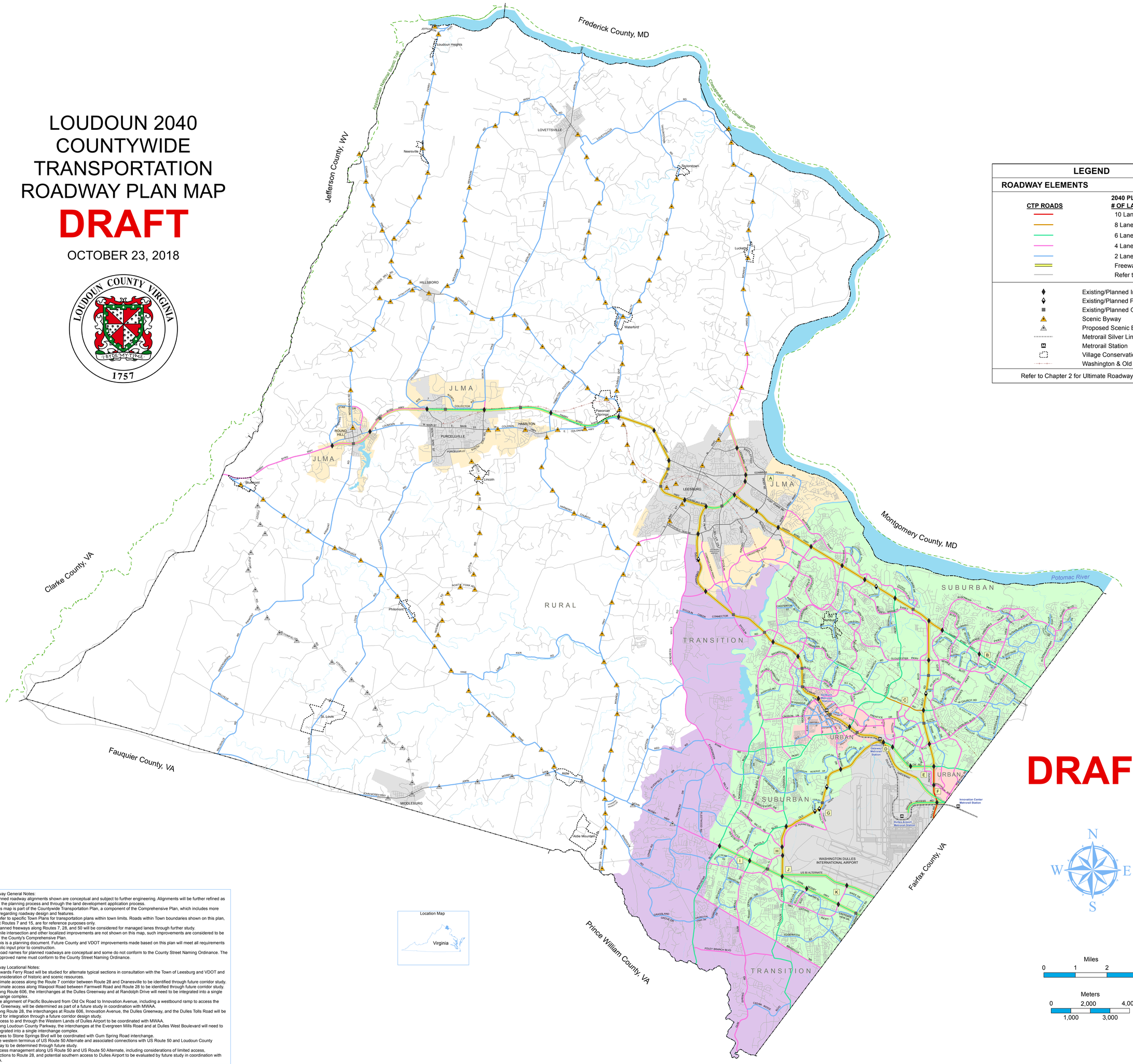
LOUDOUN 2040 COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP

DRAFT

OCTOBER 23, 2018



LEGEND

ROADWAY ELEMENTS

CTP ROADS	2040 PLANNED # OF LANES
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeway (See Note IV)
	Refer to Town Plan (See Note III)

- Existing/Planned Interchange
- Existing/Planned Partial Interchange
- Existing/Planned Overpass
- Scenic Byway
- Proposed Scenic Byway
- Metrorail Silver Line
- Metrorail Station
- Village Conservation Overlay District
- Washington & Old Dominion Trail

Refer to Chapter 2 for Ultimate Roadway Geometry

DRAFT

Roadway General Notes:
(I) Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
(II) This map is part of the Countywide Transportation Plan, a component of the Comprehensive Plan, which includes more detail regarding roadway design and features.
(III) Refer to specific Town Plans for transportation plans within town limits. Roads within Town boundaries shown on this plan, except Routes 7 and 15, are for reference purposes only.
(IV) Planned freeways along Routes 7, 28, and 50 will be considered for managed lanes through further study.
(V) While intersection and other localized improvements are not shown on this map, such improvements are considered to be part of the County's Comprehensive Plan.
(VI) This is a planning document. Future County and VDOT improvements made based on this plan will meet all requirements for public input prior to construction.
(VII) Road names for planned roadways are conceptual and some do not conform to the County Street Naming Ordinance. The final approved name must conform to the County Street Naming Ordinance.

Roadway Locational Notes:
(A) Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
(B) Ultimate access along the Route 7 corridor between Route 28 and Dranesville to be identified through future corridor study.
(C) Ultimate access along Waxpool Road between Farmwell Road and Route 28 to be identified through future corridor study.
(D) Along Route 606, the interchanges at the Dulles Greenway and at Randolph Drive will need to be integrated into a single interchange complex.
(E) The alignment of Pacific Boulevard from Old Ox Road to Innovation Avenue, including a westbound ramp to access the Dulles Greenway, will be determined as part of a future study in coordination with MWAA.
(F) Along Route 28, the interchanges at Route 606, Innovation Avenue, the Dulles Greenway, and the Dulles Tolls Road will be studied for integration through a future corridor design study.
(G) Access to and through the Western Lands of Dulles Airport to be coordinated with MWAA.
(H) Along Loudoun County Parkway, the interchanges at the Evergreen Mills Road and at Dulles West Boulevard will need to be integrated into a single interchange complex.
(I) Access to Stone Springs Blvd will be coordinated with Gum Spring Road interchange.
(J) The western terminus of US Route 50 Alternate and associated connections with US Route 50 and Loudoun County Parkway to be determined through future study.
(K) Access management along US Route 50 and US Route 50 Alternate, including considerations of limited access, connections to Route 28, and potential southern access to Dulles Airport to be evaluated by future study in coordination with MWAA.

Location Map

Miles: 0, 1, 2, 3

Meters: 0, 1,000, 2,000, 3,000, 4,000

LOUDOUN 2040 COUNTYWIDE TRANSPORTATION BICYCLE AND PEDESTRIAN PLAN MAP

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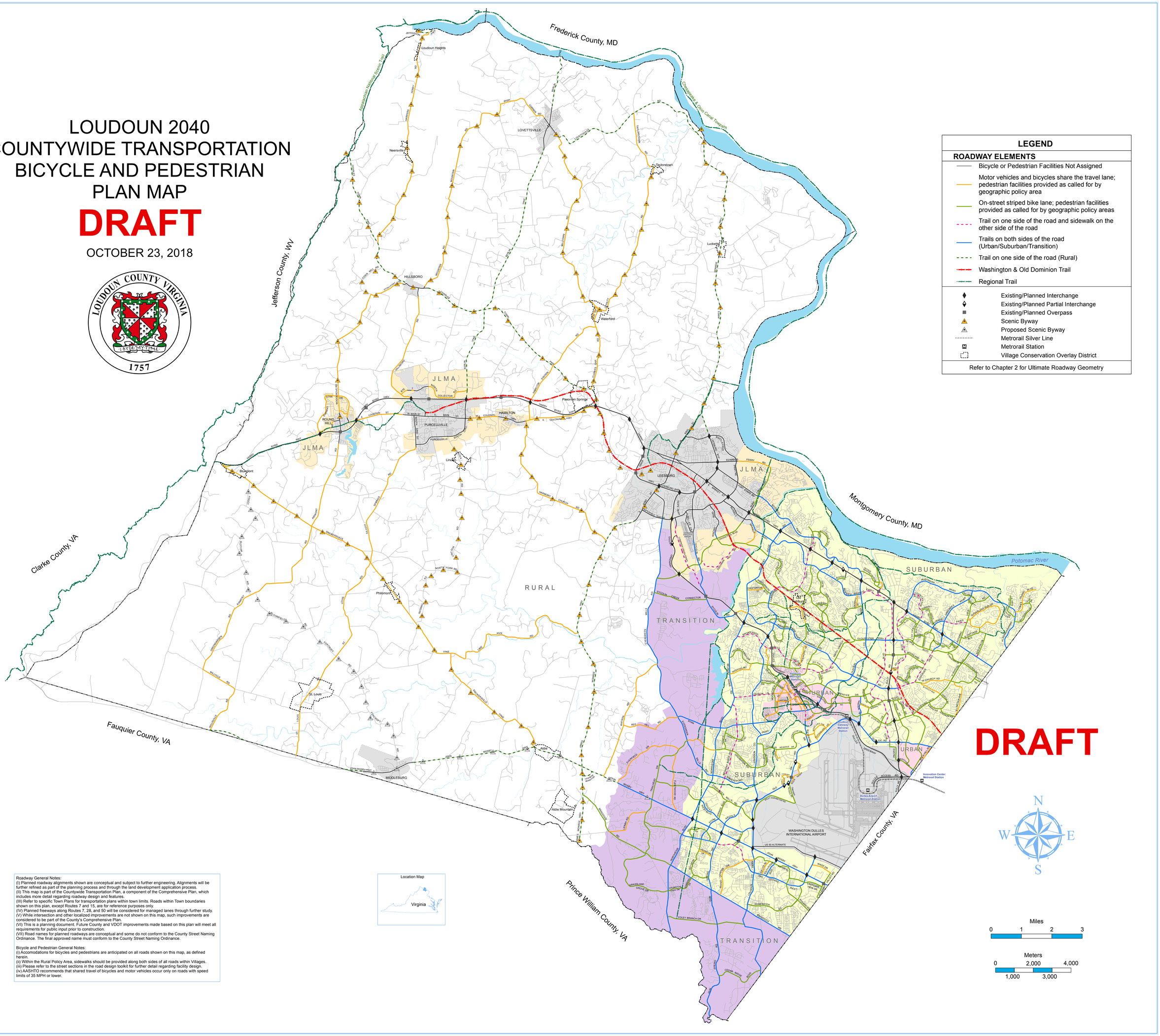

LEGEND

ROADWAY ELEMENTS

- Bicycle or Pedestrian Facilities Not Assigned
- Motor vehicles and bicycles share the travel lane; pedestrian facilities provided as called for by geographic policy area
- On-street striped bike lane; pedestrian facilities provided as called for by geographic policy areas
- Trail on one side of the road and sidewalk on the other side of the road
- Trails on both sides of the road (Urban/Suburban/Transition)
- Trail on one side of the road (Rural)
- Washington & Old Dominion Trail
- Regional Trail

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- Existing/Planned Partial Interchange
- Existing/Planned Overpass
- Scenic Byway
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Bicycle and Pedestrian General Notes:
(i) Accomodations for bicycles and pedestrians are anticipated on all roads shown on this map, as defined herein.
(ii) Within the Rural Policy Area, sidewalks should be provided along both sides of all roads within Villages.
(iii) Please refer to the street sections in the road design toolkit for further detail regarding facility design.
(iv) AASHTO recommends that shared travel of bicycles and motor vehicles occur only on roads with speed limits of 35 MPH or lower.