

# ***2045 BUILD ALTERNATIVE 1 TRAFFIC OPERATIONS RESULTS***

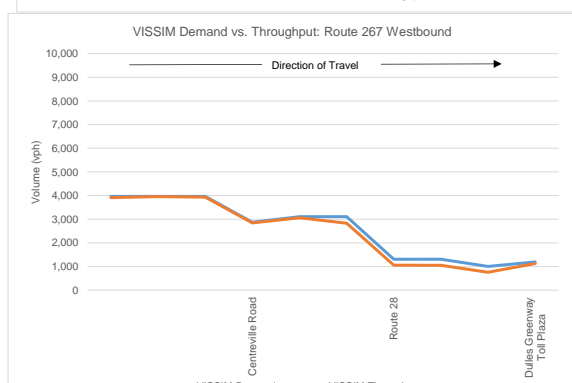
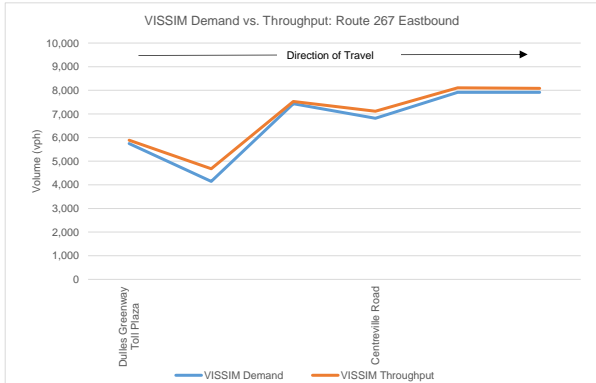
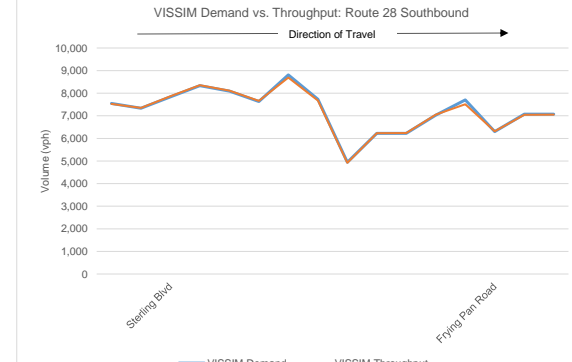
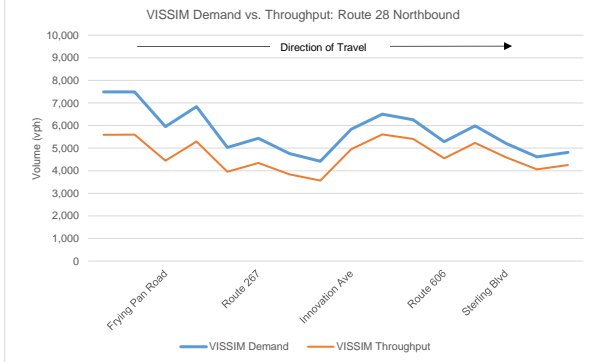
### Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpml)	% Demand Served	
Northbound Route 28	Mainline south of Frying Pan Road	Basic	7,490	5,594	-1,896	-25%	14	102.3	75%	
	Mainline south of Frying Pan Road	Diverge	7,490	5,596	-1,894	-25%	14	91.0	75%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,955	4,447	-1,508	-25%	54	20.5	75%	
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,835	5,295	-1,540	-23%	56	19.1	77%	
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	5,035	3,953	-1,082	-21%	56	17.4	79%	
	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	5,435	4,347	-1,088	-20%	56	15.2	80%	
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 WB	Diverge	4,760	3,839	-921	-19%	54	20.9	81%	
	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	4,420	3,565	-855	-19%	54	19.8	81%	
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Basic	5,840	4,956	-884	-15%	55	18.3	85%	
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB / WB (Combined)	Weave	6,505	5,608	-897	-14%	56	16.4	86%	
	Between off-ramp to Route 606 EB and off-ramp to Route 606 WB	Diverge	6,260	5,405	-855	-14%	55	20.1	86%	
	Between off-ramp to Route 606 EB / WB (Combined) and on-ramp from Route 606 EB / WB (Combined)	Basic	5,290	4,548	-742	-14%	55	20.5	86%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	5,990	5,229	-761	-13%	55	19.1	87%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,210	4,592	-618	-12%	56	18.2	88%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,615	4,060	-555	-12%	57	17.6	88%	
	Mainline north of Sterling Blvd	Basic	4,815	4,251	-564	-12%	57	14.9	88%	
	Southbound Route 28	Mainline north of Sterling Blvd	Basic	7,545	7,526	-19	0%	55	27.2	100%
		Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,335	7,348	13	0%	54	33.5	100%
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB		Basic	7,840	7,863	23	0%	54	28.7	100%	
Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)		Weave	8,330	8,351	21	0%	47	25.1	100%	
Between off-ramp to Route 606 WB and off-ramp to Route 606 EB		Diverge	8,090	8,116	26	0%	55	34.1	100%	
Between off-ramp to Route 606 EB and on-ramp from Route 606 EB / WB (Combined)		Basic	7,635	7,660	25	0%	55	34.8	100%	
Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue		Weave	8,810	8,691	-119	-1%	54	32.4	99%	
Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport		Diverge	7,730	7,672	-58	-1%	53	34.8	99%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Route 267 (Greenway EB / DTR WB)		Basic	4,945	4,921	-24	0%	55	29.8	100%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from C-D Road		Merge	6,225	6,233	8	0%	49	40.9	100%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from C-D Road		Basic	6,225	6,241	16	0%	55	37.8	100%	
Between on-ramp from C-D road and on-ramp from Route 267 (DIAAH) EB		Basic	7,030	7,052	22	0%	55	30.8	100%	
Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road		Weave	7,700	7,512	-188	-2%	55	27.1	98%	
Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road		Basic	6,300	6,316	16	0%	55	28.5	100%	
Mainline south of Frying Pan Road		Merge	7,070	7,047	-23	0%	38	40.4	100%	
Mainline south of Frying Pan Road		Basic	7,070	7,049	-21	0%	54	32.7	100%	
Eastbound Route 267		Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	5,750	5,890	140	2%	49	43.4	102%
		Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	4,145	4,680	535	13%	46	14.4	113%
	Mainline leaving Dulles Airport near Rudder Road	Weave	2,645	2,625	-20	-1%	46	14.1	99%	
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,500	2,485	-15	-1%	41	20.3	99%	
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,195	1,192	-3	0%	44	13.2	100%	
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,790	1,750	-40	-2%	43	13.7	98%	
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	720	680	-40	-6%	44	7.8	94%	
	Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Basic	165	188	23	14%	45	2.1	114%	
	Between on-ramp from Route 28 SB and on-ramp from Route 28 NB	Merge	2,330	2,323	-7	0%	50	17.3	100%	
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	3,285	3,022	-263	-8%	57	17.1	92%	
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	7,430	7,525	95	1%	13	101.2	101%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,815	7,118	303	4%	12	91.0	104%	
	Mainline east of Centreville Road	Merge	7,915	8,105	190	2%	13	108.4	102%	
	Mainline east of Centreville Road	Basic	7,915	8,082	167	2%	24	68.2	102%	
	Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	3,965	3,911	-54	-1%	58	17.0	99%
		Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	3,965	3,957	-8	0%	57	17.2	100%
		Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	3,965	3,934	-31	-1%	57	16.4	99%
		Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	2,870	2,845	-25	-1%	58	12.4	99%
Between on-ramp from Centreville Road and off-ramp to Dulles Airport		Weave	3,105	3,059	-46	-1%	57	10.8	99%	
Between off-ramp to Dulles Airport and off-ramp to Route 28 NB		Diverge	3,105	2,829	-276	-9%	37	15.1	91%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Basic	1,310	1,055	-255	-19%	57	4.6	81%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Diverge	1,310	1,052	-258	-20%	58	6.1	80%	
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza		Basic	1,005	757	-248	-25%	58	6.1	75%	
Mainline west of Dulles Greenway Toll Plaza		Basic	1,195	1,126	-69	-6%	67	5.6	94%	
Mainline leaving Dulles Airport near Rudder Road		Basic	505	505	-1	0%	45	5.6	100%	
Eastbound DIAAH		Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,810	1,831	21	1%	44	17.9	101%
	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west) [closed in Alt 1]	Merge	2,365	2,383	18	1%	54	16.6	101%	
	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west) [closed in Alt 1]	Basic	2,365	2,384	19	1%	57	20.5	101%	
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to Route 267 EB (east)	Basic	2,365	2,388	23	1%	56	21.2	101%	
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to Route 267 EB (east)	Diverge	2,365	2,324	-41	-2%	55	19.9	98%	
	Mainline east of Centreville Road	Basic	2,225	2,252	27	1%	56	20.8	101%	
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	1,055	1,057	2	0%	58	9.1	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,055	1,057	2	0%	57	9.2	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	1,055	1,100	45	4%	5	114.4	104%	
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 2) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,295	1,300	5	0%	57	7.6	100%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	815	834	19	2%	39	8.3	102%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,206	-104	-5%	43	10.2	95%		

AM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		1,535	1,146	-389	-25%	36	32.0	75%
	Frying Pan Road WB to Route 28 NB		880	875	-5	-1%	38	11.6	99%
	Route 28 SB to Frying Pan Road EB		1,400	1,409	9	1%	20	62.0	101%
	Frying Pan Road WB to Route 28 SB		770	746	-24	-3%	23	34.1	97%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,800	1,363	-438	-24%	43	15.7	76%
	Route 28 NB to Dulles Airport		845	663	-182	-22%	40	8.4	78%
	Route 28 NB to Route 267 EB		955	701	-254	-27%	39	17.9	73%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	391	-9	-2%	23	16.8	98%
	Route 28 NB to Route 267 WB		340	276	-64	-19%	39	7.0	81%
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		1,795	1,759	-36	-2%	36	24.5	98%
	Route 267 WB to Route 28 NB		1,420	1,387	-33	-2%	55	2.5	98%
	Route 267 WB to Innovation Avenue		375	370	-5	-1%	34	10.9	99%
	Route 267 WB (Dulles Greenway) to Route 28 SB		975	1,003	28	3%	34	29.7	103%
	Route 267 WB to Route 28 SB		305	292	-13	-4%	23	12.6	96%
	Route 267 EB/WB to Route 28 SB (Combined)		1,280	1,302	22	2%	28	47.4	102%
	Route 28 SB C-D Road to Dulles Airport / Route 267 EB (Combined)		3,840	3,805	-35	-1%	39	38.4	99%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	869	-1	0%	23	36.5	100%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,165	2,130	-35	-2%	27	39.3	98%
Route 28 SB C-D Road to Route 28 SB Mainline		805	810	5	1%	44	18.4	101%	
Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	666	-4	-1%	24	27.1	99%	
Innovation Avenue Interchange Ramps	Route 28 NB to Innovation Ave EB		675	368	-307	-45%	3	132.9	55%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,050	873	-177	-17%	31	13.8	83%
	Innovation Ave WB to Route 28 NB		665	651	-14	-2%	35	18.7	98%
	Route 28 SB to Innovation Ave		1,080	1,050	-30	-3%	21	50.1	97%
	Innovation Ave WB to Route 267 WB		25	35	10	41%	27	1.3	141%
	Innovation Ave WB to Route 267 EB / Dulles Airport		1,050	1,048	-2	0%	23	45.3	100%
Route 606 Interchange Ramps	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		2,785	2,755	-30	-1%	45	30.0	99%
	Route 28 NB to Route 606 EB		245	198	-47	-19%	41	2.4	81%
	Route 28 NB to Route 606 WB		970	856	-114	-12%	25	34.6	88%
	Route 606 EB to Route 28 NB		35	30	-5	-14%	32	0.9	86%
	Route 606 WB to Route 28 NB		670	677	7	1%	34	19.8	101%
	Route 606 EB / WB (Combined) to Route 28 NB		705	707	2	0%	33	28.1	100%
	Route 28 SB to Route 606 WB		240	359	119	50%	26	39.6	150%
	Route 28 SB to Route 606 EB		455	454	-1	0%	26	17.2	100%
	Route 606 WB to Route 28 SB		390	399	9	2%	30	12.7	102%
	Route 606 EB to Route 28 SB		785	666	-119	-15%	36	18.0	85%
Route 606 EB/WB (Combined) to Route 28 SB		1,175	1,059	-116	-10%	33	24.0	90%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		780	649	-131	-17%	31	20.7	83%
	Route 28 NB to Sterling Blvd WB		595	536	-59	-10%	21	25.5	90%
	Sterling Blvd to Route 28 NB		200	200	0	0%	32	6.2	100%
	Route 28 SB to Sterling Blvd		210	210	0	0%	50	4.1	100%
	Sterling Blvd WB to Route 28 SB		505	510	5	1%	20	24.6	101%
Route 267 / Centreville Road Interchange Ramps	Sterling Blvd EB to Route 28 SB		485	483	-2	-1%	31	15.5	99%
	Route 267 EB to Centreville Road		750	799	49	7%	25	16.3	107%
	Centreville Road to Route 267 EB		1,100	1,000	-100	-9%	25	41.8	91%
	Route 267 WB to Centreville Road		1,095	1,100	5	0%	26	41.8	100%
	Centreville Road to Route 267 WB		235	225	-11	-4%	50	4.5	96%
Various Dulles Airport / DIAAH Ramps	Route 267 EB to Dulles Airport		630	652	22	4%	47	13.7	104%
	Route 267 WB to Dulles Airport		240	238	-2	-1%	51	4.6	99%
	DIAAH WB to Rudder Road		480	482	2	0%	39	6.1	100%
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	791	-59	-7%	38	20.3	93%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,396	-99	-7%	39	17.8	93%
	DIAAH EB (Outer Lanes) to Rudder Road		145	143	-2	-1%	27	5.2	99%
	Dulles Airport to Route 267 WB		65	67	2	2%	34	1.9	102%
	Aviation Blvd to Route 267 EB		595	594	-1	0%	45	13.3	100%
	Route 267 EB to DIAAH EB (west)		1,305	1,322	17	1%	42	30.9	101%
	Route 267 EB to DIAAH EB (east)		555	549	-6	-1%	44	12.4	99%
	DIAAH EB to Route 267 EB (west)		185	1,505	1,320	713%	43	11.5	813%
	DIAAH EB to Route 267 EB (east)		140	142	2	1%	55	2.5	101%





AM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
29	Route 606 (Old Ox Road) and Route 28 Southbound Ramps	NB	U		0	0	0	-	-	-	-	-	-	-	-		
			LT			0		-	-	-	-	-	-				
			TH			0		-	-	-	-	-	-				
		SB	U		0	0	0	-	-	-	-	-	-	-	-	-	-
			LT			0		-	-	-	-	-	-				
			TH			0		-	-	-	-	-	-				
		EB	U		2,385	0	2,000	2,000	2,000	10.2	10.2	70	70	616	616	B	B
			LT			0		-		-	-	-	-	-			
			TH			0		-		-	-	-	-	-			
		WB	U		390	0	399	399	399	30.8	30.8	71	71	420	420	C	C
			LT			0		-		-	-	-	-	-			
			TH			0		-		-	-	-	-	-			
	Intersection				2,775		2,399		13.6						B		
15	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	U		0	0	0	-	-	-	-	-	-	-	-		
			LT			0		-	-	-	-	-	-				
			TH			0		-	-	-	-	-	-				
		SB	U		0	0	0	-	0	-	-	-	-	-	-	-	-
			LT			0		-		-	-	-	-	-			
			TH			0		-		-	-	-	-	-			
		EB	U		35	0	30	30	30	32.7	32.7	5	5	78	78	C	C
			LT			0		-		-	-	-	-	-			
			TH			0		-		-	-	-	-	-			
		WB	U		1,705	0	1,046	1,046	1,046	2.8	2.8	2	2	155	155	A	A
			LT			0		-		-	-	-	-	-			
			TH			0		-		-	-	-	-	-			
	Intersection				1,740		1,076		3.6						A		
7	Route 606 (Old Ox Road) and Shaw Road	NB	U	0	285	0	274	106.4	68.8	56	73	173	217	F	E		
			LT	100		96		76.1		56		173					
			TH	95		92		18.9		73		217					
		SB	U	0	360	0	29	29	357	93.3	64.6	74	74	243	243	F	E
			LT	30		242		82.5		74		243					
			TH	245		86		4.7		10		141					
		EB	U	0	3,050	0	117	117	2,646	78.3	30.2	32	279	139	725	E	C
			LT	135		1,899		28.6		261		649					
			TH	2,180		630		26.0		279		725					
		WB	U	10	1,675	12	81	81	1,711	208.9	59.2	439	439	1,424	1,426	F	E
			LT	75		1,546		51.8		427		1,426					
			TH	1,520		72		21.6		0		39					
	Intersection				5,370		4,916		45.0						D		
8	Sunrise Valley Drive and Frying Pan Road	NB	U	0	495	0	493	68.8	29.5	40	40	160	160	E	C		
			LT	65		63		73.8		40		160					
			TH	110		107		7.1		10		114					
		SB	U	0	325	0	25	25	326	60.9	27.8	32	32	110	110	E	C
			LT	25		96		75.3		32		110					
			TH	95		205		1.5		0		0					
		EB	U	0	1,880	14	621	621	1,669	58.7	43.6	159	159	656	657	E	D
			LT	700		960		58.9		155		657					
			TH	1,100		74		36.0		74		527					
		WB	U	0	1,160	0	332	332	1,151	76.5	46.8	163	163	736	736	E	D
			LT	345		688		40.2		163		736					
			TH	690		131		6.5		0		0					
	Intersection				3,860		3,639		41.3						D		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	LT2	0	2,195	0	2,016	40.1	19.4	30	115	500	534	D	B		
			LT	90		75		18.6		115		534					
			TH	2,105		1,941		-		-		-					
		SB	LT	0	1,240	0	1,100	1,100	1,250	24.1	22.3	85	85	487	487	C	C
			TH	1,095		150		8.9		7		276					
			RT	145		0		-		-		-					
		EB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-
			LT	0		0		-		-		-					
			TH	0		0		-		-		-					
		WB	U	0	1,095	0	677	677	1,082	65.9	46.0	186	186	1,118	1,118	E	D
			LT	685		405		12.7		165		1,099					
			TH	0		0		-		-		-					
	Intersection				4,530		4,348		26.9						C		

AM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
10	Centreville Road and Dulles Toll Road EB Ramps	NB	U	0	2,740	0	2,324	-	87.8	-	745	-	1,093	-	F		
			LT	0		0		-		-		-		-			
			TH	1,860		1,575		79.6		682		1,086					
		RT	880	749	105.2	745	1,093										
		SB	U	0	1,780	0	1,790	-	19.3	-	101	-	520	-	B		
			LT	220		222		66.8		101		499					
			TH	1,560		1,568		12.6		84		520					
		RT	0	0	-	-	-										
		EB	U	0	755	0	809	-	176.8	-	157	-	681	-	F		
			LT	335		361		209.9		157		681					
			TH	0		0		-		-		-					
		RT	420	448	150.2	9	422										
		WB	U	0	0	0	0	-	-	-	-	-	-	-	-		
			LT	0		0		-		-		-					
			TH	0		0		-		-		-					
		RT	0	0	-	-	-										
Intersection				5,275	4,923	77.5						E					
11	Frying Pan Road and River Birch Road	NB	U	0	0	0	0	-	-	-	-	-	-	-	-		
			LT	0		0		-		-		-		-			
			TH	0		0		-		-		-					
		RT	0	0	-	-	-										
		SB	U	0	935	0	813	-	226.2	-	969	-	960	-	F		
			LT	145		122		223.4		969		1,021					
			TH	0		0		226.7		969		1,021					
		RT	790	691	-	-	-										
		EB	U	0	2,935	0	2,560	-	18.6	-	124	-	591	-	B		
			LT	1,195		1,033		32.6		124		591					
			TH	1,740		1,527		9.1		46		536					
		RT	0	0	-	-	-										
		WB	U	0	965	0	979	-	36.0	-	75	-	381	-	D		
			LT	0		0		36.4		75		381					
			TH	860		877		31.9		45		399					
		RT	105	102	-	-	-										
Intersection				4,835	4,352	61.3						E					
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	U	0	626	0	463	-	164.2	-	573	-	1,102	-	F		
			LT	0		0		-		-		-		-			
			TH	0		0		-		-		-					
		RT	626	463	164.2	573	1,102										
		SB	U	0	0	0	0	-	-	-	-	-	-	-	-		
			LT	0		0		-		-		-					
			TH	0		0		-		-		-					
		RT	0	0	-	-	-										
		EB	U	0	831	0	843	-	44.4	-	392	-	392	-	D		
			LT	0		0		44.4		392		2,380					
			TH	831		843		-		-		-					
		RT	0	0	-	-	-										
		Intersection				1,457	1,306	86.9						F			
		21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	U	0	0	0	0	-	-	-	-	-	-	-	-
					LT	0		0		-		-		-		-	
					TH	0		0		-		-		-			
RT	0			0	-	-	-										
SB	U			0	1,080	0	1,054	-	16.4	-	82	-	794	-	B		
	LT			1,070		1,035		16.4		82		794					
	TH			0		0		-		-		-					
RT	10			19	15.6	48	775										
EB	U			0	0	0	0	-	-	-	-	-	-	-	-		
	LT			0		0		-		-		-					
	TH			0		0		-		-		-					
RT	0			0	-	-	-										
WB	U			0	15	0	18	-	29.6	-	2	-	50	-	C		
	LT			0		0		29.6		2		50					
	TH			15		18		-		-		-					
RT	0			0	-	-	-										
Intersection				1,095	1,072	16.6						B					
13	Innovation Avenue and Shaw Road	NB	U	0	395	0	390	-	41.5	-	52	-	173	-	D		
			LT	345		340		43.5		52		150					
			TH	35		35		35.4		52		150					
		RT	15	15	10.6	52	173										
		SB	U	0	590	0	589	-	19.8	-	52	-	241	-	B		
			LT	45		43		40.2		52		241					
			TH	85		85		36.8		52		241					
		RT	460	461	14.8	52	291										
		EB	U	0	2,120	0	1,905	-	16.0	-	71	-	383	-	B		
			LT	335		302		34.3		71		383					
			TH	1,200		1,073		16.3		71		383					
		RT	585	530	5.1	0	0										
		WB	U	0	980	0	978	-	23.3	-	74	-	352	-	C		
			LT	25		24		41.8		74		352					
			TH	925		922		23.4		74		352					
		RT	30	32	5.3	14	229										
Intersection				4,085	3,862	21.0						C					

### Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 1				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	32.2	C	48.7	D	78.0	E	188.4	F
		SB	49.6	D			380.5	F		
		EB	65.0	E			204.3	F		
		WB	36.0	D			54.6	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	4.4	A	-	-	45.2	D
		SB	11.7	B			389.6	F		
		EB	3.4	A			26.5	C		
		WB	3.5	3.5			2.2	2.2		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	6.4	A	2.5	A	6.8	A	2.8	A
		SB	-	-			-	-		
		EB	1.2	A			1.1	A		
		WB	1.0	A			0.9	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	25.6	C	15.4	B	25.7	C	14.3	B
		SB	14.2	B			14.2	B		
		EB	17.8	B			15.7	B		
		WB	10.2	B			10.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	52.4	D	114.7	F	54.9	D	107.5	F
		SB	102.0	F			94.6	F		
		EB	172.1	F			174.9	F		
		WB	39.1	D			50.9	D		
29	Route 606 (Old Ox Road) and Route 28 Southbound Ramps	NB	-	-	13.6	B	-	-	-	-
		SB	-	-			-	-		
		EB	10.2	B			-	-		
		WB	30.8	C			-	-		
15	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	-	-	3.6	A	-	-	-	-
		SB	-	-			-	-		
		EB	32.7	C			-	-		
		WB	2.8	A			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	68.8	E	45.0	D	67.1	E	33.7	C
		SB	64.6	E			59.5	E		
		EB	30.2	C			25.6	C		
		WB	59.2	E			34.6	C		
8	Sunrise Valley Drive and Frying Pan Road	NB	29.5	C	41.3	D	28.5	C	39.9	D
		SB	27.8	C			27.7	C		
		EB	43.6	D			43.0	D		
		WB	46.8	D			43.6	D		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	19.4	B	26.9	C	29.0	C	33.2	C
		SB	22.3	C			26.6	C		
		EB	-	-			-	-		
		WB	46.0	D			46.7	D		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	87.8	F	77.5	E	122.6	F	128.4	F
		SB	19.3	B			25.0	C		
		EB	176.8	F			314.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	61.3	E	-	-	48.6	D
		SB	226.2	F			142.6	F		
		EB	18.6	B			18.5	B		
		WB	36.0	D			35.3	D		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	164.2	F	86.9	F	56.2	E	42.8	D
		SB	-	-			-	-		
		EB	44.4	D			31.9	C		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	41.5	D	21.0	C	39.8	D	42.8	D
		SB	19.8	B			19.9	B		
		EB	16.0	B			61.6	E		
		WB	23.3	C			21.9	C		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	-	-	16.6	B	-	-	-	-
		SB	16.4	B			-	-		
		EB	-	-			-	-		
		WB	29.6	C			-	-		

Freeway Segment and Ramp MOEs

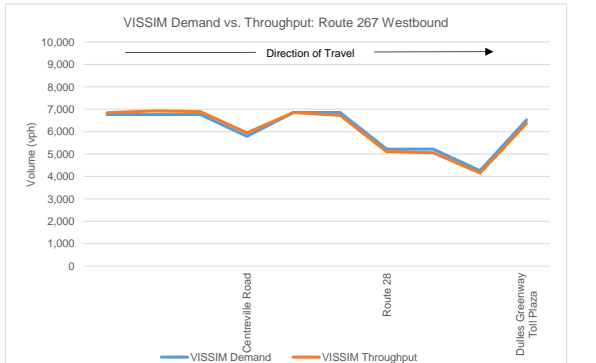
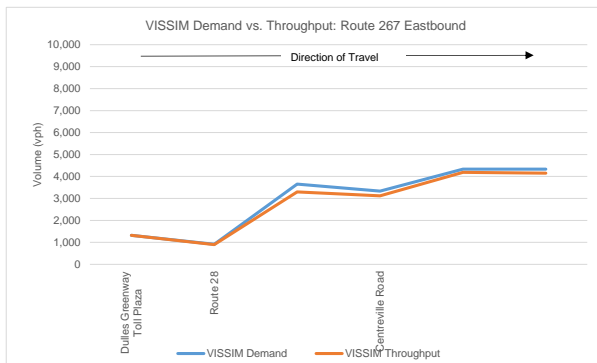
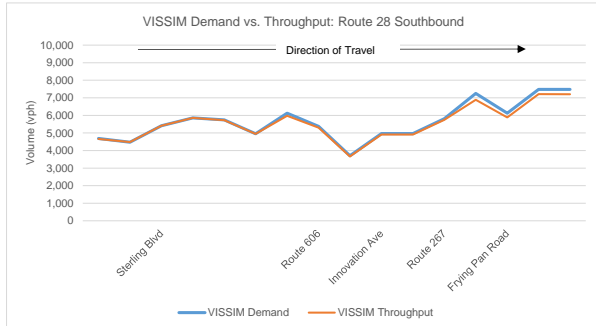
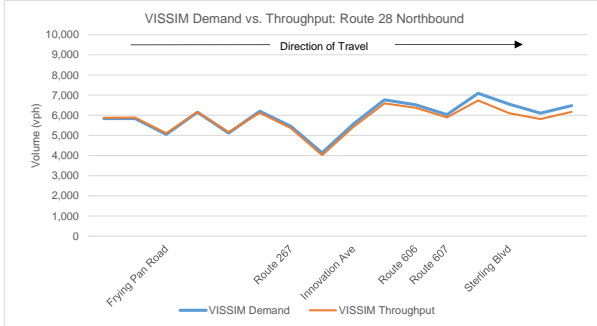
PM Peak Hour (5:00 PM - 6:00 PM)

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Northbound Route 28	Mainline south of Frying Pan Road	Basic	5,840	5,874	34	1%	54	27.0	101%
	Mainline south of Frying Pan Road	Diverge	5,840	5,881	41	1%	52	25.1	101%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,050	5,105	55	1%	55	23.1	101%
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,150	6,167	17	0%	56	22.2	100%
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	5,115	5,167	52	1%	56	22.8	101%
	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	6,205	6,120	-85	-1%	54	22.3	99%
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 WB	Diverge	5,450	5,360	-90	-2%	50	22.8	98%
	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	4,135	4,021	-114	-3%	56	23.6	97%
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Basic	5,565	5,415	-150	-3%	57	18.9	97%
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB	Weave	6,770	6,591	-179	-3%	56	19.2	97%
	Between off-ramp to Route 606 EB and off-ramp to Route 606 WB	Diverge	6,515	6,368	-147	-2%	54	23.2	98%
	Between off-ramp to Route 606 WB and on-ramp from Route 606 EB / WB (Combined)	Basic	6,030	5,896	-134	-2%	54	26.8	98%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	7,090	6,734	-356	-5%	54	24.8	95%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	6,550	6,101	-449	-7%	56	24.5	93%
Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,105	5,810	-295	-5%	52	27.4	95%	
Mainline north of Sterling Blvd	Basic	6,480	6,166	-314	-5%	55	22.5	95%	
Mainline north of Sterling Blvd	Basic	4,685	4,660	-25	-1%	57	16.3	99%	
Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,475	4,480	5	0%	57	19.5	100%	
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,410	5,414	4	0%	56	19.0	100%	
Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 WB	Weave	5,860	5,860	0	0%	48	23.3	100%	
Between off-ramp to Route 606 WB and off-ramp to Route 606 EB	Diverge	5,745	5,729	-16	0%	54	24.6	100%	
Between off-ramp to Route 606 EB and on-ramp from Route 606 EB / WB (Combined)	Base	4,960	4,943	-17	0%	56	21.7	100%	
Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Weave	6,130	5,976	-154	-3%	53	22.3	97%	
Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	5,375	5,298	-77	-1%	42	31.4	99%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	3,705	3,660	-45	-1%	56	21.1	99%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from C-D Road	Merge	4,965	4,912	-53	-1%	55	26.2	99%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from C-D Road	Basic	4,965	4,909	-56	-1%	55	28.9	99%	
Between on-ramp from C-D road and on-ramp from Route 267 (DIAAH) EB	Basic	5,810	5,748	-62	-1%	53	24.8	99%	
Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,255	6,890	-365	-5%	54	25.7	95%	
Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,125	5,885	-240	-4%	51	21.0	96%	
Mainline south of Frying Pan Road	Merge	7,480	7,211	-269	-4%	23	63.5	96%	
Mainline south of Frying Pan Road	Basic	7,480	7,207	-273	-4%	47	38.4	96%	
Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,320	1,318	-2	0%	65	6.8	100%
	Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	915	899	-16	-2%	35	49.3	98%
	Mainline leaving Dulles Airport near Rudder Road	Weave	4,150	3,492	-658	-16%	11	103.5	84%
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	3,405	2,727	-678	-20%	10	107.7	80%
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	2,395	1,895	-500	-21%	11	117.6	79%
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB / NB (Combined)	Weave	3,745	3,020	-725	-19%	11	115.9	81%
	Between off-ramp to Route 28 SB / NB (Combined) and off-ramp to DIAAH EB (east)	Diverge	1,210	904	-306	-25%	41	10.5	75%
	Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Basic	740	496	-244	-33%	45	5.5	67%
	Between on-ramp from Route 28 SB and on-ramp from Route 28 NB	Merge	2,210	1,945	-265	-12%	51	14.1	88%
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	2,740	2,480	-260	-9%	57	14.1	91%
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	3,655	3,297	-358	-10%	57	9.6	90%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,335	3,120	-215	-6%	57	10.8	94%
	Mainline east of Centreville Road	Merge	4,335	4,189	-146	-3%	57	13.7	97%
	Mainline east of Centreville Road	Basic	4,335	4,151	-184	-4%	57	14.5	96%
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	6,765	6,844	79	1%	56	30.6	101%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	6,765	6,929	164	2%	56	30.8	102%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	6,765	6,893	128	2%	53	30.4	102%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	5,795	5,948	153	3%	56	28.6	103%
	Between on-ramp from Centreville Road and off-ramp to Dulles Airport	Weave	6,855	6,857	2	0%	55	24.8	100%
	Between off-ramp to Dulles Airport and off-ramp to Route 28 NB	Diverge	6,855	6,726	-129	-2%	49	27.5	98%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	5,220	5,110	-110	-2%	53	24.1	98%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	5,220	5,059	-161	-3%	50	34.0	97%
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	4,260	4,154	-106	-2%	54	35.7	98%
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,525	6,367	-158	-2%	63	33.6	98%
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	680	670	-10	-1%	45	7.4	99%
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,690	1,531	-159	-9%	44	15.0	91%
	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west) [closed in Alt 1]	Merge	2,160	1,941	-219	-10%	55	13.4	90%
	Between on-ramp from Route 267 EB (east) and off-ramp to Route 267 EB (west) [closed in Alt 1]	Basic	2,160	1,942	-218	-10%	57	14.7	90%
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to Route 267 EB (east)	Basic	2,160	1,949	-211	-10%	56	17.1	90%
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to Route 267 EB (east)	Diverge	2,160	1,895	-265	-12%	56	16.2	88%
Westbound DIAAH	Mainline east of Centreville Road	Basic	2,025	1,834	-191	-9%	56	16.4	91%
	Mainline east of on-ramp from Route 267 WB	Basic	3,410	3,235	-175	-5%	56	28.8	95%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,410	3,231	-179	-5%	56	27.5	95%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Basic	3,410	3,215	-195	-6%	55	29.3	94%
	Between on-ramp from Route 267 WB to Dulles Airport and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Weave	3,580	3,348	-232	-6%	55	20.4	94%
Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,694	-1	0%	39	17.0	100%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,320	-25	-1%	43	10.7	99%	



PM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		790	803	13	2%	39	20.5	102%
	Frying Pan Road WB to Route 28 NB		1,100	1,078	-22	-2%	36	14.9	98%
	Route 28 SB to Frying Pan Road EB		1,130	1,091	-39	-3%	26	36.7	97%
	Frying Pan Road WB to Route 28 SB		1,350	1,339	-11	-1%	21	67.1	99%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,035	1,031	-4	0%	44	11.6	100%
	Route 28 NB to Dulles Airport		505	499	-6	-1%	40	6.3	99%
	Route 28 NB to Route 267 EB		530	534	4	1%	39	13.5	101%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	943	-147	-13%	22	42.7	87%
	Route 28 NB to Route 267 WB		1,315	1,341	26	2%	37	36.1	102%
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		1,635	1,595	-40	-2%	36	21.8	98%
	Route 267 WB to Route 28 NB		1,430	1,385	-45	-3%	44	15.4	97%
	Route 267 WB to Innovation Avenue		205	206	1	1%	34	6.0	101%
	Route 267 EB (Dulles Greenway) to Route 28 SB		300	307	7	2%	38	8.1	102%
	Route 267 WB to Route 28 SB		960	945	-15	-2%	22	42.1	98%
	Route 267 EB/WB to Route 28 SB (Combined)		1,260	1,252	-8	-1%	35	35.1	99%
	Route 28 SB C-D Road to Dulles Airport / Route 267 EB (Combined)		2,765	2,728	-37	-1%	42	25.2	99%
	Route 28 SB C-D Road to Dulles Airport		450	438	-12	-3%	25	17.6	97%
	Route 28 SB C-D Road to Route 267 EB		1,470	1,448	-22	-1%	28	25.9	99%
Route 28 SB C-D Road to Route 28 SB Mainline		845	843	-2	0%	43	18.8	100%	
Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,226	-219	-15%	25	47.9	85%	
Innovation Avenue Interchange Ramps	Route 28 NB to Innovation Ave EB		755	764	9	1%	1	119.6	101%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		955	971	16	2%	29	16.6	102%
	Innovation Ave WB to Route 28 NB		1,205	1,175	-30	-2%	35	33.3	98%
	Route 28 SB to Innovation Ave		755	734	-21	-3%	29	26.0	97%
	Innovation Ave WB to Route 267 WB		235	232	-3	-1%	25	9.1	99%
	Innovation Ave WB to Route 28 SB / Route 267 EB / Dulles Airport		1,100	1,083	-17	-2%	23	46.1	98%
Route 606 Interchange Ramps	Route 28 NB to Route 606 EB		1,670	1,637	-33	-2%	45	17.1	98%
	Route 28 NB to Route 606 WB		255	226	-29	-11%	42	2.7	89%
	Route 606 EB to Route 28 NB		485	476	-9	-2%	23	20.7	98%
	Route 606 WB to Route 28 NB		355	348	-7	-2%	30	11.1	98%
	Route 606 WB to Route 28 NB		705	513	-192	-27%	36	14.3	73%
	Route 606 EB / WB (Combined) to Route 28 NB		1,060	861	-199	-19%	35	18.6	81%
	Route 28 SB to Route 606 WB		115	119	4	3%	34	3.4	103%
	Route 28 SB to Route 606 EB		785	785	0	0%	26	30.6	100%
	Route 606 WB to Route 28 SB		190	140	-50	-27%	31	4.3	73%
	Route 606 EB to Route 28 SB		980	952	-28	-3%	35	27.1	97%
Sterling Blvd Interchange Ramps	Route 606 EB/WB (Combined) to Route 28 SB		1,170	1,089	-81	-7%	36	21.8	93%
	Route 28 NB to Sterling Blvd EB		540	529	-11	-2%	32	16.3	98%
	Route 28 NB to Sterling Blvd WB		445	448	3	1%	20	21.7	101%
	Sterling Blvd to Route 28 NB		380	376	-4	-1%	31	11.8	99%
	Route 28 SB to Sterling Blvd		210	204	-6	-3%	48	4.1	97%
	Sterling Blvd WB to Route 28 SB		935	931	-4	0%	19	48.8	100%
Route 267 / Centreville Road Interchange Ramps	Sterling Blvd EB to Route 28 SB		450	448	-2	0%	31	14.4	100%
	Route 267 EB to Centreville Road		320	268	-52	-16%	29	4.6	84%
	Centreville Road to Route 267 EB		1,000	958	-42	-4%	39	24.2	96%
	Route 267 WB to Centreville Road		970	973	3	0%	29	33.3	100%
Various Dulles Airport / DIAAH Ramps	Centreville Road to Route 267 WB		1,060	946	-114	-11%	49	19.2	89%
	Route 267 EB to Dulles Airport		110	114	4	4%	49	2.3	104%
	Route 267 WB to Dulles Airport		170	161	-9	-5%	56	2.8	95%
	DIAAH WB to Rudder Road		1,715	1,673	-42	-2%	33	25.0	98%
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	400	-15	-4%	39	10.0	96%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	655	5	1%	39	8.2	101%
	DIAAH EB (Outer Lanes) to Rudder Road		745	657	-88	-12%	24	27.0	88%
	Dulles Airport to Route 267 WB		715	636	-79	-11%	32	19.9	89%
	Aviation Blvd to Route 267 EB		1,350	1,203	-147	-11%	14	103.9	89%
	Route 267 EB to DIAAH EB (west)		1,010	859	-151	-15%	42	20.3	85%
	Route 267 EB to DIAAH EB (east)		470	408	-62	-13%	44	9.1	87%
DIAAH EB to Route 267 EB (west)		585							
DIAAH EB to Route 267 EB (east)		135	116	-19	-14%	55	2.1	86%	





PM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)	LOS	
29	Route 606 (Old Ox Road) and Route 28 Southbound On Ramp	NB	U	0	0	0	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-
		SB	U	0	0	0	-	-	-	-	-	-
			LT	0	0	0	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-
		EB	U	1,315	1,315	1,454	139	11%	4.1	12	12	326
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
		WB	U	190	190	140	-50	-26%	66.3	23	23	218
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
	<b>Intersection</b>				<b>1,505</b>	<b>1,594</b>	<b>89</b>	<b>6%</b>	<b>9.6</b>			<b>A</b>
26	Route 606 (Old Ox Road) and Route 28 Northbound On Ramp	NB	U	0	0	0	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-
		SB	U	0	0	0	0	-	-	-	-	-
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
		EB	U	355	355	348	-7	-2%	30.9	66	66	345
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
		WB	U	1,795	1,795	1,556	-239	-13%	33.4	196	196	935
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
	<b>Intersection</b>				<b>2,150</b>	<b>1,904</b>	<b>-246</b>	<b>-11%</b>	<b>33.0</b>			<b>C</b>
7	Route 606 (Old Ox Road) and Shaw Road	NB	U	0	0	0	-	-	-	-	-	
			LT	545	815	451	-94	-17%	385.1	803	803	883
			TH	115	95	95	-20	-17%	238.0	803	803	883
		SB	U	0	0	0	0	-	-	-	-	-
			LT	10	70	9	-1	-10%	75.6	20	20	87
			TH	35	38	38	3	9%	74.8	20	20	87
		EB	U	2,190	2,190	2,100	-90	-4%	60.5	308	308	725
			LT	120	1,077	1,077	-13	-11%	32.9	17	17	81
			TH	1,810	1,744	1,744	-66	-4%	41.0	307	307	678
		WB	U	2,460	2,460	1,627	-833	-34%	275.6	2,437	2,437	2,690
			LT	155	1,504	1,504	-53	-34%	365.2	2,437	2,437	2,690
			TH	2,270	1,504	1,504	-766	-34%	269.9	2,433	2,433	2,687
	<b>Intersection</b>				<b>5,535</b>	<b>4,472</b>	<b>-1,063</b>	<b>-19%</b>	<b>167.7</b>			<b>F</b>
8	Sunrise Valley Drive and Frying Pan Road	NB	U	0	0	0	-	-	-	-	-	
			LT	55	535	51	-4	-7%	47.9	32	32	131
			TH	120	115	115	-5	-4%	54.6	32	32	131
		SB	U	0	0	0	0	-	-	-	-	-
			LT	95	760	102	7	7%	42.7	142	142	582
			TH	155	152	152	-3	-2%	51.9	142	142	582
		EB	U	1,180	1,180	1,178	-2	-0%	32.1	96	96	484
			LT	275	1,180	277	2	1%	32.5	39	39	411
			TH	835	828	828	-7	-1%	33.5	96	96	484
		WB	U	1,380	1,380	1,339	-41	-3%	83.0	368	368	1,104
			LT	415	1,380	397	-18	-4%	90.4	368	368	1,104
			TH	875	851	851	-24	-3%	90.4	368	368	1,104
	<b>Intersection</b>				<b>3,855</b>	<b>4,012</b>	<b>157</b>	<b>4%</b>	<b>50.2</b>			<b>D</b>
9	Centreville Road and Dulles Toll Road WB Ramps	NB	U	0	0	0	-	-	-	-	-	
			LT	505	1,945	478	-27	-5%	74.6	241	241	525
			TH	1,440	1,409	1,409	-31	-2%	13.5	204	204	537
		SB	U	0	0	0	0	-	-	-	-	-
			LT	0	2,215	0	-345	-21%	104.1	574	574	791
			TH	1,660	1,315	1,315	-345	-21%	104.1	574	574	791
		EB	U	0	0	0	0	-	-	-	-	-
			LT	0	0	0	0	-	-	-	-	-
			TH	0	0	0	0	-	-	-	-	-
		WB	U	970	970	956	-14	-1%	70.2	113	113	416
			LT	470	970	463	-7	-1%	70.2	113	113	416
			TH	500	493	493	-7	-1%	9.8	89	89	397
	<b>Intersection</b>				<b>5,130</b>	<b>4,585</b>	<b>-545</b>	<b>-11%</b>	<b>59.9</b>			<b>E</b>

PM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)	LOS		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	U	0	0	0	-	-	-	-	-		
			LT	0	0	0	-	-	-	-	-	-	
			TH	1,760	1,751	-9	-1%	-1%	41.6	40.4	217	870	
		SB	RT	755	747	-8	-1%	-1%	37.5	14.2	185	865	
			U	0	0	0	-	-	-	-	-	-	
			LT	245	211	-34	-14%	-11%	104.8	85	85	449	
		EB	TH	1,885	1,675	-210	-11%	-11%	2.8	12	12	356	
			RT	0	0	0	-	-	-	-	-	-	
			U	0	0	0	-	-	-	-	-	-	
		WB	LT	185	152	-33	-18%	-17%	109.9	63.7	111	394	
			TH	0	0	0	-	-	-	-	-	-	
			RT	135	113	-22	-16%	-	1.7	0	0	33	
	Intersection				4,965	4,649	-316	-6%	31.1	-	-	-	
	11	Frying Pan Road and River Birch Road	NB	U	0	0	0	-	-	-	-	-	
				LT	0	0	0	-	-	-	-	-	-
				TH	0	0	0	-	-	-	-	-	-
SB			RT	0	0	0	-	-	-	-	-	-	
			U	0	0	0	-	-	-	-	-	-	
			LT	65	67	2	3%	-17%	99.4	97.1	482	1,088	
EB			TH	0	0	0	-	-	-	-	-	-	
			RT	1,060	863	-197	-19%	-19%	96.9	537	537	1,151	
			U	0	0	0	-	-	-	-	-	-	
WB			LT	800	795	-5	-1%	-1%	25.2	14.1	68	271	
			TH	1,120	1,111	-9	-1%	-1%	6.2	18	18	292	
			RT	0	0	0	-	-	-	-	-	-	
WB		U	0	0	0	-	-	-	-	-	-		
		LT	0	0	0	-	-	-	-	-	-		
		TH	1,390	1,553	163	12%	11%	116.8	116.1	690	1,072		
Intersection				4,495	4,445	-50	-1%	68.4	724	724	1,114		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	U	0	0	0	-	-	-	-	-		
			LT	0	0	0	-	-	-	-	-	-	
			TH	0	0	0	-	-	-	-	-	-	
		SB	RT	330	337	7	2%	2%	40.3	40.3	70	380	
			U	0	0	0	-	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-	
		EB	TH	0	0	0	-	-	-	-	-	-	
			RT	0	0	0	-	-	-	-	-	-	
			U	0	0	0	-	-	-	-	-	-	
		WB	LT	0	0	0	-	-	-	-	-	-	
			TH	660	636	-24	-4%	-4%	28.9	28.9	35	439	
			RT	0	0	0	-	-	-	-	-	-	
Intersection				989	973	-16	-2%	32.8	-	-	-		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	U	0	0	0	-	-	-	-	-		
			LT	0	0	0	-	-	-	-	-	-	
			TH	0	0	0	-	-	-	-	-	-	
		SB	RT	0	0	0	-	-	-	-	-	-	
			U	0	0	0	-	-	-	-	-	-	
			LT	745	723	-22	-3%	-3%	6.6	6.6	0	82	
		EB	TH	10	10	0	0%	0%	5.9	5.9	0	90	
			RT	0	0	0	-	-	-	-	-	-	
			U	0	0	0	-	-	-	-	-	-	
		WB	LT	0	0	0	-	-	-	-	-	-	
			TH	225	224	-1	0%	0%	22.1	22.1	21	225	
			RT	0	0	0	-	-	-	-	-	-	
Intersection				980	957	-23	-2%	10.2	-	-	-		
13	Innovation Avenue and Shaw Road	NB	U	0	0	0	-	-	-	-	-		
			LT	715	570	-145	-20%	-20%	218.6	235.7	511	583	
			TH	85	68	-17	-20%	-20%	341.7	511	511	583	
		SB	RT	25	24	-1	-4%	-4%	340.1	551	551	623	
			U	0	0	0	-	-	-	-	-	-	
			LT	25	23	-2	-8%	0%	54.9	38.3	83	343	
		EB	TH	45	44	-1	-2%	0%	56.8	83	83	343	
			RT	450	452	2	0%	0%	35.6	111	111	389	
			U	0	0	0	-	-	-	-	-	-	
		WB	LT	430	406	-24	-6%	-1%	79.0	37.4	160	577	
			TH	900	902	2	0%	0%	31.6	160	160	577	
			RT	370	375	5	1%	1%	6.4	0	0	0	
	WB	U	0	0	0	-	-	-	-	-	-		
		LT	15	17	2	13%	5%	73.2	51.7	315	1,304		
		TH	1,365	1,424	59	4%	4%	52.1	315	315	1,304		
	Intersection				4,460	4,343	-117	-3%	72.6	220	220	1,180	

Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 1				2025 No Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	24.4	C	40.6	D	34.3	C	48.0	D
		SB	42.2	D			47.4	D		
		EB	57.5	E			69.4	E		
		WB	40.4	D			39.4	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	7.1	A	-	-	10.6	B
		SB	19.0	B			19.9	B		
		EB	5.0	A			5.6	A		
		WB	5.4	5.4			13.0	B		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	5.7	A	3.4	A	69.7	E	17.4	B
		SB	-	-			-	-		
		EB	2.7	A			2.2	A		
		WB	2.9	A			3.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	53.3	D	29.0	C	54.6	D	29.7	C
		SB	13.9	B			13.5	B		
		EB	25.9	C			23.5	C		
		WB	18.6	B			23.2	C		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	39.5	D	150.1	F	45.1	D	115.6	F
		SB	585.1	F			189.7	F		
		EB	57.8	E			82.1	F		
		WB	144.8	F			136.4	F		
29	Route 606 (Old Ox Road) and Route 28 Southbound On Ramp	NB	-	-	9.6	A	-	-	-	-
		SB	-	-			-	-		
		EB	4.1	A			-	-		
		WB	66.3	E			-	-		
26	Route 606 (Old Ox Road) and Route 28 Northbound On Ramp	NB	-	-	33.0	C	-	-	-	-
		SB	-	-			-	-		
		EB	30.9	C			-	-		
		WB	33.4	C			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	916.3	F	167.7	F	172.7	F	154.5	F
		SB	70.2	E			69.1	E		
		EB	39.5	D			49.5	D		
		WB	275.8	F			275.8	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	21.4	C	50.2	D	22.6	C	61.3	E
		SB	42.7	D			74.1	E		
		EB	32.1	C			33.3	C		
		WB	83.0	F			93.9	F		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	28.9	C	59.9	E	42.0	D	86.5	F
		SB	104.9	F			122.9	F		
		EB	-	-			-	-		
		WB	39.0	D			108.7	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	40.4	D	31.1	C	104.1	F	75.2	E
		SB	14.2	B			20.4	C		
		EB	63.7	E			171.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	68.4	E	-	-	61.8	E
		SB	97.1	F			78.8	E		
		EB	14.1	B			14.9	B		
		WB	118.1	F			107.0	F		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	40.3	D	32.8	C	33.5	C	23.8	C
		SB	-	-			-	-		
		EB	28.9	C			19.3	B		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	235.7	F	72.6	E	271.2	F	189.7	F
		SB	38.3	D			243.6	F		
		EB	37.4	D			97.3	F		
		WB	51.7	D			263.3	F		
21	Innovation Avenue and Route 28 Southbound / Route 287 Westbound Ramps	NB	-	-	10.2	B	-	-	-	-
		SB	6.6	A			-	-		
		EB	-	-			-	-		
		WB	22.1	C			-	-		

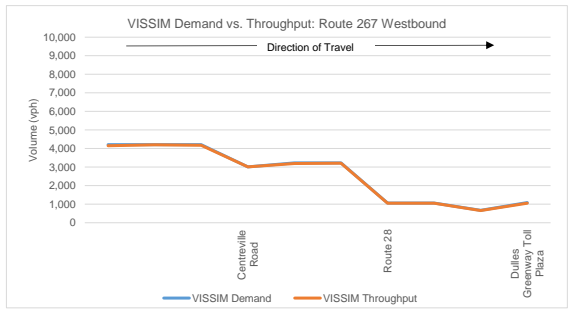
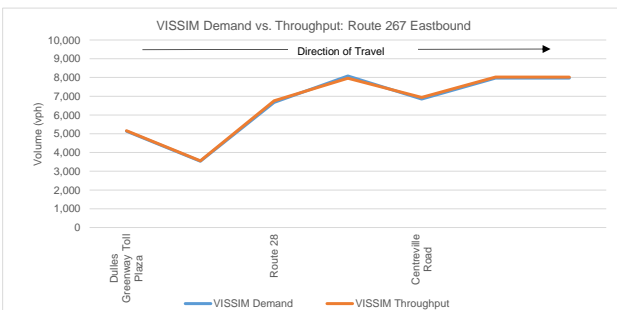
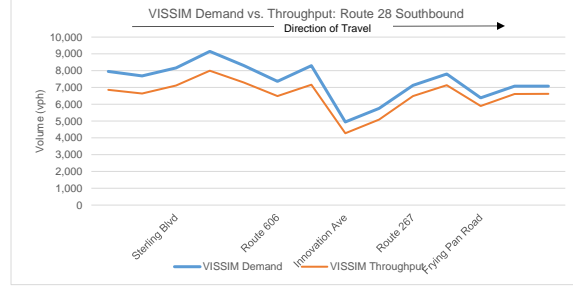
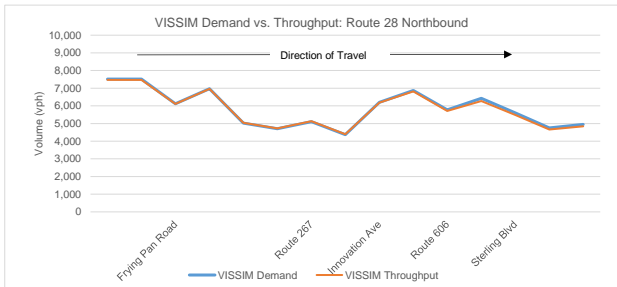
## ***2045 BUILD ALTERNATIVE 2 TRAFFIC OPERATIONS RESULTS***

### Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vp/ml)	% Demand Served
Northbound Route 28	Mainline south of Frying Pan Road	Basic	7,515	7,470	-45	-1%	38	49.1	99%
	Mainline south of Frying Pan Road	Diverge	7,515	7,470	-45	-1%	40	41.6	99%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,120	6,108	-12	0%	55	27.8	100%
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,975	6,961	-14	0%	55	25.4	100%
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to Route 267 WB	Basic	5,020	5,039	19	0%	48	25.9	100%
	Between off-ramp to Route 267 WB and on-ramp from Route 267 EB	Basic	4,705	4,728	23	0%	55	28.8	100%
	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	5,105	5,135	30	1%	54	22.9	101%
	Between off-ramp to Innovation Avenue and on-ramp from Route 267 WB	Basic	4,370	4,397	27	1%	56	25.9	101%
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	6,200	6,184	-16	0%	52	27.8	100%
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB / WB (Combined)	Weave	6,870	6,815	-55	-1%	40	36.5	99%
	Between off-ramp to Route 606 EB / WB (Combined) and on-ramp from Route 606 EB / WB (Combined)	Merge	5,775	5,713	-62	-1%	52	26.6	99%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,430	6,274	-156	-2%	48	28.6	98%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,605	5,481	-124	-2%	51	25.5	98%
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,755	4,666	-89	-2%	56	20.4	98%
Mainline north of Sterling Blvd	Basic	4,955	4,847	-108	-2%	57	17.0	98%	
Mainline north of Sterling Blvd	Basic	7,960	6,859	-1,101	-14%	13	103.9	86%	
Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,690	6,640	-1,050	-14%	20	83.3	86%	
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	8,165	7,115	-1,050	-13%	14	101.9	87%	
Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	9,150	7,998	-1,152	-13%	17	86.7	87%	
Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	8,305	7,296	-1,009	-12%	24	59.2	88%	
Between off-ramp to Innovation Avenue and on-ramp from Route 606 EB / WB (Combined)	Basic	7,370	6,491	-879	-12%	37	43.5	88%	
Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Route 267 EB / Dulles Airport	Weave	8,295	7,166	-1,129	-14%	51	28.5	86%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave	Basic	4,950	4,277	-673	-14%	57	18.6	86%	
Between on-ramp from Innovation Ave and on-ramp from Route 267 EB	Basic	5,760	5,092	-668	-12%	56	17.8	88%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	7,130	6,486	-644	-9%	55	23.6	91%	
Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,800	7,142	-658	-8%	56	25.7	92%	
Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,380	5,901	-479	-8%	55	26.4	92%	
Mainline south of Frying Pan Road	Merge	7,080	6,618	-462	-7%	50	28.9	93%	
Mainline south of Frying Pan Road	Basic	7,080	6,621	-459	-6%	54	30.5	94%	
Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	5,140	5,163	23	0%	60	28.6	100%
	Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	3,535	3,556	21	1%	20	74.5	101%
	Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	6,670	6,758	88	1%	22	82.9	101%
	Mainline leaving Dulles Airport near Rudder Road	Weave	2,780	2,763	-17	-1%	46	14.9	99%
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,635	2,619	-16	-1%	40	21.7	99%
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,330	1,352	22	2%	44	15.0	102%
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,925	1,904	-21	-1%	43	14.9	99%
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,255	1,215	-40	-3%	43	14.0	97%
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	700	703	3	0%	44	5.3	100%
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	300	315	15	5%	55	2.8	105%
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,410	1,413	3	0%	57	10.3	100%
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	8,080	7,962	-118	-1%	17	81.8	99%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,850	6,940	90	1%	17	92.4	101%
	Mainline east of Centreville Road	Merge	7,965	8,023	58	1%	14	102.6	101%
Mainline east of Centreville Road	Basic	7,965	8,021	56	1%	24	67.7	101%	
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	4,210	4,153	-57	-1%	57	18.1	99%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	4,210	4,201	-9	0%	57	18.3	100%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,210	4,178	-32	-1%	57	17.5	99%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,015	3,008	-7	0%	57	13.1	100%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	3,225	3,192	-33	-1%	57	11.1	99%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	3,225	3,205	-20	-1%	56	11.2	99%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	1,065	1,052	-13	-1%	58	4.4	99%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,065	1,052	-13	-1%	58	6.0	99%
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	670	657	-13	-2%	58	5.3	98%
	Mainline west of Dulles Greenway Toll Plaza	Basic	1,085	1,055	-30	-3%	67	5.3	97%
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0	100%
	Between on-ramp from Route 267 EB (east) and on-ramp from Route 267 EB (east)	Merge	1,670	1,668	-2	0%	44	16.2	100%
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,235	10	0%	55	15.5	100%
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,250	25	1%	56	20.0	101%
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	1,205	1,057	-148	-12%	58	9.1	88%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,205	1,057	-148	-12%	58	9.0	88%
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	1,295	1,157	-138	-11%	57	9.6	89%
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 2) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,295	1,155	-140	-11%	57	6.7	89%
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	815	727	-88	-11%	39	7.2	89%
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,180	-130	-6%	43	10.1	94%	

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		1,395	1,354	-41	-3%	33	41.1	97%
	Frying Pan Road WB to Route 28 NB		850	877	27	3%	38	11.6	103%
	Route 28 SB to Frying Pan Road EB		1,420	1,271	-149	-11%	20	57.9	89%
	Frying Pan Road WB to Route 28 SB		705	722	17	2%	23	31.3	102%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,955	1,952	-3	0%	41	23.4	100%
	Route 28 NB to Dulles Airport		845	849	4	0%	39	10.8	100%
	Route 28 NB to Route 267 EB		1,110	1,099	-11	-1%	38	28.4	99%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	407	7	2%	25	16.4	102%
	Route 28 NB to Route 267 WB		315	309	-6	-2%	39	8.0	98%
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		2,160	2,145	-15	-1%	36	29.4	99%
	Route 267 WB to Route 28 NB		1,830	1,800	-30	-2%	37	24.5	98%
	Route 267 WB to Innovation Avenue		330	334	4	1%	34	9.9	101%
	Route 267 EB (Dulles Greenway) to Route 28 SB		975	992	17	2%	36	27.4	102%
	Route 267 WB to Route 28 SB		395	394	-1	0%	23	16.7	100%
	Route 267 EB/WB to Route 28 SB (Combined)		1,370	1,387	17	1%	24	56.4	101%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		4,005	3,552	-453	-11%	36	51.3	89%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	794	-76	-9%	30	26.3	91%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		3,135	2,764	-371	-12%	27	55.0	88%
Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	670	0	0%	26	25.8	100%	
Innovation Avenue Interchange Ramps	Route 28 NB to Innovation Ave EB		735	740	5	1%	34	21.3	101%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,070	1,074	4	0%	30	17.9	100%
	Innovation Ave WB to Route 28 NB		670	650	-20	-3%	33	19.8	97%
	Route 28 SB to Innovation Ave		935	808	-127	-14%	32	25.1	86%
	Innovation Ave WB to Route 267 WB		30	29	-1	-4%	31	0.9	96%
	Innovation Ave WB to Route 267 EB / Dulles Airport		210	202	-8	-4%	28	7.1	96%
	Innovation Ave WB + Route 606 to Route 267 EB / Dulles Airport		660	558	-102	-16%	42	6.3	85%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		3,345	2,972	-373	-11%	40	38.4	89%
	Innovation Ave WB to Route 28 SB		810	813	3	0%	26	30.6	100%
	Route 28 NB to Route 606 (EB and WB Combined)		1,095	1,077	-18	-2%	36	30.0	98%
Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Route 606 EB		205	194	-11	-6%	34	9.4	94%
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		160	152	-8	-5%	29	5.3	95%
	Route 28 NB to Route 606 EB (to Shaw Road NB)		45	42	-3	-8%	5	7.5	92%
	Route 28 NB to Route 606 WB		890	879	-11	-1%	10	43.8	99%
	Route 606 EB to Route 28 NB		90	62	-28	-31%	29	2.1	69%
	Route 606 WB to Route 28 NB		575	570	-5	-1%	27	22.9	99%
	Route 606 EB / WB (Combined) to Route 28 NB		665	632	-33	-5%	48	15.8	95%
	Route 28 SB to Route 606 (EB and WB Combined)		845	698	-147	-17%	31	38.6	83%
	Route 28 SB to Route 606 WB		310	250	-60	-19%	6	59.0	81%
	Route 28 SB to Route 606 EB		535	448	-87	-16%	6	52.3	84%
	Route 606 WB to Route 28 SB		390	398	8	2%	25	15.9	102%
	Route 606 EB to Route 28 SB		985	694	-291	-30%	27	25.5	70%
	Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,375	1,049	-326	-24%	33	15.7	76%
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		450	354	-96	-21%	34	10.5	79%
Route 606 EB/WB (Combined) to Route 28 SB		925	654	-271	-29%	33	22.4	71%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		825	805	-20	-2%	30	27.0	98%
	Route 28 NB to Sterling Blvd WB		850	806	-44	-5%	18	50.9	95%
	Sterling Blvd to Route 28 NB		200	195	-5	-2%	32	6.1	98%
	Route 28 SB to Sterling Blvd		270	236	-34	-13%	33	6.9	87%
	Sterling Blvd WB to Route 28 SB		475	464	-11	-2%	14	43.5	98%
	Sterling Blvd EB to Route 28 SB		985	902	-83	-8%	14	78.8	92%
Route 267 / Centreville Road Interchange Ramps	Route 267 EB to Centreville Road		1,230	1,299	69	6%	36	18.1	106%
	Centreville Road to Route 267 EB		1,115	1,086	-29	-3%	15	90.1	97%
	Route 267 WB to Centreville Road		1,195	1,184	-11	-1%	41	29.0	99%
	Centreville Road to Route 267 WB		210	203	-7	-3%	36	2.7	97%
Various Dulles Airport / DIAAH Ramps	Centreville Road to DIAAH WB		90	90	0	0%	50	1.7	100%
	Route 267 EB to Dulles Airport		630	659	29	5%	47	13.8	105%
	Route 267 WB to Dulles Airport		150						
	DIAAH WB to Rudder Road		480	445	-35	-7%	40	5.6	93%
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	833	-17	-2%	37	21.5	98%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,476	-19	-1%	39	10.8	99%
	DIAAH EB (Outer Lanes) to Rudder Road		145	146	1	1%	27	5.3	101%
	Dulles Airport to Route 267 WB		65	67	2	4%	34	2.0	104%
	Aviation Blvd to Route 267 EB		595	594	-1	0%	45	13.3	100%
	Route 267 EB to DIAAH EB (west)		1,305	1,297	-8	-1%	42	30.2	99%
	Route 267 EB to DIAAH EB (east)		555	566	11	2%	44	12.8	102%
	DIAAH EB to Route 267 EB (west)		185						
DIAAH EB to Route 267 EB (east)		140							





Arterial Intersection MOEs

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

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)		Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
				U	Other	U	Other	U	Other	U	Other	U	Other	U	Other	U	Other	U	Other	U	Other
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	U	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
			LT	25	175	23	165	-2	-10	-8%	-6%	71.8	43.0	9	48	82	251	-	-	-	-
			TH	45		46		1		2%		60.7		12		87		-	-	-	-
		RT	105		96		-9		-9%		27.7		48		251		-	-	-	-	
		U	0		0		0		0		-		-		-		-	-	-	-	
		LT	675	1,040	595	945	-80	-95	-12%	-9%	187.8	137.0	561	561	1,223	1,223	-	-	-	-	
		TH	285		271		-14		-5%		59.1		150		534		-	-	-	-	
		RT	80		79		-1		-1%		21.2		4		111		-	-	-	-	
		U	0		0		0		0		-		-		-		-	-	-	-	
		LT	95	1,165	91	1,087	-4	-78	-4%	-7%	213.0	188.5	864	1,014	1,233	1,284	-	-	-	-	
		TH	945		877		-68		-7%		185.5		971		1,231		-	-	-	-	
		RT	125		119		-6		-5%		184.0		1,014		1,284		-	-	-	-	
	U	0		0		0		0		-		-		-		-	-	-	-		
	LT	370	1,410	351	1,321	-19	-89	-5%	-6%	94.9	36.9	225	225	573	573	-	-	-	-		
	TH	475		452		-23		-5%		24.6		34		220		-	-	-	-		
	RT	565		518		-47		-8%		8.3		18		300		-	-	-	-		
Intersection				3,790	3,518	-272		-7%		110.9											
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	U	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			TH	0		0		0		0		-		-		-		-	-	-	
		RT	0		0		0		0		-		-		-		-	-	-		
		U	0		0		0		0		-		-		-		-	-	-		
		LT	20	270	16	204	-4	-66	-20%	-24%	205.2	168.6	3	3	51	51	-	-	-	-	
		TH	0		0		0		0		-		-		-		-	-	-		
		RT	250		188		-62		-25%		185.5		0		0		-	-	-		
		U	0		0		0		0		-		-		-		-	-	-		
		LT	0	745	0	682	0	-63	-8%	-8%	7.3	7.3	3	3	166	166	-	-	-	-	
		TH	745		682		-63		-8%		7.3		3		166		-	-	-		
		RT	0		0		0		0		-		-		-		-	-	-		
	U	0		0		0		0		-		-		-		-	-	-			
	LT	0	1,160	0	1,107	0	-53	-5%	-5%	2.7	2.7	3	3	126	126	-	-	-	-		
	TH	1,160		1,107		-53		-5%		2.7		3		126		-	-	-			
	RT	0		0		0		0		-		-		-		-	-	-			
Intersection				2,175	1,993	-182		-8%		21.3											
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	U	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-		
			LT	0	825	0	805	0	-20	-2%	-2%	-	12.8	0	0	44	44	-	-	-	
			TH	0		0		0		0		-		-		-		-	-		
		RT	825		805		-20		-2%		12.8		0		44		-	-	-		
		U	0		0		0		0		-		-		-		-	-			
		LT	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-			
		TH	0		0		0		0		-		-		-		-	-			
		RT	0		0		0		0		-		-		-		-	-			
		U	0		0		0		0		-		-		-		-	-			
		LT	10	765	8	704	-2	-61	-20%	-8%	40.0	1.2	2	2	37	37	-	-	-		
		TH	755		696		-59		-8%		0.8		0		0		-	-			
		RT	0		0		0		0		-		-		-		-	-			
	U	0		0		0		0		-		-		-		-	-				
	LT	0	975	0	945	0	-30	-3%	-3%	-	1.1	-	26	26	197	197	-	-			
	TH	785		758		-27		-3%		1.0		26		197		-	-				
	RT	190		187		-3		-2%		1.7		0		29		-	-				
Intersection				2,565	2,454	-111		-4%		5.0											
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	U	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-			
			LT	65	275	62	269	-3	-6	-5%	-2%	69.2	27.5	37	37	233	233	-	-		
			TH	15		15		0		0%		65.1		5		55		-	-		
		RT	195		192		-3		-2%		11.1		12		138		-	-			
		U	0		0		0		0		-		-		-		-				
		LT	5	25	5	23	0	-2	0%	-8%	63.2	16.3	2	2	33	33	-	-			
		TH	10		8		-2		-20%		0.2		0		0		-	-			
		RT	10		10		0		0%		5.8		0		59		-	-			
		U	0		0		0		0		-		-		-		-				
		LT	10	1,585	64	1,500	-6	-85	-9%	-5%	13.7	12.0	2	49	73	551	551	-	-		
		TH	1,070		1,009		-61		-6%		13.7		49		551		-	-			
		RT	435		417		-18		-4%		7.4		8		233		-	-			
	U	0		0		0		0		-		-		-		-					
	LT	295	1,210	283	1,173	-12	-37	-4%	-3%	16.4	8.4	12	46	196	327	-	-				
	TH	890		864		-26		-3%		5.9		41		295		-	-				
	RT	25		26		1		4%		5.6		46		327		-	-				
Intersection				3,095	2,965	-130		-4%		12.0											
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	U	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-			
			LT	125	420	127	422	2	2	2%	0%	59.3	27.4	41	41	150	150	-	-		
			TH	35		34		-1		-3%		63.2		41		150		-	-		
		RT	260		261		1		0%		7.2		9		134		-	-			
		U	0		0		0		0		-		-		-		-				
		LT	355	660	367	666	12	6	3%	1%	67.4	52.5	110	110	416	416	-	-			
		TH	70		75		5		7%		71.2		110		416		-	-			
		RT	230		219		-11		-5%		69.1		110		416		-	-			
		U	0		0		0		0		-		-		-		-				
		LT	160	3,155	101	1,935	-59	-1,220	-37%	-39%	235.1	204.1	2,251	2,252	2,557	2,558	-	-			
		TH	2,830		1,733		-1,097		-39%		204.1		2,252		2,558		-	-			
		RT	165		101		-64		-39%		173.7		2		79		-	-			
	U	0		0		0		0		-		-		-		-					
	LT	120	1,970	8	1,900	-2	-70	-20%	-4%	91.4	45.7	32	424	129	934	934	-	-			
	TH	1,425		1,369		-56		-4%		89.0		32		129		-	-				
	RT	415		408		-7		-2%		45.6		81		771		-	-				
Intersection				6,205	4,923	-1,282		-21%		107.3											





Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 2				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	43.0	D	110.9	F	78.0	E	188.4	F
		SB	137.0	F			380.5	F		
		EB	188.5	F			204.3	F		
		WB	36.9	D			54.6	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	21.3	C	-	-	45.2	D
		SB	168.6	F			389.6	F		
		EB	7.3	A			26.5	C		
		WB	2.7	2.7			2.2	2.2		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	12.8	B	5.0	A	6.8	A	2.8	A
		SB	-	-			-	-		
		EB	1.2	A			1.1	A		
		WB	1.1	A			0.9	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	27.5	C	12.0	B	25.7	C	14.3	B
		SB	16.3	B			14.2	B		
		EB	12.0	B			15.7	B		
		WB	8.4	A			10.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	27.4	C	107.3	F	54.9	D	107.5	F
		SB	52.5	D			94.6	F		
		EB	204.1	F			174.9	F		
		WB	45.7	D			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 Southbound Ramps	NB	-	-	77.5	E	-	-	-	-
		SB	912.3	F			-	-		
		EB	19.8	B			-	-		
		WB	65.6	E			-	-		
15	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	-	-	36.9	D	-	-	-	-
		SB	-	-			-	-		
		EB	34.7	C			-	-		
		WB	42.7	D			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	70.2	E	30.9	C	67.1	E	33.7	C
		SB	56.2	E			59.5	E		
		EB	10.2	B			25.6	C		
		WB	45.9	D			34.6	C		
8	Sunrise Valley Drive and Frying Pan Road	NB	29.5	C	42.4	D	28.5	C	39.9	D
		SB	27.9	C			27.7	C		
		EB	47.6	D			43.0	D		
		WB	43.9	D			43.6	D		
9	Centreville Road and Dulles Toll Road SPU	NB	27.0	C	54.0	D	29.0	C	33.2	C
		SB	24.6	C			26.6	C		
		EB	153.1	F			-	-		
		WB	31.3	C			46.7	D		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	-	-	-	-	122.6	F	128.4	F
		SB	-	-			25.0	C		
		EB	-	-			314.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	36.4	D	142.6	F	48.6	D
		SB	80.5	F			18.5	B		
		EB	15.1	B			35.3	D		
		WB	50.5	D			56.2	E		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	57.3	E	51.0	D	-	-	42.8	D
		SB	-	-			31.9	C		
		EB	46.4	D			-	-		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	40.5	D	25.8	C	39.8	D	42.8	D
		SB	37.4	D			19.9	B		
		EB	19.4	B			61.6	E		
		WB	24.8	C			21.9	C		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	11.6	B	47.6	D	-	-	-	-
		SB	-	-			-	-		
		EB	-	-			-	-		
		WB	57.6	E			-	-		

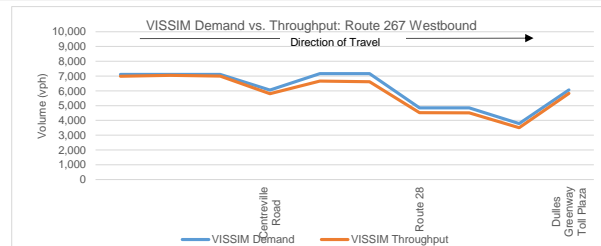
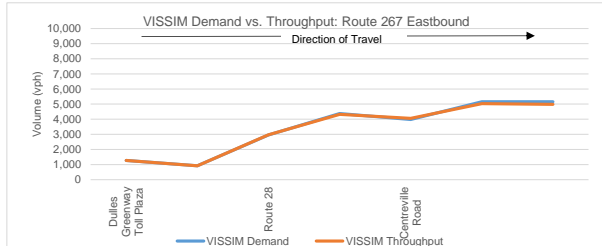
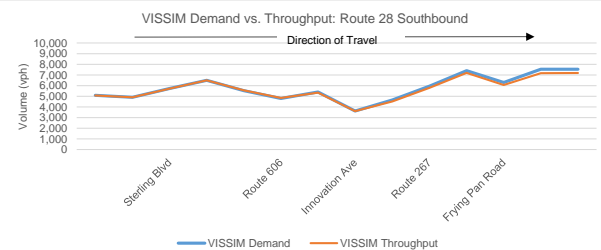
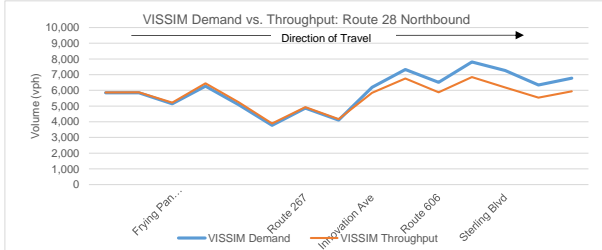
Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmp)	% Demand Served
Northbound Route 28	Mainline south of Frying Pan Road	Basic	5,845	5,867	22	0%	55	26.7	100%
	Mainline south of Frying Pan Road	Diverge	5,845	5,874	29	0%	54	24.3	100%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	5,220	70	1%	55	23.6	101%
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,265	6,452	187	3%	54	23.8	103%
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to Route 267 WB	Basic	5,080	5,244	164	3%	38	34.9	103%
	Between off-ramp to Route 267 WB and on-ramp from Route 267 EB	Basic	3,775	3,891	116	3%	51	25.9	103%
	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	4,865	4,934	69	1%	47	31.6	101%
	Between off-ramp to Innovation Avenue and on-ramp from Route 267 WB	Basic	4,105	4,168	63	2%	41	42.5	102%
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	6,190	5,842	-348	-6%	28	65.3	94%
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB / WB (Combined)	Weave	7,330	6,752	-578	-8%	26	76.6	92%
	Between off-ramp to Route 606 EB / WB (Combined) and on-ramp from Route 606 EB / WB (Combined)	Merge	6,510	5,879	-631	-10%	25	83.8	90%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	7,810	6,847	-963	-12%	27	65.0	88%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	7,265	6,181	-1,084	-15%	27	69.3	85%
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,345	5,541	-804	-13%	28	58.1	87%
Southbound Route 28	Mainline north of Sterling Blvd	Basic	6,775	5,936	-839	-12%	27	54.0	88%
	Mainline north of Sterling Blvd	Basic	5,095	5,068	-27	-1%	57	17.9	99%
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,905	4,909	4	0%	56	21.5	100%
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,730	5,721	-9	0%	56	20.3	100%
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	6,495	6,490	-5	0%	49	25.5	100%
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	5,520	5,550	30	1%	53	20.8	101%
	Between off-ramp to Innovation Avenue and on-ramp from Route 606 EB / WB (Combined)	Basic	4,795	4,844	49	1%	55	21.8	101%
	Between on-ramp from Route 606 EB/WB (Combined) and off-ramp to Route 267 EB / Dulles Airport	Weave	5,395	5,337	-58	-1%	49	21.9	99%
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave	Basic	3,615	3,601	-14	0%	56	16.0	100%
	Between on-ramp from Innovation Ave and on-ramp from Route 267 EB	Basic	4,645	4,512	-133	-3%	56	16.0	97%
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	5,955	5,786	-169	-3%	56	19.2	97%
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,400	7,192	-208	-3%	56	25.8	97%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,285	6,051	-234	-4%	27	52.9	96%
	Mainline south of Frying Pan Road	Merge	7,535	7,168	-367	-5%	53	27.0	95%
Mainline south of Frying Pan Road	Basic	7,535	7,174	-361	-5%	52	34.3	95%	
Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,275	1,274	-1	0%	65	6.6	100%
	Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	920	918	-2	0%	58	5.5	100%
	Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	2,960	2,966	6	0%	57	12.9	100%
	Mainline leaving Dulles Airport near Rudder Road	Weave	4,150	4,105	-45	-1%	24	58.0	99%
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	3,405	3,298	-107	-3%	15	80.4	97%
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	2,395	2,361	-34	-1%	13	99.8	99%
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	3,745	3,558	-187	-5%	12	104.4	95%
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	2,300	2,166	-134	-6%	39	28.2	94%
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	1,830	1,793	-37	-2%	40	19.5	98%
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	740	740	0	0%	55	6.7	100%
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,420	1,437	17	1%	56	10.6	101%
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	4,380	4,319	-61	-1%	56	12.9	99%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,980	4,057	77	2%	57	14.1	102%
	Mainline east of Centreville Road	Merge	5,155	5,031	-124	-2%	56	16.8	98%
Mainline east of Centreville Road	Basic	5,155	4,987	-168	-3%	57	17.5	97%	
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	7,115	6,985	-130	-2%	53	32.9	98%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,115	7,049	-66	-1%	52	33.8	99%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,115	6,998	-117	-2%	49	34.5	98%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,050	5,803	-247	-4%	47	34.5	96%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,165	6,666	-499	-7%	40	39.2	93%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,165	6,621	-544	-8%	34	47.0	92%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,850	4,526	-324	-7%	54	20.8	93%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,850	4,509	-341	-7%	52	28.9	93%
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	3,785	3,507	-278	-7%	55	29.7	93%
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,070	5,825	-245	-4%	64	30.6	96%
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	45	5.9	98%
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,555	1,544	-11	-1%	44	15.1	99%
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,985	-40	-2%	55	13.8	98%
Westbound DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,025	1,963	-62	-3%	57	17.3	97%
	Mainline east of on-ramp from Route 267 WB	Basic	3,250	3,235	-15	0%	56	28.8	100%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,250	3,231	-19	-1%	56	27.5	99%
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	3,410	3,349	-61	-2%	55	29.3	98%
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 2) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	3,410	3,348	-62	-2%	55	20.2	98%
Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,661	-34	-2%	39	16.7	98%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,297	-48	-2%	43	10.6	98%	

PM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		695	681	-14	-2%	40	17.1	98%
	Frying Pan Road WB to Route 28 NB		1,115	1,233	118	11%	35	17.4	111%
	Route 28 SB to Frying Pan Road EB		1,115	1,143	28	3%	26	39.4	103%
	Frying Pan Road WB to Route 28 SB		1,240	1,119	-121	-10%	23	48.5	90%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,185	1,229	44	4%	46	13.3	104%
	Route 28 NB to Dulles Airport		505	534	29	6%	40	6.7	106%
	Route 28 NB to Route 267 EB		680	699	19	3%	39	17.9	103%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	1,053	-37	-3%	22	50.2	97%
	Route 28 NB to Route 267 WB		1,305	1,374	69	5%	40	34.2	105%
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		2,315	2,040	-275	-12%	21	59.8	88%
	Route 267 WB to Route 28 NB		2,085	1,764	-321	-15%	18	68.7	85%
	Route 267 WB to Innovation Avenue		230	197	-33	-14%	34	5.8	86%
	Route 267 EB (Dulles Greenway) to Route 28 SB		245	245	0	0%	38	6.4	100%
	Route 267 WB to Route 28 SB		1,065	1,013	-52	-5%	22	45.6	95%
	Route 267 EB/WB to Route 28 SB (Combined)		1,310	1,260	-50	-4%	24	52.7	96%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		2,490	2,474	-16	-1%	43	26.2	99%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450	426	-24	-5%	31	13.8	95%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,040	2,047	7	0%	45	22.4	100%
Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,397	-48	-3%	24	56.7	97%	
Innovation Avenue Interchange Ramps	Route 28 NB to Innovation Ave EB		760	765	5	1%	34	22.3	101%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		990	964	-26	-3%	29	16.2	97%
	Innovation Ave WB to Route 28 NB		1,140	998	-142	-12%	17	84.1	88%
	Route 28 SB to Innovation Ave		725	702	-23	-3%	34	20.9	97%
	Innovation Ave WB to Route 267 WB		260	236	-24	-9%	36	6.5	91%
	Innovation Ave WB to Route 267 EB / Dulles Airport		65	56	-9	-14%	31	1.8	86%
	Innovation Ave WB + Route 606 to Route 267 EB / Dulles Airport		710	704	-6	-1%	43	7.9	99%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		1,780	1,769	-11	-1%	50	17.6	99%
	Innovation Ave WB to Route 28 SB		1,030	909	-121	-12%	31	19.0	88%
	Route 28 NB to Route 606 (EB and WB Combined)		820	743	-77	-9%	36	12.4	91%
Route 28 NB to Route 606 EB		210	190	-20	-9%	28	3.2	91%	
Route 28 NB to Route 606 EB (staying on Route 606 EB)		95	87	-8	-8%	28	3.2	92%	
Route 28 NB to Route 606 EB (to Shaw Road NB)		115	103	-12	-10%	6	18.6	90%	
Route 28 NB to Route 606 WB		610	552	-58	-9%	9	31.4	91%	
Route 606 EB to Route 28 NB		415	414	-1	0%	24	21.9	100%	
Route 606 WB to Route 28 NB		885	627	-258	-29%	25	31.6	71%	
Route 606 EB / WB (Combined) to Route 28 NB		1,300	1,039	-261	-20%	35	34.7	80%	
Route 28 SB to Route 606 (EB and WB Combined)		975	895	-80	-8%	18	48.5	92%	
Route 28 SB to Route 606 WB		165	157	-8	-5%	14	12.6	95%	
Route 28 SB to Route 606 EB		810	726	-84	-10%	5	105.7	90%	
Route 606 WB to Route 28 SB		240	170	-70	-29%	27	6.2	71%	
Route 606 EB to Route 28 SB		1,005	530	-476	-47%	28	36.0	53%	
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,245	1,179	-66	-5%	33	17.8	95%	
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		645	649	4	1%	42	15.2	101%	
Route 606 EB/WB (Combined) to Route 28 SB		600	530	-71	-12%	39	13.3	88%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		545	504	-41	-7%	30	16.9	93%
	Route 28 NB to Sterling Blvd WB		920	782	-138	-15%	17	55.7	85%
	Sterling Blvd to Route 28 NB		430	429	-1	0%	31	13.4	100%
	Route 28 SB to Sterling Blvd		190	185	-5	-3%	47	3.8	97%
	Sterling Blvd WB to Route 28 SB		825	813	-12	-2%	19	41.3	98%
	Sterling Blvd EB to Route 28 SB		770	792	22	3%	30	26.6	103%
Route 267 / Centreville Road Interchange Ramps	Route 267 EB to Centreville Road		400	354	-46	-11%	41	4.3	89%
	Centreville Road to Route 267 EB		1,175	971	-204	-17%	39	24.5	83%
	Route 267 WB to Centreville Road		1,065	1,042	-23	-2%	42	24.8	98%
	Centreville Road to Route 267 WB		1,115	951	-164	-15%	37	14.6	85%
Various Dulles Airport / DIAAH Ramps	Centreville Road to DIAAH WB		160	135	-25	-16%	47	2.9	84%
	Route 267 EB to Dulles Airport		110	112	2	2%	49	2.3	102%
	Route 267 WB to Dulles Airport		10						
	DIAAH WB to Rudder Road		1,715	1,677	-38	-2%	33	25.1	98%
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	416	1	0%	39	10.4	100%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	659	9	1%	39	8.3	101%
	DIAAH EB (Outer Lanes) to Rudder Road		745	739	-6	-1%	25	29.7	99%
	Dulles Airport to Route 267 WB		715	711	-4	-1%	32	22.3	99%
	Aviation Blvd to Route 267 EB		1,350	1,281	-69	-5%	13	103.4	95%
	Route 267 EB to DIAAH EB (west)		1,010	1,009	-1	0%	42	23.8	100%
Route 267 EB to DIAAH EB (east)		470	441	-29	-6%	44	9.9	94%	
DIAAH EB to Route 267 EB (west)		585							
DIAAH EB to Route 267 EB (east)		135							



Arterial Intersection MOEs

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

Table with columns: #, Intersection, Approach, Movement, Balanced Count (vph), VISSIM Throughput (vph), Difference (vph), Difference (%), Average Delay (sec/veh), Average Queue Length (feet), Max Queue Length (feet), LOS. Rows 1-5 represent different intersections: Route 846 (Sterling Boulevard) and Pacific Boulevard, Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp, Route 846 (Sterling Boulevard) and Route 28 NB Ramps, Route 846 (Sterling Boulevard) and Shaw Road, and Route 606 (Old Ox Road) and Pacific Boulevard.

PM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)	LOS	
14	Route 606 (Old Ox Road) and Route 28 Southbound Ramps	NB	U	0	0	0	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-
			RT	0	0	0	-	-	-	-	-	-
		SB	U	0	0	0	-	-	-	-	-	-
			LT	810	975	703	859	-107	-13%	132.7	472	1,875
			TH	0	0	0	0	0	-	-	-	-
			RT	165	0	156	0	-9	-5%	70.6	20	223
		EB	U	0	0	0	0	0	-	-	-	-
			LT	0	2,615	0	2,614	0	0%	42.5	178	723
			TH	1,610	1,604	0	0	-6	0%	5.9	38	424
			RT	1,005	1,010	5	0	0	0%	5.9	38	424
		WB	U	0	0	0	0	0	-	-	-	-
			LT	240	2,800	170	2,114	-70	-29%	6.5	34	549
			TH	2,560	1,944	-616	0	-616	-24%	26.7	77	652
			RT	0	0	0	0	0	-	-	-	-
Intersection				6,390	5,587	-803	-13%	41.4	-	-	-	
15	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	U	0	0	0	-	-	-	-	-	
			LT	610	820	552	743	-268	-33%	119.7	35	229
			TH	115	0	104	0	-11	-10%	139.9	15	129
			RT	95	0	87	0	-8	-8%	103.2	0	0
		SB	U	0	0	0	0	0	-	-	-	-
			LT	0	0	0	0	0	-	-	-	-
			TH	0	0	0	0	0	-	-	-	-
			RT	0	0	0	0	0	-	-	-	-
		EB	U	0	0	0	0	0	-	-	-	-
			LT	415	2,420	415	2,292	-122	-5%	43.9	287	671
			TH	1,985	1,863	-122	0	-122	-6%	72.4	430	843
			TH2	20	14	-6	0	-6	-30%	73.5	430	843
		WB	U	0	0	0	0	0	-	-	-	-
			LT	0	3,075	0	2,184	-891	-29%	22.2	98	602
			TH	2,190	1,556	-634	0	-634	-29%	9.6	19	299
			RT	885	628	-257	0	-257	-29%	9.6	19	299
Intersection				6,315	5,219	-1,096	-17%	54.5	-	-	-	
7	Route 606 (Old Ox Road) and Shaw Road	NB	U	0	0	0	0	0	-	-	-	
			LT	630	900	364	520	-266	-30%	488.5	820	891
			TH	115	0	70	0	-45	-39%	370.6	820	891
			RT	155	0	86	0	-69	-45%	287.2	866	937
		SB	U	0	0	0	0	0	-	-	-	-
			LT	10	75	9	73	-1	-1%	86.0	21	83
			TH	40	0	40	0	0	0%	97.0	21	83
			RT	25	0	24	0	-1	-4%	8.9	0	0
		EB	U	15	2,215	14	2,070	-1	-0%	158.0	127	463
			LT	115	0	105	0	-10	-9%	146.1	127	463
			TH	1,795	1,677	-118	0	-118	-7%	14.1	187	810
			RT	290	274	-16	0	-16	-6%	4.8	9	174
		WB	U	10	2,610	5	1,834	-5	-0%	343.1	2,363	2,665
			LT	170	0	117	0	-53	-31%	341.9	2,363	2,665
			TH	2,405	1,695	-710	0	-710	-30%	216.8	2,363	2,665
			RT	25	17	-8	0	-8	-32%	165.5	0	2
Intersection				5,800	4,497	-1,303	-22%	152.5	-	-	-	
8	Sunrise Valley Drive and Frying Pan Road	NB	U	0	0	0	0	0	-	-	-	
			LT	55	535	51	532	-4	-1%	45.2	34	136
			TH	120	0	114	0	-6	-5%	56.9	34	136
			RT	360	0	367	0	7	2%	7.5	18	115
		SB	U	0	0	0	0	0	-	-	-	-
			LT	95	755	101	756	6	1%	42.9	40	178
			TH	155	0	148	0	-7	-5%	51.3	40	178
			RT	505	0	507	0	2	0%	2.5	0	75
		EB	U	5	1,155	6	1,155	0	0%	43.6	44	411
			LT	270	0	276	0	6	2%	36.2	44	411
			TH	815	0	807	0	-8	-1%	38.0	107	447
			RT	65	0	66	0	1	2%	7.2	24	280
		WB	U	0	1,365	0	1,339	-26	-2%	61.2	215	846
			LT	415	0	397	0	-18	-4%	50.7	215	846
			TH	860	0	849	0	-11	-1%	9.6	0	0
			RT	90	0	93	0	3	3%	9.6	0	0
Intersection				3,810	3,782	-28	-1%	35.5	-	-	-	
9	Centreville Road and Dulles Toll Road SPU	NB	LT2	80	2,610	54	1,832	-26	-1%	227.9	1,653	1,926
			LT	555	0	379	0	-176	-32%	409.3	1,653	1,926
			TH	1,110	0	772	0	-338	-30%	238.6	1,671	1,979
			RT	865	0	627	0	-238	-28%	189.2	1,032	1,702
		SB	U	0	2,230	0	2,220	-10	-0%	37.9	40	171
			LT	310	0	304	0	-6	-2%	21.9	68	336
			TH	1,280	0	1,280	0	0	0%	2.9	0	42
			RT	560	0	558	0	-2	-0%	18.6	68	336
		EB	U	0	400	0	354	-46	-12%	31.9	23	117
			LT	240	0	210	0	-30	-13%	6.5	1	88
			TH	0	0	0	0	0	-	-	-	-
			RT	160	0	144	0	-16	-10%	6.5	1	88
		WB	U	0	1,065	0	1,039	-26	-2%	38.0	59	238
			LT	530	0	518	0	-12	-2%	6.6	0	39
			TH	0	0	0	0	0	-	-	-	-
			RT	535	0	521	0	-14	-3%	6.6	0	39
Intersection				6,305	5,445	-860	-14%	97.4	-	-	-	



PM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)		Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
11	Frying Pan Road and River Birch Road	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
		SB	RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	90	1,105	91	1,108	1	3	1%	0%	57.3	41.6	264	306	816	876	E	D		
		EB	TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			RT	1,015	1,017	1,017	1,828	2	0%	0%	40.2	-	306	-	876	-	-	D	-		
			U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
		WB	LT	750	1,810	764	1,828	14	18	2%	1%	18.2	9.2	47	47	283	283	B	A		
			TH	1,060	1,064	1,064	0	4	0%	0%	2.7	-	5	-	144	-	-	A	-		
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
		Intersection	U	0	4,340	0	4,354	0	14	-	0%	-	31.5	-	-	-	-	-	-	-	-
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
		12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
LT	0				288	0	284	0	-4	-	-1%	-	27.2	-	37	-	218	-	-	-	
TH	0				0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
SB	RT			288	284	284	0	-4	-1%	-1%	27.2	-	37	-	218	-	-	-	-	-	
	U			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
	LT			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
EB	TH			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
	RT			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
	U			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
WB	LT			0	653	0	664	0	11	2%	2%	41.6	41.6	36	36	412	412	D	D		
	TH			653	653	664	0	11	2%	2%	41.6	41.6	36	36	412	412	D	D			
	RT			0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
Intersection	U	0	941	0	948	0	7	-	1%	-	37.3	-	-	-	-	-	-	-			
	LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-			
	TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-			
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-		
			LT	250	315	225	280	-25	-35	-10%	-11%	38.4	37.9	9	9	106	106	D	D		
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		SB	RT	65	55	55	0	-10	-15%	-15%	35.8	-	9	-	106	-	-	-	-		
			U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		EB	TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		WB	LT	715	715	692	703	-23	-12	-3%	-2%	28.7	28.7	29	29	189	189	C	C		
			TH	0	0	11	0	11	0	-	-	27.0	-	-	-	-	-	-	-		
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		Intersection	U	0	1,030	0	983	0	-47	-	-5%	-	31.3	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		13	Innovation Avenue and Shaw Road	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	
LT	700				810	520	602	-180	-208	-26%	-26%	245.4	262.4	519	559	577	617	F	F		
TH	85				0	60	0	-25	-29%	-29%	370.9	-	519	-	577	-	-				
SB	RT			25	0	22	0	-3	-12%	-12%	370.3	-	559	-	617	-	-				
	U			0	0	0	0	0	0	0	-	-	-	-	-	-	-				
	LT			30	520	25	443	-5	-77	-17%	-15%	85.0	98.8	187	219	455	501	F	F		
EB	TH			50	0	43	0	-7	-14%	-14%	120.4	-	187	-	455	-	-				
	RT			440	375	375	1,663	-65	-15%	-15%	97.2	-	219	-	501	-	-				
	U			0	0	0	0	0	0	0	-	-	-	-	-	-					
WB	LT			430	1,705	402	1,663	-28	-42	-7%	-2%	86.3	45.5	153	153	621	621	D	D		
	TH			905	0	890	0	-15	-2%	-2%	39.7	-	153	-	621	-	-				
	RT			370	0	371	0	1	0%	0%	15.1	-	0	-	0	-	-				
Intersection	U			0	4,430	0	4,052	0	-378	-	-9%	-	106.0	-	-	-	-	-			
	LT			15	1,395	16	1,344	1	-51	7%	-4%	131.2	113.3	664	699	1,760	1,823	F	F		
	TH			1,345	1,293	1,293	0	-52	-4%	-4%	113.7	-	664	-	1,760	-	-				

Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 2				2025 No Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	33.5	C	49.1	D	34.3	C	48.0	D
		SB	47.7	D			47.4	D		
		EB	75.0	E			69.4	E		
		WB	37.9	D			39.4	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	10.2	B	-	-	10.6	B
		SB	16.0	B			19.9	B		
		EB	4.6	A			5.6	A		
		WB	13.6	B			13.0	B		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	59.2	E	17.2	B	69.7	E	17.4	B
		SB	-	-			-	-		
		EB	3.0	A			2.2	A		
		WB	9.8	A			8.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	52.2	D	31.2	C	54.6	D	29.7	C
		SB	13.4	B			13.5	B		
		EB	25.6	C			23.5	C		
		WB	26.0	C			23.2	C		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	25.9	C	45.6	D	45.1	D	115.6	F
		SB	93.6	F			189.7	F		
		EB	41.8	D			82.1	F		
		WB	36.4	D			136.4	F		
14	Route 606 (Old Ox Road) and Route 28 Southbound Ramps	NB	-	-	41.4	D	-	-	-	-
		SB	121.4	F			-	-		
		EB	28.3	C			-	-		
		WB	25.1	C			-	-		
15	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	120.6	F	54.5	D	-	-	-	-
		SB	-	-			-	-		
		EB	67.2	E			-	-		
		WB	18.5	B			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	436.0	F	152.5	F	172.7	F	154.5	F
		SB	66.0	E			69.1	E		
		EB	20.5	C			49.5	D		
		WB	224.6	F			275.8	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	21.7	C	35.5	D	22.6	C	61.3	E
		SB	17.5	B			74.1	E		
		EB	35.8	D			33.3	C		
		WB	51.0	D			93.9	F		
9	Centreville Road and Dulles Toll Road SPU	NB	249.5	F	97.4	F	42.0	D	86.5	F
		SB	19.2	B			122.9	F		
		EB	21.5	C			-	-		
		WB	22.2	C			108.7	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	-	-	-	-	104.1	F	75.2	E
		SB	-	-			20.4	C		
		EB	-	-			171.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	31.5	C	-	-	61.8	E
		SB	41.6	D			78.8	E		
		EB	9.2	A			14.9	B		
		WB	52.2	D			107.0	F		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	27.2	C	37.3	D	33.5	C	23.8	C
		SB	-	-			-	-		
		EB	41.6	D			19.3	B		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	262.4	F	106.0	F	271.2	F	189.7	F
		SB	98.8	F			243.6	F		
		EB	45.5	D			97.3	F		
		WB	113.3	F			263.3	F		
21	Innovation Avenue and Route 28 Southbound / Route 287 Westbound Ramps	NB	37.9	D	31.3	C	-	-	-	-
		SB	-	-			-	-		
		EB	-	-			-	-		
		WB	28.7	C			-	-		

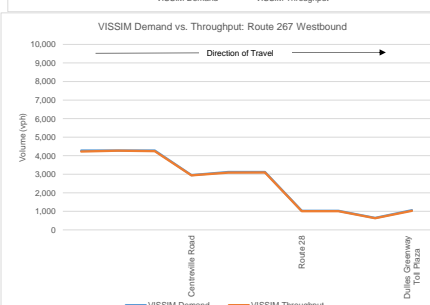
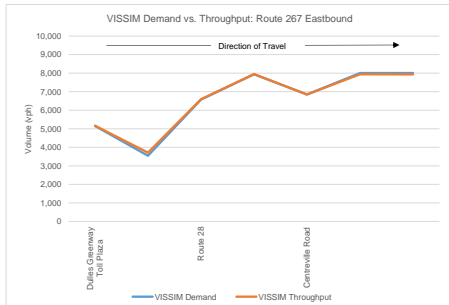
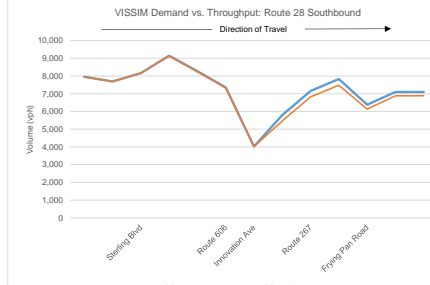
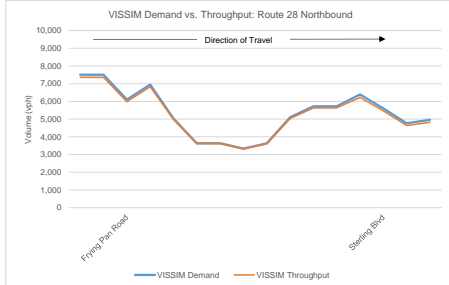
## ***2045 BUILD ALTERNATIVE 3 TRAFFIC OPERATIONS RESULTS***

Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served	
Northbound Route 28	Mainline south of Frying Pan Road	Basic	7,505	7,360	-145	-2%	32	58.7	98%	
	Mainline south of Frying Pan Road	Diverge	7,505	7,356	-149	-2%	36	46.1	98%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,105	5,981	-124	-2%	55	27.3	98%	
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,950	6,829	-121	-2%	55	24.9	98%	
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	5,040	4,982	-58	-1%	50	21.8	99%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	3,640	3,612	-28	-1%	56	21.3	99%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	3,640	3,613	-27	-1%	57	20.9	99%	
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	3,335	3,313	-22	-1%	57	19.1	99%	
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,630	3,605	-25	-1%	56	18.6	99%	
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,100	5,031	-69	-1%	56	20.7	99%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	5,725	5,631	-94	-2%	56	20.6	98%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Basic	5,725	5,631	-94	-2%	56	25.0	98%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,390	6,219	-171	-3%	51	24.4	97%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,600	5,466	-134	-2%	55	22.2	98%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,765	4,639	-126	-3%	57	20.2	97%	
	Mainline north of Sterling Blvd	Basic	4,960	4,823	-137	-3%	57	16.9	97%	
	Southbound Route 28	Mainline north of Sterling Blvd	Basic	7,960	7,940	-20	0%	51	32.5	100%
		Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,690	7,694	4	0%	49	40.8	100%
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB		Basic	8,165	8,160	-5	0%	47	38.8	100%	
Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)		Weave	9,145	9,128	-17	0%	43	42.0	100%	
Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue		Diverge	8,270	8,236	-34	0%	37	48.8	100%	
Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport		Diverge	7,355	7,334	-21	0%	34	59.1	100%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)		Basic	4,025	4,019	-6	0%	56	23.4	100%	
Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)		Basic	5,800	5,465	-335	-6%	54	19.1	94%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH EB)		Merge	7,160	6,824	-336	-5%	55	25.0	95%	
Between on-ramp from Route 267 (DIAAH EB) and off-ramp to Frying Pan Road		Weave	7,830	7,482	-348	-4%	55	27.2	96%	
Between off-ramp from Frying Pan Road and on-ramp from Frying Pan Road		Basic	6,385	6,139	-246	-4%	55	27.6	96%	
Mainline south of Frying Pan Road		Merge	7,100	6,882	-218	-3%	51	28.4	97%	
Mainline south of Frying Pan Road		Basic	7,100	6,892	-208	-3%	54	32.0	97%	
Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB		Basic	5,150	5,168	18	0%	45	41.4	100%	
Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB		Merge	3,545	3,712	167	5%	12	119.6	105%	
Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport		Basic	6,570	6,589	19	0%	15	109.3	100%	
Eastbound Route 267		Mainline leaving Dulles Airport near Rudder Road	Weave	2,785	2,764	-21	-1%	46	14.9	99%
		Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,640	2,622	-18	-1%	40	22.1	99%
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1,344	9	1%	44	14.9	101%	
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,897	-33	-2%	43	14.8	98%	
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,260	1,209	-51	-4%	43	13.9	96%	
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	705	702	-3	0%	44	5.3	100%	
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	305	315	10	3%	55	2.8	103%	
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,370	1,362	-8	-1%	57	9.5	99%	
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	7,940	7,949	9	0%	13	96.7	100%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,850	6,846	-4	0%	13	107.0	100%	
	Mainline east of Centreville Road	Merge	8,005	7,942	-63	-1%	12	111.0	99%	
	Mainline east of Centreville Road	Basic	8,005	7,932	-73	-1%	24	66.1	99%	
	Mainline east of off-ramp to DIAAH WB	Diverge	4,280	4,222	-58	-1%	57	18.4	99%	
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	4,280	4,271	-9	0%	57	18.6	100%	
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,280	4,247	-33	-1%	54	18.6	99%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	2,955	2,939	-16	-1%	57	12.8	99%	
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	3,120	3,085	-35	-1%	57	10.7	99%	
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	3,120	3,097	-23	-1%	25	24.8	99%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	1,030	1,006	-24	-2%	56	4.5	98%		
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,030	1,006	-24	-2%	58	5.8	98%		
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	645	629	-16	-2%	58	5.1	98%		
Mainline west of Dulles Greenway Toll Plaza	Basic	1,060	1,031	-29	-3%	67	5.1	97%		
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0	100%	
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,670	1,678	8	1%	44	16.3	101%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,241	16	1%	55	15.6	101%	
Westbound Route 267	Between on-ramp from Route 267 WB (east) and east end of study area	Basic	2,225	2,254	29	1%	56	20.1	101%	
	Mainline east of on-ramp from Route 267 WB	Basic	1,205	1,209	4	0%	58	10.4	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,205	1,209	4	0%	57	10.4	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Basic	1,295	1,314	19	1%	55	10.5	101%	
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,295	1,310	15	1%	57	7.7	101%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	815	848	33	4%	39	8.4	104%	
Westbound DIAAH	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,289	-22	-1%	43	10.6	99%	

Facility	Segment	Type	Balanced Count (vnh)	VISSIM Throughput (vnh)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (v/mph)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		1,400	1,375	-25	-2%	28	65.5	98%
	Frying Pan Road WB to Route 28 NB		845	875	30	4%	38	11.4	104%
	Route 28 SB to Frying Pan Road EB		1,445	1,379	-66	-5%	26	54.8	95%
Route 267 Interchange Ramps	Frying Pan Road WB to Route 28 SB		715	731	16	2%	18	20.3	102%
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,910	1,872	-38	-2%	42	21.7	98%
	Route 28 NB to Dulles Airport		845	826	-19	-2%	39	10.5	98%
	Route 28 NB to Route 267 EB		1,065	1,045	-20	-2%	38	27.0	98%
	Route 28 NB to C-D Road		1,400	1,371	-29	-2%	43	31.2	98%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	403	3	1%	25	16.1	101%
	Route 28 NB C-D Road east between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		1,800	1,755	-45	-3%	41	21.2	97%
	Route 28 NB C-D Road slip ramp to Route 28 NB		295	294	-1	0%	43	6.5	100%
	Route 28 NB C-D Road to Innovation Avenue and Route 606		1,505	1,477	-28	-2%	42	35.0	98%
	Route 28 NB to Route 267 WB		305	301	-4	-1%	39	7.6	99%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,090	2,060	-30	-1%	34	25.5	99%
	Route 267 WB to Innovation Avenue		230	229	-1	0%	33	8.9	100%
	Route 267 WB to Route 606		395	396	1	0%	38	10.1	100%
	Route 267 WB to Route 28 NB		1,470	1,434	-36	-2%	39	18.2	98%
	Route 267 EB (Dulles Greenway) to Route 28 SB		975	983	8	1%	36	27.2	101%
	Route 267 WB to Route 28 SB		385	377	-8	-2%	23	15.9	98%
	Route 267 EB/WB to Route 28 SB (Combined)		1,360	1,359	-1	0%	24	55.3	100%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		3,895	3,677	-218	-6%	14	99.0	94%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	832	-38	-4%	22	37.7	96%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		3,025	2,854	-171	-6%	12	109.4	94%
Innovation Avenue Interchange Ramps	Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	673	3	0%	26	25.8	100%
	Route 28 NB C-D Road to Innovation Ave EB		865	781	-84	-10%	29	27.4	97%
	Route 28 NB C-D Road to Route 606		700	693	-7	-1%	44	14.4	99%
	Route 28 NB C-D Road to Route 606 (downstream of ramp from Route 267 WB)		1,095	1,088	-7	-1%	42	23.7	99%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,035	1,009	-26	-3%	25	21.9	97%
	Innovation Ave WB to Route 28 NB		625	603	-22	-4%	35	17.2	96%
	Route 28 SB to Innovation Ave		915	896	-19	-2%	35	26.5	98%
	Innovation Ave WB to Route 267 WB		50	47	-3	-5%	35	1.3	95%
	Innovation Ave WB to Route 267 EB / Dulles Airport		220	203	-17	-8%	31	6.5	92%
	Innovation Ave WB to Route 28 SB		775	726	-49	-6%	26	26.6	94%
	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,775	1,443	-332	-19%	38	13.3	81%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		3,330	3,300	-30	-1%	24	75.3	99%
	Route 606 to Dulles Airport / Route 267 EB (Combined)		345	241	-104	-30%	33	7.7	70%
	Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		3,675	3,511	-164	-4%	22	77.5	96%
	Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Route 606 (EB and WB Combined)		1,090	1,086	-4	0%	36	14.6
Route 28 NB to Route 606 EB			210	211	1	0%	34	5.9	100%
Route 28 NB to Route 606 WB (leaving on Route 606 EB)			1170	1173	3	0%	28	6.1	102%
Route 28 NB to Route 606 EB (to Shaw Road NB)			40	38	-2	-5%	5	8.2	95%
Route 28 NB to Route 606 WB			880	875	-5	-1%	8	51.3	99%
Route 606 EB to Route 28 NB			90	51	-39	-43%	30	1.4	57%
Route 606 WB to Route 28 NB			575	569	-6	-1%	31	18.5	99%
Route 606 EB / WB (Combined) to Route 28 NB			665	621	-45	-7%	46	9.3	93%
Route 28 SB to Route 606 (EB and WB Combined)			875	898	23	3%	46	9.2	99%
Route 28 SB to Route 606 WB			305	306	1	0%	21	17.0	100%
Route 28 SB to Route 606 EB			570	562	-8	-1%	8	31.8	99%
Route 606 WB to Route 28 SB			370	383	13	3%	23	11.6	103%
Route 606 EB to Route 28 SB			975	573	-402	-41%	29	19.7	59%
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport			1,345	931	-414	-31%	31	15.0	69%
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport			345	241	-104	-30%	33	7.7	70%
Route 606 EB/WB (Combined) to Route 28 SB		1,000	715	-285	-29%	41	17.4	71%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		790	778	-12	-1%	30	25.8	99%
	Route 28 NB to Sterling Blvd WB		835	820	-15	-2%	20	40.7	98%
	Sterling Blvd to Route 28 NB		195	196	1	1%	32	6.1	101%
	Route 28 SB to Sterling Blvd		270	271	1	0%	49	5.4	100%
	Sterling Blvd WB to Route 28 SB		475	481	6	1%	21	23.1	101%
	Sterling Blvd EB to Route 28 SB		980	982	2	0%	30	32.7	100%
Route 267 / Centreville Road Interchange Ramps	Route 267 EB to Centreville Road		1,090	1,105	15	1%	39	14.1	101%
	Innovation Ave to Centreville Road		170	167	-3	-2%	42	3.9	98%
	Route 267 and Innovation Ave (Combined) to Centreville Road		1,260	1,246	-14	-1%	19	21.5	99%
	Centreville Road to Route 267 EB		1,155	1,097	-58	-5%	11	107.2	95%
	Route 267 WB to Centreville Road		1,325	1,317	-8	-1%	20	65.5	99%
	Centreville Road to Route 267 WB and Innovation Ave (Combined)		295	289	-6	-2%	44	3.3	98%
Various Dulles Airport / DIAAH Ramps	Centreville Road to Innovation Ave		130	128	-2	-2%	42	3.0	98%
	Centreville Road to Route 267 WB		165	165	0	0%	57	2.8	100%
	Centreville Road to DIAAH WB		90	95	5	5%	39	2.4	105%
	Route 267 EB to Dulles Airport		630	640	10	2%	47	13.4	102%
	Route 267 WB to Dulles Airport		150						
	DIAAH WB to Rudder Road		480	482	2	0%	39	6.1	100%
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	838	-12	-1%	37	21.6	99%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,465	-30	-2%	39	18.7	98%
	DIAAH EB (Outer Lanes) to Rudder Road		145	144	-1	-1%	27	5.2	99%
	Dulles Airport to Route 267 WB		65	61	-4	-6%	34	1.8	94%
Avalon Blvd to Route 267 EB		595	595	0	0%	45	13.3	100%	
Route 267 EB to DIAAH EB (west)		1,305	1,309	4	0%	42	30.5	100%	
Route 267 EB to DIAAH EB (east)		555	560	5	1%	44	12.6	101%	
DIAAH EB to Route 267 EB (west)		185							
DIAAH EB to Route 267 EB (east)		140							







AM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)	LOS		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	LT	80	74	-6	-8%	11.8	2	95	B		
			TH	2,195	2,107	-88	-4%	16.2	94	520	B		
			RT	0	0	0	-	-	-	-	-	-	
		SB	LT	0	0	0	-	-	-	-	-	-	-
			TH	1,025	1,014	-11	-1%	18.0	43	293	B		
			RT	195	151	-44	-23%	8.1	5	199	B		
		EB	RT2	60	63	3	5%	15.7	9	195	B		
			U	0	0	0	-	-	-	-	-	-	-
			LT	0	0	0	-	-	-	-	-	-	-
		WB	TH	0	0	0	-	-	-	-	-	-	-
			RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
	WB	LT	735	740	5	1%	77.9	427	2,024	E			
TH		65	68	3	5%	74.1	427	2,024	E				
RT		525	512	-13	-2%	28.9	338	1,917	C				
Intersection				4,880	4,729	-151	-3%	28.1	-	-	C		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	U	0	0	0	-	-	-	-	-	-	
			LT	30	31	1	3%	97.7	15	96	F		
			TH	1,700	1,564	-136	-8%	64.6	448	1,069	E		
		SB	RT	850	782	-68	-8%	77.1	561	1,123	E		
			U	0	0	0	-	-	-	-	-	-	-
			LT	255	256	1	0%	97.3	181	505	F		
		EB	TH	1,505	1,503	-2	0%	12.3	61	473	B		
			RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
		WB	LT	595	597	2	0%	181.3	154	545	F		
			TH	50	51	1	2%	177.6	154	545	F		
			RT	615	626	11	2%	132.2	96	528	F		
	WB	U	0	0	0	-	-	-	-	-	-	-	
LT		0	0	0	-	-	-	-	-	-	-		
TH		0	0	0	-	-	-	-	-	-	-		
Intersection				5,600	5,410	-190	-3%	75.4	-	-	E		
11	Frying Pan Road and River Birch Road	NB	U	0	0	0	-	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-	-
		SB	RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
			LT	180	177	-3	-2%	106.1	398	896	F		
		EB	TH	0	0	0	-	-	-	-	-	-	-
			RT	745	774	29	4%	86.0	442	958	F		
			U	0	0	0	-	-	-	-	-	-	-
		WB	LT	1,155	1,114	-41	-4%	19.2	72	452	B		
			TH	1,690	1,665	-25	-1%	5.6	19	285	A		
			RT	0	0	0	-	-	-	-	-	-	-
	WB	U	0	0	0	-	-	-	-	-	-	-	
LT		0	0	0	-	-	-	-	-	-	-		
TH		815	829	14	2%	81.3	207	583	F				
Intersection				4,720	4,691	-29	-1%	41.3	-	-	D		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	U	0	0	0	-	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-	-
		SB	RT	569	556	-13	-2%	85.8	491	3,188	F		
			U	0	0	0	-	-	-	-	-	-	-
			LT	0	0	0	-	-	-	-	-	-	-
		EB	TH	0	0	0	-	-	-	-	-	-	-
			RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
		WB	LT	0	0	0	-	-	-	-	-	-	-
			TH	1,445	1,399	-46	-3%	54.7	377	1,728	D		
			RT	0	0	0	-	-	-	-	-	-	-
	WB	U	0	0	0	-	-	-	-	-	-	-	
LT		0	0	0	-	-	-	-	-	-	-		
TH		715	729	14	2%	10.9	18	132	B				
Intersection				2,729	2,684	-45	-2%	49.2	-	-	D		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	U	0	0	0	-	-	-	-	-	-	
			LT	40	30	-10	-25%	39.3	639	1,815	D		
			TH	670	636	-34	-5%	39.3	639	1,815	D		
		SB	RT	995	931	-64	-6%	87.3	706	1,891	F		
			U	0	0	0	-	-	-	-	-	-	-
			LT	0	0	0	-	-	-	-	-	-	-
		EB	TH	810	812	2	0%	11.8	23	208	B		
			RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
		WB	LT	0	0	0	-	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-	-
			RT	0	0	0	-	-	-	-	-	-	-
	WB	U	0	0	0	-	-	-	-	-	-	-	
LT		905	883	-22	-2%	25.3	64	303	C				
TH		10	17	7	70%	25.1	64	303	C				
Intersection				3,430	3,309	-121	-4%	42.2	-	-	D		
13	Innovation Avenue and Shaw Road	NB	U	0	0	0	-	-	-	-	-	-	
			LT	365	357	-8	-2%	42.0	50	155	D		
			TH	5	4	-1	-20%	30.6	50	155	D		
		SB	RT	0	0	0	-	-	-	-	-	-	-
			U	0	0	0	-	-	-	-	-	-	-
			LT	5	5	0	0%	59.6	272	565	E		
		EB	TH	10	8	-2	-20%	98.8	272	565	F		
			RT	690	637	-53	-8%	84.1	314	618	F		
			U	0	0	0	-	-	-	-	-	-	-
		WB	LT	460	436	-24	-5%	43.8	263	1,173	D		
			TH	1,680	1,657	-23	-1%	32.4	263	1,173	C		
			RT	605	602	-3	0%	18.2	0	0	B		
	WB	U	0	0	0	-	-	-	-	-	-	-	
LT		5	5	0	0%	46.5	201	801	D				
TH		1,275	1,253	-22	-2%	39.3	201	801	D				
Intersection				5,105	4,969	-136	-3%	40.8	-	-	D		



Arterial Intersection MOEs

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

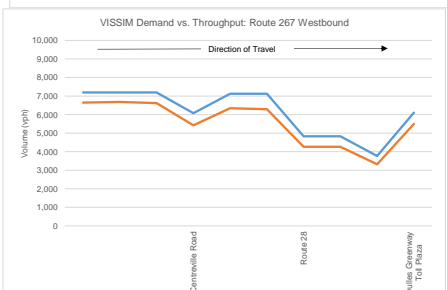
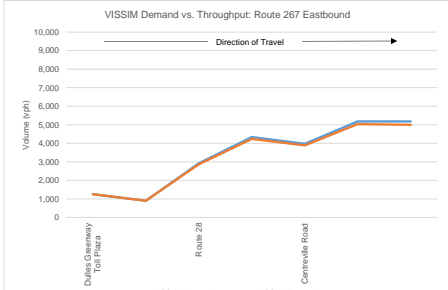
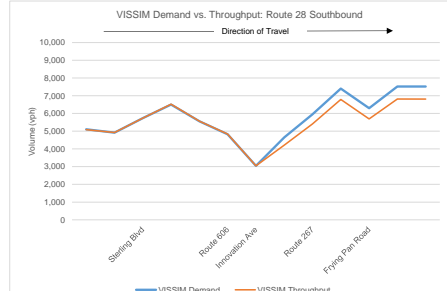
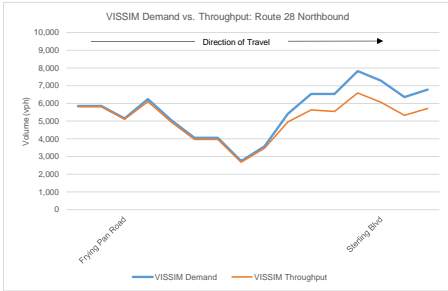
#	Intersection	Approach	2045 Alt 3				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	34.6	C	113.1	F	78.0	E	188.4	F
		SB	124.5	F			380.5	F		
		EB	176.0	F			204.3	F		
		WB	61.3	E			54.6	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	4.1	A	-	-	45.2	D
		SB	8.2	A			389.6	F		
		EB	3.4	A			26.5	C		
		WB	3.7	B			2.2	D		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	12.7	B	4.6	A	6.6	A	2.8	A
		SB	-	-			-	-		
		EB	1.1	A			1.1	A		
		WB	1.0	A			0.9	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	27.2	C	13.1	B	25.7	C	14.3	B
		SB	12.6	B			14.2	B		
		EB	14.1	B			15.7	B		
		WB	8.7	A			10.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	37.4	D	129.0	F	54.9	D	107.5	F
		SB	53.8	D			94.6	F		
		EB	295.2	F			174.9	F		
		WB	54.3	D			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 SPU	NB	40.9	D	42.1	D	-	-	-	-
		SB	51.7	D			-	-		
		EB	40.0	D			-	-		
		WB	40.5	D			-	-		
6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	43.1	D	7.2	A	-	-	-	-
		SB	-	-			-	-		
		EB	6.5	A			-	-		
		WB	-	-			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	63.0	E	31.6	C	67.1	E	33.7	C
		SB	56.0	E			59.5	E		
		EB	28.8	C			25.6	C		
		WB	24.2	C			34.6	C		
8	Sunrise Valley Drive and Frying Pan Road	NB	30.1	C	41.5	D	28.5	C	39.9	D
		SB	27.6	C			27.7	C		
		EB	44.6	D			43.0	D		
		WB	45.4	D			43.6	D		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	16.0	B	28.1	C	29.0	C	33.2	C
		SB	16.7	B			26.8	C		
		EB	-	-			-	-		
		WB	58.7	E			46.7	D		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	69.2	E	75.4	E	122.6	F	128.4	F
		SB	24.7	C			25.0	C		
		EB	197.9	F			214.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	41.3	D	-	-	48.6	D
		SB	89.7	F			142.6	F		
		EB	11.0	B			16.5	B		
		WB	81.0	F			35.3	D		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	65.8	F	49.2	D	56.2	E	42.8	D
		SB	-	-			-	-		
		EB	54.7	D			31.9	C		
		WB	10.9	B			-	-		
13	Innovation Avenue and Shaw Road	NB	41.8	D	40.8	D	39.8	D	42.8	D
		SB	84.1	F			19.9	B		
		EB	31.0	C			61.6	E		
		WB	39.2	D			21.9	C		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	67.3	E	42.2	D	-	-	-	-
		SB	11.6	B			-	-		
		EB	-	-			-	-		
		WB	25.3	C			-	-		

Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served	
Northbound Route 28	Mainline south of Frying Pan Road	Basic	5,855	5,817	-38	-1%	48	34.6	99%	
	Mainline south of Frying Pan Road	Diverge	5,855	5,812	-43	-1%	45	32.8	99%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	5,103	-47	-1%	45	34.3	99%	
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,245	6,106	-139	-2%	36	44.4	98%	
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	5,055	4,944	-111	-2%	36	48.6	98%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,060	3,970	-90	-2%	54	24.6	98%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	4,060	3,964	-96	-2%	35	47.0	98%	
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	2,745	2,680	-65	-2%	42	29.0	98%	
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,575	3,469	-106	-3%	31	52.1	97%	
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,415	4,955	-460	-8%	33	71.2	92%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	6,535	5,628	-907	-14%	31	79.7	86%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Basic	6,535	5,544	-991	-15%	27	83.4	85%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	7,825	6,588	-1,237	-16%	25	67.1	84%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	7,280	6,060	-1,220	-17%	23	73.5	83%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,355	5,328	-1,027	-16%	22	68.3	84%	
Mainline north of Sterling Blvd	Basic	6,780	5,712	-1,068	-16%	21	64.9	84%		
Southbound Route 28	Mainline north of Sterling Blvd	Basic	5,110	5,084	-26	-1%	56	16.0	99%	
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,915	4,922	7	0%	56	21.6	100%	
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,735	5,731	-4	0%	56	20.3	100%	
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	6,500	6,523	23	0%	55	20.9	100%	
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	5,555	5,569	14	0%	55	20.0	100%	
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	4,825	4,841	16	0%	54	22.2	100%	
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,045	3,047	2	0%	57	17.7	100%	
	Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	4,650	4,215	-435	-9%	57	14.8	91%	
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	5,955	5,407	-548	-9%	56	19.8	91%	
	Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road	Weave	7,400	6,791	-609	-8%	49	29.3	92%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,295	5,693	-602	-10%	54	26.1	90%	
	Mainline south of Frying Pan Road	Merge	7,520	6,814	-706	-9%	34	43.2	91%	
	Mainline south of Frying Pan Road	Basic	7,520	6,809	-711	-9%	53	32.1	91%	
	Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,255	1,255	0	0%	65	6.5	100%
		Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	900	899	-1	0%	58	5.3	100%
Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport		Basic	2,915	2,861	-54	-2%	31	21.0	98%	
Mainline leaving Dulles Airport near Rudder Road		Weave	4,145	4,068	-77	-2%	17	73.0	98%	
Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)		Diverge	3,400	3,258	-142	-4%	12	92.2	96%	
Between off-ramp to DIAAH EB and on-ramp from Aviation Dr		Basic	2,390	2,332	-58	-2%	11	107.2	98%	
Between on-ramp from Aviation Dr and off-ramp to Route 28 SB		Weave	3,740	3,509	-231	-6%	11	108.3	94%	
Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)		Diverge	2,295	2,134	-161	-7%	37	29.9	93%	
Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB		Diverge	1,825	1,732	-93	-5%	33	22.5	95%	
Between off-ramp to Route 28 NB and on-ramp from Route 28 NB		Basic	735	710	-25	-3%	55	6.4	97%	
Between on-ramp from Route 28 NB and mainline from Dulles Greenway		Merge	1,420	1,376	-44	-3%	56	10.5	97%	
Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road		Weave	4,335	4,238	-97	-2%	56	12.4	98%	
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	3,970	3,885	-85	-2%	57	13.7	98%	
Mainline east of Centreville Road		Merge	5,180	5,036	-144	-3%	56	16.7	97%	
Mainline east of Centreville Road		Basic	5,180	4,984	-196	-4%	57	17.5	96%	
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	7,195	6,848	-347	-5%	45	47.8	92%	
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,195	6,682	-513	-7%	44	49.3	93%	
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,195	6,623	-572	-8%	40	50.7	92%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,075	5,422	-653	-11%	40	53.2	89%	
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,125	6,346	-779	-11%	39	52.4	89%	
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,125	6,292	-833	-12%	29	62.1	88%	
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,830	4,266	-565	-12%	54	19.2	88%	
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,830	4,265	-565	-12%	54	26.6	88%	
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	3,770	3,322	-448	-12%	55	28.0	88%	
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,100	5,499	-601	-10%	64	28.8	90%	
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	46	31.9	98%	
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,555	1,525	-30	-2%	44	14.9	98%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,962	-63	-3%	55	13.6	97%	
Westbound DIAAH	Between on-ramp from Route 267 WB	Basic	3,250	3,235	-15	0%	56	28.8	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,250	3,235	-15	0%	55	28.7	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	3,410	3,365	-45	-1%	54	20.8	99%	
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	3,410	3,316	-94	-3%	56	19.9	97%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,660	-35	-2%	39	16.7	98%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,280	-65	-3%	43	10.5	97%		

Facility	Segment	Type	Balanced Count (veh)	VISSIM Throughput (veh)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (v/mi)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		725	707	-18	-2%	40	17.5	100%
	Frying Pan Road WB to Route 28 NB		1,095	1,026	-69	-6%	26	38.0	94%
	Route 28 SB to Frying Pan Road EB		1,105	1,094	-11	-1%	29	38.2	99%
Route 267 Interchange Ramps	Frying Pan Road WB to Route 28 SB		1,225	1,138	-87	-7%	6	105.8	93%
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,190	1,150	-40	-3%	40	14.5	97%
	Route 28 NB to Dulles Airport		505	489	-16	-3%	39	6.2	97%
	Route 28 NB to Route 267 EB		685	666	-19	-3%	38	17.2	97%
	Route 28 NB to C-D Road		995	972	-23	-2%	30	47.2	98%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	1,049	-41	-4%	19	59.8	96%
	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		2,085	2,012	-73	-3%	27	56.9	97%
	Route 28 NB C-D Road slip ramp to Route 28 NB		830	793	-37	-4%	23	53.0	96%
	Route 28 NB C-D Road to Innovation Avenue and Route 606		1,255	1,214	-41	-3%	38	36.2	97%
	Route 28 NB to Route 267 WB		1,315	1,291	-24	-2%	37	34.5	98%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,295	1,959	-336	-15%	21	58.3	85%
	Route 267 WB to Innovation Avenue		145	121	-24	-17%	33	3.7	83%
	Route 267 WB to Route 606		310	259	-51	-16%	39	6.6	84%
	Route 267 WB to Route 28 NB		1,840	1,539	-301	-16%	22	71.4	84%
	Route 267 EB (Dulles Greenway) to Route 28 SB		245	248	3	1%	38	6.6	101%
	Route 267 WB to Route 28 SB		1,060	941	-119	-11%	22	42.2	89%
	Route 267 EB/WB to Route 28 SB (Combined)		1,305	1,191	-114	-9%	24	49.8	91%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		2,465	2,391	-74	-3%	44	18.1	97%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450	430	-20	-4%	26	16.7	96%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,015	1,959	-56	-3%	45	20.1	97%
Innovation Avenue Interchange Ramps	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,376	-69	-5%	24	58.8	95%
	Route 28 NB C-D Road to Innovation Ave EB		745	723	-22	-3%	27	33.7	97%
	Route 28 NB C-D Road to Route 606		510	491	-19	-4%	44	10.9	96%
	Route 28 NB C-D Road to Route 606 (downstream of ramp from Route 267 WB)		820	752	-68	-8%	42	16.5	92%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		890	841	-49	-5%	25	27.3	95%
	Innovation Ave WB to Route 28 NB		1,120	695	-425	-38%	19	97.0	62%
	Route 28 SB to Innovation Ave		730	724	-6	-1%	37	19.4	99%
	Innovation Ave WB to Route 267 WB		300	188	-112	-37%	35	5.3	63%
	Innovation Ave WB to Route 267 EB / Dulles Airport		30	18	-12	-39%	31	0.6	61%
	Innovation Ave WB to Route 28 SB		1,000	617	-383	-38%	25	24.5	62%
	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,605	1,164	-441	-27%	40	14.8	73%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		1,780	1,790	10	1%	47	19.0	101%
	Route 606 to Dulles Airport / Route 267 EB (Combined)		655	586	-69	-11%	36	15.5	89%
	Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		2,435	2,376	-59	-2%	42	25.0	98%
	Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Route 606 EB and WB (Combined)		820	752	-68	-8%	36	10.3
Route 28 NB to Route 606 EB			210	193	-17	-8%	34	5.7	92%
Route 28 NB to Route 606 EB (existing on Route 606 EB)			120	115	-5	-4%	27	4.3	96%
Route 28 NB to Route 606 EB (to Shaw Road NB)			90	81	-9	-10%	11	7.6	90%
Route 28 NB to Route 606 WB			610	554	-56	-9%	5	52.8	91%
Route 606 EB to Route 28 NB			415	373	-42	-10%	25	12.1	90%
Route 606 WB to Route 28 NB			875	715	-160	-18%	27	27.4	82%
Route 606 EB / WB (Combined) to Route 28 NB			1,290	1,088	-202	-16%	26	45.1	84%
Route 28 SB to Route 606 EB and WB (Combined)			945	951	6	1%	46	10.0	101%
Route 28 SB to Route 606 WB			155	164	9	6%	21	7.9	106%
Route 28 SB to Route 606 EB			790	787	-3	0%	5	82.0	100%
Route 606 WB to Route 28 SB			255	201	-54	-21%	23	6.0	79%
Route 606 EB to Route 28 SB			1,005	933	-72	-7%	29	31.9	93%
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport			1,260	1,129	-131	-10%	32	17.6	90%
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport			655	586	-69	-11%	36	15.5	89%
Route 606 EB/WB (Combined) to Route 28 SB		605	546	-59	-10%	42	13.1	90%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		545	518	-27	-5%	30	16.9	95%
	Route 28 NB to Sterling Blvd WB		925	700	-225	-24%	18	59.3	76%
	Sterling Blvd to Route 28 NB		425	425	0	0%	31	13.4	100%
	Route 28 SB to Sterling Blvd		195	189	-6	-3%	46	4.0	97%
	Sterling Blvd WB to Route 28 SB		820	809	-11	-1%	19	41.2	99%
	Sterling Blvd EB to Route 28 SB		765	790	25	3%	30	26.0	103%
	Route 267 EB to Centreville Road		365	361	-4	-1%	54	3.3	99%
	Innovation Ave to Centreville Road		145	142	-3	-2%	40	3.5	98%
	Route 267 and Innovation Ave (Combined) to Centreville Road		510	500	-10	-2%	40	4.1	98%
	Centreville Road to Route 267 EB		1,210	1,150	-60	-5%	39	29.0	95%
Route 267 / Centreville Road Interchange Ramps	Route 267 WB to Centreville Road		1,120	1,035	-85	-8%	41	25.0	92%
	Centreville Road to Route 267 WB and Innovation Ave (Combined)		1,210	1,136	-74	-6%	37	16.5	94%
	Centreville Road to Innovation Ave		160	142	-18	-11%	40	3.5	89%
	Centreville Road to Route 267 WB		1,050	984	-66	-6%	42	30.1	94%
	Centreville Road to DIAAH WB		160	145	-15	-10%	46	3.2	90%
	Route 267 EB to Dulles Airport		110	111	1	0%	49	2.2	100%
	Route 267 WB to Dulles Airport		10	10	0	0%	34	24.8	98%
Various Dulles Airport / DIAAH Ramps	DIAAH WB to Rudder Road		1,715	1,688	-27	-2%	34	24.8	98%
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	393	-22	-5%	39	9.8	95%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	642	-8	-1%	39	8.1	99%
	DIAAH EB (Outer Lanes) to Rudder Road		745	730	-15	-2%	24	29.9	98%
	Dulles Airport to Route 267 WB		715	705	-10	-1%	32	22.1	99%
	Aviation Blvd to Route 267 EB		1,350	1,268	-82	-6%	13	104.0	94%
	Route 267 EB to DIAAH EB (west)		1,010	985	-25	-2%	42	23.3	98%
	Route 267 EB to DIAAH EB (east)		470	436	-34	-7%	44	9.8	93%
	DIAAH EB to Route 267 EB (west)		585	585	0	0%	37	10.0	100%
	DIAAH EB to Route 267 EB (east)		135	135	0	0%	37	10.0	100%









Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 3				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	32.7	C	48.3	D	34.3	C	48.0	D
		SB	46.6	D			47.4	D		
		EB	72.4	E			69.4	E		
		WB	38.2	D			39.4	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	9.6	A	-	-	10.6	B
		SB	17.3	B			19.9	B		
		EB	4.5	A			5.6	A		
		WB	12.5	D			13.0	B		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	45.9	D	14.5	B	69.7	E	17.4	B
		SB	-	-			-	-		
		EB	2.6	A			2.2	A		
		WB	8.3	A			8.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	48.9	D	29.4	C	54.6	D	29.7	C
		SB	13.5	B			13.5	B		
		EB	26.1	C			23.5	C		
		WB	22.5	C			23.2	C		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	73.0	E	158.2	F	45.1	D	115.6	F
		SB	283.0	F			189.7	F		
		EB	190.4	F			82.1	F		
		WB	118.5	F			136.4	F		
14	Route 606 (Old Ox Road) and Route 28 SPU	NB	83.5	F	66.7	E	-	-	-	-
		SB	75.1	E			-	-		
		EB	63.8	E			-	-		
		WB	58.0	E			-	-		
6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	21.9	C	5.0	A	-	-	-	-
		SB	-	-			-	-		
		EB	4.2	A			-	-		
		WB	-	-			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	89.6	F	107.7	F	172.7	F	154.5	F
		SB	71.0	E			69.1	E		
		EB	17.3	B			49.5	D		
		WB	204.5	F			275.8	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	29.8	C	98.0	F	22.6	C	61.3	E
		SB	36.9	D			74.1	E		
		EB	35.3	D			33.3	C		
		WB	224.5	F			39.9	F		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	24.2	C	61.0	E	42.0	D	86.5	F
		SB	96.0	F			122.3	F		
		EB	-	-			-	-		
		WB	56.6	E			108.7	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	148.4	F	81.8	F	104.1	F	75.2	E
		SB	11.4	B			20.4	C		
		EB	42.5	D			171.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	65.5	E	-	-	61.8	E
		SB	63.6	E			78.8	E		
		EB	10.7	B			14.9	B		
		WB	142.1	F			107.0	F		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	40.9	D	43.1	D	33.5	C	23.8	C
		SB	-	-			-	-		
		EB	47.3	D			19.3	B		
		WB	39.8	D			-	-		
13	Innovation Avenue and Shaw Road	NB	373.2	F	247.2	F	271.2	F	189.7	F
		SB	575.4	F			243.6	F		
		EB	60.6	E			97.3	F		
		WB	432.6	F			263.3	F		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	56.6	E	36.6	D	-	-	-	-
		SB	8.0	A			-	-		
		EB	-	-			-	-		
		WB	19.0	B			-	-		

## ***2045 BUILD ALTERNATIVE 3 (OPTION B) TRAFFIC OPERATIONS RESULTS***

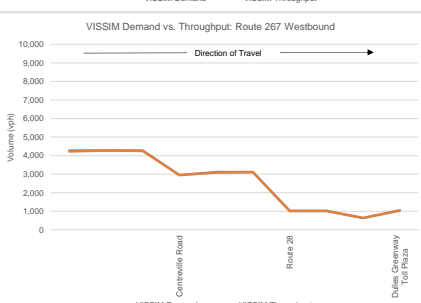
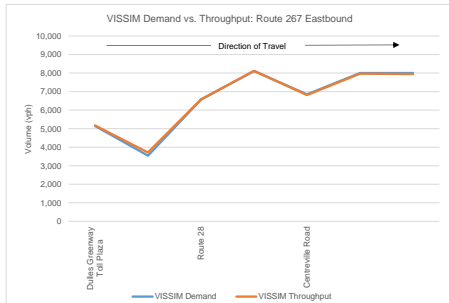
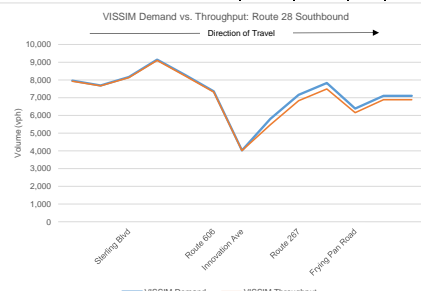
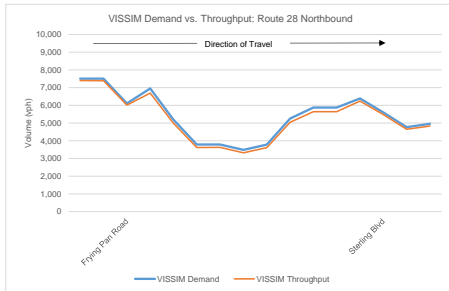


Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Northbound Route 28	Mainline south of Frying Pan Road	Basic	7,505	7,396	-109	-1%	33	57.6	99%
	Mainline south of Frying Pan Road	Diverge	7,505	7,388	-117	-2%	36	45.5	98%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,105	6,010	-95	-2%	55	27.4	98%
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,950	6,691	-259	-4%	55	24.3	96%
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	5,190	4,992	-198	-4%	50	22.0	96%
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	3,790	3,620	-170	-4%	56	21.4	96%
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	3,790	3,623	-167	-4%	56	20.9	96%
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	3,485	3,319	-166	-5%	57	19.2	95%
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,780	3,611	-169	-4%	56	18.6	96%
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,250	5,041	-209	-4%	56	20.7	96%
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	5,875	5,643	-232	-4%	56	20.7	96%
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Basic	5,875	5,642	-233	-4%	56	25.1	96%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,390	6,236	-154	-2%	51	24.5	98%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,600	5,475	-125	-2%	55	22.2	98%
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,765	4,647	-118	-2%	57	20.2	98%
	Mainline north of Sterling Blvd	Basic	4,960	4,832	-128	-3%	57	17.0	97%
	Mainline north of Sterling Blvd	Basic	7,960	7,927	-33	0%	46	38.5	100%
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,690	7,663	-27	0%	43	48.4	100%
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	8,165	8,131	-34	0%	39	50.3	100%
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	9,145	9,100	-45	0%	36	52.2	100%
Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	8,270	8,215	-55	-1%	33	54.9	99%	
Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	7,355	7,316	-39	-1%	30	66.5	99%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	4,025	4,014	-11	0%	56	23.4	100%	
Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	5,800	5,467	-333	-6%	54	19.2	94%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH EB)	Merge	7,160	6,826	-334	-5%	55	25.0	95%	
Between on-ramp from Route 267 (DIAAH EB) and off-ramp to Frying Pan Road	Weave	7,830	7,491	-339	-4%	56	27.0	96%	
Between off-ramp from Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,385	6,151	-234	-4%	55	27.6	96%	
Mainline south of Frying Pan Road	Merge	7,100	6,882	-218	-3%	51	28.4	97%	
Mainline south of Frying Pan Road	Basic	7,100	6,887	-213	-3%	54	32.0	97%	
Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	5,150	5,173	23	0%	36	51.3	100%	
Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	3,545	3,716	171	5%	11	121.4	105%	
Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	6,570	6,581	11	0%	15	109.2	100%	
Mainline leaving Dulles Airport near Rudder Road	Weave	2,785	2,764	-21	-1%	46	14.9	99%	
Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,640	2,623	-17	-1%	40	22.1	99%	
Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1,344	9	1%	44	14.9	101%	
Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,898	-32	-2%	43	14.8	98%	
Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,260	1,209	-51	-4%	43	13.9	96%	
Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	705	700	-5	-1%	44	5.3	99%	
Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	305	313	8	3%	55	2.8	103%	
Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,540	1,533	-7	0%	56	8.6	100%	
Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	8,110	8,116	6	0%	14	93.4	100%	
Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,850	6,817	-33	0%	14	99.5	100%	
Mainline east of Centreville Road	Merge	8,005	7,966	-39	0%	12	111.6	100%	
Mainline east of Centreville Road	Basic	8,005	7,948	-57	-1%	24	66.3	99%	
Mainline east of off-ramp to DIAAH WB	Diverge	4,280	4,222	-58	-1%	57	18.4	99%	
Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	4,280	4,271	-9	0%	57	18.6	100%	
Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,280	4,247	-33	-1%	54	18.6	99%	
Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	2,955	2,939	-16	-1%	57	12.8	99%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	3,120	3,086	-35	-1%	57	10.7	99%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	3,120	3,089	-31	-1%	24	26.8	99%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	1,030	1,006	-24	-2%	56	4.5	98%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,030	1,006	-24	-2%	57	5.8	98%	
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	645	629	-16	-2%	58	5.0	98%	
Mainline west of Dulles Greenway Toll Plaza	Basic	1,060	1,030	-30	-3%	67	5.1	97%	
Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0	100%	
Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,670	1,678	8	0%	44	16.4	100%	
Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,242	17	1%	55	15.6	101%	
Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,255	30	1%	56	20.1	101%	
Mainline east of on-ramp from Route 267 WB	Basic	1,205	1,209	4	0%	58	10.4	100%	
Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,205	1,209	4	0%	57	10.4	100%	
Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	1,295	1,227	-68	-5%	56	9.7	95%	
Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,295	1,223	-72	-6%	57	7.1	94%	
Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	815	789	-26	-3%	39	7.8	97%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,237	-73	-3%	43	10.3	97%	

Facility	Segment	Type	Balanced Count	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (v/mi)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		1,400	1,381	-19	-1%	29	47.6	99%
	Frying Pan Road WB to Route 28 NB		845	703	-142	-17%	39	8.9	83%
	Route 28 SB to Frying Pan Road EB		1,445	1,379	-66	-5%	26	54.5	95%
Route 267 Interchange Ramps	Frying Pan Road WB to Route 28 SB		715	730	15	2%	18	20.6	102%
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,760	1,726	-34	-2%	43	19.9	98%
	Route 28 NB to Dulles Airport		845	827	-18	-2%	39	10.5	98%
	Route 28 NB to Route 267 EB		915	900	-15	-2%	38	23.5	98%
	Dulles Corner Ramp to Route 267 EB		320	319	-1	0%	34	9.5	100%
	Route 28 NB to C-D Road		1,400	1,372	-28	-2%	43	31.3	98%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	404	4	1%	25	16.1	101%
	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		1,800	1,760	-40	-2%	42	21.2	98%
	Route 28 NB C-D Road slip ramp to Route 28 NB		295	294	-1	0%	43	6.5	100%
	Route 28 NB C-D Road to Innovation Ave EB		1,505	1,481	-24	-2%	42	35.1	98%
	Route 28 NB to Route 267 WB		305	302	-3	-1%	39	7.7	99%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,090	2,061	-29	-1%	34	25.6	99%
	Route 267 WB to Innovation Avenue		230	230	0	0%	33	8.9	100%
	Route 267 WB to Route 606		395	396	1	0%	38	10.1	100%
	Route 267 WB to Route 28 NB		1,470	1,433	-37	-2%	39	18.2	98%
	Route 267 EB (Dulles Greenway) to Route 28 SB		975	984	9	1%	36	27.3	101%
	Route 267 WB to Route 28 SB		385	375	-10	-3%	23	15.9	97%
	Route 267 EB/WB to Route 28 SB (Combined)		1,360	1,357	-3	0%	24	55.2	100%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		3,895	3,696	-199	-5%	12	105.4	95%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	838	-32	-4%	22	38.5	96%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		3,025	2,868	-157	-5%	12	111.3	95%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	673	3	0%	26	25.8	100%
	Route 28 NB C-D Road to Innovation Ave EB		805	786	-20	-2%	29	27.3	98%
	Route 28 NB C-D Road to Route 606		700	695	-5	-1%	44	14.5	99%
Route 28 NB C-D Road to Route 606 (downstream of ramp from Route 267 WB)		1,095	1,091	-4	0%	42	23.7	100%	
Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,035	1,014	-21	-2%	30	16.7	98%	
Innovation Ave WB to Route 28 NB		625	603	-22	-3%	35	17.1	97%	
Route 28 SB to Innovation Ave		915	894	-21	-2%	35	25.5	98%	
Innovation Ave WB to Route 267 WB		50	46	-4	-8%	35	1.3	92%	
Innovation Ave WB to Route 267 EB / Dulles Airport		220	203	-17	-8%	31	6.6	92%	
Innovation Ave WB to Route 28 SB		775	728	-47	-6%	26	26.6	94%	
Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,175	1,146	-29	-2%	38	19.6	98%	
Route 28 SB to Dulles Airport / Route 267 EB (Combined)		3,330	3,292	-38	-1%	20	86.7	99%	
Route 606 to Dulles Airport / Route 267 EB (Combined)		345	242	-103	-30%	32	9.0	70%	
Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		3,675	3,519	-156	-4%	20	85.1	96%	
Route 28 NB to Route 606 (EB and WB Combined)		1,090	1,090	0	0%	36	14.6	100%	
Route 28 NB to Route 606 EB		210	211	1	1%	34	5.9	101%	
Route 28 NB to Route 606 EB (east) on Route 606 EB		170	173	3	2%	28	6.1	102%	
Route 28 NB to Route 606 EB (to Shaw Road NB)		40	38	-2	-4%	5	8.0	96%	
Route 28 NB to Route 606 WB		880	877	-3	0%	8	51.8	100%	
Route 606 EB to Route 28 NB		90	51	-39	-43%	29	1.4	57%	
Route 606 WB to Route 28 NB		575	569	-6	-1%	31	18.4	99%	
Route 606 EB / WB (Combined) to Route 28 NB		665	620	-45	-7%	46	9.3	83%	
Route 28 SB to Route 606 (EB and WB Combined)		875	862	-13	-2%	49	8.7	98%	
Route 28 SB to Route 606 WB		305	302	-3	-1%	24	12.6	99%	
Route 28 SB to Route 606 EB		570	560	-10	-2%	9	31.2	98%	
Route 606 WB to Route 28 SB		370	382	12	3%	22	12.3	103%	
Route 606 EB to Route 28 SB		975	580	-395	-41%	29	19.9	59%	
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,345	936	-409	-30%	31	15.1	70%	
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		345	242	-103	-30%	32	9.0	70%	
Route 606 EB/WB (Combined) to Route 28 SB		1,000	718	-282	-28%	41	17.5	72%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		790	785	-5	-1%	30	26.3	99%
	Route 28 NB to Sterling Blvd WB		835	824	-11	-1%	20	41.0	99%
	Sterling Blvd to Route 28 NB		195	197	2	1%	32	6.1	101%
	Route 28 SB to Sterling Blvd		270	270	0	0%	48	5.5	100%
	Sterling Blvd WB to Route 28 SB		475	481	6	1%	20	23.2	101%
	Sterling Blvd EB to Route 28 SB		980	982	2	0%	29	33.0	100%
Route 267 / Centerville Road Interchange Ramps	Route 267 EB to Centerville Road		1,260	1,279	19	2%	38	16.5	102%
	Route 267 WB to Centerville Road		1,260	1,261	1	0%	19	22.1	100%
	Centerville Road to Route 267 EB		1,155	1,117	-38	-3%	9	119.6	97%
	Centerville Road to Innovation Ave		1,325	1,317	-8	-1%	20	66.5	99%
	Centerville Road to Route 267 WB and Innovation Ave (Combined)		295	289	-6	-2%	44	3.3	98%
	Centerville Road to Route 267 WB		130	128	-3	-2%	42	3.0	98%
Various Dulles Airport / DIAAH Ramps	Centerville Road to Route 267 WB		165	165	0	0%	57	2.9	100%
	Centerville Road to DIAAH WB		90	95	5	5%	39	2.4	105%
	Route 267 EB to Dulles Airport		630	643	13	2%	48	13.5	102%
	Route 267 WB to Dulles Airport		150						
	DIAAH WB to Rudder Road		480	450	-30	-6%	40	5.7	94%
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	848	-2	0%	37	21.9	100%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,473	-22	-1%	39	18.8	99%
	DIAAH EB (Outer Lanes) to Rudder Road		145	143	-2	-1%	27	5.2	99%
	Dulles Airport to Route 267 WB		65	61	-4	-6%	34	1.8	94%
	Aviation Blvd to Route 267 EB		595	595	0	0%	45	13.3	100%
Route 267 EB to DIAAH EB (west)		1,305	1,309	4	0%	42	30.5	100%	
Route 267 EB to DIAAH EB (east)		555	561	6	1%	44	12.7	101%	
DIAAH EB to Route 267 EB (west)		185							
DIAAH EB to Route 267 EB (east)		140							





AM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)	Difference (%)	Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS				
				Observed	Model	Observed	Model			Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model	
14	Route 606 (Old Ox Road) and Route 28 SPU	NB	U		880	0	877	-3	0%	41.2	41.2	122	122	509	509	D	D			
			LT			877	0	877	0	0%	-	-	-	-	-	-	-	-		
			TH			0	0	0	0	-	-	-	-	-	-	-	-	-		
		SB	U		570	570	0	561	-9	-2%	66.7	66.7	60	60	311	311	E	E		
			LT			561	0	561	0	-	-	-	-	-	-	-	-	-		
			TH			0	0	0	0	-	-	-	-	-	-	-	-	-		
		EB	U		90	2,145	51	1,268	-39	-43%	72.7	39.7	16	108	74	540	E	D		
			LT		2,055		1,217		-838	-41%	38.3		108		540			D		
			TH			0	0	0	0	-	-	-	-	-	-	-	-	-		
		WB	U		370	1,140	0	1,167	12	3%	85.5	39.9	122	122	466	466	F	D		
			LT		770		785		15	2%	17.7		35		293			B		
			TH			0	0	0	0	-	-	-	-	-	-	-	-	-		
		Intersection				4,735	3,873	-862	-18%	44.0								D		
		6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	U		40	0	38	-2	-5%	41.8	41.8	8	8	83	83	D	D	
					LT			38	0	38	0	-	-	-	-	-	-	-	-	
					RT			0	0	0	0	-	-	-	-	-	-	-	-	
EB	U				2,625	2,625	0	1,776	-849	-32%	6.2	6.2	25	25	455	455	A	A		
	LT					1,776	0	1,776	0	-	-	-	-	-	-	-	-	-		
	TH					0	0	0	0	-	-	-	-	-	-	-	-	-		
Intersection				2,665	1,814	-851	-32%	6.9							A					
7	Route 606 (Old Ox Road) and Shaw Road	NB	U		230	0	222	-8	-3%	100.0	63.0	47	55	163	203	F	E			
			LT			222	0	222	0	-	-	-	-	-	-	-	-			
			TH			0	0	0	0	-	-	-	-	-	-	-	-			
		SB	U		365	365	0	365	0	0%	89.9	55.8	63	63	215	215	F	E		
			LT			365	0	365	0	-	-	-	-	-	-	-	-			
			TH			0	0	0	0	-	-	-	-	-	-	-	-			
		EB	U		2,835	1,986	104	1,986	-647	-23%	71.0	28.1	28	163	118	710	E	C		
			LT			1,986	0	1,986	0	-	-	-	-	-	-	-	-			
			TH			0	0	0	0	-	-	-	-	-	-	-	-			
		WB	U		1,690	1,700	11	1,700	10	5%	117.3	23.8	94	123	754	829	F	C		
			LT			1,700	0	1,700	0	-	-	-	-	-	-	-	-			
			TH			0	0	0	0	-	-	-	-	-	-	-	-			
		Intersection				5,120	4,192	-928	-18%	31.1							C			
		8	Sunrise Valley Drive and Frying Pan Road	NB	U		495	0	487	-8	-2%	67.7	29.4	41	41	159	159	E	C	
					LT			487	0	487	0	-	-	-	-	-	-	-	-	
					TH			0	0	0	0	-	-	-	-	-	-	-	-	
				SB	U		325	303	23	303	-22	-8%	65.4	30.1	32	32	121	121	E	C
					LT			303	0	303	0	-	-	-	-	-	-	-	-	
TH						0	0	0	0	-	-	-	-	-	-	-	-			
EB	U				1,865	1,842	684	1,842	-11	-2%	61.3	46.4	204	206	763	763	E	D		
	LT					1,842	0	1,842	0	-	-	-	-	-	-	-	-			
	TH					0	0	0	0	-	-	-	-	-	-	-	-			
WB	U				1,150	1,090	336	1,090	-60	-5%	70.4	42.7	140	140	488	488	E	D		
	LT					1,090	0	1,090	0	-	-	-	-	-	-	-	-			
	TH					0	0	0	0	-	-	-	-	-	-	-	-			
Intersection				3,835	3,722	-113	-3%	41.8							D					
9	Centreville Road and Dulles Toll Road WB Ramps			NB	U		2,275	2,190	-85	-4%	16.2	16.0	95	95	524	524	B	B		
					LT			2,190	0	2,190	0	-	-	-	-	-	-	-		
					TH			0	0	0	0	-	-	-	-	-	-	-		
				SB	U		1,280	1,228	1,014	1,228	-52	-4%	17.5	16.2	42	42	285	285	B	B
					LT			1,228	0	1,228	0	-	-	-	-	-	-	-		
		TH				0	0	0	0	-	-	-	-	-	-	-				
		EB	U		0	0	0	0	0	0%	-	-	-	-	-	-	-			
			LT			0	0	0	0	0	-	-	-	-	-	-	-			
			TH			0	0	0	0	0	-	-	-	-	-	-	-			
		WB	U		1,325	1,320	740	1,320	-5	-1%	78.8	59.7	444	444	2,026	2,026	E	E		
			LT			1,320	0	1,320	0	-	-	-	-	-	-	-	-			
			TH			0	0	0	0	-	-	-	-	-	-	-	-			
Intersection				4,880	4,738	-142	-3%	28.3							C					



Arterial Intersection MOEs

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

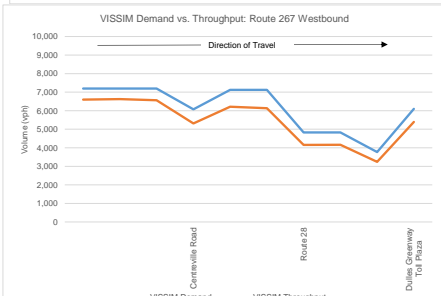
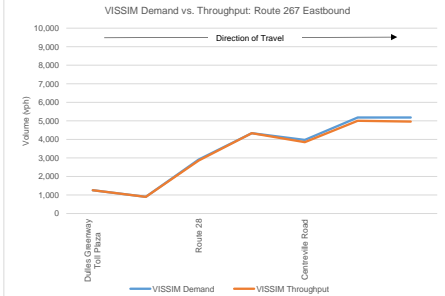
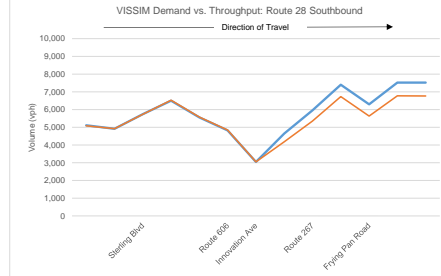
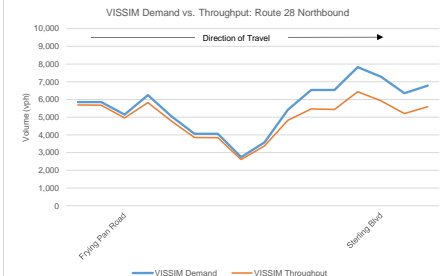
#	Intersection	Approach	2045 Alt 3				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	34.3	C	112.7	F	78.0	E	188.4	F
		SB	124.3	F			380.5	F		
		EB	176.6	F			204.3	F		
		WB	60.2	E			54.6	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	4.9	A	-	-	45.2	D
		SB	16.0	B			389.6	F		
		EB	3.5	A			26.5	C		
		WB	3.3	3.3			2.2	2.2		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	13.3	B	4.8	A	6.6	A	2.8	A
		SB	-	-			-	-		
		EB	1.1	A			1.1	A		
		WB	1.1	A			0.9	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	27.1	C	12.9	B	25.7	C	14.3	B
		SB	12.6	B			14.2	B		
		EB	13.7	B			15.7	B		
		WB	8.8	A			10.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	37.2	D	127.1	F	54.9	D	107.5	F
		SB	53.9	D			94.6	F		
		EB	291.2	F			174.9	F		
		WB	51.4	D			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 SPU	NB	41.2	D	44.0	D	-	-	-	-
		SB	66.7	E			-	-		
		EB	39.7	D			-	-		
		WB	39.9	D			-	-		
6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	41.8	D	6.9	A	-	-	-	-
		SB	-	-			-	-		
		EB	6.2	A			-	-		
		WB	-	-			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	63.0	E	31.1	C	67.1	E	33.7	C
		SB	55.8	E			59.5	E		
		EB	28.1	C			25.6	C		
		WB	23.8	C			34.6	C		
8	Sunrise Valley Drive and Frying Pan Road	NB	29.4	C	41.8	D	28.5	C	39.9	D
		SB	30.1	C			27.7	C		
		EB	46.4	D			43.0	D		
		WB	42.7	D			43.6	D		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	16.0	B	28.3	C	29.0	C	33.2	C
		SB	16.2	B			26.6	C		
		EB	-	-			-	-		
		WB	59.7	E			46.7	D		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	64.1	E	77.6	E	122.6	F	128.4	F
		SB	24.8	C			25.0	C		
		EB	174.9	F			214.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	22.7	C	-	-	48.6	D
		SB	28.9	C			142.6	F		
		EB	12.2	B			16.5	B		
		WB	50.2	D			35.3	D		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	-	-	47.7	D	-	-	42.8	D
		SB	61.2	F			56.2	E		
		EB	54.1	D			31.9	C		
		WB	9.5	A			-	-		
13	Innovation Avenue and Shaw Road	NB	41.2	D	39.0	D	39.8	D	42.8	D
		SB	87.0	F			19.9	B		
		EB	27.0	C			61.6	E		
		WB	39.3	D			21.9	C		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	66.5	E	42.1	D	-	-	-	-
		SB	11.7	B			-	-		
		EB	-	-			-	-		
		WB	26.0	C			-	-		

Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served	
Northbound Route 28	Mainline south of Frying Pan Road	Basic	5,855	5,692	-163	-3%	47	36.5	97%	
	Mainline south of Frying Pan Road	Diverge	5,855	5,678	-177	-3%	45	34.5	97%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	4,960	-190	-4%	44	35.5	96%	
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,245	5,826	-419	-7%	34	47.5	93%	
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	5,055	4,787	-268	-5%	33	52.5	95%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,060	3,850	-210	-5%	56	23.0	95%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	4,060	3,842	-218	-5%	34	45.7	95%	
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	2,745	2,608	-137	-5%	37	33.3	95%	
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,575	3,381	-194	-5%	49	31.3	95%	
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,415	4,824	-591	-11%	35	53.2	89%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	6,535	5,462	-1,073	-16%	27	90.9	84%	
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Basic	6,535	5,437	-1,098	-17%	28	87.5	83%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	7,825	6,438	-1,387	-18%	25	67.6	82%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	7,280	5,923	-1,357	-19%	22	74.9	81%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,355	5,207	-1,148	-18%	20	74.2	82%	
Mainline north of Sterling Blvd	Basic	6,780	5,590	-1,190	-18%	19	70.3	82%		
Southbound Route 28	Mainline north of Sterling Blvd	Basic	5,110	5,084	-26	-1%	56	16.0	99%	
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,915	4,922	7	0%	56	21.6	100%	
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,735	5,734	-1	0%	56	20.3	100%	
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	6,500	6,525	25	0%	52	22.7	100%	
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	5,555	5,574	19	0%	55	20.0	100%	
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	4,825	4,845	20	0%	54	22.4	100%	
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,045	3,050	5	0%	53	16.7	100%	
	Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	4,650	4,185	-465	-10%	57	14.7	90%	
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	5,955	5,354	-601	-10%	56	19.5	90%	
	Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road	Weave	7,400	6,729	-671	-9%	56	24.1	91%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,295	5,636	-659	-10%	30	45.3	90%	
	Mainline south of Frying Pan Road	Merge	7,520	6,774	-746	-10%	46	32.1	90%	
	Mainline south of Frying Pan Road	Basic	7,520	6,766	-754	-10%	53	31.8	90%	
	Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,255	1,255	0	0%	65	6.5	100%
		Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	900	899	-1	0%	58	5.3	100%
Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport		Basic	2,915	2,859	-56	-2%	31	19.7	98%	
Mainline leaving Dulles Airport near Rudder Road		Weave	4,145	4,067	-78	-2%	19	67.4	98%	
Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)		Diverge	3,400	3,252	-148	-4%	14	87.3	96%	
Between off-ramp to DIAAH EB and on-ramp from Aviation Dr		Basic	2,390	2,317	-73	-3%	12	100.6	97%	
Between on-ramp from Aviation Dr and off-ramp to Route 28 SB		Weave	3,740	3,484	-256	-7%	11	103.9	93%	
Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)		Diverge	2,295	2,115	-180	-8%	34	34.3	92%	
Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB		Diverge	1,825	1,706	-119	-6%	30	32.1	94%	
Between off-ramp to Route 28 NB and on-ramp from Route 28 NB		Basic	735	702	-33	-4%	55	6.4	96%	
Between on-ramp from Route 28 NB and mainline from Dulles Greenway		Merge	1,420	1,475	55	4%	57	9.4	104%	
Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road		Weave	4,335	4,336	1	0%	56	12.8	100%	
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	3,970	3,849	-121	-3%	57	13.5	97%	
Mainline east of Centreville Road		Merge	5,180	5,003	-177	-3%	56	16.6	97%	
Mainline east of Centreville Road		Basic	5,180	4,962	-218	-4%	57	17.4	96%	
Mainline east of off-ramp to DIAAH WB	Diverge	7,195	6,597	-598	-8%	41	50.2	92%		
Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,195	6,625	-570	-8%	40	52.2	92%		
Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,195	6,661	-534	-7%	37	54.0	91%		
Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,075	5,311	-764	-13%	36	58.5	87%		
Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,125	6,211	-914	-13%	34	56.8	87%		
Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,125	6,133	-992	-14%	26	67.3	86%		
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,830	4,154	-676	-14%	54	18.8	86%		
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,830	4,158	-672	-14%	54	25.7	86%		
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	3,770	3,242	-528	-14%	55	27.4	86%		
Mainline west of Dulles Greenway Toll Plaza	Basic	6,100	5,391	-709	-12%	64	28.1	88%		
Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	45	51.0	96%		
Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,555	1,523	-32	-2%	44	14.9	98%		
Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,954	-71	-3%	55	13.6	97%		
Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,025	1,962	-63	-3%	56	17.4	97%		
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	3,250	3,235	-15	0%	56	28.8	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,250	3,235	-15	0%	55	28.7	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	3,410	3,365	-45	-1%	54	20.8	99%	
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	3,410	3,316	-94	-3%	56	19.9	97%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,660	-35	-2%	39	16.7	98%	
Westbound DIAAH	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,261	-84	-4%	43	10.4	96%	

Facility	Segment	Type	Balanced Count (veh)	VISSIM Throughput (veh)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (v/mi)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		775	694	-21	-3%	40	7.0	97%
	Frying Pan Road WB to Route 28 NB		1,095	915	-180	-16%	27	34.0	84%
	Route 28 SB to Frying Pan Road EB		1,105	1,099	-6	-1%	29	38.3	99%
Route 267 Interchange Ramps	Frying Pan Road WB to Route 28 SB		1,225	1,148	-77	-6%	6	101.4	94%
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,190	1,005	-185	-16%	40	12.4	84%
	Route 28 NB to Dulles Airport		505	457	-48	-9%	39	5.8	91%
	Route 28 NB to Route 267 EB		685	549	-136	-20%	38	14.2	80%
	Dulles Corner Ramp to Route 267 EB		220	219	-1	0%	34	6.4	100%
	Route 28 NB to C-D Road		995	941	-54	-5%	27	56.2	95%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	1,030	-60	-5%	18	68.0	95%
	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		2,085	1,964	-121	-6%	24	64.6	94%
	Route 28 NB C-D Road slip ramp to Route 28 NB		830	777	-53	-6%	20	65.0	94%
	Route 28 NB C-D Road to Innovation Avenue and Route 606		1,255	1,177	-78	-6%	42	28.2	94%
	Route 28 NB to Route 267 WB		1,315	1,253	-62	-5%	37	33.5	95%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,295	1,897	-398	-17%	20	65.4	83%
	Route 267 WB to Innovation Avenue		145	117	-28	-19%	33	3.5	81%
	Route 267 WB to Route 606		310	252	-58	-19%	39	6.6	81%
	Route 267 WB to Route 28 NB		1,840	1,487	-353	-19%	21	79.8	81%
	Route 267 EB (Dulles Greenway) to Route 28 SB		245	248	3	1%	38	6.5	101%
	Route 267 WB to Route 28 SB		1,060	916	-144	-14%	22	40.8	86%
	Route 267 EB/WB to Route 28 SB (Combined)		1,305	1,166	-139	-11%	24	48.7	89%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		2,465	2,391	-74	-3%	44	18.1	97%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450	429	-21	-5%	26	16.6	95%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,015	1,961	-54	-3%	45	20.1	97%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,368	-77	-5%	24	55.6	95%
	Route 28 NB C-D Road to Innovation Ave EB		745	705	-40	-5%	30	23.1	95%
	Route 28 NB C-D Road to Route 606		510	477	-33	-7%	44	10.5	93%
Route 28 NB C-D Road to Route 606 (downstream of ramp from Route 267 WB)		820	728	-92	-11%	42	16.0	89%	
Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		890	822	-68	-8%	26	16.9	92%	
Innovation Ave WB to Route 28 NB		1,120	641	-479	-43%	16	113.1	57%	
Route 28 SB to Innovation Ave		730	725	-5	-1%	37	15.4	99%	
Innovation Ave WB to Route 267 WB		300	177	-123	-41%	35	5.0	59%	
Innovation Ave WB to Route 267 EB / Dulles Airport		30	17	-13	-43%	31	0.5	55%	
Innovation Ave WB to Route 28 SB		1,000	583	-417	-42%	25	23.2	58%	
Innovation Ave WB + Route 606 C-D Road to Route 28 SB		1,290	1,133	-157	-12%	40	14.1	71%	
Route 28 SB to Dulles Airport / Route 267 EB (Combined)		1,780	1,790	10	1%	47	19.0	101%	
Route 606 to Dulles Airport / Route 267 EB (Combined)		655	585	-70	-11%	37	15.2	89%	
Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		2,435	2,375	-60	-2%	42	24.9	98%	
Route 28 NB to Route 606 (EB and WB Combined)		820	728	-92	-11%	36	10.0	89%	
Route 28 NB to Route 606 EB		210	188	-22	-11%	34	5.5	89%	
Route 28 NB to Route 606 EB (leaving on Route 606 EB)		120	111	-9	-7%	27	4.1	93%	
Route 28 NB to Route 606 EB (to Shaw Road NB)		90	80	-10	-11%	10	7.7	89%	
Route 28 NB to Route 606 WB		610	537	-73	-12%	5	50.1	88%	
Route 606 EB to Route 28 NB		415	379	-36	-9%	25	12.7	91%	
Route 606 WB to Route 28 NB		875	703	-172	-20%	25	34.8	80%	
Route 606 EB / WB (Combined) to Route 28 NB		1,290	1,082	-208	-16%	24	48.9	84%	
Route 28 SB to Route 606 (EB and WB Combined)		945	950	5	1%	46	10.0	101%	
Route 28 SB to Route 606 WB		155	164	9	6%	23	7.5	106%	
Route 28 SB to Route 606 EB		790	786	-4	-1%	5	80.5	99%	
Route 606 WB to Route 28 SB		255	198	-57	-22%	23	6.0	78%	
Route 606 EB to Route 28 SB		1,005	934	-71	-7%	29	32.1	93%	
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,260	1,129	-131	-10%	32	17.5	90%	
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		655	585	-70	-11%	37	15.2	89%	
Route 606 EB/WB (Combined) to Route 28 SB		605	550	-55	-9%	42	13.2	91%	
Route 28 NB to Sterling Blvd EB		545	508	-37	-7%	31	16.5	93%	
Route 28 NB to Sterling Blvd WB		925	683	-242	-26%	20	34.8	74%	
Sterling Blvd to Route 28 NB		425	425	0	0%	31	13.4	100%	
Route 28 SB to Sterling Blvd		195	189	-6	-3%	47	3.9	97%	
Sterling Blvd WB to Route 28 SB		820	812	-8	-1%	19	41.5	99%	
Sterling Blvd EB to Route 28 SB		765	791	26	3%	30	26.0	103%	
Route 267 EB to Centerville Road		510	494	-16	-3%	53	4.6	97%	
Centerville Road to Route 267 EB		1,210	1,154	-56	-5%	39	29.1	95%	
Route 267 WB to Centerville Road		1,120	1,021	-99	-9%	41	24.6	91%	
Centerville Road to Route 267 WB and Innovation Ave (Combined)		1,210	1,127	-83	-7%	36	17.3	93%	
Centerville Road to Innovation Ave		160	154	-6	-4%	40	3.8	96%	
Centerville Road to Route 267 WB		1,050	970	-80	-8%	41	32.2	92%	
Centerville Road to DIAAH WB		160	144	-16	-10%	46	3.1	90%	
Route 267 EB to Dulles Airport		110	111	1	0%	49	2.2	100%	
Route 267 WB to Dulles Airport		10							
DIAAH WB to Rudder Road		1,715	1,688	-27	-2%	34	24.9	98%	
Ramps from Route 267 EB/Route 28 to Rudder Road		415	378	-37	-9%	39	9.4	91%	
Ramps from Route 267 EB/Route 28 to Dulles Airport		650	623	-27	-4%	39	7.3	96%	
DIAAH EB (Outer Lanes) to Rudder Road		745	727	-18	-2%	24	29.6	98%	
Dulles Airport to Route 267 WB		715	704	-11	-1%	32	22.0	99%	
Aviation Blvd to Route 267 EB		1,350	1,254	-96	-7%	14	97.4	93%	
Route 267 EB to DIAAH EB (west)		1,010	984	-26	-3%	42	23.2	97%	
Route 267 EB to DIAAH EB (east)		470	432	-38	-8%	44	9.7	92%	
DIAAH EB to Route 267 EB (west)		585							
DIAAH EB to Route 267 EB (east)		135							











Arterial Intersection MOEs

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

#	Intersection	Approach	2045 Alt 3				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	32.7	C	48.7	D	34.3	C	48.0	D
		SB	46.0	D			47.4	D		
		EB	73.9	E			69.4	E		
		WB	38.4	D			39.4	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	6.1	A	-	-	10.6	B
		SB	16.4	B			19.9	B		
		EB	4.5	A			5.6	A		
		WB	5.0	5.0			13.0	B		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	45.8	D	11.3	B	69.7	E	17.4	B
		SB	-	-			-	-		
		EB	2.1	A			2.2	A		
		WB	2.5	A			8.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	42.3	D	26.0	C	54.6	D	29.7	C
		SB	13.0	B			13.5	B		
		EB	24.8	C			23.5	C		
		WB	18.1	B			23.2	C		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	72.9	E	157.4	F	45.1	D	115.6	F
		SB	278.0	F			189.7	F		
		EB	187.0	F			82.1	F		
		WB	120.9	F			136.4	F		
14	Route 606 (Old Ox Road) and Route 28 SPU	NB	85.0	F	73.9	E	-	-	-	-
		SB	73.7	E			-	-		
		EB	63.7	E			-	-		
		WB	79.6	E			-	-		
6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	17.7	B	4.9	A	-	-	-	-
		SB	-	-			-	-		
		EB	4.4	A			-	-		
		WB	-	-			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	93.6	F	110.1	F	172.7	F	154.5	F
		SB	71.0	E			69.1	E		
		EB	17.0	B			49.5	D		
		WB	210.8	F			275.8	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	29.1	C	73.0	E	22.6	C	61.3	E
		SB	33.0	C			74.1	E		
		EB	36.0	D			33.3	C		
		WB	150.2	F			93.9	F		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	23.3	C	63.3	E	42.0	D	86.5	F
		SB	103.3	F			122.3	F		
		EB	-	-			-	-		
		WB	55.6	E			108.7	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	138.1	F	78.0	E	104.1	F	75.2	E
		SB	10.3	B			20.4	C		
		EB	45.0	D			171.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	50.5	D	-	-	61.8	E
		SB	29.2	C			78.8	E		
		EB	10.8	B			14.9	B		
		WB	129.2	F			107.0	F		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	39.1	D	40.2	D	33.5	C	23.8	C
		SB	-	-			-	-		
		EB	46.4	D			19.3	B		
		WB	24.5	C			-	-		
13	Innovation Avenue and Shaw Road	NB	294.7	F	290.9	F	271.2	F	189.7	F
		SB	659.3	F			243.6	F		
		EB	55.0	D			97.3	F		
		WB	458.4	F			263.3	F		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	64.3	E	39.8	D	-	-	-	-
		SB	7.9	A			-	-		
		EB	-	-			-	-		
		WB	19.1	B			-	-		