

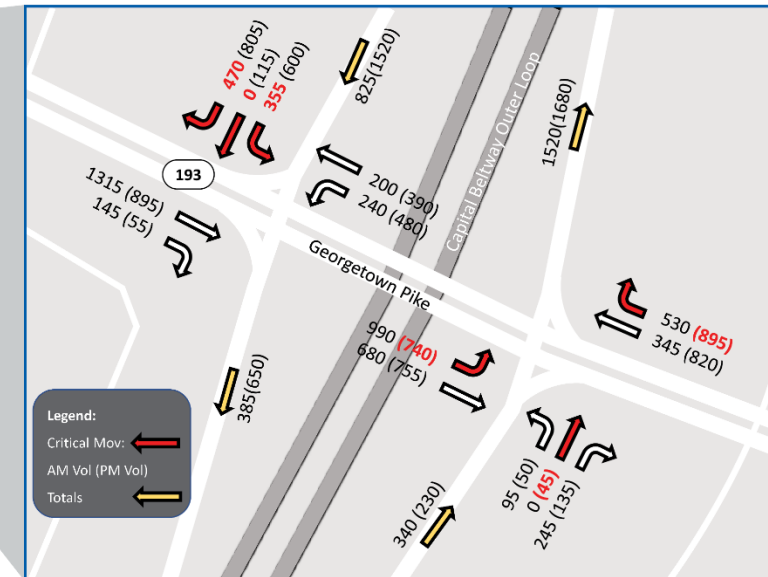
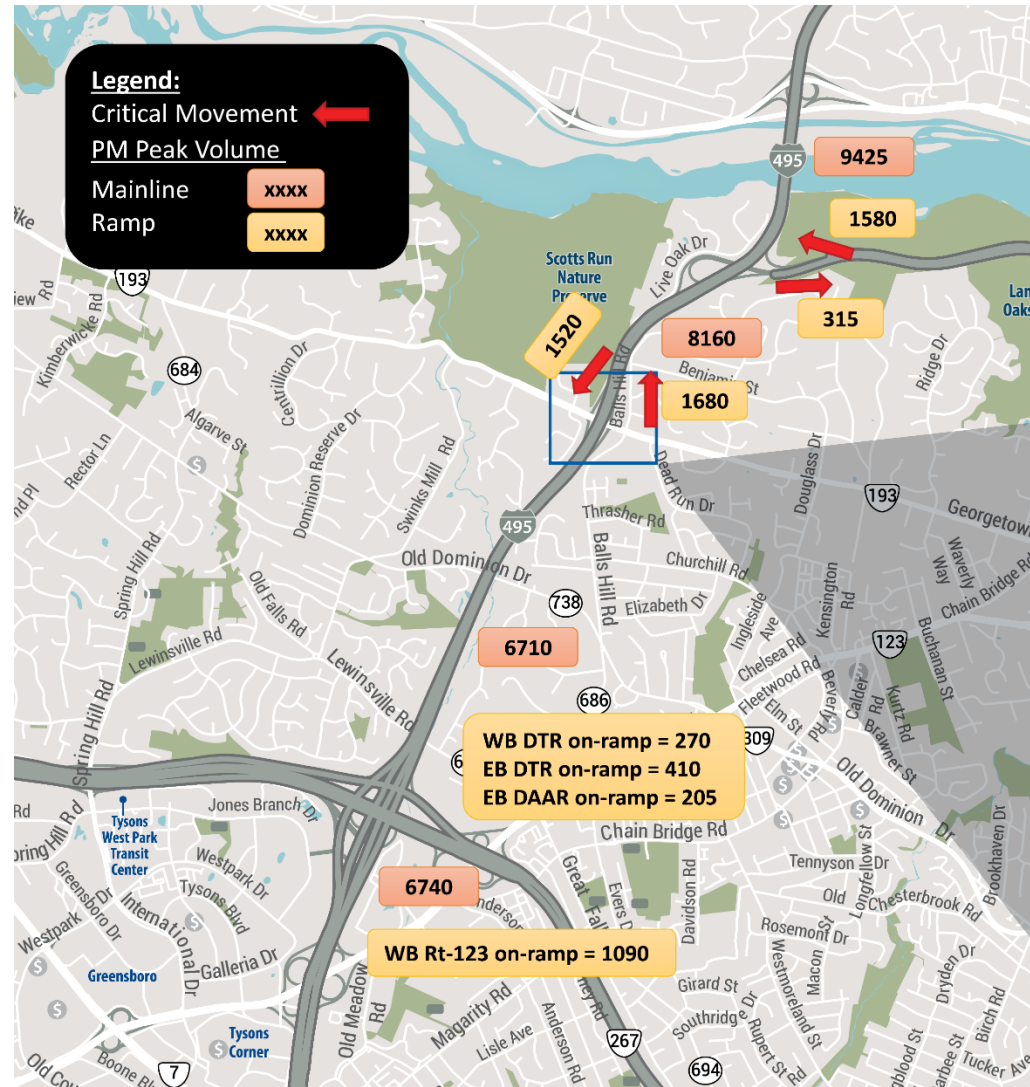


# VDOT Proposal to Address McLean Cut Through Traffic Problems

Board Transportation Committee  
July 17, 2018

Tom Biesiadny, Director  
Fairfax County Department of Transportation

# Study Area: Existing Conditions



- Heavy PM peak hour volumes using Rt. 193 & other on-ramps to NB I-495
- Heavy intersection volumes along Rt. 193 (includes cut-through traffic)

# Issue: Safety and Access in neighborhoods and schools

## Different Solution

- Has been modeled
- Probability of success

## Solution Plan A (recommended)

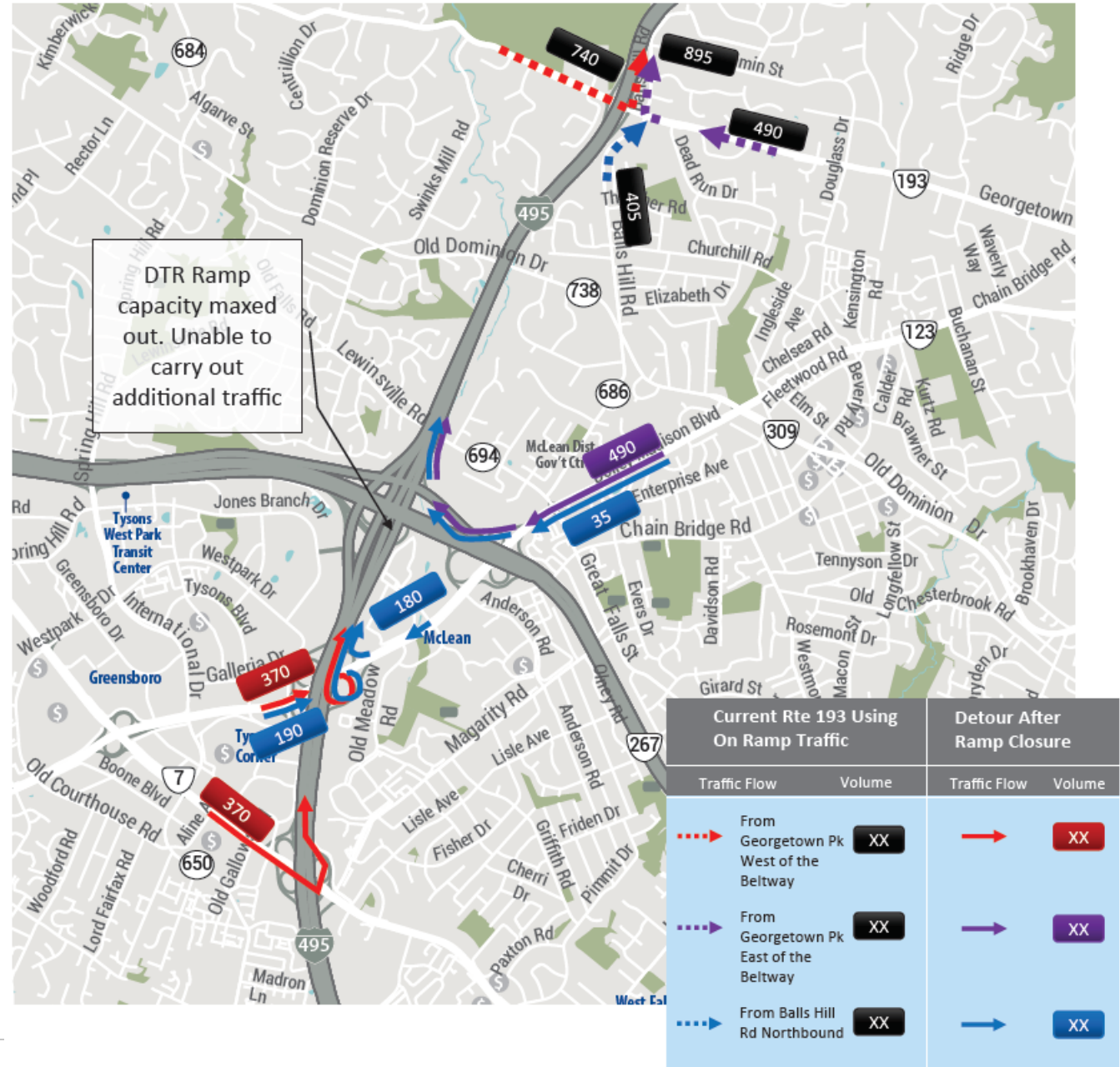
- Up to a 4-month pilot with before and after analysis
- Approach the Federal Highway Administration (FHWA) to close Northbound I-495 on-ramp at Georgetown Pike from 1 to 7 PM

## Solution Plan B

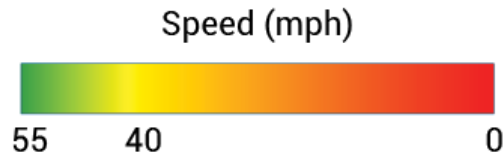
- Up to a 4-month pilot with before and after analysis
- Approach the Commonwealth Transportation Board (CTB) to prohibit turn movements from Georgetown Pike to Northbound I-495 on-ramp from 1 to 7 PM

# Assumed Diversion Routes after Closure of the Georgetown Pike On-Ramp to the I-495 Inner Loop (PM)

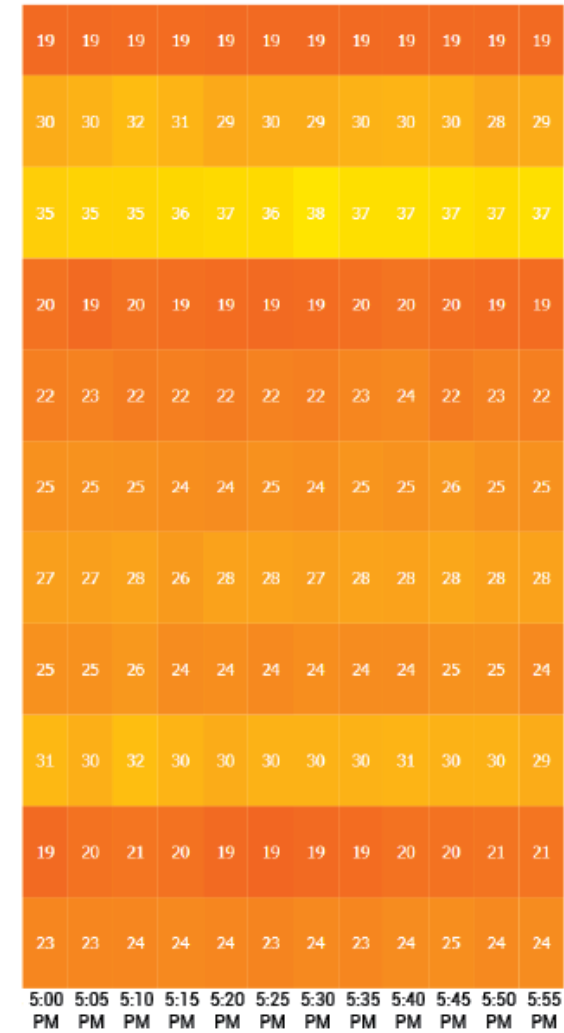
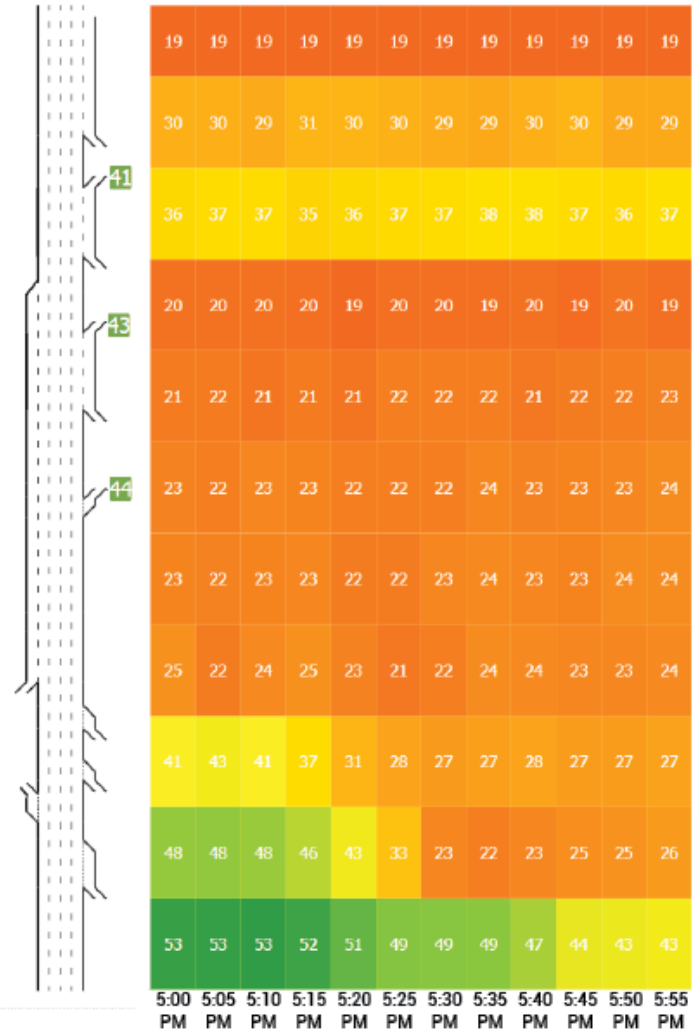
PM peak hour – ramp closure detours will have greater impact



# Congestion: Speed Comparison (PM Peak Hour)



- Clara Barton Pkwy EB on-ramp
- Clara Barton Pkwy off-ramp
- G.W. Pkwy on-ramp
- G.W. Pkwy off-ramp
- Georgetown Pike on-ramp
- Georgetown Pike off-ramp
- I-495 Express NB on-ramp
- VA 267 WB on-ramp
- VA 267 EB on-ramp
- VA 267 WB off-ramp
- VA 123 on-ramp



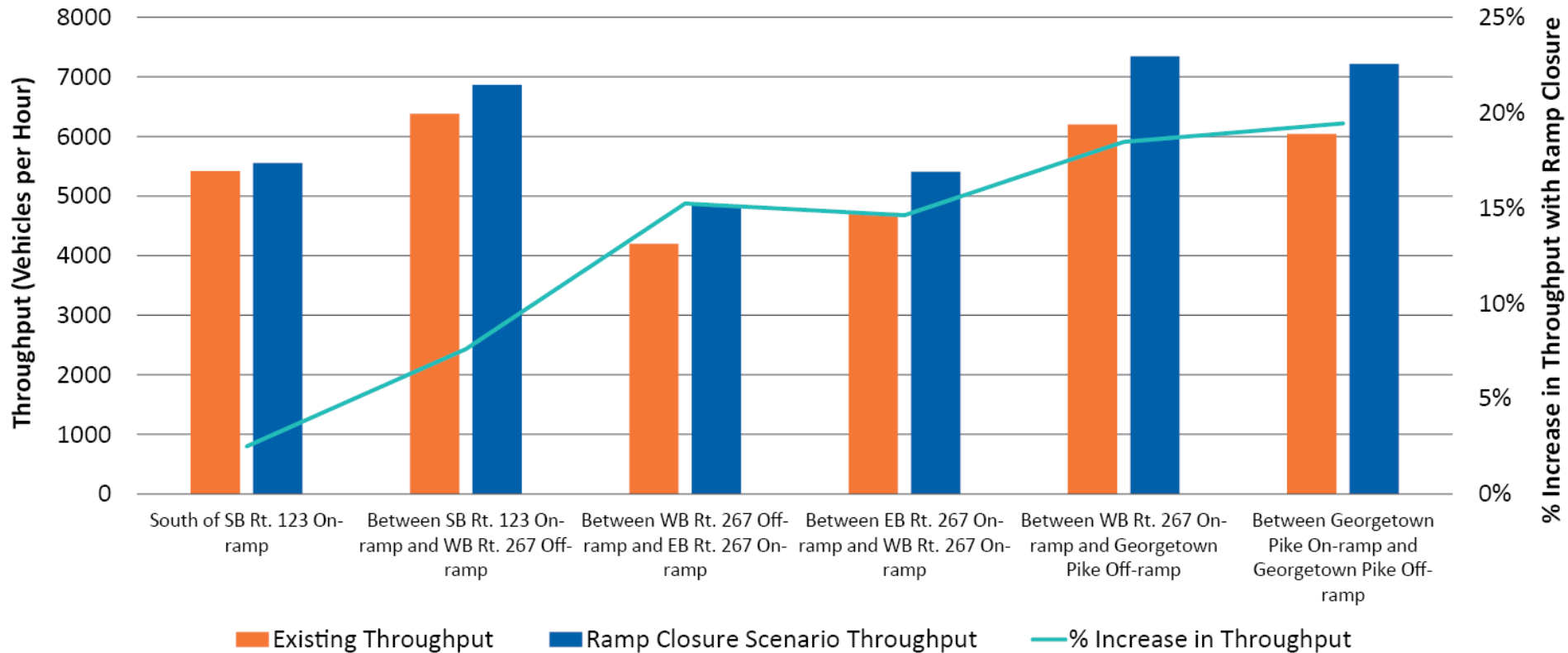
Existing

Ramp Closure Scenario

PM peak hour – ramp closure detours will increase queue on I-495

# THROUGHPUT:

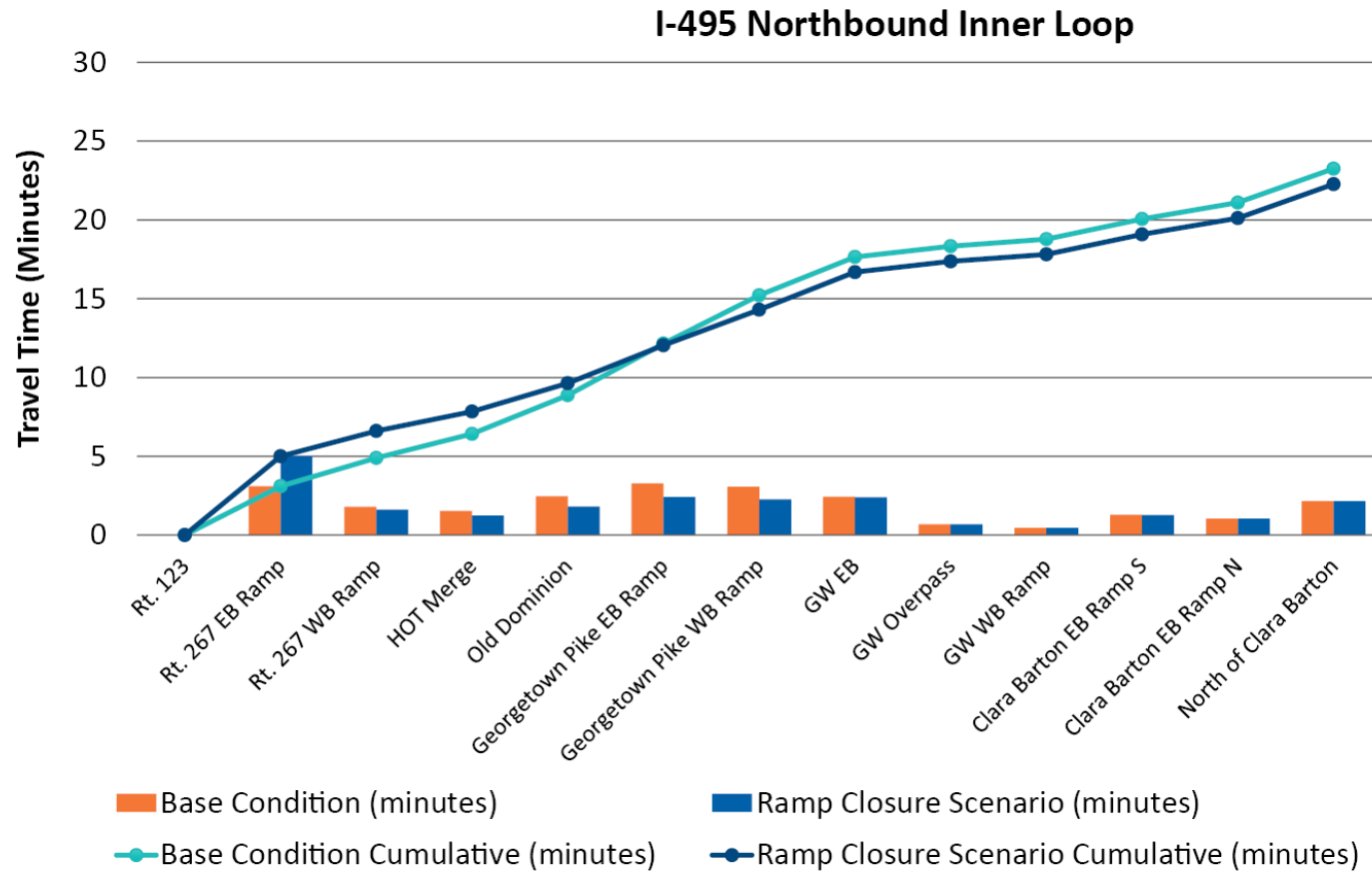
## PM Demand vs. Throughput Comparison



PM peak hour – ramp closure will increase throughput upstream of Rt. 193

# TRAVEL TIME:

## Travel Time Comparison (PM Peak Hour)



PM peak hour – ramp closure will decrease the overall travel time





# Comparison: Plans A and B

## Plan A

### Pros:

- Will eliminate cut throughs and improve safety/access
- Does not degrade the I-495 throughput in model
- Takes less law enforcement than Plan B

### Cons:

- Eliminates local access to I-495 North at Rt. 193 during restriction
- Requires some law enforcement
- Causes slower speeds on I-495 and limits spot congestion in the model
- Requires FHWA approval and announcement in the Federal Register

## Plan B

### Pros:

- Will eliminate cut throughs and improve safety/access
- Does not require FHWA approval and Federal Register
- Allows exit and reentry of I-495 at Rt. 193
- Does not degrade the I-495 throughput in model

### Cons:

- Eliminates local access to I-495 North at Rt. 193 during restriction
- Requires heavy and continuous local law enforcement
- Causes slower speeds on I-495 and limits spot congestion

# Next Steps

- **Initial Community Meeting – August 2**
- **Additional analysis of proposal and comments received**
- **Second Community Meeting – Fall 2018**
- **Staff Recommendation**
- **Board of Supervisors Consideration – Fall 2018**
- **Implementation, if endorsed the Board**

# Questions/Discussion