



# County of Fairfax, Virginia

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## “Huntington Area Transportation Study – Supplemental Slides”



## At-Grade Option A – Identifying Features

- Left turn movements prohibited from Route 1 at the intersections of Huntington Avenue and Fort Hunt Road
- Route 1 NB to Huntington Ave WB requires use of loop ramp
  - Loop ramp impacts vacant land SE of Route 1
- Route 1 SB to Fort Hunt Road SB requires use of loop ramp
  - Loop ramp impacts North Gateway developable area
- Additional access to North Gateway site (Route 1 SB right-in, right-out)
- Portions of Old Richmond Highway would be vacated
- Priority given to Route 1 thru movements – one fewer signal phases needed
- Maintains access to buildings on Old Richmond Hwy



## At-Grade Option B – Identifying Features

- “Superstreet”
- Side street left turn and thru movements prohibited
- U-turns at new median breaks along Route 1 for traffic to and from Huntington Avenue and Fort Hunt Road
- Additional signalized access road for the North Gateway site (exit only)
- Portions of Old Richmond Highway would be vacated
- Priority given to Route 1 thru movements – two fewer signal phases needed
- Maintains access to buildings on Old Richmond Hwy



## At-Grade Hybrid (A-B) – Identifying Features

- Left turn movements on Route 1 at Fort Hunt Road shifted to Huntington Avenue
- Weave distance between I-495 to Fort Hunt Road lengthened
- Additional access to North Gateway site (Route 1 SB right-in, right-out)
- Realigned Old Richmond Highway to provide a grid network
- Priority to Route 1 thru movements
- Maintains access to buildings on Old Richmond Hwy



## At-Grade Option C – Identifying Features

- “Displaced Left Turn” (DLT) intersection design
- Two new supplemental signals ahead of existing signals to “shift” left turns
- Route 1 NB lefts at Fort Hunt Rd prohibited
- Route 1 SB lefts at Huntington Ave prohibited
- Short weave between I-495 and Fort Hunt Road
- Priority to Route 1 thru movements
- Maintains access to buildings on Old Richmond Hwy



# Grade-Separated Opt D– Identifying Features

- “Alternate 1” from the Woodrow Wilson Bridge Project
- Huntington Avenue is grade-separated over Route 1
- Intersection of Route 1 at Fort Hunt Road remains at-grade signal
- SB off-ramp renders portion of North Gateway site undevelopable
- SB on-ramp impacts SW corner of Route 1/Huntington Ave
- Short weave between I-495 and Fort Hunt Road
- Priority to Route 1 thru movements – eliminates one at-grade signal
- Ped and bike movements can be enhanced by a separate sidewalk on Huntington Avenue Bridge
- Maintains access to some buildings on Old Richmond Hwy



# Grade-Separated Opt E – Identifying Features

- Modification of Alternate 1 from the Woodrow Wilson Bridge Project
- Elimination of all left turn movements at the intersection of Route 1 and Fort Hunt Road
- Route 1 SB to Fort Hunt Rd SB via Old Richmond Highway
- Fort Hunt Rd NB to Route 1 SB not accommodated
- Loop ramp on SE side of Route 1 accommodates lefts
- Priority to Route 1 thru movements – eliminates one at-grade signal
- Ped and bike movements can be enhanced by a separate sidewalk on Huntington Avenue Bridge
- Maintains access to buildings on Old Richmond Hwy



# Grade-Separated Opt F – Identifying Features

- Route 1 free-flow
- Huntington Ave grade-separated with Single Point Urban Interchange (SPUI)
- Old Richmond Highway acts as SB ramp (access to ramp questionable)
- New full access to North Gateway/Riverside Apartment via Huntington Ave
- Priority to Route 1 thru movements – eliminates both at-grade signals
- Pedestrian traffic severely affected due to free flow traffic on Route 1, Huntington Avenue Bridge only option (aside from additional ped bridge)