Freeway Segment and Ramp MOEs

AM Peak Hour (8:00 AM - 9:00 AM)

Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	7,490	7,434	-56	-1%	38	49.6
	Mainline south of Frying Pan Road						39	42.0
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles	Dasic	6,100	0,040	-52	-170	55	27.6
	Airport	Weave	6,960	6,901	-59	-1%	55	24.9
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	5,085	5,090	5	0%	56	22.6
	Between on-ramp from Route 267 EB and off-ramp to Route 267 WB	Weave	5,485	5,427	-58	-1%	55	20.6
Northbound	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	5,165	5,165	0	0%	56	22.8
Route 28	Between on-ramp from Route 267 WB and off-ramp to Innovation Ave Between off-ramp to Innovation Ave and on-ramp from Innovation Ave						54 57	25.7 21.1
	Between on-ramp from innovation Ave and off-ramp to Route 606 EB	Weave	6,775	6,674	-101	-1%	50	25.5
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB Between on-ramp from Route 606 EB and off-ramp to Route 606 WB						53 54	30.2 23.8
	Between off-ramp to Route 606 WB and on-ramp from Route 606 WB	Basic	5,620	5,533	-87	-2%	56	24.5
	Between on-ramp from Route 606 WB and off-ramp to Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB						55 56	22.3 21.2
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,680	4,598	-82	-2%	57	20.0
	Mainline north of Sterling Blvd Mainline north of Sterling Blvd						57 8	16.8 132.0
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,365	5,078	-2,287	-31%	11	115.0
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	7,825	5,564	-2,261	-29%	10	115.5
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 WB	Weave	8,755	6,348	-2,407	-27%	11	108.3
	Between off-ramp to Route 606 WB and on-ramp from Route 606 WB	Basic	8,465	6,239	-2,226	-26%	18	86.7
	Between on-ramp from Route 606 WB and off-ramp to Route 606 EB Between off-ramp to Route 606 EB and on-ramp from Route 606 EB						16 21	78.7 72.0
Southbound	Between on-ramp from Route 606 EB and off-ramp to Innovation Ave	Weave	9,290	6,965	-2,325	-25%	18	78.7
Route 28	Between off-ramp to Innovation Ave and on-ramp from Innovation Ave Between on-ramp from Innovation Ave and on-ramp from Route 267						29 22	53.8 62.7
	Between on-ramp from Route 267 and off-ramp to Dulles Airport	Weave	10,520	8,405	-2,115	-20%	19	73.4
	Between off-ramp to Dulles Airport and off-ramp to Route 267 EB Between off-ramp to Route 267 EB and on-ramp from Route 267 EB				·		27 55	56.8 26.5
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,785	6,538	-1,247	-16%	56	23.3
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,385	5,432	-953	-15%	56	23.9
	Mainline south of Frying Pan Road	Merge	7,060	6,128	-932	-13%	54	24.1
	Mainline south of Frying Pan Road Mainline west of Dulles Greenway Toll Plaza						55 30	27.9 59.1
	Between Dulles Greenway Toll Plaza and mainline from Route 28/Dulles							
	Airport Mainline leaving Dulles Airport near Rudder Road		·				8 47	137.4 13.1
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB							
	(west) Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	ŭ	·				40 44	19.1 11.3
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,605	1,578	-27	-2%	43	12.2
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east) Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Diverge Basic					44 45	10.1 4.3
Fasthound Route	Between on-ramp from Route 28 SB and off-ramp to Route 28 NB	Weave	2,915	2,256	-659	-23%	42	18.0
267	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB Between on-ramp from Route 28 NB and DTR Toll Plaza	Basic	2,515 3.545	1,903		-24% -18%	53 47	17.8 18.9
	Between DTR Toll Plaza and and on-ramp from DIAAH EB (west)	Merge	3,545	2,962	-584	-16%	26	58.4
	Between on-ramp from DIAAH EB (west) and mainline from Dulles Greenway	Basic	3,730	3,160	-570	-15%	17	57.6
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Weave	7,225	6,450	-775	-11%		
	Airport/DIAAH and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from DIAAH EB (east)				-496		12 14	108.3 99.7
	Between on-ramp from DIAAH EB (east) and on-ramp from Centreville Road			5,734	-491	-8%	40	04.7
	Mainline east of Centreville Road	Merge	7,330	6,717	-613	-8%	13 14	84.7 104.4
	Mainline east of Centreville Road	Basic	7,330	6,666	-664	-9%	26	64.5
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville Road	_					57 57	18.1 18.3
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,210	4,178	-32	-1%	56	17.5
Westbound Route	Between off-ramp to Centreville Road and on-ramp from Centreville Road Between on-ramp from Centreville Road and off-ramp to Dulles Airport						57 57	13.0 11.3
267	Between off-ramp to Dulles Airport and off-ramp to Route 28 NB	Diverge	3,040	2,964	-76	-3%	39	18.9
Westbound Route	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB Between off-ramp to Route 28 NB and off-ramp to Route 28 SB						57 57	6.2 6.1
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Diverge		58	5.3			
	Mainline west of Dulles Greenway Toll Plaza Mainline leaving Dulles Airport near Rudder Road				-		67 45	5.2 7.6
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB							
	(east) Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB						5.4	19.7
Eastbound DIAAH	(west) Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB						54	18.1
	(west) Between off-ramp to Route 267 EB (west) and off-ramp to Route 267 EB (east)			·			53	16.1
	Between off-ramp to Route 267 EB (west) and off-ramp to Route 267 EB (east)		<u> </u>	·			56	21.1
	Mainline east of Centreville Road		·				55 56	19.9 20.2
	Mainline east of on-ramp from Route 267 WB						58	9.1
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,055	1,059	4	0%	58	8.6
Westbound DIAAH	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport		1,055	1,071	16	2%	57	9.3
	Between on-ramp from Route 267 WB to Dulles Airport and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Weave	1,295	1,299	4	0%	57	7.6
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB						39	8.2
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,192	-118	-5%	43	10.1

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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
Emrina Don Dood	Route 28 NB to Frying Pan Road EB		1,390	1,386	-4	0%	34	40.5
Frying Pan Road	Frying Pan Road WB to Route 28 NB		860	881	21	2%	38	11.5
Interchange	Route 28 SB to Frying Pan Road EB		1,400	1,134	-266	-19%	23	44.0
Ramps	Frying Pan Road WB to Route 28 SB		675	688	13	2%	24	28.1
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,875	1,838	-37	-2%	42	21.7
	Route 28 NB to Dulles Airport		845	830	-15	-2%	39	10.5
	Route 28 NB to Route 267 EB		1,030	1,013	-17	-2%	37	27.5
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	394	-6	-2%	25	15.9
Davita 007	Route 28 NB to Route 267 WB		320	320	0	0%	39	8.1
Route 267	Route 267 WB to Route 28 NB		1,965	1,900	-65	-3%	42	44.5
Interchange	Route 267 EB (Dulles Greenway) to Route 28 SB		975	969	-6	-1%	26	42.0
Ramps	Route 267 WB to Route 28 SB		400	388	-12	-3%	22	17.5
	Route 267 EB/WB to Route 28 SB (Combined)		1,375	1,353	-22	-2%	15	89.0
	Route 28 SB to Dulles Airport		870	711	-159	-18%	22	32.3
	Route 28 SB to Route 267 EB		2,535	1,901	-634	-25%	23	82.1
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	672	2	0%	26	25.8
Innovation	Route 28 NB to Innovation Ave EB		1,060	1,045	-15	-1%	30	34.0
Avenue	Innovation Ave WB to Route 28 NB		705	699	-6	-1%	36	19.4
Interchange	Route 28 SB to Innovation Ave EB		1,005	713	-292	-29%	27	26.0
Ramps	Innovation Ave WB to Route 28 SB		860	839	-21	-2%	21	39.8
Kamps	Route 28 NB to Route 606 EB		225	227	2	1%	42	5.3
	Route 606 EB to Route 28 NB		90	69	-21	-24%	27	2.6
Route 606 / Old	Route 28 NB to Route 606 WB		1,020	1,018	-21	0%	25	40.6
Ox Road	Route 606 WB to Route 28 NB		590	583	-7	-1%	36	16.4
Interchange	Route 28 SB to Route 606 WB		290	189	-101	-35%	29	6.6
	Route 606 WB to Route 28 SB		380	380	0	0%	24	15.6
Ramps	Route 28 SB to Route 606 EB		590	394	-196	-33%	24	16.5
	Route 606 EB to Route 28 SB		1,030	793	-237	-23%	31	25.2
	Route 28 NB to Sterling Blvd EB		780	776	-23 <i>1</i> -4	-1%	31	24.9
	<u> </u>		750	738	- 4 -12	-1%	20	36.5
Sterling Blvd	Route 28 NB to Sterling Blvd WB Sterling Blvd to Route 28 NB		200	203	3	1%	32	6.3
Interchange	Route 28 SB to Sterling Blvd		280	196	-84	-30%	33	5.8
Ramps	Sterling Blvd WB to Route 28 SB		460	463	3	1%	15	33.6
	Sterling Blvd WB to Route 28 SB Sterling Blvd EB to Route 28 SB		930	830	-100	-11%	6	130.7
Route 267 /	· ·						10	71.6
Centreville Road	Route 267 EB to Centreville Road		1,140	1,086	-54	-5%	32	30.9
	Centreville Road to Route 267 EB Route 267 WB to Centreville Road		1,105	970 1,195	-135	-12% 0%	25	48.1
Interchange			1,195 265		0		50	5.0
Ramps	Centreville Road to Route 267 WB			248	-17 -	-6%	47	
	Route 267 EB to Dulles Airport		630	635	5	1%	57	13.3
	Route 267 WB to Dulles Airport		240	236	-4	-2%		4.1
	DIAAH WB to Rudder Road		480	482	2	0%	39 38	6.1 20.3
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	792	-58	-7%		17.6
Various Dulles ——	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,385	-111	-7%	39 27	5.2
Airport / DIAAH	DIAAH EB (Outer Lanes) to Rudder Road		145	145	0	0%		2.0
Ramps	Dulles Airport to Route 267 WB		65 505	67	2	3%	34	
·	Aviation Blvd to Route 267 EB		595	594	-1	0%	45 42	13.3
<u> </u>	Route 267 EB to DIAAH EB (west)		1,305	1,308	3	0%	44	30.5
<u> </u>	Route 267 EB to DIAAH EB (east)		555	554	-1 11	0%		12.5
<u> </u>	DIAAH EB to Route 267 EB (west)		185	196	11	6%	56 54	3.5
	DIAAH EB to Route 267 EB (east)		140	141	1	1%	54	2.5

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Arterial Intersection MOEs

AM Peak Hour (8:00 AM - 9:00 AM)

#	Intersection	Approach	Movement		ed Count oh)	VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Averag (sec/		Average Len (fe	gth	Max Queu	
			LT	25		24		-1		-4%		67.8		9		74	
	'	NB	TH	45	175	46	167	1	-8	2%	-5%	56.0	78.0	14	56	104	304
	'		RT	105		97		-8		-8%		90.9		56		304	
	Doute 946		LT	685		538		-147	4-0	-21%	4=0/	474.2		1,397		1,952	4.0=0
	Route 846 (Sterling	SB	TH	270	1,040	245	861	-25	-179	-9%	-17%	240.5	380.5	774 2	1,397	1,951 121	1,952
1	Boulevard) and		RT LT	85 100		78 98		-7 -2		-8% -2%		174.1 219.3		820		1,231	
1'	Pacific	EB	TH	940	1,155	895	1,106	- <u>-</u> 2 -45	-49	-2% -5%	-4%	204.1	204.3	961	996	1,231	1,283
	Boulevard		RT	115	1,100	113	1,100	-2	45	-2%	770	193.2	204.5	996	330	1,283	1,200
			LT	315		297		-18		-6%		136.2		272		635	
	'	WB	TH	460	1,325	431	1,230	-29	-95	-6%	-7%	46.2	54.6	72	272	426	635
	'		RT	550		502		-48		-9%		13.6		46		445	
		Inters	ection		95	3,3	364	-3	31		%	188	3.4			1	
	Route 846	SB	LT	35	280	21	173	-14	-107	-40%	-38%	425.9	389.6	4	4	54	54
	(Sterling		RT	245	900	152	710	-93	00	-38%	100/	384.6	26 F	0	2	0 163	162
2	Boulevard) and Route 28 SB Off-	EB WB	TH TH	800 1,080	800 1,080	718 1,074	718 1,074	-82 -6	-82 -6	-10% -1%	-10% -1%	26.5 2.2	26.5 2.2	3	2 3	129	163 129
	Route 28 SB Off-		ection		1,080		965	-6 -1:			-1% %	2.2 45		J	<u> </u>	123	129
\vdash	·	NB	RT	780	780	776	776	-4	-4	-1%	-1%	6.8	6.8	0	0	52	52
	Route 846		LT	10		9		-1		-10%		40.2		2		41	
	(Sterling	EB	TH	820	830	737	746	-83	-84	-10%	-10%	0.6	1.1	0	2	0	41
3	Boulevard) and Route 28 NB	WB	TH	790	980	795	988	5	8	1%	1%	0.7	0.9	1	1	109	109
	Route 28 NB Ramps	WD	RT	190		193		3		2%		1.7		0	I	34	109
	Kallips	Inters	ection		90		510		30		%	2.	8				
		ND	LT	65	075	65	074	0	4	0%	00/	60.0	25.7	22	20		407
		NB	TH RT	15 195	275	15 194	274	0 -1	-1	0% -1%	0%	61.8 11.5	25.7	5 13	22		137
	'		LT	5		5		0		0%		53.5		1	137 29 1 0 5		
	'	SB	TH	10	25	8	23	-2	-2	-20%	-8%	0.2	14.2	0		59	
	Route 846		RT	10		10		0		0%		5.7		0		59	
4	(Sterling		U	10		11		1		10%		13.9		2		71	
1	Boulevard) and	d EB	LT	70	1,600	65	1,510	-5	-90	-7%	-6%	14.8	15.7	2	56	71	509
	Shaw Road		TH	1,085	.,,,,,	1,019	.,	-66		-6%	0,0	15.2 17.3		56		509	
	'		RT LT	435 280		415 274		-20 -6		-5% -2%		17.3 16.4		50 13		346 247	
	'	WB	TH	895	1,200	900	1,200	-6 5	0	1%	0%	8.1	10.0	22	29	325	357
	'	"5	RT	25	1,200	26	1,200	1	Ü	4%	070	6.6	10.0	29		357	001
		Inters	ection		100	3,0	007	-9	93		%	14	.3				
			LT	115		113		-2		-2%		67.0		58		351	
		NB	TH	40	425	38	419	-2	-6	-5%	-1%	68.2	54.9	58	82	351	372
			RT	270		268		-2		-1%		48.0		82		372	
			U LT	5 385	-	5 388		0 3		0% 1%		111.2		224 224		709 709	
		SB	TH	70	685	70	678	0	-7	0%	-1%	123.6 125.1	94.6	224	224	709	709
	Route 606 (Old		RT	225	1	215		-10		-4%		32.0		81		617	
5	Ox Road) and		LT	155		108		-47		-30%		223.9		2,162		2,559	
	Pacific Boulevard	EB	TH	2,770	3,070	1,953	2,159	-817	-911	-29%	-30%	173.3	174.9	2,163	2,163	2,560	2,560
	Doulevalu		RT	145		98		-47		-32%		153.7		4		82	
			U	10		8		-2		-20%		85.0		35		136	
		WB	LT	125	2,100	116	2,025	-9 44	-75	-7%	-4%	94.8	50.9	35	351	136	1,565
			TH RT	1,480 485	1	1,436 465		-44 -20		-3% -4%		52.2 35.4		351 140		1,565 1,314	
		Inters	ection		<u>1</u> 280	5,2	281		99		 6%		7.5	170		1,014	
	Route 606 (Old	NB	TH	40	40	39	39	-1	-1	-3%	-3%	45.1	45.1	8	8	78	78
_	Ox Road) and	EB	TH	2,905	2,905	2,160	2,160	-745	-745	-26%	-26%	15.4	15.4	101	101	1,000	1,000
6	Route 28 NB Off-	WB	TH	1,170	1,170	1,186	1,186	16	16	1%	1%	2.3	2.3	0	0	10	10
	Ramp	Inters	ection	4,1	115	3,3	385	-73	30	-18	3%	11	.2				

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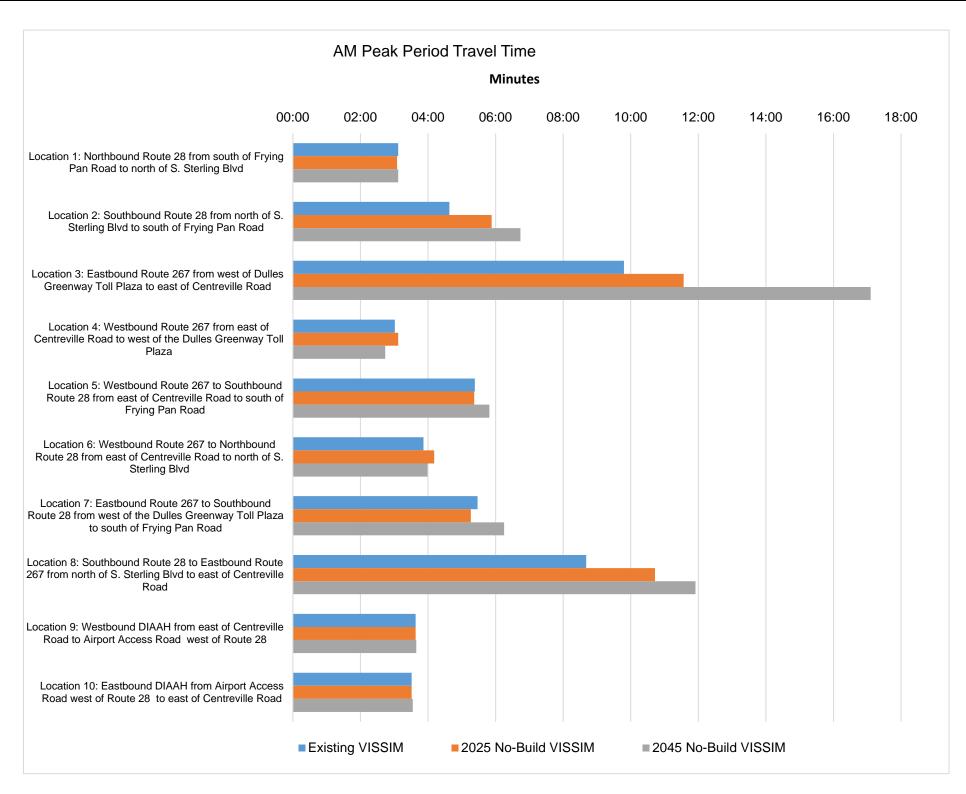
#	Intersection	Approach	Movement		ed Count ph)	VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)		e Delay /veh)	_	e Queue igth et)		
			LT	100		96		-4		-4%		100.9		54		167	
		NB	TH	90	270	88	259	-2	-11	-2%	-4%	72.6	67.1	54	61		212
			RT	80		75		-5		-6%		17.5		61		212	218 218 114 248 670 704 704 1,042 1,094 10 161 161 161 116 117 117 4 642 638 440 544 544 544 540 486 387 1,344 1,344 1,091 496 517
			LT	30		29		-1		-3%		91.3		68			
		SB	TH	230	360	226	356	-4	-4	-2%	-1%	79.9	59.5	68	68		218
	D / 000 (01.1		RT	100		101		1		1%		4.8		6			1
	Route 606 (Old		LT	150		125		-25		-17%		75.1		55			
7	Ox Road) and	EB	TH	2,285	3,130	1,762	2,405	-523	-725	-23%	-23%	23.9	25.6	167	167		704
	Shaw Road		RT	695	1 0,100	518	_,	-177	•	-25%		19.4		51			
			U	10		12		2		20%		143.0		167			
			LT	60	1	65		5		8%		136.9		167			1
		WB	TH	1,560	1,695	1,580	1,724	20	29	1%	2%	30.7	34.6	218	218		1,094
			RT	65	1	67		2		3%		7.8		0			
		Inters	ection		455	4,7	744	<u>-</u>	11		3%		3.7	ŭ		.0	
			LT	65		64	•	-1		-2%	370	63.6		40		161	
		NB	TH	110	495	107	495	-3	0	-3%	0%	71.8	28.5	40	40		161
			RT	320	+33	324	433	4	U	1%	0 70	7.2	20.5	10	40		101
			LT	25		25		0		0%		60.0		31			
	_ ,	SB	TH	95	325	98	328	3	3	3%	1%	74.5	27.7	31	31		117
	Sunrise Valley		RT	205		205		0		0%		1.5		0		4	
8	Drive and Frying		LT	690		631		-59		-9%		56.3		156			
	Pan Road	EB	TH	1,080	1,850	1,004	1,711	-76	-139	-7%	-8%	36.9	43.0	157	157		642
			RT	80		76		-4		-5%		12.6		72			
		WB	LT	345	4 455	336	4.454	-9		-3%	00/	70.8	40.0	146	4.40		544
			TH	685	1,155	684	1,151	-1 C	-4	0%	0%	37.7	43.6	146 0	146		544
		Inters	RT section	125	1 825	131	885	6 -1	40	5% -4	·%	5.1	9.9	U		U	
			LT	110		89		-21		-19%		57.7		65		523	
		NB	TH	2,150	2,260	1,859	1,948	-291	-312	-14%	-14%	27.6	29.0	190	190		540
	Centreville Road		TH	1,010	1	1,021		11		1%		29.2		95			
9	and Dulles Toll	SB	RT	155	1,165	158	1,179	3	14	2%	1%	9.7	26.6	12	95		486
١١	Road WB Ramps		LT	760		747		-13		-2%		64.3		223			
	Rodd WB Ramps	WB	RT	430	1,190	425	1,172	-5	-18	-1%	-2%	15.9	46.7	203	223		1,344
		Inters	ection		615	4,2	299		16		%		3.2			, -	
			TH	1,695		1,347		-348		-21%		121.9	400.0	784		1.084	4 004
		NB	RT	835	2,530	667	2,014	-168	-516	-20%	-20%	123.9	122.6	777	784		1,091
	Centreville Road	0.0	LT	270	4 770	277	4 770	7	_	3%	40/	67.1	05.0	123	400		547
10	and Dulles Toll	SB	TH	1,500	1,770	1,502	1,779	2	9	0%	1%	17.3	25.0	110	123	517	517
	Road EB Ramps		LT	565	1,140	513	1,050	-52	-90	-9%	-8%	386.6	314.9	1,392	4 202	3,319	2 240
	•	EB	RT	575	1,140	537	1,050	-38	-90	-7%	-0%	246.3	314.9	873	1,392	2,236	3,319
		Inters	ection	5,4	440	4,8	343	-5	97	-11	1%	12	8.4				
		SB	LT	200	930	203	945	3	15	2%	2%	152.2	142.6	635	692	949	1,010
		36	RT	730	930	742	940	12	13	2%	2 /0	140.0	142.0	692	092	1,010	1,010
	Frying Pan Road	EB	LT	1,135	2,790	1,014	2,517	-121	-273	-11%	-10%	32.3	18.5	117	117	472	512
11	and River Birch		TH	1,655	2,790	1,503	۷,517	-152	-213	-9%	-10/0	9.1	10.0	41	'''	512	012
	Road	WB	TH	805	955	816	964	11	9	1%	1%	35.3	35.3	77	77	351	389
			RT	150		148		-2		-1%		35.1		61	' '	389	508
			ection		675		26		49		%		3.6				
	Frying Pan Road	NB	RT	567	567	555	555	-12	-12	-2%	-2%	56.2	56.2	144	144	1,349	1,349
12	and Route 28	EB	TH	1,400	1,400	1,136	1,136	-264	-264	-19%	-19%	22.3	22.3	113	113	913	913
' -	Northbound Off-	WB	TH	1,535	1,535	1,569	1,569	34	34	2%	2%	3.9	3.9	1	1	119	119
	Ramp	Inters	ection		502		260		42	-7	%		9.2				
			LT	310		307		-3	_	-1%		42.4		48		156]
		NB	TH	45	375	46	373	1	-2	2%	-1%	35.4	39.8	48	50	156	179
			RT	20		20		0		0%		10.1		50		179	
			LT	60		57		-3		-5%		38.2		33		216	
	_	SB	TH	110	565	111	551	1	-14	1%	-2%	35.9	19.9	33	47	216	259
	Innovation		RT	395		383		-12		-3%		12.5		47		259	
13	Avenue and		LT	315	1 .	270		-45	_	-14%		79.7		70	_	431	
	Shaw Road	EB	TH	1,190	2,060	999	1,750	-191	-310	-16%	-15%	62.9	61.6	70	70	431	431
	Jilaw Roau			555		481		-74		-13%		48.9		0		0	
			RT		+												1
			LT	35		33	4.5	-2	-	-6%		44.6		65		332	<u> </u>
		WB	LT TH	35 860	935	855	929	-2 -5	-6	-1%	-1%	21.9	21.9	65	65	332	332
			LT	35 860 40	935 935	855 41	929 603	-5 1	-6 32	-1% 3%	-1% %	21.9 5.1	21.9 2.8		65		332

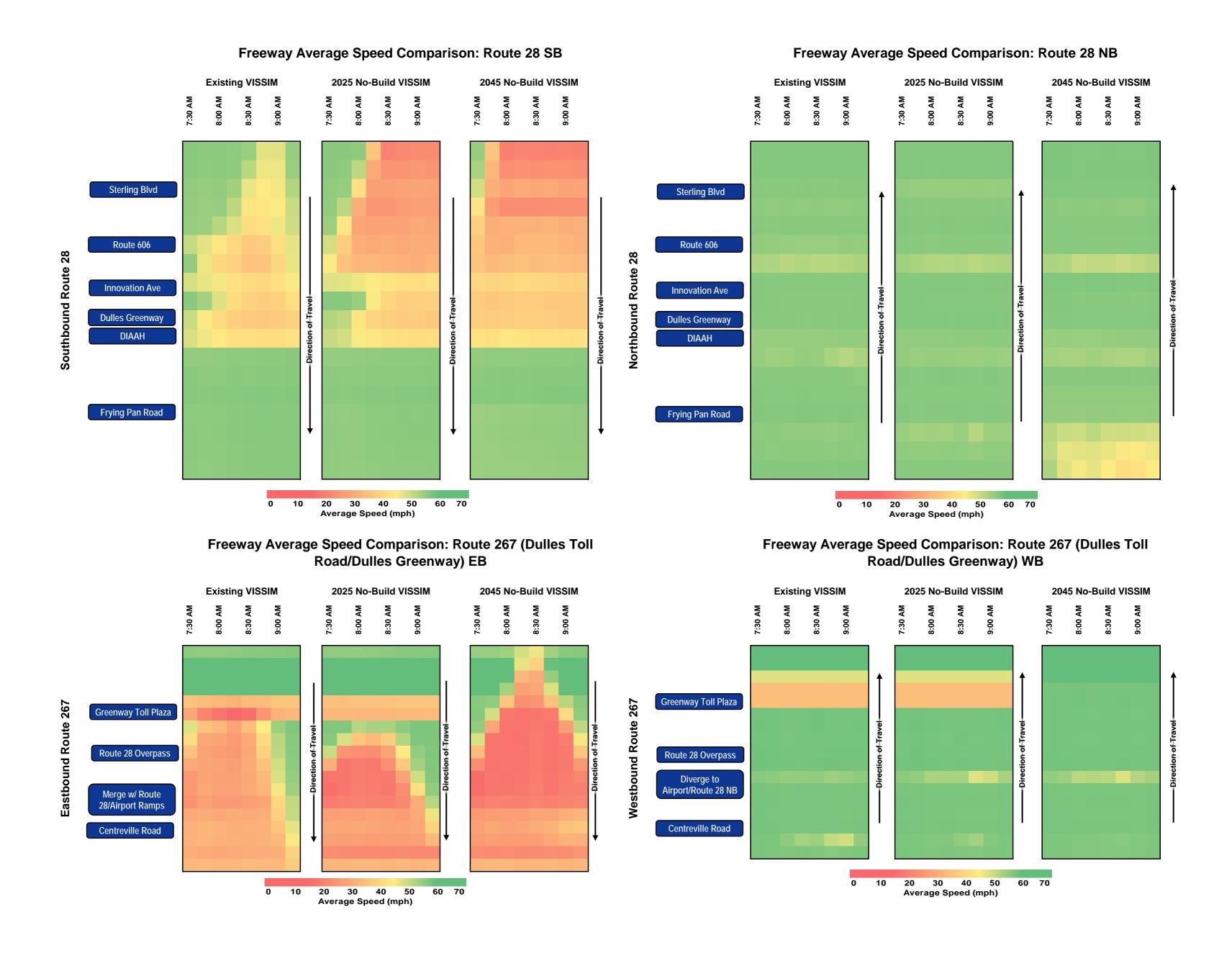
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Travel Time Comparison

AM Peak Period (7:30 AM - 9:30 AM)

				Peak	Period Travel T	ime		
Segment ID	Route	Existing VISSIM (MM:SS)	2025 No-Build VISSIM (MM:SS)	2045 No-Build VISSIM (MM:SS)	Difference from 2025 No- Build (MM:SS)	Difference from 2025 No- Build (%)	Difference from Existing (MM:SS)	Difference from Existing (%)
Location 1: N of S. Sterling	lorthbound Route 28 from south of Frying Pan Road to north Blvd	03:07	03:05	03:07	00:02	1%	00:00	0%
Location 2: S of Frying Pan	Southbound Route 28 from north of S. Sterling Blvd to south	04:38	05:53	06:44	00:51	14%	02:06	45%
Location 3: Eastbound Route 267 from west of Dulles Greenway Toll Plaza to east of Centreville Road			11:34	17:06	05:32	48%	07:18	74%
Location 4: Westbound Route 267 from east of Centreville Road to west of the Dulles Greenway Toll Plaza			03:07	02:44	-00:23	-12%	-00:17	-9%
	Vestbound Route 267 to Southbound Route 28 from east of oad to south of Frying Pan Road	05:23	05:22	05:49	00:27	8%	00:26	8%
	Vestbound Route 267 to Northbound Route 28 from east of oad to north of S. Sterling Blvd	03:52	04:11	03:59	-00:12	-5%	00:07	3%
	eenway Toll Plaza to south of Frying Pan Road	05:28	05:16	06:15	00:59	19%	00:47	14%
Location 8: Southbound Route 28 to Eastbound Route 267 from north of S. Sterling Blvd to east of Centreville Road		08:41	10:43	11:55	01:12	11%	03:14	37%
	Vestbound DIAAH from east of Centreville Road to Airport west of Route 28	03:38	03:38	03:39	00:01	0%	00:01	0%
	Eastbound DIAAH from Airport Access Road west of Route Centreville Road	03:31	03:31	03:33	00:02	1%	00:02	1%





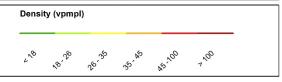
2045 No-Build AM Peak Hour Freeway and Ramp Density – Route 28 Corridor







Route 28 Corridor Mainline and Ramp Density 2045 No-Build AM



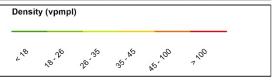
2045 No-Build AM Peak Hour Freeway and Ramp Density – Route 267 Corridor



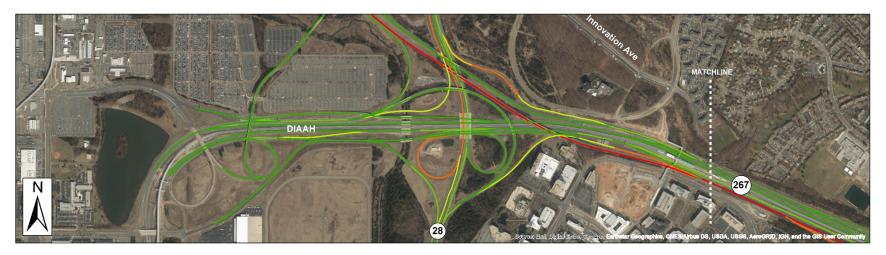




Route 267 Corridor Mainline and Ramp Density 2045 No-Build AM



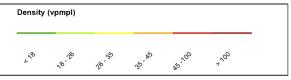
2045 No-Build AM Peak Hour Freeway and Ramp Density – DIAAH Corridor







DIAAH Corridor Mainline and Ramp Density 2045 No-Build AM



2045 No-Build AM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor



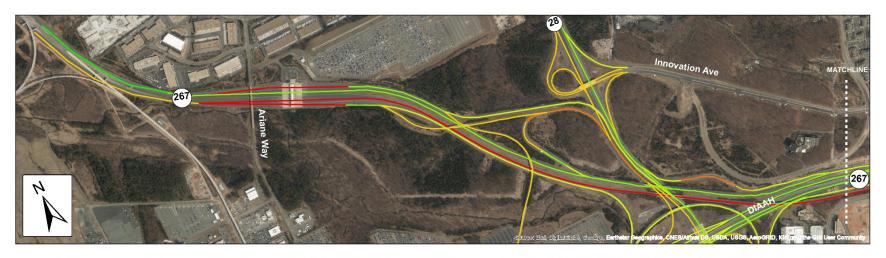




Route 28 Corridor Mainline and Ramp Speed 2045 No-Build AM

Speed (mph)	
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2045 No-Build AM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor







Route 267 Corridor Mainline and Ramp Speed 2045 No-Build AM

Spe	ed (mph)
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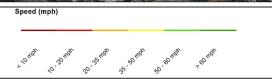
2045 No-Build AM Peak Hour Freeway and Ramp Speeds – DIAAH Corridor







DIAAH Corridor Mainline and Ramp Speed 2045 No-Build AM



Freeway Segment and Ramp MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference	Difference	Average Speed	Average Density
1 domey	o o g mont	1,750	(vph)	(vph)	(vph)	(%)	(mph)	(vpmpl)
	Mainline south of Frying Pan Road	Basic	5,840	5,862	22	0%	55	26.7
	Mainline south of Frying Pan Road	Diverge	5,840	5,867	27	0%	53	24.3
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,145	5,192	47	1%	55	23.5
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,255	6,229	-26	0%	56	22.3
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	5,080	5,103	23	0%	55	23.3
	Between on-ramp from Route 267 EB and off-ramp to Route 267 WB	Weave	6,170	6,041	-129	-2%	44	31.1
Northbound	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	4,860	4,738	-122	-3%	38	42.8
Route 28	Between on-ramp from Route 267 WB and off-ramp to Innovation Ave	Weave	6,845	6,201	-644	-9%	30	56.7
	Between off-ramp to Innovation Ave and on-ramp from Innovation Ave	Basic	5,910	5,321	-589	-10%	23	66.9
	Between on-ramp from innovation Ave and off-ramp to Route 606 EB	Weave	7,080	6,108	-972	-14%	19	89.7
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB	Basic Weave	6,840 7,285	5,867 6,122	-973 -1,163	-14% -16%	22 19	89.4 85.6
	Between on-ramp from Route 606 EB and off-ramp to Route 606 WB Between off-ramp to Route 606 WB and on-ramp from Route 606 WB	Basic	6,700	5,736	-1,163	-14%	20	96.8
	Between on-ramp from Route 606 WB and off-ramp to Sterling Blvd EB	Weave	7,495	6,259	-1,236	-16%	21	73.5
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	6,990	5,650	-1,340	-19%	19	83.0
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,160	5,114	-1,046	-17%	22	71.3
	Mainline north of Sterling Blvd	Basic	6,580	5,482	-1,098	-17%	22	67.0
	Mainline north of Sterling Blvd	Basic	4,810	4,663	-147	-3%	50	22.9
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,610	4,433	-177	-4%	49	28.8
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,435	5,195	-240	-4%	48	29.0
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 WB	Weave	6,180	5,804	-376	-6%	39	37.1
	Between off-ramp to Route 606 WB and on-ramp from Route 606 WB	Basic	6,040	5,674	-366	-6%	45	40.2
	Between on-ramp from Route 606 WB and off-ramp to Route 606 EB	Weave	6,300	5,688	-612	-10%	40	38.1
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB	Basic	5,505	5,079	-426	-8%	45	38.2
Southbound	Between on-ramp from Route 606 EB and off-ramp to Innovation Ave	Weave	6,550	5,955	-595	-9%	40	40.5
Route 28	Between off-ramp to Innovation Ave and on-ramp from Innovation Ave	Basic					43	40.5
110410 20	Between on-ramp from Innovation Ave and on-ramp from Route 267	Basic					40	41.7
	Between on-ramp from Route 267 and off-ramp to Dulles Airport	Weave					36	49.9
	Between off-ramp to Dulles Airport and off-ramp to Route 267 EB Between off-ramp to Route 267 EB and on-ramp from Route 267 EB	Diverge Basic		·			32 55	59.4 22.9
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave		·			52	25.0
							52	20.0
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road Mainline south of Frying Pan Road	Basic Merge	· ·	·			50 39	27.3 43.6
	Mainline south of Frying Pan Road	Basic		·			54	30.7
	Mainline west of Dulles Greenway Toll Plaza	Basic					65	6.4
	Between Dulles Greenway Toll Plaza and mainline from Route 28/Dulles Airport	Basic	890	886	-4	0%	58	5.1
	Mainline leaving Dulles Airport near Rudder Road	Weave	3,430	3,361	-69	-2%	39	28.1
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,685	2,573	-112	-4%	33	35.4
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,675	1,626	-49	-3%	32	41.7
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	3,025	3,430 3,361 -69 -2% 2,685 2,573 -112 -4% 1,675 1,626 -49 -3% 3,025 2,822 -203 -7%	25	52.1		
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,580	1,431	-149	-9%	27	49.9
	Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Basic	1,110	1,038	-72	-7%	25	51.1
Eastbound	Between on-ramp from Route 28 SB and off-ramp to Route 28 NB	Weave	2,860	2,312	-548	-19%	23	65.3
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	1,770	1,359	-411	-23%	54	12.5
Eastbound Route 267	Between on-ramp from Route 28 NB and DTR Toll Plaza	Basic	2,440	2,031	-409	-17%	55 57	9.4
	Between DTR Toll Plaza and and on-ramp from DIAAH EB (west) Between on-ramp from DIAAH EB (west) and mainline from Dulles Greenway	Merge Basic	2,440 3,025	2,036 2,617	-404 -408	-17% -13%	57	17.0
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Weave	3,915	3,422	-493	-13%	56	14.7
	Airport/DIAAH and off-ramp to Centreville Road		· ·				56	11.9
	Between off-ramp to Centreville Road and on-ramp from DIAAH EB (east)	Basic	3,560	3,172	-388	-11%	57	13.7
	Between on-ramp from DIAAH EB (east) and on-ramp from Centreville Road Mainline east of Centreville Road	Merge	3,695	3,306	-389 -535	-11% -11%	57 56	11.1 17.6
	Mainline east of Centreville Road Mainline east of Centreville Road	Merge Basic	4,860 4,860	4,325 4,290	-535 -570	-11% -12%	57	18.9
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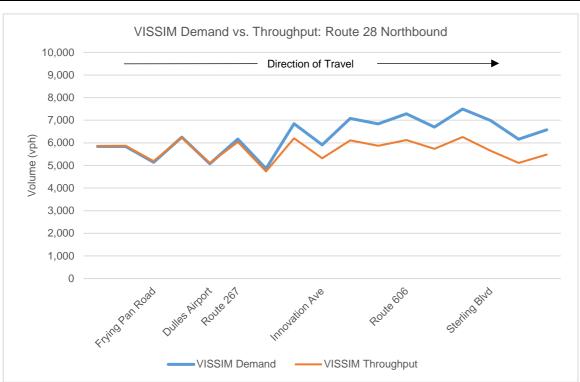
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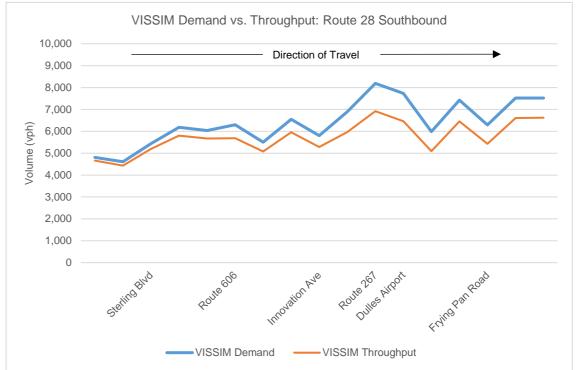
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline east of off-ramp to DIAAH WB	Diverge	6,980	6,105	-875	-13%	34	68.7
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	6,980	6,130	-850	-12%	30	72.7
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	6,980	6,071	-909	-13%	24	79.3
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	5,925	4,888	-1,038	-18%	15	106.3
Westbound	Between on-ramp from Centreville Road and off-ramp to Dulles Airport	Weave	7,100	5,711	-1,389	-20%	11	113.3
Route 267	Between off-ramp to Dulles Airport and off-ramp to Route 28 NB	Diverge	6,930	5,449	-1,481	-21%	15	100.1
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,945	3,890	-1,055	-21%	50	29.1
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,945	3,869	-1,076	-22%	46	31.9
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	3,890	3,047	-843	-22%	55	25.8
	Mainline west of Dulles Greenway Toll Plaza	Basic	5,915	5,112	-804	-14%	64	26.6
	Mainline leaving Dulles Airport near Rudder Road	Basic	1,260	1,258	-2	0%	45	14.1
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	2,270	2,251	-19	-1%	43	22.3
	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west)	Merge	2,740	2,685	-55	-2%	53	19.4
Eastbound DIAAH	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west)	Diverge	2,740	2,656	-84	-3%	44	20.1
	Between off-ramp to Route 267 EB (west) and off-ramp to Route 267 EB (east)	Basic	2,155	2,112	-43	-2%	56	18.7
	Between off-ramp to Route 267 EB (west) and off-ramp to Route 267 EB (east)	Diverge	2,155	2,055	-100	-5%	55	17.5
	Mainline east of Centreville Road	Basic	2,025	1,983	-42	-2%	56	17.8
	Mainline east of on-ramp from Route 267 WB	Basic	3,240	3,235	-5	0%	56	28.8
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,240	3,231	-9	0%	56	27.5
Westbound	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Basic	3,240	3,215	-25	-1%	55	29.3
DIAAH	Between on-ramp from Route 267 WB to Dulles Airport and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Weave	3,410	3,325	-85	-2%	55	20.3
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,680	-15	-1%	39	16.9
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,266	-79	-3%	43	10.4

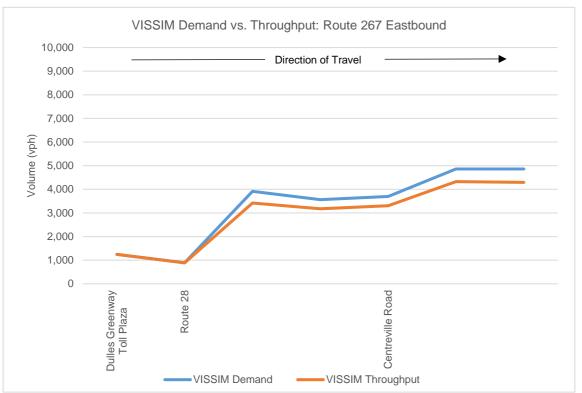
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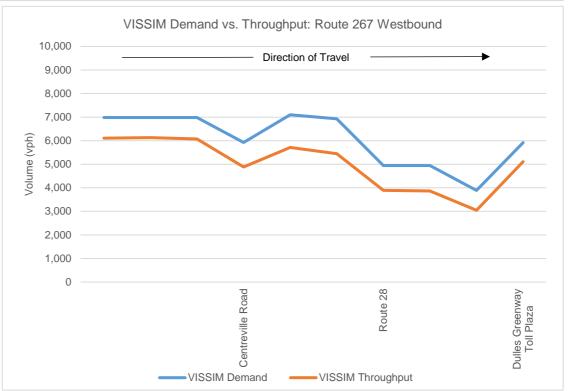
Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference (vph)	Difference (%)	Average Speed	Average Density
Engine Don	Davida 00 ND to Frain a David David FD		(vph)	(vph)			(mph)	(vpmpl)
Frying Pan Road	Route 28 NB to Frying Pan Road EB		_	701	6	1%	39 36	17.7 14.6
	Frying Pan Road WB to Route 28 NB		_	1,054	-61 -67	-6% -6%	27	34.9
Interchange	Route 28 SB to Frying Pan Road EB			1,068			18	76.0
Ramps	Frying Pan Road WB to Route 28 SB		4 4 7 5	1,164	-61	-5%		
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,175	1,163	-12	-1%	44	13.0
	Route 28 NB to Dulles Airport		_	497	-8	-2%	39	6.3
	Route 28 NB to Route 267 EB			671	1	0%	39	17.1
<u> </u>	Route 267 EB (leaving Dulles Airport) to Route 28 NB		_	984	-106	-10%	20	50.4
Route 267	Route 28 NB to Route 267 WB		_	1,333	23	2%	37	35.7
Interchange	Route 267 WB to Route 28 NB		_	1,565	-420	-21%	29	62.0
Ramps	Route 267 EB (Dulles Greenway) to Route 28 SB		_	233	-7	-3%	31	14.5
	Route 267 WB to Route 28 SB			803	-252	-24%	17	56.3
	Route 267 EB/WB to Route 28 SB (Combined)		1,295	1,016	-279	-22%	18	67.5
	Route 28 SB to Dulles Airport			371	-79	-18%	25	14.7
	Route 28 SB to Route 267 EB			1,332	-418	-24%	16	104.1
	Route 267 EB (leaving Dulles Airport) to Route 28 SB			1,379	-66	-5%	25	55.3
Innovation	Route 28 NB to Innovation Ave EB			867	-68	-7%	30	28.4
Avenue	Innovation Ave WB to Route 28 NB			870	-300	-26%	13	99.5
Interchange	Route 28 SB to Innovation Ave EB			673	-72	-10%	29	23.4
Ramps	Innovation Ave WB to Route 28 SB			801	-289	-27%	18	54.7
	Route 28 NB to Route 606 EB			211	-29	-12%	37	5.6
	Route 606 EB to Route 28 NB			417	-28	-6%	25	16.6
Route 606 /	Route 28 NB to Route 606 WB			488	-97	-17%	21	23.6
Old Ox Road	Route 606 WB to Route 28 NB			583	-207	-26%	34	17.7
Interchange	Route 28 SB to Route 606 WB			136	-4	-3%	34	4.0
Ramps	Route 606 WB to Route 28 SB			185	-75	-29%	22	12.8
	Route 28 SB to Route 606 EB			730	-65	-8%	24	30.4
	Route 606 EB to Route 28 SB			956	-89	-9%	29	44.9
	Route 28 NB to Sterling Blvd EB			457	-48	-10%	30	14.8
Otaniin n Divel	Route 28 NB to Sterling Blvd WB			651	-179	-22%	18	49.7
Sterling Blvd	Sterling Blvd to Route 28 NB			415	-5	-1%	31	13.0
Interchange	Route 28 SB to Sterling Blvd			189	-11	-5%	47	3.9
Ramps	Sterling Blvd WB to Route 28 SB			796	-29	-3%	17	50.5
	Sterling Blvd EB to Route 28 SB			722	-23	-3%	26	34.4
Route 267 /	Route 267 EB to Centreville Road			349	-6	-2%	19	15.7
Centreville	Centreville Road to Route 267 EB			1,017	-148	-13%	39	25.6
Road	Route 267 WB to Centreville Road			927	-128	-12%	28	32.6
Interchange	Centreville Road to Route 267 WB			940	-235	-20%	35	41.0
interonange	Route 267 EB to Dulles Airport			115	5	4%	49	2.3
	Route 267 WB to Dulles Airport			138	-32	-19%	43	3.2
	DIAAH WB to Rudder Road			1,656	-59	-3%	34	24.3
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	377	-38	-9%	39	9.4
 	Ramps from Route 267 EB/Route 28 to Dulles Airport		110	608	-42	-6%	39	7.6
Various Dulles ——	DIAAH EB (Outer Lanes) to Rudder Road			735	-10	-1%	25	28.7
Airport / DIAAH	Dulles Airport to Route 267 WB			713	-2	0%	32	22.3
Ramps	Aviation Blvd to Route 267 EB			1,266	-84	-6%	32	52.1
 	Route 267 EB to DIAAH EB (west)			987	-23	-2%	43	22.9
 	Route 267 EB to DIAAH EB (west) Route 267 EB to DIAAH EB (east)			432	-38	-8%	43	9.8
 	DIAAH EB to Route 267 EB (west)			581	-4	-1%	54	10.7
I	DIAAH EB to Route 267 EB (west)			133	-2	-1%	55	2.4
	DIAMITED to Notice 201 ED (east)			133		-1 /0	- 55	

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Arterial Intersection MOEs

PM Peak Hour (5:00 PM - 6:00 PM)

#	Intersection	Approach	Movement	Balance (vp		VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Average (sec/	e Delay veh)	Average Len (fe	gth	Max Queu	_
			LT	20		20		0		0%		77.5		9	<i>-</i>	94	
		NB	TH	275	665	271	654	-4	-11	-1%	-2%	45.2	34.3	79	85	448	498
			RT	370		363		-7		-2%	1	23.8		85		498	
			LT	515		497		-18		-3%		65.6		134		526	
		SB	TH	35	755	36	736	1	-19	3%	-3%	24.0	47.4	3	134	49	526
	Route 846	36	RT	205	755	203	730	-2	-13	-1%	-3/0	7.3	47.4	8	134	141	320
	(Sterling													133			
	Boulevard) and	-	LT	125	755	136	700	11	0.4	9%	F0/	110.5	CO 4		400	1,011	4 405
	Pacific Boulevard	EB	TH	575	755	594	789	19	34	3%	5%	61.3	69.4	198	198	1,089	1,125
			RT	55		59		4		7%		55.5		177		1,125	
			LT	85		73		-12		-14%	4-04	75.5		33		156	
		WB	TH	635	1,070	531	889	-104	-181	-16%	-17%	51.5	39.4	97	97	419	419
			RT	350		285		-65		-19%		7.6		7		181	
		Inters	ection	3,2	45)68	-1	77		5%	48	3.0				
	Route 846	SB	LT	95	200	89	190	-6	-10	-6%	-5%	36.5	19.9	14	14	94	94
	(Sterling		RT	105		101		-4		-4%		5.2		0		0	
2	Boulevard) and	EB	TH	715	715	721	721	6	6	1%	1%	5.6	5.6	7	7	173	173
	Route 28 SB Off-	WB	TH	970	970	785	785	-185	-185	-19%	-19%	13.0	13.0	6	6	141	141
	Ramp	Inters	ection	1,8	85	1,6	396	-18	89	-10	0%	10	.6				
	Doute 946	NB	RT	505	505	457	457	-48	-48	-10%	-10%	69.7	69.7	0	0	35	35
	Route 846		LT	15	045	15	040	0	0	0%	00/	40.9	0.0	3	0	50	50
	(Sterling	EB	TH	800	815	798	813	-2	-2	0%	0%	1.5	2.2	0	3	11	50
3	Boulevard) and		TH	965		937		-28		-3%		10.5		46		220	
	Route 28 NB	WB	RT	405	1,370	398	1,335	-7	-35	-2%	-3%	4.5	8.8	1	46	115	220
	Ramps	Inters	ection	2,6	90		605	-8	35		%	17	`.4			1.0	
		1111010	LT	275	-	263	,00	-12		-4%	.,,	83.4		193		755	
	Route 846	NB	TH	45	720	45	709	0	-11	0%	-2%	74.3	54.6	12	193	229	755
		NB	RT	400	720	401	700	1		0%	270	33.6	04.0	109	150	621	700
			LT	20		20		0	0%			54.2		6		70	
		SB	TH	20	130		128	0	-2	0%	-2%	0.1	13.5	0	6	70	106
		36	RT	90	130	88	120	-2	-2	-2%	-2 /0	7.3	13.5	6	O	106	100
	(Sterling	ЕВ				5			0%			19.4		3		66	
4	,		U	5	40	0											
	Boulevard) and		LT	45	1,305		1,265	-5	-40	-11%	-3%	20.0	23.5	3	109	66 598	598
	Shaw Road		TH	1,155		1,124		-31		-3%		25.1		109			
			RT	100		96		-4		-4%		5.8		1		69	
		14/D	LT	190	4.405	189	4 470	-1	40	-1%	40/	28.1	00.0	30	400	483	004
		WB	TH	995	1,195	980	1,179	-15	-16	-2%	-1%	22.3	23.2	90	102	572	604
			RT	10		10		0	_	0%		19.2		102		604	
		Inters	ection	3,3	50	3,2	281	-6	i9		2%	29	./				
			LT	45		44		-1		-2%		62.1		27		223	
		NB	TH	35	340	34	316	-1	-24	-3%	-7%	64.1	45.1	27	106	223	478
			RT	260		238		-22		-8%		39.2		106		478	
			U	5		4		-1		-20%		222.7		528		1,028	
		SB	LT	475	710	431	648	-44 -2	-62	-9%	-9%	228.5	189.7	528	528	1,028	1,028
			TH	30	, 10	28	3-10	-2	02	-7%	0 /0	226.7	.00.1	528	020	1,028	.,020
	Route 606 (Old Ox		RT	200		185		-15		-8%		93.2		192		817	
5	Road) and Pacific		LT	190		178		-12		-6%		128.3		1,014		2,484	
	Boulevard	EB	TH	1,875	2,185	1,759	2,046	-116	-139	-6%	-6%	79.0	82.1	1,083	1,083	2,485	2,485
			RT	120		109		-11		-9%		56.7		2		83	
			U	5		4		-1		-20%		184.9		17		96	
		WB	LT	80	2645	61	2.040	-19	FOR	-24%	220/		126.4	17	1 526	96	2 400
		WB	TH	2,205	2,645	1,710	2,049	-495	-596	-22%	-23%	176.0 138.6	136.4	1,536	1,536	2,198	2,198
			RT	355		274		-81		-23%		113.4		853		1,472	
		Inters	ection	5,8	80)59	-82	21		4%		5.6			, –	
	D	NB	TH	90	90	78	78	-12	-12	-13%	-13%	222.4	222.4	21	21	149	149
	Route 606 (Old Ox	EB	TH	1,925	1,925	1,772	1,772	-153	-153	-8%	-8%	28.1	28.1	149	149	932	932
6	Road) and Route	WB	TH	2,185	2,185	1,623	1,623	-562	-562	-26%	-26%	30.8	30.8	135	135	730	730
	28 NB Off-Ramp		ection	4,2			173	-7:			7%	33		.55		. 55	
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#	Intersection	Approach	Movement	Balance (vp		VIS Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/		Len	e Queue igth	Max Que	ue Length et)
			LT	570	,		()	C		-1%		200.8	,	(fe 509	et)	824	
		NB	TH	115	835	564 115	833	-6 0	-2	0%	0%	131.3	172.7	509	539	824	870
		ND	RT	150	000	154	000	4	-2	3%	070	100.6	112.1	539	339	870	070
			LT	10		9		-1		-10%		75.6	_	19		84	
		SB	TH	35	70	38	70	3	0	9%	0%	74.1	69.1	19	19	84	84
		02	RT	25	. 0	23		-2	Ü	-8%	070	58.4	00.1	19		84	Ŭ.
	Route 606 (Old Ox		U	15		15		0		0%		349.5		327		570	
7	Road) and Shaw		LT	120		109	4 004	-11		-9%	201	345.5	40 =	327		570	
	Road	EB	TH	1,790	2,165	1,647	1,991	-143	-174	-8%	-8%	31.7	49.5	216	327	676	676
			RT	240		220		-20		-8%		16.2		10		199	
			U	10		6		-4		-40%		352.8		2,432		2,688	
		WB	LT	150	2,550	96	1,648	-54	-902	-36%	-35%	358.5	275.8	2,432	2,432	2,688	2,688
		WD	TH	2,365	2,550	1,531	1,040	-834	-902	-35%	-33%	271.1	273.0	2,432	2,432	2,688	2,000
			RT	25		15		-10		-40%		194.8		0		2	
		Inters	ection	5,6	20	4,5	542	-1,0	078	-19	9%	154	4.5				
			LT	55		53		-2		-4%		53.6		34		140	
		NB	TH	120	535	114	536	-6	1	-5%	0%	56.5	22.6	34	34	140	140
			RT	360		369		9		3%		7.6		16		117	
			LT	95		98		3		3%		66.4		220		609	
		SB	TH	155	750	147	913	-8	163	-5%	22%	80.0	74.1	220	220	609	609
	Sunrise Valley		RT	500		668		168		34%		73.9		175		527	
8	Drive and Frying		U	5		6		1		20%		46.2		39		367	
	Pan Road	EB	LT	270	1,160	267	1,156	-3	-4	-1%	0%	34.1	33.3	39	98	367	430
	ran Koau		TH	820	1,100	817	1,100	-3	7	0%	070	34.7	00.0	98	30	430	400
			RT	65		66		1		2%		11.3		21		311	
			LT	415		383		-32		-8%		88.7		400		1,042	
		WB	TH	855	1,360	805	1,278	-50	-82	-6%	-6%	102.4	93.9	400	400	1,042	1,042
			RT	90		90		0		0%		39.6		0		0	
		Inters	ection	3,8	05		883		8		%	61	.3	0.50			
		NB	LT	575	1,925	490	1,733	-85	-192	-15%	-10%	103.4	42.0	356	356	544	557
	Occutored the Docad		TH	1,350	,	1,243	,	-107		-8%		17.8		329		557	
	Centreville Road	SB	TH	1,620	2,220	1,183	1,604	-437	-616	-27%	-28%	119.5	122.3	613	613	794	794
9	and Dulles Toll		RT	600		421		-179		-30%		130.3		607		792	
	Road WB Ramps	WB	LT RT	525 530	1,055	444 451	895	-81 -79	-160	-15% -15%	-15%	139.7 78.1	108.7	122 98	122	576 557	576
		Intore	ection	5,2	00		232		 68		9%	78.1	5	90		55 <i>1</i>	
			TH	1,710		1,489		-221		-13%		110.8		673		1,099	
		NB	RT	845	2,555	730	2,219	-115	-336	-14%	-13%	90.4	104.1	607	673	1,105	1,105
	Centreville Road		LT	320		249		-71		-22%		108.2		116		504	
10	and Dulles Toll	SB	TH	1,825	2,145	1,493	1,742	-332	-403	-18%	-19%	5.8	20.4	24	116	476	504
	Road EB Ramps		LT	215		193		-22		-10%	201	255.6		337		758	
	rtoud 22 rtdinpo	EB	RT	140	355	134	327	-6	-28	-4%	-8%	51.3	171.9	42	337	148	758
		Inters	ection	5,0	55	4,2	288	-7	67		5%	75	.2				
		SB	LT	90	1,100	116	889	26	-211	29%	-19%	80.2	78.8	361	413	884	947
		36	RT	1,010	1,100	773	009	-237	-211	-23%	-1970	78.5	70.0	413	413	947	947
	Frying Pan Road	EB	LT	760	1,830	743	1,781	-17	-49	-2%	-3%	26.4	14.9	67	67	282	282
11	and River Birch	EB	TH	1,070	1,000	1,038	1,701	-32	-43	-3%	3 /0	6.6	14.5	18	0,	246	202
	Road	WB	TH	1,330	1,415	1,441	1,521	111	106	8%	7%	108.2	107.0	530	550	1,002	1,044
			RT	85	Ť	80		-5		-6%		85.2		550	000	1,044	1,044
Ш			ection	4,3		4,1			54		%	61					
	Frying Pan Road	NB	RT	289	289	294	294	5	5	2%	2%	33.5	33.5	49	49	273	273
12	and Route 28	EB	TH	1,135	1,135	1,072	1,072	-63	-63	-6%	-6%	15.8	15.8	31	31	364	364
[-	Northbound Off-	WB	TH	2,340	2,340	2,216	2,216	-124	-124	-5%	-5%	11.4	11.4	74	74	320	320
\vdash	Ramp	Inters	ection	3,7	b4		82		82		%	14	·.0	470		E70	
		NB	LT	620 115	770	467 89	587	-153 -26	-183	-25% -23%	-24%	252.1	271.2	470 470	510	578 578	618
		IND	TH RT	35	770	31	567	-26 -4	-103	-23% -11%	-2470	343.6	211.2	510	310	618	010
	}		LT			27		-4 -13				350.9		233		482	
		SB	TH	40 65	490	45	322	-13 -20	-168	-33% -31%	-34%	136.3	243.6	233	266	482	528
	Innovation	36	RT	385	+30	250	322	-20 -135	-100	-31%	-34 /0	241.1 255.7	243.0	266	200	528	520
12	Avenue and Shaw		LT	405		354		-135 -51		-35% -13%		130.6		133		654	
13	Road Road	EB	TH	915	1,680	845	1,536	-51 -70	-144	-8%	-9%	94.6	97.3	133	133	654	654
	Ruau		RT	360	1,000	337	1,000	-70	177	-6%	3 /0	69.0	37.3	0	100	0	004
	ŀ		LT	20		16		- <u>-</u> 23		-20%		283.0		1,022		2,140	
		WB	TH	1,255	1,325	988	1,044	-267	-281	-21%	-21%	264.0	263.3	1,022	1,022	2,140	2,140
			RT	50	.,525	40	1,044	-10	201	-21%	2170	238.4	200.0	919	.,522	2,015	_, 1 - 10
	ŀ	Inters	ection	4,2	65		189		76		3%		9.7	313		2,510	
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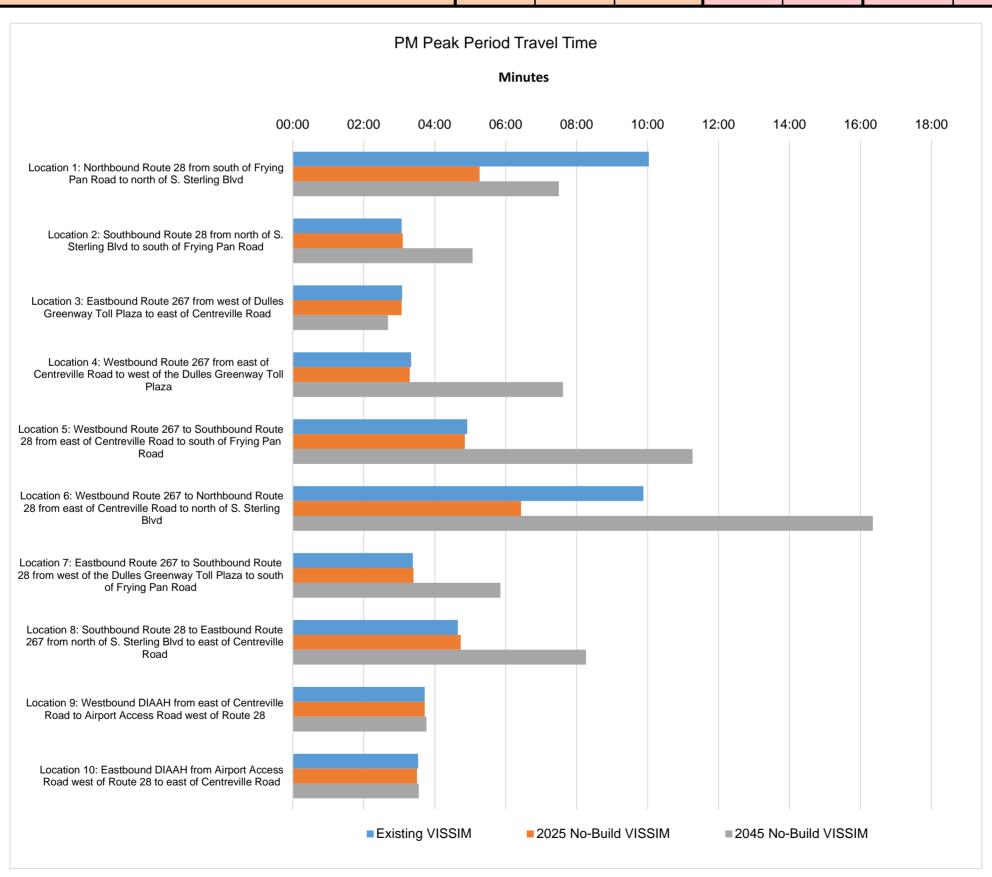
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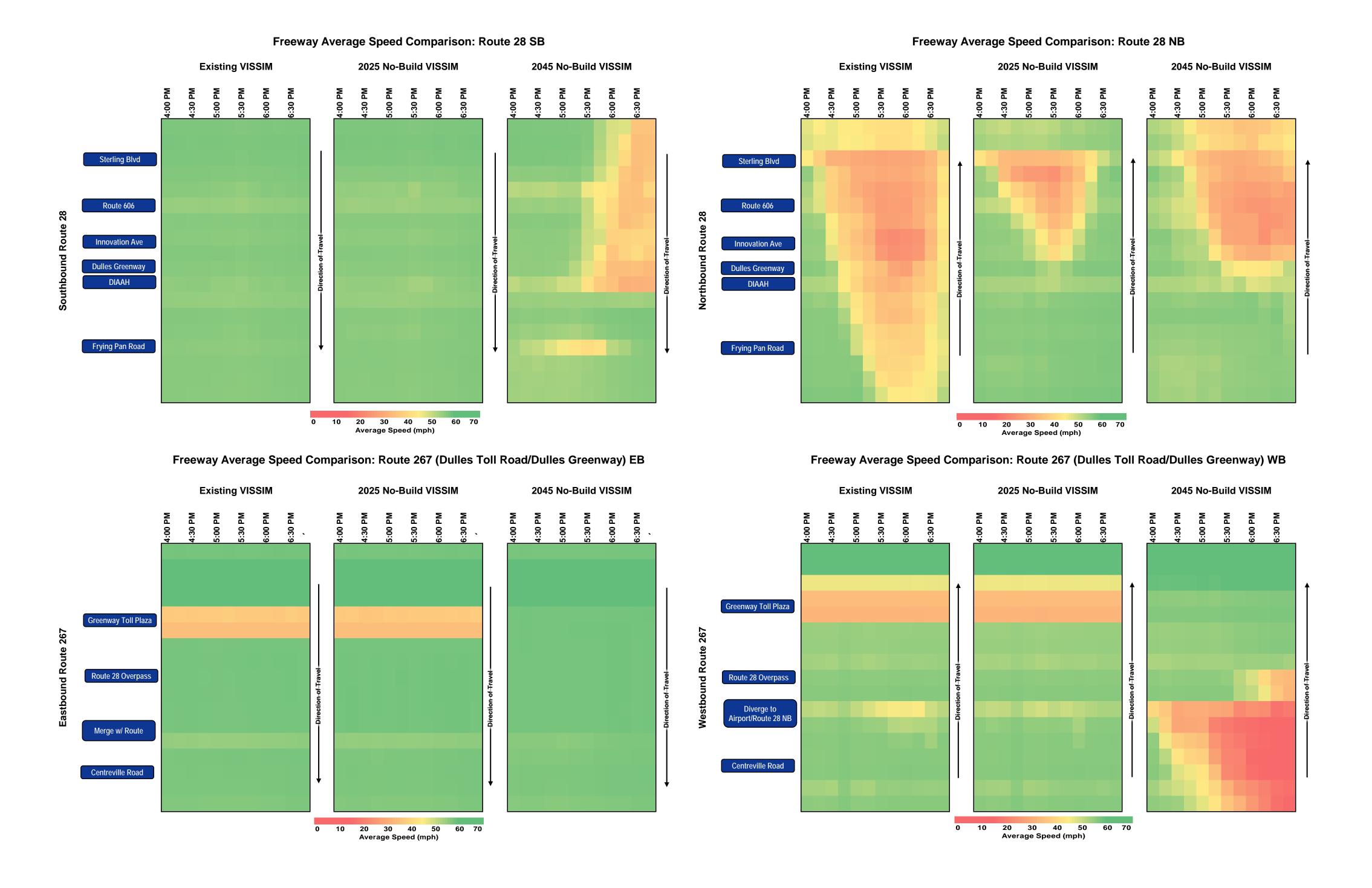
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Travel Time Comparison

PM Peak Period (4:30 PM - 6:30 PM)

		Peak Period Travel Time									
Segment ID	Route	Existing VISSIM (MM:SS)	2025 No- Build VISSIM (MM:SS)	2045 No- Build VISSIM (MM:SS)	Difference from 2025 No-Build (MM:SS)	Difference from 2025 No-Build (%)	Difference from Existing (MM:SS)	Difference from Existing (%)			
Location 1: No of S. Sterling	Northbound Route 28 from south of Frying Pan Road to north	10:02	05:16	07:30	02:14	42%	-02:32	-25%			
Location 2: S of Frying Par	Southbound Route 28 from north of S. Sterling Blvd to south	03:04	03:06	05:04	01:58	63%	02:00	65%			
	Eastbound Route 267 from west of Dulles Greenway Toll Plaza ntreville Road	03:05	03:04	02:41	-00:23	-13%	-00:24	-13%			
	Vestbound Route 267 from east of Centreville Road to west of reenway Toll Plaza	03:20	03:18	07:37	04:19	131%	04:17	129%			
	Vestbound Route 267 to Southbound Route 28 from east of oad to south of Frying Pan Road	04:55	04:51	11:16	06:25	132%	06:21	129%			
Centreville R	Vestbound Route 267 to Northbound Route 28 from east of oad to north of S. Sterling Blvd	09:53	06:26	16:21	09:55	154%	06:28	65%			
	Eastbound Route 267 to Southbound Route 28 from west of reenway Toll Plaza to south of Frying Pan Road	03:23	03:24	05:51	02:27	72%	02:28	73%			
	Southbound Route 28 to Eastbound Route 267 from north of lvd to east of Centreville Road	04:39	04:44	08:16	03:32	75%	03:37	78%			
	Vestbound DIAAH from east of Centreville Road to Airport I west of Route 28	03:43	03:43	03:46	00:03	1%	00:03	1%			
	Eastbound DIAAH from Airport Access Road west of Route Centreville Road	03:32	03:30	03:33	00:03	1%	00:01	0%			





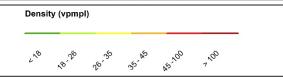
2045 No-Build PM Peak Hour Freeway and Ramp Density – Route 28 Corridor







Route 28 Corridor Mainline and Ramp Density 2045 No-Build PM



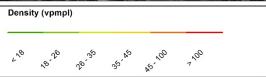
2045 No-Build PM Peak Hour Freeway and Ramp Density – Route 267 Corridor







Route 267 Corridor Mainline and Ramp Density 2045 No-Build PM



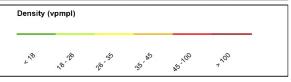
2045 No-Build PM Peak Hour Freeway and Ramp Density – DIAAH Corridor







DIAAH Corridor Mainline and Ramp Density 2045 No-Build PM



2045 No-Build PM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor







Route 28 Corridor Mainline and Ramp Speed 2045 No-Build PM

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2045 No-Build PM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor







Route 267 Corridor Mainline and Ramp Speed 2045 No-Build PM

Speed (mph)	D
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2045 No-Build PM Peak Hour Freeway and Ramp Speeds – DIAAH Corridor







DIAAH Corridor Mainline and Ramp Speed 2045 No-Build PM

