60 min	60 min (10:55pm)	60 min (Sat. 11:35pm, Sun. 10:17pm)
<b>332/331</b> - I-95 Circulator	Franconia-Springfield	Medical College, Defense Logistics Agency, VA 95 Industrial Park, Springfield Plaza	30 min	60 min	30 min (8:18pm)	No Service
<b>380</b> - Franconia-Springfield Pentagon Express Route	Franconia-Springfield, Pentagon	Metro Station to Metro Station Only	15 min	No Service	15 min (7:45pm)	No Service
<b>401</b> - Backlick-Gallows Road Line	Franconia-Springfield, Dunn Loring	Tyson's Corner, Fairfax Hospital	30 min	60 min	60 - 80 min (11:24pm)	60 min (Sat. 10:52pm, Sun. 9:20pm)
<b>WMATA Metrobus</b>						
<b>18 G,H,J</b> - Orange Hunt Line	Pentagon	Rolling Valley Mall Park & Ride	30 min	No Service	30 min (7:46pm)	No Service
<b>18 E,F</b> - Springfield Line	Pentagon		30 min	No Service	30 min (7:17pm)	No Service
<b>18 P,R,S</b> - Burke Centre Line	Franconia-Springfield, Pentagon	Rolling Valley Mall Park & Ride, Gambrill Rd. Park & Ride	5 - 20 min	No Service	5 - 20 min (8:53pm)	No Service
<b>Transportation Association of Greater Springfield (TAGS)</b>						
<b>S80/S91</b> - Springfield Circulator	Franconia-Springfield	Metro Park, Springfield Mall, Springfield Hilton	15 min	15 min	15 min (7:32pm)	No Service



Planned and Proposed Roadway Improvements

Map Key	Project	Program
1	Metrorail between Springfield and Potomac Mills	CLRP, Comp
2	I-95, widen to 8 lanes	CLRP, Comp
3	People mover between Engineer Proving Grounds and Franconia/Springfield Metro	CLRP
4	Franconia/Springfield Parkway HOV	CLRP
5	Construct approximately 3 miles of trails around Burke Centre VRE Station and Springfield Mall.	TIP
6	Fairfax County Congestion Relief Projects. Improve Backlick Road at Franconia-Springfield Parkway intersection - Extend northbound-to-westbound left-turn lanes.	TIP
7	Widen or Improve Bland St. to 4 lanes, between Rt. 644 (Old Keen Mill Rd.) and I-95	Comp
8	Construct new interchange at Old Keene Mill Rd. and I-95	Comp
9	Widen/Improve Backlick Rd. near Springfield Blvd.	Comp
	I-495 / I-95 Capital Beltway, HOV and transit service improvements between Woodrow Wilson Bridge and American Legion Bridge	CLRP, Comp
	Fairfax County Parkway HOV, construct 2 lanes	CLRP, Comp
	VA 7100 (Fairfax County Parkway). Construct the Fairfax County Parkway on new location as 6-lane, divided roadway, between VA 4600 (Fullerton Rd) and VA 7900 (Franconia-Springfield Parkway). An interchange will be provided at Rolling Road, as well as a multipurpose trail running parallel to the roadway.	TIP, Comp
	HOV, Braddock Rd.	CLRP
	VA 7100, priority bus	CLRP
	I-95, construct interchange at VA 7900	CLRP
	VA 236, reconstruct intersection at Braddock Road	CLRP
	VA 7100, construct 6 lanes	CLRP
	Springfield CBD Commuter Parking	SYIP
	Springfield Mall Transit Store	SYIP
	I-495 HOT Lanes between I-95/395/495 (Springfield Interchange) to South of VA 193 (Georgetown Pike)	TIP
	Widen or Improve Rt. 644 (Old Keene Mill Road) to 6 lanes, between Byron Ave. and I-95.	Comp
	Construct new roadway off of Backlick Rd. Interchange, across I-95	Comp

Notes:  
TIP =Transportation Improvements Plan  
CLRP = Constrained Long Range Plan  
SYIP = VDOT Six-Year Improvement Program  
Comp = Fairfax County Comprehensive Plan

