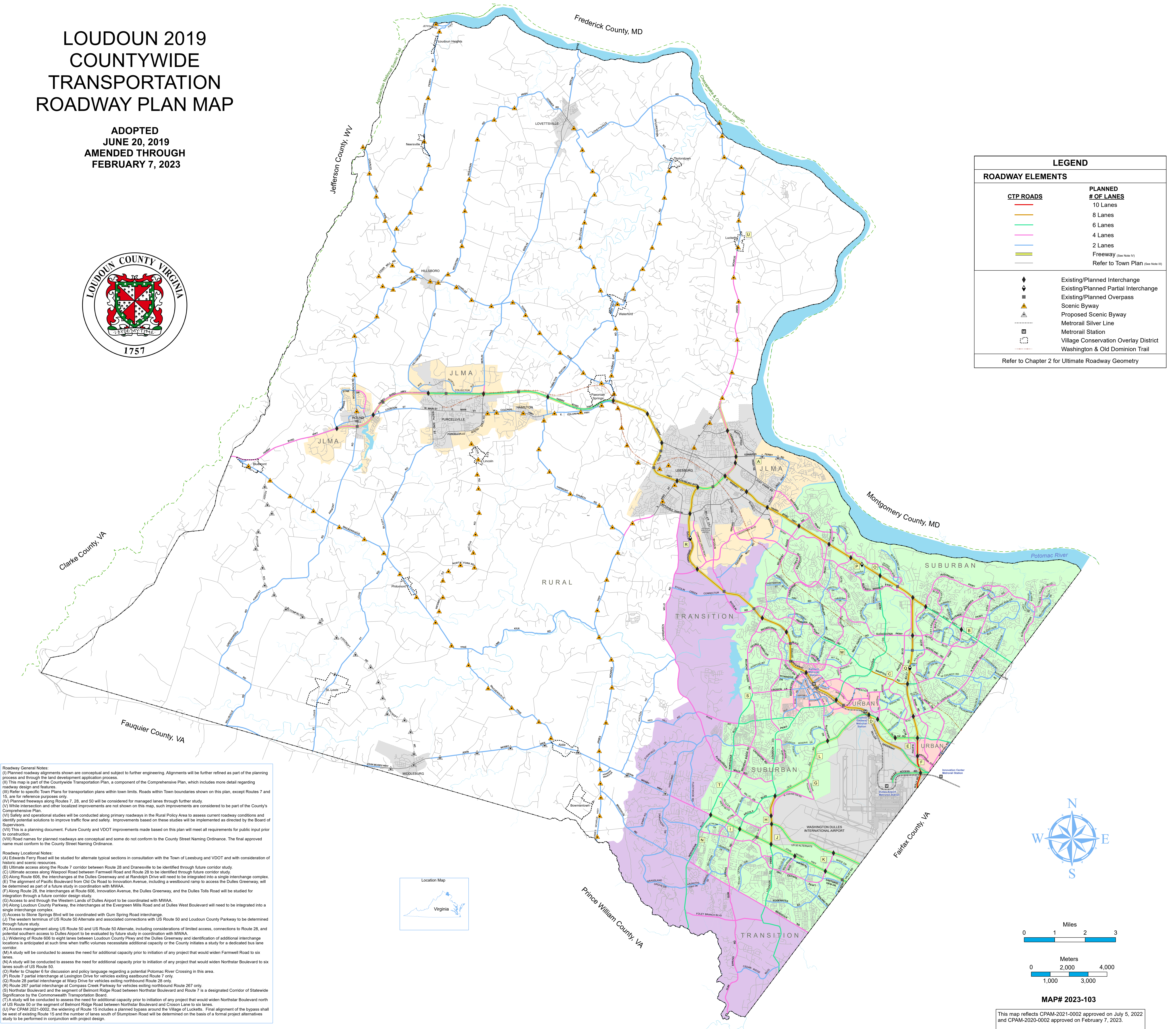
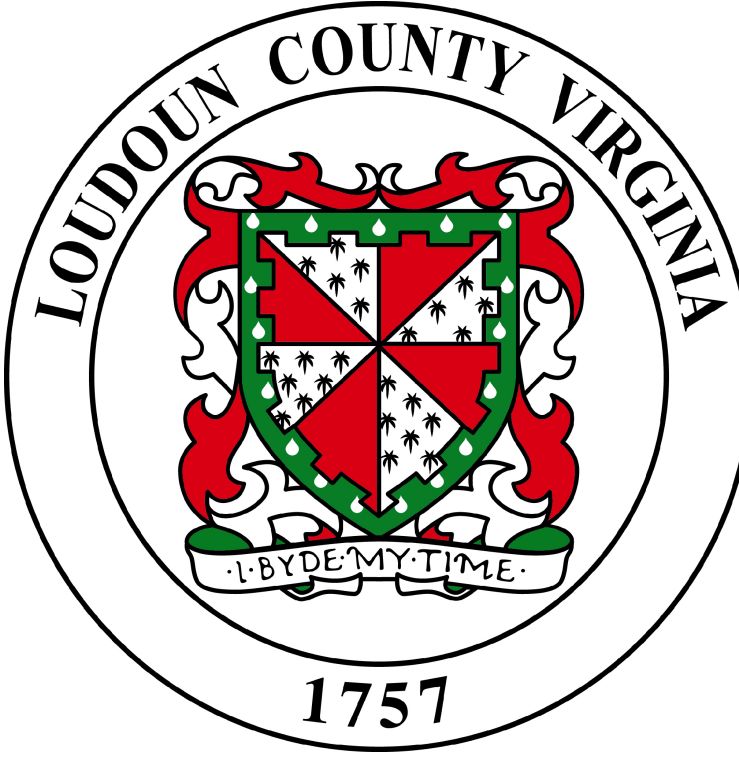


LOUDOUN 2019 COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP

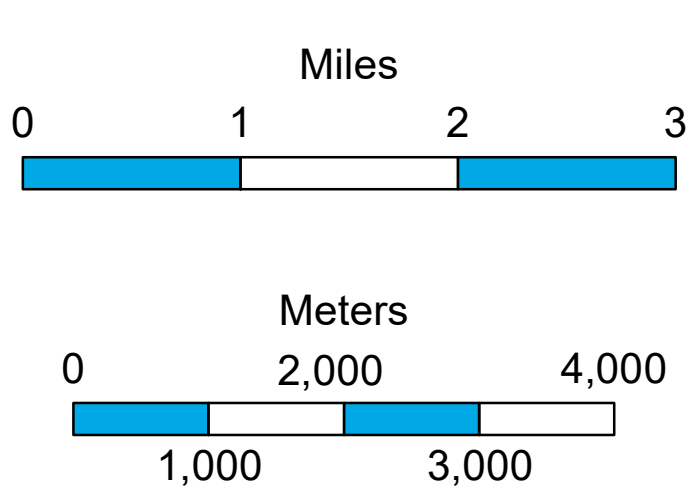
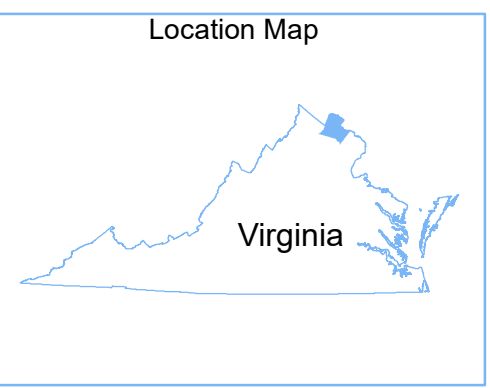
ADOPTED
JUNE 20, 2019
AMENDED THROUGH
FEBRUARY 7, 2023



LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	PLANNED # OF LANES
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeway (See Note I)
	Refer to Town Plan (See Note II)
	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	

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) Safety and operational studies will be conducted along primary roadways in the Rural Policy Area to assess current roadway conditions and identify potential solutions to improve traffic flow and safety. Improvements based on these studies will be implemented as directed by the Board of Supervisors.
(VII) 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.
(VIII) 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 Toll 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.
(L) Widening of Route 606 to eight lanes between Loudoun County Parkway and the Dulles Greenway and identification of additional interchange locations is anticipated at such time when traffic volumes necessitate additional capacity or the County initiates a study for a dedicated bus lane corridor.
(M) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Farmwell Road to six lanes.
(N) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Boulevard to six lanes south of US Route 50.
(O) Refer to Chapter 6 for discussion and policy language regarding a potential Potomac River Crossing in this area.
(P) Route 7 partial interchange at Lexington Drive for vehicles exiting eastbound Route 7 only.
(Q) Route 28 partial interchange at Ward Drive for vehicles exiting northbound Route 28 only.
(R) Route 267 partial interchange at Compass Creek Parkway for vehicles exiting northbound Route 267 only.
(S) Northstar Boulevard and the segment of Belmont Ridge Road between Northstar Boulevard and Route 7 is a designated Corridor of Statewide Significance by the Commonwealth Transportation Board.
(T) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Boulevard north of US Route 50 or the segment of Belmont Ridge Road between Northstar Boulevard and Croson Lane to six lanes.
(U) Per CPAM 2021-0002, the widening of Route 15 includes a planned bypass around the Village of Lucketts. Final alignment of the bypass shall be west of existing Route 15 and the number of lanes south of Stumpdown Road will be determined on the basis of a formal project alternatives study to be performed in conjunction with project design.

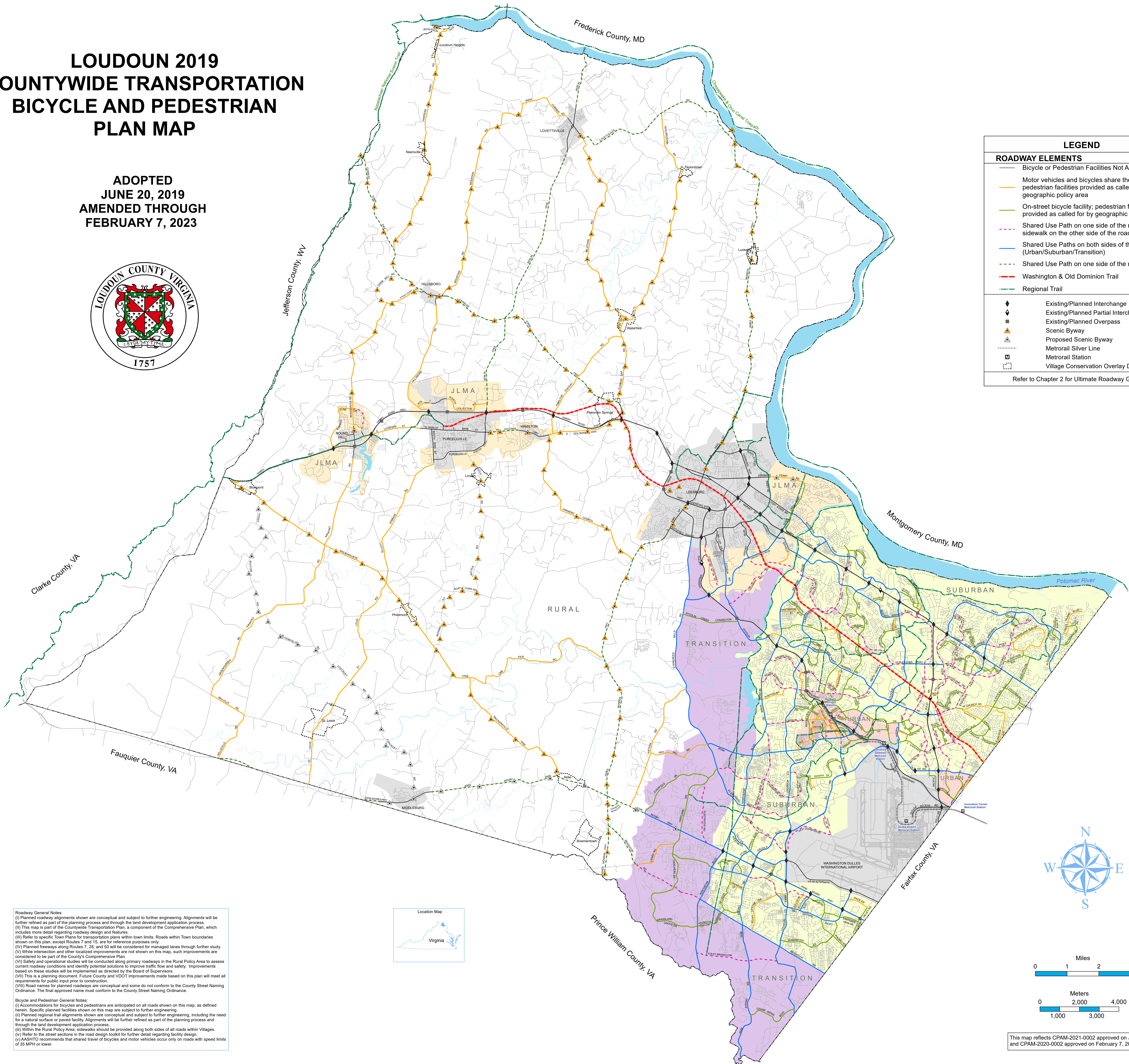


MAP# 2023-103

This map reflects CPAM-2021-0002 approved on July 5, 2022 and CPAM-2020-0002 approved on February 7, 2023.

LOUDOUN 2019
COUNTYWIDE TRANSPORTATION
BICYCLE AND PEDESTRIAN
PLAN MAP

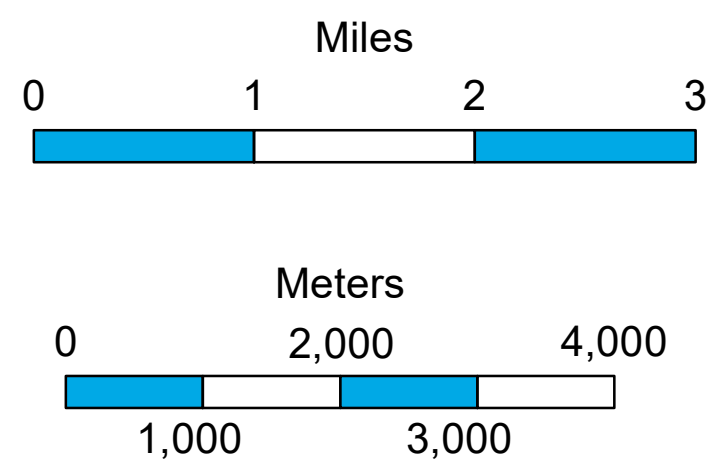
ADOPTED
JUNE 20, 2019
AMENDED THROUGH
FEBRUARY 7, 2023



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 bicycle facility; pedestrian facilities provided as called for by geographic policy areas
	Shared Use Path on one side of the road and sidewalk on the other side of the road
	Shared Use Paths on both sides of the road (Urban/Suburban/Transition)
	Shared Use Path on one side of the road (Rural)
	Washington & Old Dominion Trail
	Regional Trail
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metrorail Silver Line
	Metrorail Station
	Village Conservation Overlay District
Refer to Chapter 2 for Ultimate Roadway Geometry	

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) Safety and operational studies will be conducted along primary roadways in the Rural Policy Area to assess current roadway conditions and identify potential solutions to improve traffic flow and safety. Improvements based on these studies will be implemented as directed by the Board of Supervisors.
(vii) 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.
(viii) 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.

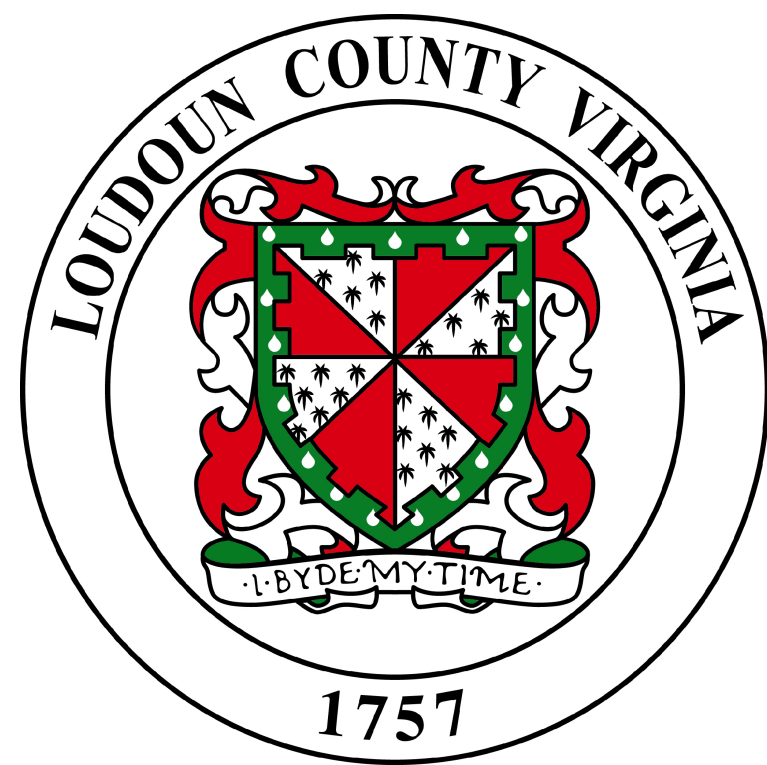
Bicycle and Pedestrian General Notes:
(i) Accommodations for bicycles and pedestrians are anticipated on all roads shown on this map, as defined herein. Specific planned facilities shown on this map are subject to further engineering.
(ii) Planned regional trail alignments shown are conceptual and subject to further engineering, including the need for a natural surface or paved facility. Alignments will be further refined as part of the planning process and through the land development application process.
(iii) Within the Rural Policy Area, sidewalks should be provided along both sides of all roads within Villages.
(iv) Refer to the street sections in the road design toolkit for further detail regarding facility design.
(v) AASHTO recommends that shared travel of bicycles and motor vehicles occur only on roads with speed limits of 35 MPH or lower.



This map reflects CPAM-2021-0002 approved on July 5, 2022 and CPAM-2020-0002 approved on February 7, 2023.

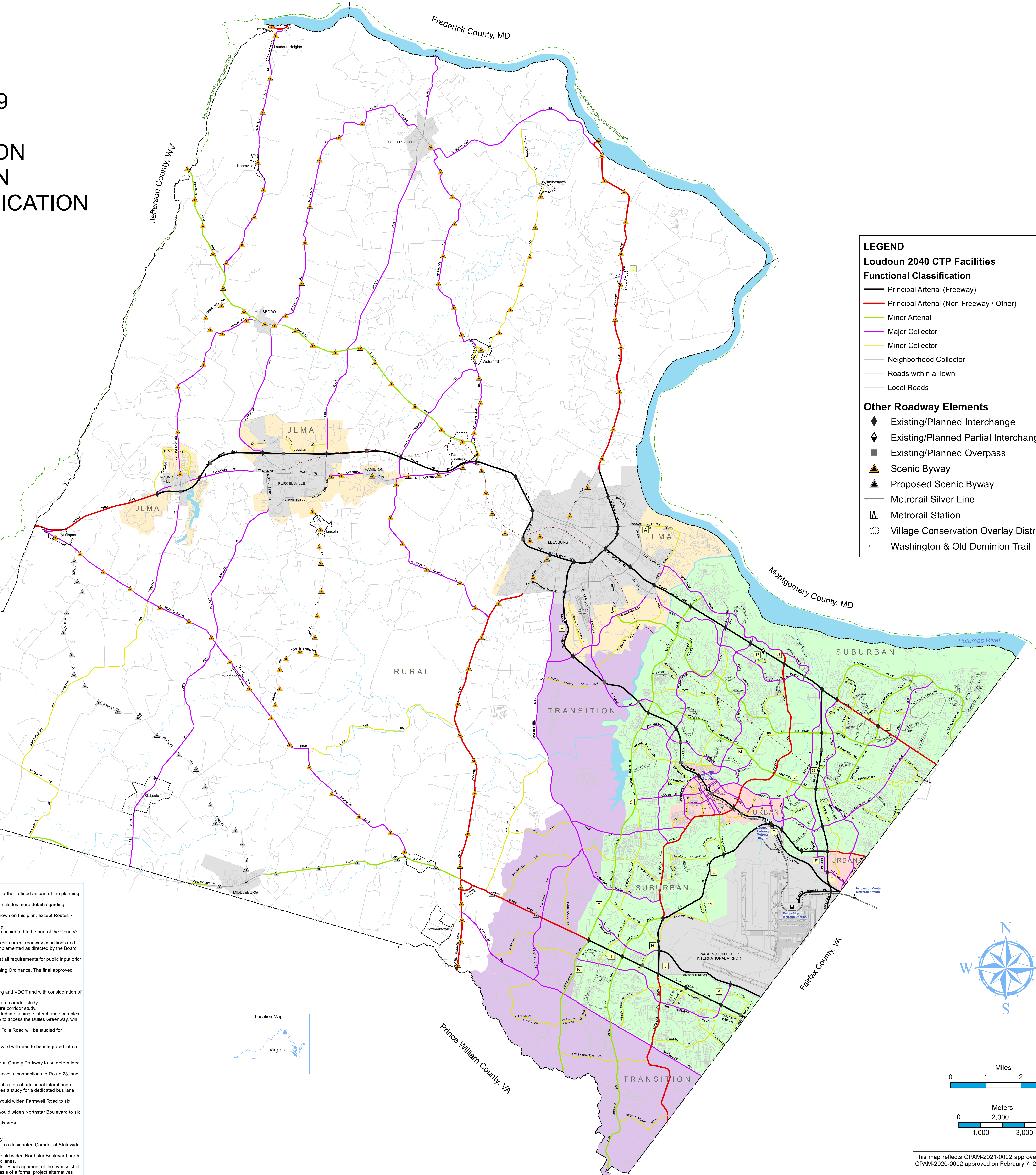
LOUDOUN 2019
COUNTYWIDE
TRANSPORTATION
ROADWAY PLAN
FUNCTIONAL CLASSIFICATION
MAP

ADOPTED
JUNE 20, 2019
AMENDED THROUGH
FEBRUARY 7, 2023



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(C) Ultimate access along Wapost 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.
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(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.
(L) Widening of Route 606 to eight lanes between Loudoun County Parkway and the Dulles Greenway and identification of additional interchange locations is anticipated at such time when traffic volumes necessitate additional capacity or the County initiates a study for a dedicated bus lane corridor.
(M) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Farmwell Road to six lanes.
(N) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Boulevard to six lanes south of US Route 50.
(O) Refer to Chapter 5 for discussion and policy language regarding a potential Potomac River Crossing in this area.
(P) Route 7 partial interchange at Lexington Drive for vehicles exiting eastbound Route 7 only.
(Q) Route 28 partial interchange at Warp Drive for vehicles exiting northbound Route 28 only.
(R) Route 287 partial interchange at Compass Creek Parkway for vehicles exiting northbound Route 287 only.
(S) Northstar Boulevard and the segment of Belmont Ridge Road between Northstar Boulevard and Route 7 is a designated Corridor of Statewide Significance by the Commonwealth Transportation Board.
(T) A study will be conducted to assess the need for additional capacity prior to initiation of any project that would widen Northstar Boulevard north of US Route 50 or the segment of Belmont Ridge Road between Northstar Boulevard and Croson Lane to six lanes.
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LEGEND

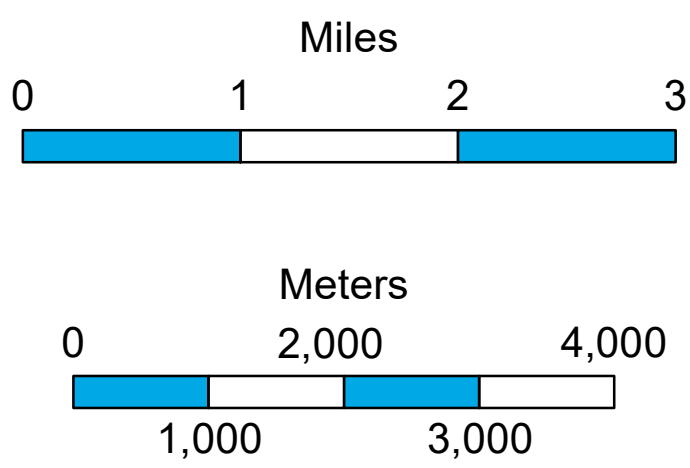
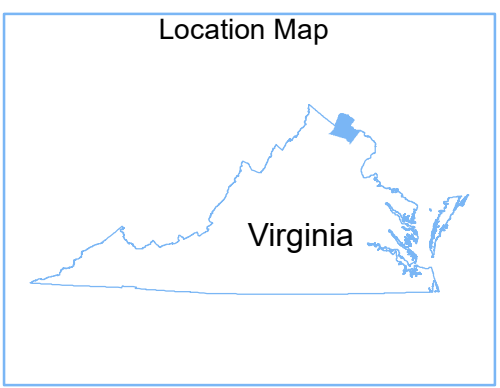
Loudoun 2040 CTP Facilities

Functional Classification

- Principal Arterial (Freeway)
- Principal Arterial (Non-Freeway / Other)
- Minor Arterial
- Major Collector
- Minor Collector
- Neighborhood Collector
- Roads within a Town
- Local Roads

Other Roadway Elements

- 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



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