APPENDIX K – RECOMMENDED IMPROVEMENT MEASURES OF EFFECTIVENESS

This appendix includes, for each recommended improvement:

- Tables comparing delay, average queues, and max queues by movement, approach, and overall intersection
- Summary of changes to travel time along the localized segment as well as the overall FCP corridor
1. FCP at Huntsman Boulevard

Table 1-A. Intersection MOEs, FCP at Huntsman Boulevard

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**Recommended Improvement: Displaced Left Turn at Huntsman Blvd**

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## 2. FCP at Burke Lake Road

### Table 2-A. Intersection MOEs, FCP at Burke Lake Road

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**Recommended Improvement: Displaced Left Turn at Burke Lake Road**

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**AM Peak Hour**

| PM Peak Hour |
|--------------|----------|----------|----------|-------------|---------|
| Fairfax County Parkway and Burke Lake Road U-Turn / Michigan Left | NB | TH | 6.5 | 6.5 | 128 | 1097 | 6.5 | 6.5 | 128 | 1097 |
| | SB | LT | 112.9 | 16.9 | 144 | 505 | 112.9 | 16.9 | 144 | 505 |
| | TH | TH | 6.2 | 16.9 | 144 | 505 | 6.2 | 16.9 | 144 | 505 |
| Intersection | | | | | | | | | | |

**Table 2-B. Travel Time MOEs, FCP at Burke Lake Road**

**Recommended Improvement: Displaced Left Turn at Burke Lake Road**

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3. FCP at Route 50 Westbound Ramps

Table 3-A. Intersection MOEs, FCP at Route 50 Westbound Ramps

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Table 3-B. Travel Time MOEs, FCP at Route 50 Westbound Ramps

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### 4. FCP at Franklin Farm Road

#### Table 4-A. Intersection MOEs, FCP at Franklin Farm Road

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5. FCP at Sunrise Valley Drive

Table 5-A. Intersection MOEs, FCP at Sunrise Valley Drive

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Table 5-B. Travel Time MOEs, FCP at Sunrise Valley Drive

Recommended Improvement: Geometry and Signal Timing Modifications at Sunrise Valley Drive (Includes Modifications at Dulles Toll Road Eastbound Ramps)
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## Table 6-A. Intersection MOEs, FCP at Dulles Toll Road Eastbound Ramps

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## Table 6-B. Travel Time MOEs, FCP at Dulles Toll Road Eastbound Ramps

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# 7. FSP at Bonniemill Lane

Table 7-A. Intersection MOEs, FSP at Bonniemill Lane

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| **Franconia-Springfield Parkway and Bonniemill Lane/Spring Village Drive** | | | | | | | | | | | | | |
| NB | LT | 89.2 | 27.1 | 31 | 172 | 69.3 | 24.1 | 25 | 167 | -19.9 | -6 | -5 |
| TH | 0.0 | 7.5 | | | | | | | | | | | |
| RT | 7.0 | 7.5 | | | | | | | | | | | |
| SB | LT | 103.0 | 74.2 | 82 | 311 | 79.7 | 58.3 | 61 | 280 | -10.9 | -21 | -31 |
| TH | 90.5 | 79.6 | | | | | | | | | | | |
| RT | 29.3 | 22.7 | | | | | | | | | | | |
| EB | LT | 107.4 | 21.0 | 28 | 428 | 9.1 | 6.2 | 6 | 243 | -98.3 | -22 | -185 |
| TH | 19.1 | 6.2 | | | | | | | | | | | |
| RT | 6.5 | 3.2 | | | | | | | | | | | |
| WB | LT | 84.5 | 26.7 | 158 | 1665 | 0.0 | 4.1 | 46 | 488 | -84.5 | -112 | -1,177 |
| TH | 23.6 | 4.2 | | | | | | | | | | | |
| RT | 17.8 | 1.2 | | | | | | | | | | | |
| Intersection | | | | | | | | | | | | | 27.1 |

| K-11 | | | | | | | | | | | | |
### Table 7-B. Travel Time MOEs, FSP at Bonniemill Lane

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**Recommended Improvement: Median U-Turn Intersection East of FSP/Bonniemill Road**

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### 8. FSP at Beulah Street

#### Table 8-A. Intersection MOEs, FSP at Beulah Street

**Recommended Improvement: Geometry and Signal Modifications at Beulah Street**

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</table>
Table 8-B. Travel Time MOEs, FSP at Beulah Street

<table>
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<tr>
<th>Segment</th>
<th>From</th>
<th>To</th>
<th>AM/AM Peak Hour Travel Time (minutes)</th>
<th>Changes</th>
</tr>
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<td>Existing</td>
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<tr>
<td>Northbound Segment</td>
<td>Beulah St</td>
<td>Franconia-Springfield Pkwy</td>
<td>5.0/5.4</td>
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<tr>
<td>Southbound Segment</td>
<td>Franconia-Springfield Pkwy</td>
<td>Beulah St</td>
<td>5.3/5.9</td>
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</tr>
<tr>
<td>Northbound Corridor</td>
<td>Route 1</td>
<td>Route 7</td>
<td>54.3/57.1</td>
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</tr>
<tr>
<td>Southbound Corridor</td>
<td>Route 7</td>
<td>Route 1</td>
<td>51.0/57.1</td>
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</tbody>
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