2045 BUILD ALTERNATIVE 1 TRAFFIC OPERATIONS RESULTS

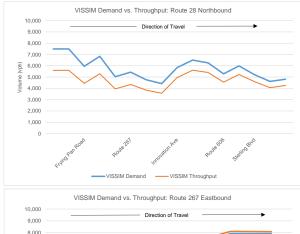


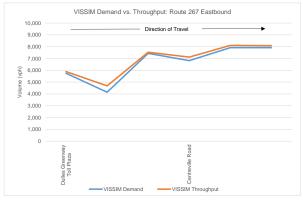


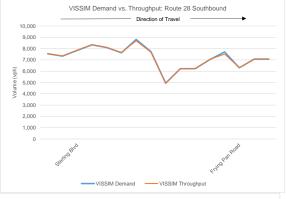
Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference	Difference	Average Speed	Average Density
	Majalian as the of Ferina Day Days	Basic	(vph)	(vph)	(vph) -1,896	(%) -25%	(mph)	(vpmpl)
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Diverge	7,490 7,490	5,594 5,596	-1,896	-25%	14	91.0
	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
	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
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route	Basic	5,035	3,953	-1,082	-21%	50	17.4
	267 EB Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	5,435	4,347	-1,088	-20%	56 56	15.2
Northbound	Between off-ramp to Innovation Avenue and off-ramp to Route 267 WB Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Diverge Basic	4,760 4,420	3,839 3,565	-921 -855	-19% -19%	54 54	20.9 19.8
Route 28	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Basic	5,840	4,956	-884	-15%	55	18.3
	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
	Between off-ramp to Route 606 EB and off-ramp to Route 606 WB	Diverge	6,260	5,405	-855	-14%	55	20.1
	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
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to	Weave	5,990	5,229	-761	-13%		19.1
	Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,210	4,592	-618	-12%	55 56	18.2
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd Mainline north of Sterling Blvd	Basic Basic	4,615 4,815	4,060 4,251	-555 -564	-12% -12%	57 57	17.6 14.9
	Mainline north of Sterling Blvd	Basic	7,545	7,526	-19	0%	55	27.2
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,335	7,348	13	0%	54	33.5
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	7,840	7,863	23	0%	54	28.7
	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
	Between off-ramp to Route 606 WB and off-ramp to Route 606 EB	Diverge	8,090	8,116	26	0%	55	34.1
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB / WB (Combined)	Base	7,635	7,660	25	0%	55	34.8
	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
Coughtanna	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB /	Diverge	7,730	7,672	-58	-1%		
Southbound Route 28	Dulles Airport Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Route	Basic	4,945	4,921	-24	0%	53	34.8
	267 (Greenway EB / DTR WB) Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp						55	29.8
	from C-D Road Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp	Merge	6,225	6,233	8	0%	49	40.9
	from C-D Road	Basic	6,225	6,241	16	0%	55	37.8
	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
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,700	7,512	-188	-2%	55	27.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,300	6,316	16	0%	55	28.5
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Merge Basic	7,070 7,070	7,047 7,049	-23 -21	0% 0%	38 54	40.4 32.7
	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp	Basic	5,750	5,890	140	2%		
	to Dulles Airport and Route 28 SB Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB Route						49	43.4
	28 SB and mainline from Route 28 NB / Dulles Airport	Basic	4,145	4,680	535	13%	46	14.4
	Mainline leaving Dulles Airport near Rudder Road Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Weave	2,645	2,625	-20	-1%	46	14.1
	(west) Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Diverge Basic	2,500 1,195	2,485 1,192	-15 -3	-1% 0%	41 44	20.3 13.2
Eastbound Route	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,790	1,750	-40	-2%	43	13.7
267	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east) Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Diverge Basic	720 165	680 188	-40 23	-6% 14%	44 45	7.8 2.1
	Between on-ramp from Route 28 SB and on-ramp from Route 28 NB	Merge	2,330	2,323	-7	0%	50	17.3
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Merge	3,285	3,022	-263	-8%	57	17.1
	Airport/DIAAH and off-ramp to Centreville Road	Weave	7,430	7,525	95	1%	13	101.2
	Between off-ramp to Centreville Road and on-ramp from Centreville Road Mainline east of Centreville Road	Basic Merge	6,815 7,915	7,118 8,105	303 190	4% 2%	12 13	91.0 108.4
	Mainline east of Centreville Road	Basic	7,915	8,082	167	2%	24	68.2
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge Basic	3,965 3,965	3,911 3,957	-54 -8	-1% 0%	58 57	17.0 17.2
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	3,965 2,870	3,934 2.845	-31 -25	-1% -1%	57 58	16.4 12.4
Westbound Route	Between off-ramp to Centreville Road and on-ramp from Centreville Road Between on-ramp from Centreville Road and off-ramp to Dulles Airport	Basic Weave	3,105	3,059	-46	-1%	57	10.8
267	Between off-ramp to Dulles Airport and off-ramp to Route 28 NB Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge Basic	3,105 1,310	2,829 1,055	-276 -255	-9% -19%	37 57	15.1 4.6
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,310	1,052	-258	-20%	58	6.1
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza Mainline west of Dulles Greenway Toll Plaza	Basic Basic	1,005 1,195	757 1,126	-248 -69	-25% -6%	58 67	6.1 5.6
	Mainline leaving Dulles Airport near Rudder Road	Basic	505	505	-1	0%	45	5.6
	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
	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
Eastbound DIAAH	Retween on-ramp from Route 267 FR (east) and off-ramp to Route 267 FR	Basic	2,365	2,384	19	1%	57	20.5
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to	Basic	2,365	2,388	23	1%		
	Route 267 EB (east) Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to	Diverge	2,365	2,324	-41	-2%	56	21.2
	Route 267 EB (east) Mainline east of Centreville Road	Basic	2,225	2,252	27	1%	55 56	19.9 20.8
	Mainline east of on-ramp from Route 267 WB	Basic	1,055	1,057	2	0%	58	9.1
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,055	1,057	2	0%	57	9.2
Westbound	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
DIAAH	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 2) and	Basic	1,295	1,300	5	0%		
	off-ramp to Rudder Road (Rental Car Return/Economy Parking) Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and	Basic	815	834	19	2%	57	7.6
	on-ramps from Route 28/Route 267 EB Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,206	-104	-5%	39 43	8.3 10.2
i .	manimo west of off famps notif floute 20/floute 20/ ED	Justo	2,010	2,200	10-1	070	70	10.2

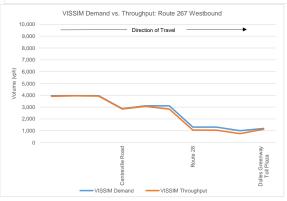
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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road	Route 28 NB to Frying Pan Road EB		1,535	1,146	-389	-25%	36	32.0	75%
Interchange	Frying Pan Road WB to Route 28 NB		880	875	-5	-1%	38	11.6	99%
Ramps	Route 28 SB to Frying Pan Road EB		1,400	1,409	9	1%	20	62.0	101%
Railips	Frying Pan Road WB to Route 28 SB		770	746	-24	-3%	23	34.1	97%
	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	Route 267 WB to Route 28 NB		1,420	1,387	-33	-2%	55	2.5	98%
Interchange	Route 267 WB to Innovation Avenue		375	370	-5	-1%	34	10.9	99%
Ramps	Route 267 EB (Dulles Greenway) to Route 28 SB		975	1,003	28	3%	34	29.7	103%
Ramps	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%
	Route 28 NB to Innovation Ave EB		675	368	-307	-45%	3	132.9	55%
Innovation	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,050	873	-177	-17%	31	13.8	83%
Avenue	Innovation Ave WB to Route 28 NB		665	651	-14	-2%	35	18.7	98%
Interchange	Route 28 SB to Innovation Ave		1,080	1,050	-30	-3%	21	50.1	97%
Ramps	Innovation Ave WB to Route 267 WB		25	35	10	41%	27	1.3	141%
Railips	Innovation Ave WB to Route 267 EB / Dulles Airport		1,050	1,048	-2	0%	23	45.3	100%
	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	Route 606 WB to Route 28 NB		670	677	7	1%	34	19.8	101%
Interchange	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%
Rampe	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%
	Route 28 NB to Sterling Blvd EB		780	649	-131	-17%	31	20.7	83%
Sterling Blvd	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%
Interchange	Route 28 SB to Sterling Blvd		210	210	0	0%	50	4.1	100%
Ramps	Sterling Blvd WB to Route 28 SB		505	510	5	1%	20	24.6	101%
	Sterling Blvd EB to Route 28 SB		485	483	-2	-1%	31	15.5	99%
Route 267 /	Route 267 EB to Centreville Road		750	799	49	7%	25	16.3	107%
Centreville Road	Centreville Road to Route 267 EB		1,100	1,000	-100	-9%	25	41.8	91%
Interchange	Route 267 WB to Centreville Road		1,095	1,100	5	0%	26	41.8	100%
Ramps	Centreville Road to Route 267 WB		235	225	-11	-4%	50	4.5	96%
	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%
Various Dulles	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%
Airport / DIAAH	Dulles Airport to Route 267 WB		65	67	2	2%	34	1.9	102%
Ramps	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%
1	DIAAH EB to Route 267 EB (west)		185	1,505	1,320	713%	43	11.5	813%









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		SB	LT	525	950	520	944	67.4	49.6	120	120	409	409
	Route 846	36	TH	330	950	326	944	34.6	49.6	39	120	213	409
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	Pacific Boulevard	EB	LT	120	865	122	874	86.8	65.0	139	211	1,079	1,125
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		-	LT	390		395		126.4		227		697	
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5	Ox Road) and Pacific	•	U	0		0		-		-		-	
I	Boulevard	EB	LT	140	2,770	109	2,182	218.8 170.6	172.1	2,155	2,156	2,560	2,562
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NB	#	Intersection	Approach	Movement	Balance (v	ed Count oh)		SIM put (vph)	Average (sec	e Delay /veh)	Average Len (fe	gth	Max Quet (fe	
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Route 606 (Old Ox Road) and September														
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Route 28 Southbound Ramps EB														
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Route 505 (O)			EB		0.005	2,385		2,000		10.2		70		616
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Route 606 (Old Ox Road) and Shaw Road EB											56			
Route 606 (Old 7 Ox Road) and Shaw Road Shaw R			NB			285		274		68.8		73		217
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Route 606 (Old Ox Road) and Shaw Road														
Route 606 (Old Ox Road) and Shaw Road RT S5 86														
Route 806 (Old Ox Road) and Shaw Road EB			SB			360		357		64.6		74		243
To Road) and Shaw Road EB		Route 606 (Old												
Shaw Road EB	7													
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Surrise Valley Pan Road RT 205 U 0 14 EB LT 700 RT 80 U 0 0 1,880 960 1,669 RT 80 U 0 0 RT 80 RT 80 U 0 0 RT 80 RT 125 RT 145 RT 0 0 0 RT 19.4 RT 100 R		Cuprice Valley	36	TH	95	325	96	326	75.3	27.8	32	32	110	110
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		NB	LT	0	2,740	0	2,324	-	87.8	-	745	-	1,093
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		SB	LT	220	4 700	222	4 700	66.8	40.0	101	101	499	520
		36	TH	1,560	1,780	1,568	1,790	12.6	19.3	84	101	520	520
١.,	Centreville Road		RT			0		-		-		-	
10	and Dulles Toll Road EB Ramps		U LT	0 335		0		209.9		- 157		681	
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		SB	LT	145	935	122	813	223.4	226.2	907	969	960	1,021
		36	TH	0	935	0	013	-	220.2	-	909	-	1,021
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11	and River Birch		U LT	0 1,195		1,033		32.6		- 124		591	
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21	Southbound /		U	0		0		-		-		-	
1	Route 267	EB	LT	0	0	0	0	-	-	-	-	-	-
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1			RT	15		15		10.6		52		173	
1			U LT	0 45	_	0 43		40.2		35		241	
1		SB	TH	85	590	85	589	36.8	19.8	35	52	241	291
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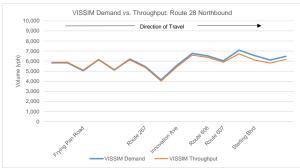
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#	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
	Route 846 (Sterling	NB	32.2	С			78.0	Е		
1	Boulevard) and Pacific	SB	49.6	D	48.7	D	380.5	F	188.4	F
	Boulevard	EB	65.0	Е			204.3	F		
		WB	36.0	D			54.6	D		
	Route 846 (Sterling	NB	-	-			-	-		
2	Boulevard) and Route	SB	11.7	В	4.4	Α	389.6	F	45.2	D
	28 SB Off-Ramp	EB	3.4	Α			26.5	С		
		WB	3.5	3.5			2.2	2.2		
	Route 846 (Sterling	NB SB	6.4	Α			6.8	Α		
3	Boulevard) and Route	EB	1.2	- A	2.5	Α	1.1	A	2.8	Α
	28 NB Ramps	WB	1.0	A			0.9	A		
		NB	25.6	C			25.7	C		
	Route 846 (Sterling	SB	14.2	В			14.2	В		
4	Boulevard) and Shaw Road	EB	17.8	В	15.4	В	15.7	В	14.3	В
	Noau	WB	10.2	В			10.0	Α		
	D	NB	52.4	D			54.9	D		
5	Route 606 (Old Ox Road) and Pacific	SB	102.0	F	114.7	F	94.6	F	107.5	F
•	Boulevard	EB	172.1	F			174.9	F	107.0	
		WB	39.1	D			50.9	D		
	Route 606 (Old Ox	NB	-	-			-	-		
29	Road) and Route 28	SB	-	-	13.6	В	-	-	-	-
	Southbound Ramps	EB WB	10.2	В			-	-		
		NB NB	30.8	C -			-	-		
	Route 606 (Old Ox	SB	-	-			-	-		
15	Road) and Route 28	EB	32.7	C	3.6	Α	-	-	-	-
	Northbound Ramps	WB	2.8	A				_		
		NB	68.8	E			67.1	Е		
_	Route 606 (Old Ox	SB	64.6	Е	45.0		59.5	Е	00.7	С
7	Road) and Shaw Road	EB	30.2	С	45.0	D	25.6	С	33.7	C
		WB	59.2	Е			34.6	С		
		NB	29.5	С			28.5	С		
8	Sunrise Valley Drive	SB	27.8	С	41.3	D	27.7	С	39.9	D
-	and Frying Pan Road	EB	43.6	D		_	43.0	D		_
		WB	46.8	D			43.6	D		
	Centreville Road and	NB	19.4	В			29.0	С		
9	Dulles Toll Road WB	SB EB	22.3	C -	26.9	С	26.6	С	33.2	С
	Ramps	WB	46.0	D D			46.7	D D		
		NB	87.8	E			122.6	F		
	Centreville Road and	SB	19.3	В			25.0	С		
10	Dulles Toll Road EB	EB	176.8	F	77.5	E	314.9	F	128.4	F
	Ramps	WB	-	-			-	-		
		NB	-	-			-	-		
11	Frying Pan Road and	SB	226.2	F	61.3	Е	142.6	F	48.6	D
	River Birch Road	EB	18.6	В	01.3	_	18.5	В	40.0	
		WB	36.0	D			35.3	D		
	Frying Pan Road and	NB	164.2	F			56.2	Е		
12	Route 28 Northbound	SB	-	-	86.9	F	-	-	42.8	D
	Off-Ramp	EB WB	44.4	D -			31.9	С		
		NB	41.5	- D			39.8	- D		
	Innovation Avenue and	SB	19.8	В			19.9	В		
13	Shaw Road	EB	16.0	В	21.0	С	61.6	E	42.8	D
		WB	23.3	С			21.9	C		
	Innovation Avenue and	NB	-	-			-	-		
	Route 28 Southbound /	SB	16.4	В	10.0		-	-		
21	Route 267 Westbound	EB	-	-	16.6	В	-	-	-	-
	Ramps									

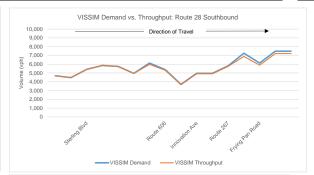
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	5,840	5,874	34	1%	54	27.0
	Mainline south of Frying Pan Road	Diverge	5,840	5,881	41	1%	52	25.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road Between on-ramp from Frying Pan Road and off-ramp to Route 267	Basic Weave	5,050 6,150	5,105 6,167	55 17	1%	55 56	23.1
	EB/Dulles Airport Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route	Basic	5,115	5,167	52	1%	56	22.8
1	267 EB Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue	Weave	6,205	6,120	-85	-1%	54	22.3
Northbound	Between off-ramp to Innovation Avenue and off-ramp to Route 267 WB Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Diverge Basic	5,450 4,135	5,360 4,021	-90 -114	-2% -3%	50 56	22.8 23.6
Route 28	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Basic	5,565	5,415	-150	-3%	57	18.9
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB	Weave Diverge	6,770	6,591 6,368	-179 -147	-3% -2%	56 54	19.2 23.2
	Between off-ramp to Route 606 EB and off-ramp to Route 606 WB Between off-ramp to Route 606 WB and on-ramp from Route 606 EB / WB (Combined)	Basic	6,515 6,030	5,896	-134	-2%	54	26.8
	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
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Diverge Basic	6,550 6,105	6,101 5,810	-449 -295	-7% -5%	56 52	24.5
	Mainline north of Sterling Blvd	Basic	6,480	6,166	-314	-5%	55	22.5
	Mainline north of Sterling Blvd	Basic	4,685	4,660	-25	-1%	57	16.3
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,475 5,410	4,480	5 4	0%	57 56	19.5 19.0
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,410 5,860	5,414 5,860	0	0%	56 48	19.0
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 WB Between off-ramp to Route 606 WB and off-ramp to Route 606 EB	Weave Diverge	5,860	5,860	-16	0%	48 54	23.3
	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
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB /	Weave	6,130	5,976	-154	-3%	53	22.3
Southbound	Dulles Airport Between off-ramp to finiovation Avenue and off-ramp to Route 207 EB / Dulles Airport and on-ramp from Route	Diverge Basic	5,375 3,705	5,298 3,660	-77 -45	-1% -1%	42 56	31.4 21.1
Route 28	267 (Greenway EB / DTR WB) Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp							
	From C-D Road Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from C-D Road	Merge Basic	4,965 4,965	4,912	-53	-1% -1%	55	26.2
	from C-D Road Between on-ramp from C-D road and on-ramp from Route 267 (DIAAH) EB	Basic	5,810	5,748	-56 -62	-1%	55 53	24.8
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,255	6,890	-365	-5%	54	25.7
1	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,125	5,885	-240	-4%	51	21.0
	Mainline south of Frying Pan Road	Merge	7,480	7,211	-269	-4%	23	63.5
	Mainline south of Frying Pan Road	Basic	7,480	7,207	-273	-4%	47	38.4
1	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
	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
	Mainline leaving Dulles Airport near Rudder Road Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Weave	4,150	3,492	-658	-16%	11	103.5
	(west)	Diverge	3,405	2,727	-678	-20%	10	107.7
Eastbound Route	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr Between on-ramp from Aviation Dr and off-ramp to Route 28 SB / NB (Combined)	Basic Weave	2,395 3,745	1,895 3,020	-500 -725	-21% -19%	<u>11</u>	117.6 115.9
267	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
	Between off-ramp to DIAAH EB (east) and on-ramp from Route 28 SB	Basic	740	496	-244 -265	-33% -12%	45 51	5.5
	Between on-ramp from Route 28 SB and on-ramp from Route 28 NB Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge Merge	2,210 2,740	1,945 2,480	-265 -260	-12% -9%	51 57	14.1 14.1
	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
	Between off-ramp to Centreville Road and on-ramp from Centreville Road Mainline east of Centreville Road	Basic Merge	3,335 4,335	3,120 4,189	-215 -146	-6% -3%	57 57	10.8 13.7
	Mainline east of Centreville Road	Basic	4,335	4,151	-184	-4%	57	14.5
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge Basic	6,765 6,765	6,844 6,929	79 164	1% 2%	56 56	30.6 30.8
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	6,765	6,893	128	2%	53	30.4
Westbound Route	Between off-ramp to Centreville Road and on-ramp from Centreville Road Between on-ramp from Centreville Road and off-ramp to Dulles Airport	Basic Weave	5,795 6,855	5,948 6,857	153 2	3% 0%	56 55	26.6 24.8
267	Between off-ramp to Dulles Airport and off-ramp to Route 28 NB	Diverge	6,855	6,726	-129	-2%	49	27.5
1	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic Diverge	5,220 5,220	5,110 5,059	-110 -161	-2% -3%	53 50	24.1 34.0
1	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	4,260	4,154	-106	-2%	54	35.7
	Mainline west of Dulles Greenway Toll Plaza Mainline leaving Dulles Airport near Rudder Road	Basic Basic	6,525 680	6,367 670	-158 -10	-2% -1%	63 45	33.6 7.4
	Mainline leaving Dulies Airport near Rudder Road 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
	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
Eastbound DIAAH	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
	Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to Route 267 EB (east) Between off-ramp to Route 267 EB (west) [closed in Alt 1] and off-ramp to	Basic	2,160	1,949	-211	-10%	56	17.1
	Route 267 EB (east)	Diverge	2,160	1,895	-265	-12%	56	16.2
	Mainline east of Centreville Road Mainline east of on-ramp from Route 267 WB	Basic Basic	2,025 3,410	1,834 3,235	-191 -175	-9% -5%	56 56	16.4 28.8
	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
Westbound	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
DIAAH	Between on-ramp from Route 267 WB to Dulles Airport and off-ramp to Rudder Road (Rental Car Return/Economy Parking) Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and	Weave	3,580	3,348	-232	-6%	55	20.4
	on-ramps from Route 28/Route 267 EB	Basic	1,695	1,694	-1	0%	39	17.0
<u> </u>	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,320	-25	-1%	43	10.7

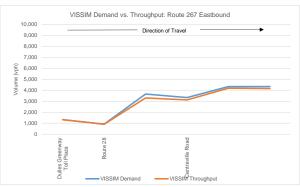
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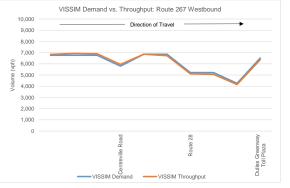
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
Frying Pan Road	Route 28 NB to Frying Pan Road EB		790	803	13	2%	39	20.5
Interchange	Frying Pan Road WB to Route 28 NB		1,100	1,078	-22	-2%	36	14.9
Ramps	Route 28 SB to Frying Pan Road EB Frying Pan Road WB to Route 28 SB		1,130 1,350	1,091 1,339	-39 -11	-3% -1%	26 21	36.7 67.1
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,350	1,339	-11 -4	-1%	44	11.6
<u> </u>	Route 28 NB to Route 267 EB/Dulles Airport (Combined) Route 28 NB to Dulles Airport		505	499	-4	-1%	40	6.3
_	Route 28 NB to Route 267 EB		530	534	4	1%	39	13.5
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	943	-147	-13%	22	42.7
	Route 28 NB to Route 267 WB		1,315	1,341	26	2%	37	36.1
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		1,635	1,595	-40	-2%	36	21.8
Route 267	Route 267 WB to Route 28 NB		1,430	1,385	-45	-3%	44	15.4
Interchange	Route 267 WB to Innovation Avenue		205	206	1	1%	34	6.0
Ramps	Route 267 EB (Dulles Greenway) to Route 28 SB		300	307	7	2%	38	8.1
·	Route 267 WB to Route 28 SB Route 267 EB/WB to Route 28 SB (Combined)		960 1,260	945 1,252	-15 -8	-2% -1%	35	42.1 35.1
	Route 28 SB C-D Road to Dulles Airport / Route 267 EB (Combined)		2,765	2.728	-37	-1%	42	25.2
	Route 28 SB C-D Road to Dulles Airport		450	438	-12	-3%	25	17.6
	Route 28 SB C-D Road to Route 267 EB		1,470	1,448	-22	-1%	28	25.9
	Route 28 SB C-D Road to Route 28 SB Mainline		845	843	-2	0%	43	18.8
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,226	-219	-15%	25	47.9
	Route 28 NB to Innovation Ave EB		755	764	9	1%	1	119.6
Innovation	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		955	971	16	2%	29	16.6
Avenue	Innovation Ave WB to Route 28 NB		1,205	1,175	-30	-2%	35	33.3
Interchange	Route 28 SB to Innovation Ave		755	734	-21	-3%	29	25.0
Ramps	Innovation Ave WB to Route 267 WB		235 1,100	232 1.083	-3 -17	-1% -2%	25 23	9.1 46.1
	Innovation Ave WB to Route 28 SB / Route 267 EB / Dulles Airport		1,100	1,083	-17	-2%	45	17.1
	Route 28 SB to Dulles Airport / Route 267 EB (Combined) Route 28 NB to Route 606 EB		255	226	-33	-11%	45	2.7
_	Route 28 NB to Route 606 WB		485	476	-9	-2%	23	20.7
-	Route 606 EB to Route 28 NB		355	348	-7	-2%	30	11.1
_					-192		36	14.3
Route 606	Route 606 WB to Route 28 NB		705	513		-27%		
Interchange	Route 606 EB / WB (Combined) to Route 28 NB		1,060	861	-199	-19%	35	18.6
Rampe	Route 28 SB to Route 606 WB		115	119	4	3%	34	3.4
	Route 28 SB to Route 606 EB		785	785	0	0%	26	30.6
	Route 606 WB to Route 28 SB		190	140	-50	-27%	31	4.3
	Route 606 EB to Route 28 SB		980	952	-28	-3%	35	27.1
	Route 606 EB/WB (Combined) to Route 28 SB		1,170	1,089	-81	-7%	36	21.8
	Route 28 NB to Sterling Blvd EB		540	529	-11	-2%	32	16.3
Sterling Blvd	Route 28 NB to Sterling Blvd WB		445	448	3	1%	20	21.7
Interchange	Sterling Blvd to Route 28 NB		380	376	-4	-1%	31	11.8
Ramps	Route 28 SB to Sterling Blvd		210	204	-6	-3%	48	4.1
Kamps	Sterling Blvd WB to Route 28 SB		935	931	-4	0%	19	48.8
	Sterling Blvd EB to Route 28 SB		450	448	-2	0%	31	14.4
Route 267 /	Route 267 EB to Centreville Road		320	268	-52	-16%	29	4.6
Centreville Road	Centreville Road to Route 267 EB		1,000	958	-42	-4%	39	24.2
Interchange	Route 267 WB to Centreville Road		970	973	3	0%	29	33.3
Ramps	Centreville Road to Route 267 WB		1,060	946	-114	-11%	49	19.2
	Route 267 EB to Dulles Airport		110	114	4	4%	49	2.3
_	Route 267 WB to Dulles Airport		170	161	-9	-5%	56	2.8
<u> </u>	DIAAH WB to Rudder Road		1,715	1,673	-42	-2%	33	25.0
-	Ramps from Route 267 EB/Route 28 to Rudder Road		415 650	400 655	-15 5	-4% 1%	39 39	10.0 8.2
Various Dulles	Ramps from Route 267 EB/Route 28 to Dulles Airport DIAAH EB (Outer Lanes) to Rudder Road		745	655	-88	1% -12%	24	27.0
Airport / DIAAH	Dulles Airport to Route 267 WB		745	636	-88 -79	-12%	32	19.9
Ramps	Aviation Blvd to Route 267 KB		1,350	1,203	-147	-11%	14	103.9
<u> </u>	Route 267 EB to DIAAH EB (west)		1,010	859	-151	-15%	42	20.3
<u> </u>	Route 267 EB to DIAAH EB (west)		470	408	-62	-13%	44	9.1
	DIAAH EB to Route 267 EB (west)		585		V-			
 	DIAAH EB to Route 267 EB (east)		135	116	-19	-14%	55	2.1

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#	Intersection	Approach	Movement	Balance (vp			SIM put (vph)	Difference (vph)		Difference (%)		Average Delay (sec/veh)		elay Average Queue Length (feet)		Max Queue Lei (feet)	
		NB	U LT TH RT	0 20 330 295	645	0 20 329 300	649	0 0 -1 5	4	0% 0% 2%	1%	70.4 32.5 12.4	24.4	8 36 23	36	87 224 236	236
	Route 846 (Sterling Boulevard) and Pacific Boulevard	SB	U LT TH RT	0 440 45 240	725	0 430 48 242	720	0 -10 3 2	-5	-2% 7% 1%	-1%	65.0 18.4 6.2	42.2	98 3 7	98	338 55 138	338
1		ЕВ	U LT TH RT	0 120 370 55	545	0 126 375 55	556	0 6 5 0	11	- 5% 1% 0%	2%	79.4 52.1 43.8	57.5	- 68 85 64	85	- 464 534 575	575
		WB	U LT TH RT	0 60 395 240	695	0 60 392 242	694	0 0 -3 2	-1	- 0% -1% 1%	0%	76.6 55.4 7.2	40.4	27 76 5	76	145 295 124	295
		Inters	ection	2,6	10	2,6	319	!	9	0'	%	40).6				
		NB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	1	-	-	- - -	,	-	•
,	Route 846 (Sterling	SB	LT TH RT	0 120 0 90	210	0 114 0 89	203	0 -6 0 -1	-7	-5% -1%	-3%	32.5 - 1.7	19.0	17 - 0	17	95 - 0	95
2	Boulevard) and Route 28 SB Off- Ramp	ЕВ	U LT TH RT U	0 0 660 0	660	0 0 662 0	662	0 0 2 0 0	2	0%	0%	5.0	5.0	- - 8 -	8	198	198
		WB	LT TH RT section	0 605	605	0 607 0	607 172	0 2 0	2	- - 0% -	0%	5.4	5.4	5	5	116	116
Н	i e	510	U	0	-	0 .,		0	l	i i		-				-	
		NB	LT TH RT U	0 0 540 0	540	0 0 529 0	529	0 0 -11 0	-11	-2%	-2%	5.7	5.7	- - 0	0	25	25
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	SB	LT TH RT	0	0	0 0	0	0 0	0	-	-	-	-	- - -	-	-	-
3		ЕВ	LT TH RT	0 35 745 0	780	0 34 742 0	776	-1 -3 0	-4	-3% 0%	-1%	38.7 1.1	2.7	7 0	7	84 4	84
		WB	U LT TH RT	0 0 1,095 345	1,440	0 0 1,082 341	1,423	0 0 -13 -4	-17	-1% -1%	-1%	2.6 3.6	2.9	- - 6 0	6	208 60	208
⊢		inters	ection U	2,7	60	0	728		32	-1	%	3.	.4				
		NB	LT TH RT	300 45 430	775	295 43 434	772	0 -5 -2 4	-3	-2% -4% 1%	0%	79.2 75.1 33.6	53.3	208 10 98	208	906 104 858	906
4	Route 846 (Sterling	SB	U LT TH RT	0 20 20 95	135	0 21 18 94	133	0 1 -2 -1	-2	5% -10% -1%	-1%	59.0 0.1 6.5	13.9	7 0 5	7	71 0 102	102
	Boulevard) and Shaw Road	ЕВ	U LT TH RT U	5 45 1,135 100 0	1,285	5 39 1,130 100 0	1,274	0 -6 -5 0	-11	0% -13% 0% 0%	-1%	18.9 21.6 27.9 5.5	25.9	3 120 1	120	69 69 582 61	582
		WB	LT TH RT section	190 1,035 10	1,235	193 1,029 11	1,233 112	3 -6 1	-2	- 2% -1% 10%	0%	25.5 17.3 16.6	18.6	30 63 75	75	473 529 561	561
\vdash		inters	U	0	10U	0	+14	0	18		%	- 29	1.0				
		NB	LT TH RT	55 40 235 5	330	55 40 232 5	327	0 0 -3	-3	0% 0% -1%	-1%	62.5 64.7 29.6	39.5	32 32 44 1,316	44	195 195 246 1,380	246
5	Route 606 (Old Ox Road) and Pacific	SB	LT TH RT	435 30 250	720	339 23 186	553	-96 -7 -64	-167	0% -22% -23% -26%	-23%	664.3 743.7 449.6	595.1	1,316 1,316 1,316 1,355	1,355	1,380 1,380 1,380 1,419	1,419
3	Boulevard	ЕВ	LT TH RT	0 230 1,810 125	2,165	0 226 1,814 121	2,161	0 -4 4 -4	-4	-2% 0% -3%	0%	113.0 52.6 33.4	57.8	596 625 2	625	2,055 2,056 82	2,056
		WB	U LT TH RT section	5 60 2,175 320 5,7	2,560	4 44 1,702 248	1,998	-1 -16 -473 -72	-562 36	-20% -27% -22% -23%	-22% 3%	206.7 191.7 146.4 123.9	144.8	15 15 1,368 1,406	1,406	80 80 1,986 2,024	2,024
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#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph) Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)
		NB	U LT TH	0	0 0 0	0 0 0			-	- - -
	Route 606 (Old Ox	SB	RT U LT TH	0	0 0 0 0	0 0 0 0	- - - -	- - -	- - -	-
29	Poad) and Pouto	EB	RT U LT TH	1,315	0 0 0 1,454	0 0 0 139	- - - 11%	4.1	- - - 12	- - 326 326
		WB	RT U LT	190 190	0 0 140	0 0 -50	-26%	66.3	- - 23 23	- - 218 218
		Intere	TH RT section	1,505	0 0 1,594	0 89	- 6%	9,6	-	-
H		inters	U	1,303	0	0	-	-	-	-
		NB	LT TH RT	0	0 0 0	0 0 0			- - -	
	Route 606 (Old Ox Road) and Route	SB	U LT TH RT	0	0 0 0 0	0 0 0 0	-	- - - -	- - -	- - - -
26	28 Northbound On Ramp	ЕВ	U LT TH RT	355 355	0 348 0 0	-7 0 0	-2% -2%	30.9	66 - -	345 - -
		WB	U LT TH RT	1,795	0 0 1,556 0	0 0 -239 0	- - -13% -	33.4	- - 196 -	935
L		Inters	ection U	2,150	1,904	-246 0	-11%	33.0		
		NB	LT TH RT	545 115 155	451 95 129	-94 -20 -26	-17% -17% -17%	365.1 238.0 203.2	803 803 803	883 883 883
	Route 606 (Old Ox Road) and Shaw Road	SB	U LT TH RT	0 10 35 25	0 9 38 23	0 -1 3 -2	- -10% 9% -8%	75.6 74.8 60.5	20 20 20 20	87 87 87 87
7		EB	U LT TH	15 120 1,810 2,190	15 107 1,744 2,100	0 -13 -66	0% -11% -4%	76.3 32.9 41.0	17 17 307 308	81 81 678
		WB	RT U LT TH	245 10 155 2,270 2,460	234 6 102 1,504 1,627	-11 -4 -53 -766	-4% -40% -34% -34% -34%	29.3 371.2 365.2 269.9 275.6	308 2,437 2,437 2,433 2,433	725 2,690 2,690 2,687 2,690
		Inters	RT section	25 5,535	15 4,472	-10 -1,063	-40% -19%	201.8 167.7	0	18
		NB	U LT TH RT	0 55 120 360	0 51 115 367	-4 -5 7	-7% -4% 2%	47.9 54.6 7.4	32 32 32 15	131 131 107
	Sunrise Valley	SB	U LT TH RT	95 155 510	0 102 152 708	0 7 -3 198	7% -2% 39%	42.7 51.9 40.7	142 142 105	582 582 582 484
8	Drive and Frying Pan Road	ЕВ	U LT TH RT	5 275 835 65	6 277 828 67	1 2 -7 2	20% 1% -1% 3%	52.5 32.6 33.5 11.2	39 39 96 20	411 411 484 363
		WB	U LT TH RT	0 415 875 90	0 397 851 91	0 -18 -24 1	-4% -3% 1%	80.4 90.4 25.1	368 368 0	1,104 1,104 0
L		Inters	ection	3,855	4,012	157	4%	50.2		
		NB	LT TH RT	0 505 1,440 0	0 478 1,409 0	-27 -31 0	-5% -2%	74.6 13.5	241 204 204	525 537 -
	Centreville Road	SB	U LT TH RT	0 0 1,660 555	0 0 1,315 427	0 0 -345 -128	- -21% -23%	- - 104.1 107.4	- - 574 543	- - 791 791
9		EB	U LT TH	0 0 0	0 0 0	0 0 0			-	- - -
		WB	RT U LT TH	0 0 470 970	0 0 463 0 956	0 0 -7 0 -14	- -1% -1%	70.2	- - 113 -	- - 416 - 416
L		Inters	RT section	500 5,130	493 4,585	-7 -545	-1% -11%	9.8 59.9	89	397

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#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)
		NB	U LT TH RT	0 0 1,760 755	0 0 1,751 747	0 0 -9 -8	- -1% -1%	41.6 37.5	217 185	- - - - - - - - - - - - - - - - - - -
	Centreville Road	SB	U LT TH RT	0 245 1,885 0 2,130	0 211 1,675 0	-34 -210 0	-14% -11%	104.8 2.8	85 12 85	- 449 356 -
10	and Dulles Toll Road EB Ramps	EB	U LT TH RT	0 185 0 135	0 152 0 113	0 -33 0 -22	-18% -17%	- 109.9 - 1.7	111 - 0	394 - 33
		WB	U LT TH RT	0 0 0 0	0 0 0	0 0 0	-	- - -	- - - -	
		Inters	section	4,965	4,649	-316	-6%	31.1		
		NB	U LT TH RT	0 0 0	0 0 0	0 0 0			- - -	- - -
	Frying Pan Road	SB	U LT TH RT	0 65 0 1,125	0 67 0 863	0 2 0 -195	- 3% - -19%	99.4	482 537	1,088 1,151
11	and River Birch Road	EB	U LT TH RT	0 800 1,120 0	0 795 1,111 0	-197 0 -5 -9 0	-19% -1% -1% -1%	25.2 6.2	- 68 18 68	271 292 292
		WB	U LT TH	0 0 1,390 60	0 0 1,553	0 0 163 -4	12%	- - 116.8 97.4	- - - 690 724	- - - 1,072 1,114
1		Inters	RT section	4,495	56 4,445	-50	-7% -1%	68.4	724	1,114
		NB	U LT TH RT	0 0 0 330	0 0 0 337	0 0 0 7	- - - 2%	- - - 40.3	- - - 70	- - 380
12	Frying Pan Road and Route 28 Northbound Off- Ramp	SB	U LT TH RT	0 0 0 0	0 0 0 0	0 0 0				
		EB	U LT TH RT	0 0 660 0	0 0 636 0	0 0 -24 0	- -4%	- - 28.9	- - - 35	- - 439 439
		Inters	section	989	973	-16	-2%	32.8		
		NB	U LT TH RT	0 0 0	0 0 0	0 0 0		-	- - - -	
	Innovation Avenue and Route 28	SB	U LT TH RT	0 745 755	0 723 0 10	0 -22 0 0	- -3% - 0%	6.6 - 5.9	0 - 0	82 - 90
21	Southbound / Route 267 Westbound Ramps	ЕВ	U LT TH RT	0 0 0 0	0 0 0	0 0 0	-	-	-	-
		WB	U LT TH RT	0 225 0	0 0 224 0	0 0 -1 0	- - 0% -	- - 22.1 -	- - 21 -	- - 225 -
L		Inters	section	980	957	-23	-2%	10.2		
		NB	U LT TH RT	0 715 85 25	0 570 68 24	0 -145 -17 -1 -163	-20% -20% -4%	218.6 341.7 340.1 235.7	511 511 551 551	583 583 623
	Innovation Avenue	SB	U LT TH RT	0 25 45 450 520	0 23 44 452 519	-2 -1 2	-8% -2% 0%	54.9 56.8 35.6	83 83 111	343 343 389 389
13	and Shaw Road	EB	U LT TH RT	0 430 900 370 1,700	0 406 902 375	0 -24 2 5	-6% 0% 1%	79.0 31.6 6.4	160 160 0	577 577 0
		WB	U LT TH RT	0 15 1,365 35	0 17 1,424 38	0 2 59 3	- 13% 4% 9%	73.2 52.1 28.8	315 315 220	1,304 1,304 1,180
L		Inters	section	4,460	4,343	-117	-3%	72.6		

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				2045	Alt 1			2025 No	Build											
	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS										
	Route 846 (Sterling	NB	24.4	С			34.3	С												
1	Boulevard) and Pacific	SB	42.2	D	40.6	D	47.4	D	48.0	D										
	Boulevard	EB WB	57.5 40.4	E D			69.4 39.4	E D												
		NB NB	40.4	-			39.4	-												
	Route 846 (Sterling	SB	19.0	В	-		19.9	В												
2	Boulevard) and Route 28 SB Off-Ramp	EB	5.0	A	7.1	Α	5.6	A	10.6	В										
	28 SB OTI-Ramp	WB	5.4	5.4			13.0	В												
		NB	5.7	Α			69.7	E												
3	Route 846 (Sterling Boulevard) and Route	SB	-	-	3.4	Α	-		17.4	В										
,	28 NB Ramps	EB	2.7	Α	0.4		2.2	Α		J										
		WB	2.9	A			8.8	A												
	Route 846 (Sterling	NB	53.3 13.9	D B			54.6	D												
4	Boulevard) and Shaw	SB EB	13.9 25.9	C	29.0	С	13.5 23.5	B C	29.7	С										
	Road	WB	18.6	В			23.2	C												
		NB	39.5	D			45.1													
5	Route 606 (Old Ox Road) and Pacific	SB	595.1	F	150.1	F	189.7	F	115.6	F										
5	Boulevard	EB	57.8	E	150.1	-	82.1	F	115.6											
		WB	144.8	F			136.4	F												
	Route 606 (Old Ox	NB	-	-																
29	Road) and Route 28	SB	-	-	9.6	А	-	-												
	Southbound On Ramp	EB	4.1	A			- :	-												
		WB	66.3	Е				-												
	Route 606 (Old Ox	NB SB	-																	
26	Road) and Route 28 Northbound On Ramp	EB	30.9	C	33.0	С	-			-										
		WB	33.4	C			-	-												
		NB	316.3	F			172.7	F												
7	Route 606 (Old Ox	SB	70.2	E	167.7	F	69.1	E	154.5	F										
′	Road) and Shaw Road	EB	39.5	D		,	49.5	D	154.5	,										
		WB	275.6	F			275.8	F												
		NB	21.4	С			22.6	С												
8	Sunrise Valley Drive and Frying Pan Road	SB	42.7	D	50.2	D	74.1	E	61.3	E										
	and Frying Fan Road	EB WB	32.1 83.0	C			33.3 93.9	С												
		NB	28.9	С			42.0	D												
	Centreville Road and	SB	104.9	F		_	122.3	F												
9	Dulles Toll Road WB Ramps	EB	-		59.9	Е	E	E	-		86.5	F								
	Ranips	WB	39.0	D			108.7	F												
	Centreville Road and	NB	40.4	D			104.1	F												
10	Dulles Toll Road EB	SB	14.2	В	31.1	С	20.4	С	75.2	Е										
	Ramps	EB	63.7	E			171.9	F												
		WB NB																		
	Frying Pan Road and	NB SB	97.1	F			78.8	E												
11	River Birch Road	EB	14.1	В	68.4	E	14.9	В	61.8	E										
		WB	116.1	F			107.0	F												
		NB	40.3	D			33.5	С												
12	Frying Pan Road and Route 28 Northbound	SB	-	-	32.8	С	-	-	23.8	С										
12	Off-Ramp	EB	28.9	С	32.0	Ü	19.3	В	23.0											
	•	WB		-			-	-												
		NB	235.7	F			271.2	F												
13	Innovation Avenue and	SB	38.3	D	72.6	E	243.6	F	189.7	F										
	Shaw Road	EB WB	37.4 51.7	D D			97.3 F													
	Innovation Avenue	NB NB	51.7	-			263.3 F													
	Innovation Avenue and Route 28 Southbound /	SB	6.6	A			-	-												
21	Route 267 Westbound	EB			10.2	2 B	В	В	В	В	В	В	В	В	В	В	-			
	Ramps	WB	22.1	С				-												

2045 BUILD ALTERNATIVE 2 TRAFFIC OPERATIONS RESULTS

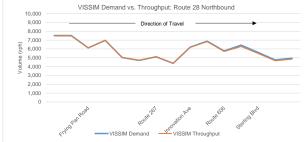


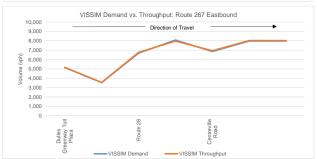


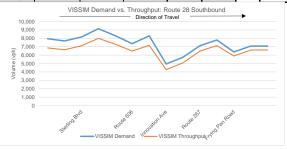
Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	(vph) 7,515	(vph) 7,470	-45	-1%	38	49.1
	Mainline south of Frying Pan Road	Diverge	7,515	7,470	-45	-1%	40	41.6
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,120	6,108	-12	0%	55	27.8
	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
	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
	Between off-ramp to Route 267 WB and on-ramp from Route 267 EB	Basic	4,705	4,728	23	0%	55 54	28.8
Northbound	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue Between off-ramp to Innovation Avenue and on-ramp from Route 267 WB	Weave Basic	5,105 4,370	5,135 4,397	30 27	1% 1%	54 56	22.9 25.9
Route 28	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	6,200	6,184	-16	0%	52	27.8
	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
	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
	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
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,605	5,481	-124	-2%	51	25.5
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd Mainline north of Sterling Blvd	Basic Basic	4,755 4,955	4,666 4,847	-89 -108	-2% -2%	56 57	20.4 17.0
	Mainline north of Sterling Blvd	Basic	7,960	6,859	-1,101	-14%	13	103.9
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,690	6,640	-1,050	-14%	20	83.3
	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
	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
	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
Occupité :	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
Southbound Route 28	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
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp fron Innovation Ave	Basic	4,950	4,277	-673	-14%	57	18.6
	Between on-ramp from Innovation Ave and on-ramp from Route 267 EB Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp	Basic	5,760	5,092	-668	-12%	56	17.8
	from Route 267 (DIAAH) EB Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Merge Weave	7,130 7,800	6,486 7,142	-644 -658	-9% -8%	55 56	23.6 25.7
					-479		- 50	20.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,380	5,901		-8%	55	26.4
	Mainline south of Frying Pan Road	Merge	7,080	6,618	-462	-7%	50 54	28.9
	Mainline south of Frying Pan Road Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp	Basic	7,080	6,621	-459	-6%	54	30.5
	to Dulles Airport and Route 28 SB Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-	DdSIU	5,140	5,163	23	0%	60	28.6
	ramp from Route 28 SB Mainline (Greenway) between on-ramp from Route 28 SB and mainline from	Merge	3,535	3,556	21	1%	20	74.5
	Route 28 NB / Dulles Airport Mainline leaving Dulles Airport near Rudder Road	Basic Weave	6,670 2,780	6,758 2,763	-17	1% -1%	22 46	82.9 14.9
	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
Eastbound Route	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,330	1,352	22	2%	44	15.0
267	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,925	1,904	-21	-1%	43	14.9
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east) Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge Diverge	1,255 700	1,215 703	-40 3	-3% 0%	43 44	14.0 5.3
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	300	315	15	5%	55	2.8
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,410	1,413	3	0%	57	10.3
	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
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,850	6,940	90	1%	17	92.4
	Mainline east of Centreville Road	Merge	7,965	8,023	58	1%	14	102.6
	Mainline east of Centreville Road Mainline east of off-ramp to DIAAH WB	Basic	7,965 4,210	8,021 4,153	-57	1% -1%	24 57	67.7 18.1
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge Basic	4,210	4,153	-57 -9	0%	57	18.3
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,210	4,178	-32	-1%	57	17.5
Week au 15:	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,015	3,008	-7	0%	57	13.1
Westbound Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge Diverge	3,225 3,225	3,192 3,205	-33 -20	-1% -1%	57 56	11.1 11.2
201	Between off-ramp to Route 28 NB and off-ramp to Route 28 NB	Basic	1,065	1,052	-13	-1%	58	4.4
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,065	1,052	-13	-1%	58	6.0
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	670	657	-13	-2%	58	5.3
	Mainline west of Dulles Greenway Toll Plaza Mainline leaving Dulles Airport near Rudder Road	Basic Basic	1,085 365	1,055 365	-30 0	-3% 0%	67 45	5.3 4.0
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB						73	7.0
Eastbound DIAAH	(east)	Merge	1,670	1,668	-2	0%	44	16.2
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,235	10	0%	55	15.5
-	Between on-ramp from Route 267 EB (east) and east end of study area Mainline east of on-ramp from Route 267 WB	Basic Basic	2,225 1,205	2,250 1,057	25 -148	1% -12%	56 58	20.0 9.1
	Between on-ramp from Route 267 WB 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
Westbound	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
DIAAH	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
	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
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,180	-130	-6%	43	10.1

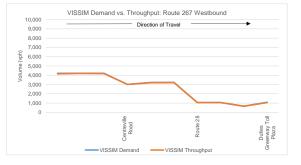
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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)		% Demand Served
Frying Pan Road	Route 28 NB to Frying Pan Road EB		1,395	1,354	-41	-3%	33	41.1		97%
Interchange	Frying Pan Road WB to Route 28 NB		850	877	27	3%	38	11.6		103%
Ramps	Route 28 SB to Frying Pan Road EB		1,420 705	1,271 722	-149 17	-11% 2%	20 23	57.9 31.3		89% 102%
	Frying Pan Road WB to Route 28 SB			1,952	-3	0%	41	23.4	-	
_	Route 28 NB to Route 267 EB/Dulles Airport (Combined) Route 28 NB to Dulles Airport		1,955 845	849	4	0%	39	10.8	_	100% 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	Route 267 WB to Route 28 NB		1,830	1,800	-30	-2%	37	24.5		98%
Interchange	Route 267 WB to Innovation Avenue		330	334	4	1%	34	9.9		101%
Ramps	Route 267 EB (Dulles Greenway) to Route 28 SB		975	992	17	2%	36	27.4		102%
Kumps	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%
R	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	<u> </u>	100%
	Route 28 NB to Innovation Ave EB		735 1.070	740 1.074	5	1%	34	21.3 17.9	<u> </u>	101% 100%
 	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB Innovation Ave WB to Route 28 NB		1,070 670	1,074 650	-20	0% -3%	30 33	17.9 19.8	- ⊢	100% 97%
Innovation	Route 28 SB to Innovation Ave		935	808	-20	-14%	32	25.1	_	86%
Avenue	Innovation Ave WB to Route 267 WB		30	29	-127	-4%	31	0.9	_	96%
Interchange	Innovation Ave WB to Route 267 EB / Dulles Airport		210	202	-8	-4%	28	7.1	-	96%
Ramps	Innovation Ave WB + Route 606 to Route 267 EB / Dulles Airport		660	558	-102	-15%	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 28 NB to Route 606 EB		205	194	-11	-6%				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 / Old	Route 606 WB to Route 28 NB		575	570	-5	-1%	27	22.9		99%
Ox Road	Route 606 EB / WB (Combined) to Route 28 NB		665	632	-33	-5%	48	15.8	_	95%
Interchange	Route 28 SB to Route 606 (EB and WB Combined)		845	698	-147	-17%	31	38.6	_	83%
Ramps	Route 28 SB to Route 606 WB		310	250	-60	-19%	6	59.0		81%
- rumpo	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%
F	Route 606 EB to Route 28 SB Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles		985 1,375	694 1,049	-291 -326	-30% -24%	27	25.5		70%
	Airport Pauta COC ED (M/D (Combined) to Pauta 207 ED (Dullag Airport		· ·	, i			33	15.7		76%
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport Route 606 EB/WB (Combined) to Route 28 SB		450 925	354 654	-96 -271	-21% -29%	34 33	10.5 22.4	-+	79% 71%
	Route 606 EB/WB (Combined) to Route 28 SB Route 28 NB to Sterling Blvd EB		825 825	805	-271	-29%	30	27.0	⊢	98%
 	Route 28 NB to Sterling Blvd EB Route 28 NB to Sterling Blvd WB		850	806	-20 -44	-5%	18	50.9	⊢	95%
Sterling Blvd —	Sterling Blvd to Route 28 NB		200	195	-5	-2%	32	6.1	H	98%
Interchange -	Route 28 SB to Sterling Blvd		270	236	-34	-13%	33	6.9	H	87%
Ramps	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%
Devite CC7 /	Route 267 EB to Centreville Road		1,230	1,299	69	6%	36	18.1		106%
Route 267 /	Centreville Road to Route 267 EB		1,115	1,086	-29	-3%	15	90.1		97%
Centreville Road Interchange	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%
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	<u> </u>	98%
Various Dulles —	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,476	-19	-1%	39	18.8		99%
Airport / DIAAH	DIAAH EB (Outer Lanes) to Rudder Road		145	146	1	1%	27	5.3	<u> </u>	101%
Ramps	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	<u> </u>	100%
<u> </u>	Route 267 EB to DIAAH EB (west)		1,305 555	1,297	-8 11	-1% 2%	42 44	30.2 12.8	- ⊢	99% 102%
⊢ ⊢	Route 267 EB to DIAAH EB (east) DIAAH EB to Route 267 EB (west)		185	566	- 11	2%	44	12.8		102%
⊢	DIAAH EB to Route 267 EB (west) DIAAH EB to Route 267 EB (east)		140						⊢	
	DIAARI ED IU RUUIE 207 ED (Edsi)		140							









#	Intersection	Approach	Movement	(vj	ed Count oh)	Through	SIM put (vph)		nce (vph)	Differe	nce (%)		e Delay /veh)	Average Len (fe		Max Quet (fe	ue Length et)
		NB	LT TH RT	0 25 45 105	175	0 23 46 96	165	0 -2 1 -9	-10	-8% 2% -9%	-6%	71.8 60.7 27.7	43.0	9 12 48	48	82 87 251	251
	Route 846 (Sterling	SB	U LT TH RT	0 675 285 80	1,040	0 595 271 79	945	-80 -14 -1	-95	-12% -5% -1%	-9%	- 187.8 59.1 21.2	137.0	561 150 4	561	1,223 534 111	1,223
1	Boulevard) and Pacific Boulevard	ЕВ	U LT TH RT	95 945 125	1,165	0 91 877 119	1,087	0 -4 -68 -6	-78	-4% -7% -5%	-7%	213.0 186.6 184.0	188.5	- 864 971 1,014	1,014	1,233 1,231 1,284	1,284
		WB	U LT TH RT	0 370 475 565	1,410	0 351 452 518	1,321	-19 -23 -47	-89 -72	-5% -5% -8%	-6%	94.9 24.6 8.3	36.9	225 34 18	225	573 220 300	573
		NB	U LT TH RT	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	-/ - -	7 6 -	-	-	-	-	-	-
	Route 846 (Sterling	SB	U LT TH RT	0 20 0 250	270	0 16 0 188	204	0 -4 0 -62	-66	-20%	-24%	205.2	168.6	3 - 0	3	- 51 - 0	51
2	Boulevard) and Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 745 0	745	0 0 682 0	682	0 0 -63 0	-63	-8%	-8%	7.3	7.3	3	3	- - 166	166
		WB	U LT TH RT section	0 0 1,160	1,160 75	0 0 1,107 0	1,107	0 0 -53 0	-53 82	-5%	-5% %	2.7 - 2°	2.7	3	3	- - 126 -	126
		NB	U LT TH RT	0 0 0 0 825	825	0 0 0 0 805	805	0 0 0 -20	-20	- - - -2%	-2%	- 12.8	12.8	- - - 0	0	- - - 44	44
	Route 846 (Sterling	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	1	-	1	-	1	-	1
3	Boulevard) and Route 28 NB Ramps	ЕВ	U LT TH RT	0 10 755 0	765	0 8 696 0	704	-2 -59 0	-61	-20% -8%	-8%	- 40.0 0.8	1.2	2 0	2	37 0	37
		WB	LT TH RT	0 0 785 190	975	0 0 758 187	945	0 0 -27 -3	-30	-3% -2%	-3%	- - 1.0 1.7	1.1	- - 26 0	26	- 197 29	197
		NB	ection U LT TH	0 65 15	275	2,4 0 62 15	269	-3 0	-6	-5% 0%	-2%	69.2 65.1	.0 27.5	- 37 5	37	233 55	233
	Route 846	SB	RT U LT TH RT	195 0 5 10	25	192 0 5 8 10	23	-3 0 0 -2 0	-2	-2% - 0% -20% 0%	-8%	11.1 - 63.2 0.2 5.8	16.3	12 - 2 0 0	2	138 - 33 0 59	59
4	(Sterling Boulevard) and Shaw Road	ЕВ	U LT TH RT	10 70 1,070 435	1,585	10 64 1,009 417	1,500	0 -6 -61 -18	-85	0% -9% -6% -4%	-5%	13.7 14.4 13.7 7.4	12.0	2 2 49 8	49	73 73 551 233	551
		WB	U LT TH RT	0 295 890 25	1,210	0 283 864 26	1,173	-12 -26 1	-37	-4% -3% 4%	-3%	16.4 5.9 5.6	8.4	12 41 46	46	196 295 327	327
		Inters	ection		95		965		30	-4	%	12	2.0				
		NB	U LT TH RT	0 125 35 260	420	0 127 34 261	422	0 2 -1 1	2	- 2% -3% 0%	0%	59.3 63.2 7.2	27.4	- 41 41 9	41	150 150 134	150
	Route 606 (Old Ox Road) and	SB	U LT TH RT	5 355 70 230	660	5 367 75 219	666	0 12 5 -11	6	0% 3% 7% -5%	1%	67.4 71.2 69.1 15.1	52.5	110 110 110 22	110	416 416 416 212	416
5	Pacific Boulevard	ЕВ	U LT TH RT	0 160 2,830 165	3,155	0 101 1,733 101	1,935	0 -59 -1,097 -64	-1,220	-37% -39% -39%	-39%	235.1 204.1 173.7	204.1	2,251 2,252 2	2,252	2,557 2,558 79	2,558
		WB	U LT TH RT section	10 120 1,425 415	1,970 205	115 1,369 408	1,900	-2 -5 -56 -7	-70 282	-20% -4% -4% -2%	-4% 1%	91.4 83.0 45.6 34.7	45.7	32 32 424 81	424	129 129 934 771	934

LC	os
- E E	D
- F	F
- F	F
F - F	D
C A	
- - -	-
- F -	F
- - A	А
- - A	A
-	
- B	B
- - -	-
D A -	Α
- A A	А
- E E	C C
Β - Ε	В
A B B	В
A - B	
A A	3
E E A	С
E E E B	D
F F	F
F F D	D

#	Intersection	Approach	Movement	Balance (vr	d Count oh)	VIS: Through		Differen	ce (vph)	Differe	nce (%)	Averag	e Delay 'veh)	Average Ler (fe	e Queue igth et)	Max Queu (fe	
		NB	U LT TH RT		0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
	Route 606 (Old Ox Road) and	SB	U LT TH RT	535 310	845	0 448 0 246	694	0 -87 0 -64	-151	-16% -21%	-18%	290.6 - 351.8	312.3	515 - 533	533	1,363 - 1,487	1,487
14	Route 28 Southbound Ramps	EB	U LT TH RT	2,470 985	3,455	0 0 1,703 693	2,396	0 0 -767 -292	-1,059	-31% -30%	-31%	26.4 3.7	19.8	- - 124 36	124	- 463 263	463
		WB	U LT TH RT	390 1,660	2,050	0 400 1,679 0	2,079	0 10 19 0	29	3% 1%	1%	14.8 77.8	65.6	192 259	259	765 853	853
		Inters	section	6,3	350		69	-1.	181	-19	9%	77	5				
		NB	U LT RT2 RT	890 45 160	1,095	0 879 42 153	1,074	-11 -3 -7	-21	-1% -7% -4%	-2%	33.0 55.1 17.0	31.6	- 56 8 0	56	373 92 0	373
	Route 606 (Old Ox Road) and	SB	U LT TH RT		0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
15	Route 28 Northbound Ramps	EB	U LT TH TH2	90 2,780 135	3,005	0 62 2,008 66	2,136	0 -28 -772 -69	-869	-31% -28% -51%	-29%	5.6 35.8 29.4	34.7	156 273 273	273	613 801 801	801
		WB	U LT TH RT	1,160 575	1,735	0 0 1,198 569	1,767	0 0 38 -6	32	- - 3% -1%	2%	58.1 10.3	42.7	- - 192 40	192	759 429	759
		Inters	section	5,8	35	4,9	77	-8	58	-1:	5%	36	i.9				
		NB	U LT TH RT	0 100 95 85	280	99 94 82	275	0 -1 -1 -3	-5	-1% -1% -4%	-2%	- 112.9 72.6 15.9	70.2	60 60 77	77	172 172 219	219
	Route 606 (Old	SB	U LT TH RT	0 30 250 90	370	0 30 253 89	372	0 0 3 -1	2	- 0% 1% -1%	1%	81.5 71.2 5.2	56.2	66 66 5	66	218 218 218 113	218
7	Ox Road) and Shaw Road	ЕВ	U LT TH RT	0 135 2,190 795	3,120	0 104 1,597 565	2,266	0 -31 -593 -230	-854	-23% -27% -29%	-27%	91.4 6.2 6.9	10.2	62 49 34	62	233 711 695	711
		WB	U LT TH RT	10 75 1,545 65	1,695	12 78 1,547 66	1,703	2 3 2 1	8	20% 4% 0% 2%	0%	136.9 140.4 41.8 13.3	45.9	279 279 323 0	323	1,389 1,389 1,410 36	1,410
L		Inters	section	5,4	165		550	-9	15	-1	7%	30	1.9				
		NB	U LT TH RT	0 65 110 320	495	0 62 107 323	492	-3 -3 3	-3	-5% -3% 1%	-1%	69.7 73.5 7.2	29.5	41 41 12	41	167 167 127	167
8	Sunrise Valley Drive and Frying	SB	U LT TH RT U	0 25 95 205 0	325	0 25 96 205 0	326	0 0 1 0 0	1	0% 1% 0%	0%	62.1 75.4 1.5	27.9	32 32 0	32	108 108 0	108
	Pan Road	ЕВ	LT TH RT U	695 1,085 80 0	1,860	661 1,037 80 0	1,778	-34 -48 0	-82	-5% -4% 0%	-4%	61.8 41.4 10.7	47.6	194 195 110	195	727 723 588	727
		WB	LT TH RT section	345 685 125 3,8	1,155 35	334 679 131 3,7	1,144 '40	-11 -6 6	-11 95	-3% -1% 5%	-1% %	72.8 37.2 5.2	43.9	150 150 0	150	536 536 0	536
			LT2	35		36		1		3%		56.3		30		160	
		NB	LT TH RT LT	85 1,590 855 260	2,565	81 1,564 851 246	2,532	-4 -26 -4 -14	-33	-5% -2% 0% -5%	-1%	59.6 29.7 17.6 55.0	27.0	30 152 83 64	152	160 710 758 212	758
9	Centreville Road and Dulles Toll	SB	TH RT RT2 U	750 125 55 0	1,190	756 122 55 0	1,179	6 -3 0	-11	1% -2% 0%	-1%	19.0 1.6 15.9	24.6	64 0 64	64	212 0 212	212
	Road SPUI	ЕВ	LT TH RT	605 0 625 0	1,230	645 0 668	1,313	40 0 43 0	83	7% - 7%	7%	169.7 - 137.0	153.1	200 - 105	200	921 - 888	921
		WB	LT TH RT section	745 0 450	1,195	736 0 440	1,176	-9 0 -10	-19	-1% - -2%	-2% %	46.6 - 5.7	31.3	113 - 6	113	410 - 180	410
		milers		0,1	UU	0,2	.00		·	U	70	54					

LC	os
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- - F	F
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В Е -	E
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- - A	С
D C -	
E B	D
- F E	E
- F E	E
- F	В
A A F	
D B	D
E E	С
- E E A	C
E D	D
- E D	D
E E	С
B E B	С
A B	
- F	F
- A	С
	,

#	Intersection	Approach	Movement	Balanced (vpl		VIS: Through		Differen	ice (vph)	Differe	nce (%)	Average (sec/			e Queue igth et)	Max Quei (fe	ue Length et)
Г			U	0		0		0		-		-		-		-	
		NB	LT TH	0	0	0	0	0	0	-	-	-	-	-	-	-	-
			RT	0		0		0		-		-		-		-	
			Ü	0		0		0		-		-				-	
		SB	LT	190	930	192	960	2	30	1%	3%	100.7	80.5	355	391	863	925
		36	TH	0	330	0	300	0	30	-	376	-	00.3	-	331	-	323
١	Frying Pan Road		RT	740		768		28		4%		75.5		391		925	
11	and River Birch Road		U LT	0 1,145		1,059		-86		-8%		23.8		87		407	
	Road	EB	TH	1,670	2,815	1,575	2,634	-95	-181	-6%	-6%	9.3	15.1	41	87	516	516
			RT	0		0		0		-		-				-	
			U	0		0		0		-		-		-		-	
		WB	LT	0	955	0	963	0	8	-	1%	-	50.5	-	112	-	493
			TH	815		825		10	-	1%	.,,	50.5		112		455	
		Intore	RT ection	140	20	138 4,5	57	-2	43	-1%	1%	50.3	4	87		493	
H		inters	U	0	,,,	0		0	70		,,0	- 30	.4	_		_	
		NB	LT	0	568	0	548	0	-20	-	-4%	-	57.3	-	185	-	2,003
		IND	TH	0	300	0	340	0	-20	-	-470	-	37.3	-	100	-	2,003
			RT	568		548		-20		-4%		57.3		185		2,003	
	Frying Pan Road		U	0		0		0		-		-		-			
12	and Route 28	SB	LT TH	0	0	0	0	0	0	-	-		-	-	-	-	-
'2	Northbound Off-		RT	0		0		0		-		-		-		-	
	Ramp		Ü	0		0		0		-		-		-		-	
		EB	LT	0	843	0	761	0	-82	-	-10%	-	46.4	-	353	-	1,957
		LD	TH	843	040	761	701	-82	02	-10%	1070	46.4	40.4	353	555	1,957	1,557
		Intore	RT ection	0 1.41	11	0	09	0 -1	02	7	%	- 51	0	-		-	
H		litters	U	0		0	103	0	02	/	/6	- 31	.0				
		NB	LT	20	230	21	224	1	-6	5%	-3%	9.1	11.6	10	10	136	136
		NB	TH	0	230	0	224	0	-6	-	-3%	-	11.6	-	10	-	136
			RT	210		203		-7		-3%		11.9		10		136	
	Innovation		U LT	0		0		0		-		-		-		-	
	Avenue and	SB	TH	0	0	0	0	0	0		-	-	-	-	-	-	-
	Route 28		RT	0		0		0		-		-		-		-	
21			U	0		0		0		-		-		-		-	
	Route 267	EB	LT	0	0	0	0	0	0	-	_	-	_	-	-	-	_
	Westbound		TH	0		0	-	0	-	-		-		-		-	
	Ramps		RT U	0		0		0		-		-		-		-	
		WB	LT	925	925	801	809	-124	-116	-13%	-13%	57.6	57.6	29	29	244	244
		WB	TH	0	925	8	809	8	-116	-	-13%	57.6	57.6	-	29	-	244
			. RT	0		0		0		-	10/	-		-		-	
\vdash		Inters	ection U	1,15	05	1,0	33	-1 0	22	-11	1%	47	.6				
			LT	340	400	332	000	-8	_	-2%	001	43.0	40.5	- 51		155	470
		NB	TH	40	400	41	393	1	-7	3%	-2%	35.5	40.5	51	54	155	179
			RT	20		20		0		0%		10.4		54		179	
1			U	0		0		0				-		-		-	
		SB	LT TH	55 100	600	54 99	595	-1 -1	-5	-2% -1%	-1%	37.6 40.5	37.4	92	92	382	383
	Innovation		RT	100 445		99 442		-1 -3		-1% -1%		36.7		92 90		382 383	
13			Ü	0		0		0		-170		-		-		-	
1	Shaw Road	EB	LT	305	1,995	279	1.818	-26	-177	-9%	-9%	36.5	19.4	83	83	475	475
1		ED	TH	1,150	1,990	1,036	1,010	-114	-1//	-10%	-976	20.9	19.4	83	03	475	4/5
1			RT	540		503		-37		-7%		7.0		0		0	
			U	0		0		-1	l	- 20/		- 42 E		- 70		- 070	
1		WB	LT TH	30 925	990	29 921	987	-1 -4	-3	-3% 0%	0%	43.5 24.9	24.8	79 79	79	373 373	373
			RT	35		37		2	l	6%		6.3		16		250	
	1	Intere	ection	3,98	35	3,7	93	-1	92	-5	%	25	8				

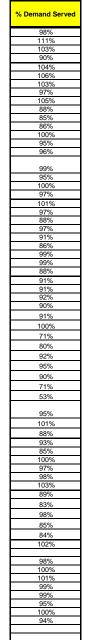
LC	os
- - -	•
- F - E	F
- C A	В
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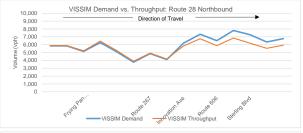
	Peak Hour (8:00 /		,	20	045 Alt 2			204	5 No-Build	
	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
	Route 846 (Sterling	NB	43.0	D			78.0	Е		
1	Boulevard) and Pacific	SB	137.0	F	110.9	F	380.5	F	188.4	F
	Boulevard	EB WB	188.5				204.3	F		
		NB NB	36.9	D -			54.6	D -		
	Route 846 (Sterling	SB	168.6	F			389.6	F		
2	Boulevard) and Route 28 SB Off-Ramp	EB	7.3	A	21.3	С	26.5	C	45.2	D
	20 SB OII-Railip	WB	2.7	2.7			2.2	2.2		
	Route 846 (Sterling	NB	12.8	В			6.8	Α		
3	Boulevard) and Route	SB	-	-	5.0	Α	-	-	2.8	Α
	28 NB Ramps	EB WB	1.2	A A			1.1 0.9	A A		
		NB	27.5	C			25.7	C		
١.	Route 846 (Sterling	SB	16.3	В	12.0	В	14.2	В	14.3	В
4	Boulevard) and Shaw Road	EB	12.0	В	12.0		15.7	В	14.5	Р.
		WB	8.4	A			10.0	Α		
	Route 606 (Old Ox	NB SB	27.4 52.5	С			54.9	D		
5	Road) and Pacific	EB	52.5 204.1	D F	107.3	F	94.6	F	107.5	F
	Boulevard	WB	45.7	D			50.9	D		
		NB	-				-	-		
14	Route 606 (Old Ox Road) and Route 28	SB	312.3	F	77.5	E		-		
1.4	Southbound Ramps	EB	19.8	В	77.0	-		-		
		WB	65.6	E			-	-		
	Route 606 (Old Ox	NB SB	31.6	C -			-	-		
15	Road) and Route 28	EB	34.7	C	36.9	D	-	- :	-	-
	Northbound Ramps	WB	42.7	D						
		NB	70.2	Е			67.1	Е		
7	Route 606 (Old Ox	SB	56.2	E	30.9	С	59.5	E	33.7	С
	Road) and Shaw Road	EB	10.2 45.9	B D			25.6 34.6	C		
		WB NB	29.5	C			28.5	C		
	Sunrise Valley Drive	SB	27.9	C			27.7	C		
8	and Frying Pan Road	EB	47.6	D	42.4	D	43.0	D	39.9	D
		WB	43.9	D			43.6	D		
		NB	27.0	С			29.0	С		
9	Centreville Road and Dulles Toll Road SPUI	SB	24.6	С	54.0	D	26.6	С	33.2	С
	Dulles Toll Road SPUI	EB WB	153.1 31.3	F C			46.7	- D		
		NB NB	31.3	U			46.7 122.6	F		
	Centreville Road and	SB	See abov	e - these 2 sid	gnals in No-Build	condition are	25.0	С		_
10	Dulles Toll Road EB Ramps	EB			gnal in this Build A		314.9	F	128.4	F
		WB								
	l	NB								
11	Frying Pan Road and River Birch Road	SB EB	80.5 15.1	F B	36.4	D	142.6 18.5	F B	48.6	D
	ver birch Kodu	WB	50.5	D			35.3	D		
		NB	57.3	E			56.2	E		
12	Frying Pan Road and Route 28 Northbound	SB			51.0	D			42.8	D
l "-	Off-Ramp	EB	46.4	D	01.0		31.9	С	12.0	
-		WB	40.5	- D			39.8			
	Innovation Avenue and	NB SB	40.5 37.4	D D			39.8 19.9	D B		
13	Shaw Road	EB	19.4	В	25.8	С	61.6	E	42.8	D
		WB	24.8	С			21.9	С		
	Innovation Avenue and	NB	11.6	В				-		
21	Route 28 Southbound /	SB			47.6	D		-		
	Route 267 Westbound Ramps	EB	-				-	-		
	- Tunnpo	WB	57.6	E			-	-		

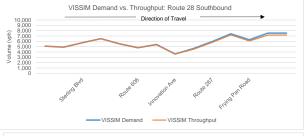
F	Commont	-	Balanced	VISSIM	Difference	Difference	Average	Average
Facility	Segment	Type	Count (vph)	Throughput (vph)	(vph)	(%)	Speed (mph)	Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	5,845	5,867	22	0%	55	26.7
	Mainline south of Frying Pan Road	Diverge	5,845	5,874	29	0%	54	24.3
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	5,220	70	1%	55	23.6
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles	Weave	6,265	6,452	187	3%		
	Airport Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to Route 267						54	23.8
	WB	Basic	5,080	5,244	164	3%	38	34.9
	Between off-ramp to Route 267 WB and on-ramp from Route 267 EB	Basic	3,775	3,891	116	3%	51	25.9
Northbound	Between on-ramp from Route 267 EB and off-ramp to Innovation Avenue Between off-ramp to Innovation Avenue and on-ramp from Route 267 WB	Weave Basic	4,865 4,105	4,934 4,168	69 63	1% 2%	47 41	31.6 42.5
Route 28	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	6,190	5,842	-348	-6%	28	65.3
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB / WB	Weave	7,330	6,752	-578	-8%		
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and on-ramp from Route		.,,	-,	****		26	76.6
	606 EB / WB (Combined)	Merge	6,510	5,879	-631	-10%	25	83.8
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to	Weave	7,810	6,847	-963	-12%		
	Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	7,265	6,181	-1,084	-15%	27 27	65.0 69.3
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,345	5,541	-804	-13%	28	58.1
	Mainline north of Sterling Blvd	Basic	6,775	5,936	-839	-12%	27	54.0
	Mainline north of Sterling Blvd	Basic	5,095	5,068	-27	-1%	57	17.9
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,905	4,909	4	0%	56	21.5
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,730	5,721	-9	0%	56	20.3
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB	Weave	6,495	6,490	-5	0%		
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to						49	25.5
	Innovation Avenue	Diverge	5,520	5,550	30	1%	53	20.8
	Between off-ramp to Innovation Avenue and on-ramp from Route 606 EB / WB	Basic	4,795	4,844	49	1%		
Southbound	(Combined) Between on-ramp from Route 606 EB /WB (Combined) and off-ramp to Route					.,,	55	21.8
Route 28	267 EB / Dulles Airport	Weave	5,395	5,337	-58	-1%	49	21.9
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp fron	Basic	3,615	3,601	-14	0%		
	Innovation Ave	Basic					56	16.0
	Between on-ramp from Innovation Ave and on-ramp from Route 267 EB Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp		4,645	4,512	-133	-3%	56	16.0
	from Route 267 (DIAAH) EB	Merge	5,955	5,786	-169	-3%	56	19.2
	Between on-ramp from Route 267 EB and off-ramp to Frying Pan Road	Weave	7,400	7,192	-208	-3%	56	25.8
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,285	6,051	-234	-4%	27	52.9
	Mainline south of Frying Pan Road	Merge	7,535	7,168	-367	-5%	53	27.0
	Mainline south of Frying Pan Road	Basic	7,535	7,174	-361	-5%	52	34.3
	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
	Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-	Marea	000	040	2	00/	- 03	0.0
	ramp from Route 28 SB	Merge	920	918	-2	0%	58	5.5
	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
	Mainline leaving Dulles Airport near Rudder Road	Weave	4,150	4,105	-45	-1%	24	58.0
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Diverge	3,405	3,298	-107	-3%		
Faathaumd	(west)					-1%	15	80.4
Eastbound Route 267	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Basic Weave	2,395 3,745	2,361 3,558	-34 -187	-1%	13 12	99.8 104.4
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	2,300	2,166	-134	-6%	39	28.2
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	1,830	1,793	-37	-2%	40	19.5
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Basic Merge	740 1,420	740 1,437	0 17	0% 1%	55 56	6.7 10.6
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles		4,380	4,319	-61	-1%		
	Airport/DIAAH and off-ramp to Centreville Road	Weave					56	12.9
	Between off-ramp to Centreville Road and on-ramp from Centreville Road Mainline east of Centreville Road	Basic Merge	3,980 5,155	4,057 5,031	-124	2% -2%	57 56	14.1 16.8
	Mainline east of Centreville Road Mainline east of Centreville Road	Basic	5,155	4,987	-168	-3%	57	17.5
	Mainline east of off-ramp to DIAAH WB	Diverge	7,115	6,985	-130	-2%	53	32.9
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic Diverge	7,115 7,115	7,049 6,998	-66 -117	-1% -2%	52 49	33.8 34.5
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,050	5,803	-117	-2%	49	34.5
Westbound	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,165	6,666	-499	-7%	40	39.2
Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,165	6,621	-544	-8%	34	47.0
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic Diverge	4,850 4,850	4,526 4,509	-324 -341	-7% -7%	54 52	20.8 28.9
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	3,785	3,507	-278	-7%	55	29.7
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,070	5,825	-245	-4%	64	30.6
	Mainline leaving Dulles Airport near Rudder Road Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB	Basic	545	536	-9	-2%	45	5.9
Eastbound	(east)	Merge	1,555	1,544	-11	-1%	44	15.1
DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,985	-40	-2%	55	13.8
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,025	1,963	-62 -15	-3%	57 56	17.3 28.8
	Mainline east of on-ramp from Route 267 WB Between on-ramp from Route 267 WB near Centreville Road and on-ramp	Basic	3,250	3,235	-15	0%	56	26.8
	from Route 267 WB to Dulles Airport	Merge	3,250	3,231	-19	-1%	56	27.5
Wootherm	Between on-ramp from Centreville Road and on-ramp from Route 267 WB	Merge	3,410	3,349	-61	-2%	5.5	20.0
Westbound DIAAH	(closed in Alt 2) Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 2) and off-						55	29.3
2	ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	3,410	3,348	-62	-2%	55	20.2
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and	Basic	1,695	1,661	-34	-2%		40=
	on-ramps from Route 28/Route 267 EB Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,297	-48	-2%	39 43	16.7 10.6
1	Infamilie west of on-ramps from Notice 20/Route 20/ EB	DdSIC	۷,345	2,291	-40	-270	40	10.0

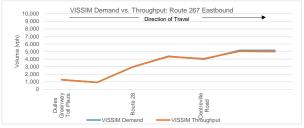
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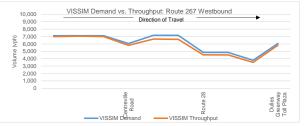
Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference (vph)	Difference (%)	Average Speed	Average Density
Frying Pan	Route 28 NB to Frying Pan Road EB		(vph) 695	(vph) 681	-14	-2%	(mph) 40	(vpmpl) 17.1
Road	Frying Pan Road WB to Route 28 NB		1,115	1,233	118	11%	35	17.4
Interchange	Route 28 SB to Frying Pan Road EB		1,115	1,143	28	3%	26	39.4
Ramps	Frying Pan Road WB to Route 28 SB		1,240	1,119	-121	-10%	23	48.5
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,185	1,229	44	4%	46	13.3
	Route 28 NB to Dulles Airport		505	534 699	29 19	6% 3%	40 39	6.7 17.9
	Route 28 NB to Route 267 EB Route 267 EB (leaving Dulles Airport) to Route 28 NB		680 1,090	1,053	-37	-3%	22	50.2
	Route 28 NB to Route 267 WB		1,305	1,374	69	5%	40	34.2
	Route 267 WB to Route 28 NB / Innovation Avenue (Combined)		2,315	2,040	-275	-12%	21	59.8
Route 267	Route 267 WB to Route 28 NB		2,085	1,764	-321	-15%	18	68.7
Interchange	Route 267 WB to Innovation Avenue		230	197	-33	-14%	34	5.8
Ramps	Route 267 EB (Dulles Greenway) to Route 28 SB		245	245	0	0%	38	6.4
rumpo	Route 267 WB to Route 28 SB		1,065	1,013	-52	-5%	22 24	45.6 52.7
	Route 267 EB/WB to Route 28 SB (Combined) Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267		1,310	1,260	-50	-4%	24	52.7
	EB (Combined)		2,490	2,474	-16	-1%	43	26.2
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450 2,040	426 2,047	-24 7	-5% 0%	31 45	13.8 22.4
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,397	-48	-3%	24	56.7
	Route 28 NB to Innovation Ave EB		760	765	5	1%	34	22.3
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		990	964	-26	-3%	29	16.2
Innovation	Innovation Ave WB to Route 28 NB		1,140	998	-142	-12%	17	84.1
Avenue	Route 28 SB to Innovation Ave		725	702	-23	-3%	34	20.9
Interchange	Innovation Ave WB to Route 267 WB		260	236	-24	-9%	36	6.5
Ramps	Innovation Ave WB to Route 267 EB / Dulles Airport		65	56	-9	-14%	31 43	1.8 7.9
	Innovation Ave WB + Route 606 to Route 267 EB / Dulles Airport Route 28 SB to Dulles Airport / Route 267 EB (Combined)		710 1,780	704 1,769	-6 -11	-1% -1%	50	17.6
	Innovation Ave WB to Route 28 SB		1,780	909	-121	-12%	31	19.0
	Route 28 NB to Route 606 (EB and WB Combined)		820	743	-77	-9%	36	12.4
	Route 28 NB to Route 606 EB		210	190	-20	-9%	- 50	12.7
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		95	87	-8	-8%	28	3.2
	Route 28 NB to Route 606 EB (to Shaw Road NB)		115	103	-12	-10%	6	18.6
	Route 28 NB to Route 606 WB		610	552	-58	-9%	9	31.4
	Route 606 EB to Route 28 NB		415	414	-1	0%	24	21.9
	Route 606 WB to Route 28 NB		885	627	-258	-29%	25	31.6
Route 606 /	Route 606 EB / WB (Combined) to Route 28 NB		1,300	1,039	-261	-20%	35	34.7
Old Ox Road	Route 28 SB to Route 606 (EB and WB Combined)		975	895	-80	-8%	18	48.5
Interchange	Route 28 SB to Route 606 WB		165	157	-8	-5%	14	12.6
Ramps	Route 28 SB to Route 606 EB		810	726	-84	-10%	5	105.7
	Route 606 WB to Route 28 SB		240	170	-70	-29%	27	6.2
	Route 606 EB to Route 28 SB		1.005	530	-476	-47%	28	36.0
	Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,245	1,179	-66	-5%	33	17.8
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		645	649	4	1%	42	15.2
	Route 606 EB/WB (Combined) to Route 28 SB		600	530	-71	-12%	39	13.3
	Route 28 NB to Sterling Blvd EB		545	504	-41	-7%	30	16.9
Sterling Blvd	Route 28 NB to Sterling Blvd WB		920	782	-138	-15%	17	55.7
Interchange	Sterling Blvd to Route 28 NB Route 28 SB to Sterling Blvd		430 190	429 185	-1 -5	0% -3%	31 47	13.4 3.8
Ramps	Sterling Blvd WB to Route 28 SB		825	813	-5 -12	-3%	19	41.3
	Sterling Blvd WB to Route 28 SB		770	792	22	3%	30	26.6
Route 267 /	Route 267 EB to Centreville Road		400	354	-46	-11%	41	4.3
Centreville	Centreville Road to Route 267 EB		1,175	971	-204	-17%	39	24.5
Road	Route 267 WB to Centreville Road		1,065	1,042	-23	-2%	42	24.8
Interchange	Centreville Road to Route 267 WB		1,115	951	-164	-15%	37	14.6
Ramps	Centreville Road to DIAAH WB		160	135	-25	-16%	47	2.9
•	Route 267 EB to Dulles Airport		110	112	2	2%	49	2.3
	Route 267 WB to Dulles Airport		10		_	_,0		
	DIAAH WB to Rudder Road		1,715	1,677	-38	-2%	33	25.1
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	416	1	0%	39	10.4
Various Dulles	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	659	9	1%	39	8.3
Airport /	DIAAH EB (Outer Lanes) to Rudder Road		745	739	-6	-1%	25	29.7
DIAAH Ramps	Dulles Airport to Route 267 WB Aviation Blyd to Route 267 EB		715 1,350	711 1,281	-4 -69	-1% -5%	32	22.3
DIAATI Namps I			■ 1.35U	1,201	-09	-5%	13	103.4
DIAATI Kallips				1 009	-1	0%	42	23.8
DIAATI Kallips	Route 267 EB to DIAAH EB (west) Route 267 EB to DIAAH EB (sest)		1,010	1,009 441	-1 -29	0% -6%	42 44	23.8 9.9
DIAMI Kamps	Route 267 EB to DIAAH EB (west)		1,010					20.0











#	Intersection	Approach	Movement	Balanced Coun (vph)	Throughput (v)(1)	nce (vph)	Differer	nce (%)	Average (sec		Average Ler (fe		Max Quet (fe	ue Length et)
		NB	U LT TH RT	0 20 260 365	0 20 259 369	0 0 -1 4	3	0% 0% 1%	0%	75.1 43.6 24.2	33.5	8 47 57	57	81 309 349	349
	Route 846 (Sterling	SB	U LT TH RT	0 505 40 200	0 501 41 202	1 0 -4 1 2	-1	-1% 3% 1%	0%	- 65.6 26.1 7.6	47.7	114 4 8	114	381 51 144	381
1	Boulevard) and Pacific Boulevard	ЕВ	U LT TH RT	0 125 590 60	0 141 648 66	0	80	13% 10% 10%	10%	- 118.0 66.9 63.4	75.0	- 171 206 188	206	1,289 1,303 1,344	1,344
		WB	U LT TH RT	0 100 670 350	0 92 586 300	0 -8 -84 -50	-142	-8% -13% -14%	-13%	72.9 48.1 7.4	37.9	40 100 11	100	213 429 189	429
		Inters	ection	3,285	3,225		-60	-2	%	49).1				
		NB	U LT TH RT	0 0 0	0 0 0	0 0 0	0	- - -	-	-	-	-	-	- - -	•
	Route 846 (Sterling	SB	U LT TH RT	0 85 0 105	0 81 0 105	0	-4	-5% - 0%	-2%	33.5	16.0	- 13 - 0	13	74 - 0	74
2	Boulevard) and Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 695 0	0 0 728 0	0	33	- - 5% -	5%	- - 4.6 -	4.6	- - 6 -	6	- - 172	172
		WB	U LT TH RT	0 0 1,015	0	-141 0	-141	-14%	-14%	13.6	13.6	7	7	- - 140	140
L		Inters	ection	1,900	1,788		112	-6'	%	10).2				
		NB	U LT TH RT	0 0 0 545	0 0 0 504	-41	-41	-8%	-8%	59.2	59.2	- - - 1	1	- - - 89	89
	Route 846 (Sterling	SB	U LT TH RT	0 0	0 0 0	0 0 0	0	-	-	-	-	- - -		- - -	-
3	Boulevard) and Route 28 NB Ramps	ЕВ	U LT TH RT	0 15 765 0	0 15 795 0	0 0 30 0	30	- 0% 4%	4%	45.7 2.2	3.0	- 4 0	4	48 35	48
		WB	U LT TH RT	0 0 920 415	0	0	-20	- -2% 0%	-1%	- 12.1 4.6	9.8	- - 47 1	47	217 128	217
		Inters	ection	2,660	2,629		31	-1	%	17	.2				
		NB	U LT TH RT	0 285 45 410 740	0 276 44 414	-1 4	-6	-3% -2% 1%	-1%	78.7 75.7 32.1	52.2	184 11 90	184	881 97 696	881
	Route 846 (Sterling	SB	U LT TH RT	0 20 20 20 90	0 20 20 89	-1	1	0% 0% -1%	-1%	54.8 0.1 7.1	13.4	6 0 4	6	71 0 93	93
4	Boulevard) and Shaw Road	ЕВ	U LT TH RT	5 45 1,160 100	99	-1	-7	0% -11% 0% -1%	-1%	15.8 19.9 27.5 6.0	25.6	3 3 130 1	130	77 77 627 67	627
		WB	U LT TH RT	0 185 950 10	0 187 944 10	0 2 -6 0	-4	- 1% -1% 0%	0%	28.6 25.5 25.7	26.0	- 48 90 102	102	507 546 578	578
L		Inters	ection	3,325	3,307		-18	-1'	%	31	.2				
		NB	U LT TH RT	0 45 30 260	0 45 31 257	3 0 0 1 -3	-2	- 0% 3% -1%	-1%	88.7 91.1 7.1	25.9	34 34 13	34	137 137 142	142
	Route 606 (Old Ox	SB	U LT TH RT	5 465 30 215	4 464 30 214	2 -1 -1 0 -1	-3	-20% 0% 0% 0%	0%	109.2 119.7 132.6 31.3	93.6	228 228 228 43	228	666 666 666 495	666
5	Road) and Pacific Boulevard	EB	U LT TH RT	0 185 1,885 125 2,195	0	0	-5	-3% 0% -3%	0%	119.0 35.8 20.2	41.8	403 377 2	403	1,741 1,735 73	1,741
		WB	U LT TH RT	5 80 2,310 330	4	-1 10	-627	-20% -24% -23% -24%	-23%	90.5 98.0 35.7 25.3	36.4	23 23 317 8	317	105 105 1,009 167	1,009
L	<u> </u>	Inters	ection	5,970	5,333		637	-11	%	45	5.6				

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#	Intersection	Approach	Movement	Balanced Cou (vph)		VISS Through		Differen	Difference (vph)		nce (%)	Average (sec	e Delay /veh)	Average Ler (fe		Max Queue Length (feet)	
		NB	U LT TH	0		0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
	Route 606 (Old Ox	SB	RT U LT TH	810 975	;	0 0 703 0	859	0 0 -107 0	-116	- -13%	-12%	132.7	121.4	- - 472	472	- - 1,875	1,875
14	Road) and Route 28 Southbound Ramps	EB	RT U LT TH	1,610 2,61	5	156 0 0 1,604	2,614	-9 0 0 -6	-1	-5% - - 0%	0%	70.6 - - 42.5	28.3	20 - - 178	178	223 - - 723	723
		WB	RT U LT TH	1,005 240 2,560 2,80	0	1,010 0 170 1,944	2,114	5 0 -70 -616	-686	0% - -29% -24%	-25%	5.9 - 6.5 26.7	25.1	38 - 34 77	77	424 - 549 652	652
		Inters	RT ection	6,390	4	0 5,5	87	0	03	- -13	3%	-	1.4	-		-	
		NB	U LT RT2 RT	610 115 95)	0 552 104 87	743	-58 -11 -8	-77	-10% -10% -8%	-9%	119.7 139.9	120.6	35 15 0	35	229 129 0	229
	Route 606 (Old Ox	SB	U LT TH RT	0		0 0 0	0	0 0 0	0		-	-	-	- - - -	-	- - -	-
15	Road) and Route 28 Northbound Ramps	ЕВ	U LT TH TH2	415 1,985 20	0	0 415 1,863 14	2,292	0 0 -122 -6	-128	- 0% -6% -30%	-5%	43.9 72.4 73.5	67.2	287 430 430	430	671 843 843	843
		WB	U LT TH RT	2,190 885	5	0 0 1,556 628	2,184	0 0 -634 -257	-891	-29% -29%	-29%	- 22.2 9.6	18.5	- - 98 19	98	- 602 299	602
L		Inters	ection	6,315 0	Ŧ	5,2 0	19	-1,0 0	096	-17	7%	- 54	1.5		·		
		NB	U LT TH RT	630 115 155) -	364 70 86	520	-266 -45 -69	-380	-42% -39% -45%	-42%	488.5 370.6 267.2	436.0	820 820 866	866	891 891 937	937
	Route 606 (Old Ox Road) and Shaw Road	SB	U LT TH RT	0 10 40 25		9 40 24	73	0 -1 0 -1	-2	-10% 0% -4%	-3%	86.0 97.0 6.9	66.0	21 21 0	21	83 83 0	83
7		ЕВ	U LT TH RT	15 115 1,795 290	5	14 105 1,677 274	2,070	-1 -10 -118 -16	-145	-7% -9% -7% -6%	-7%	158.0 146.1 14.1 4.8	20.5	127 127 187 9	187	463 463 810 174	810
		WB	U LT TH RT	10 170 2,405 25	0	5 117 1,695 17	1,834	-5 -53 -710 -8	-776	-50% -31% -30% -32%	-30%	343.1 341.9 216.8 165.5	224.6	2,363 2,363 2,363 0	2,363	2,665 2,665 2,665 2	2,665
L		Inters	ection	5,800	4	4,4	97		303	-22	2%	15	2.5				
		NB	U LT TH RT	0 55 120 360	; -	0 51 114 367	532	0 -4 -6 7	-3	-7% -5% 2%	-1%	45.2 56.9 7.5	21.7	34 34 18	34	136 136 115	136
	Sunrise Valley	SB	U LT TH RT	0 95 155 505	; -	0 101 148 507	756	0 6 -7 2	1	-6% -5% 0%	0%	42.9 51.3 2.5	17.5	40 40 0	40	178 178 75	178
8	Drive and Frying Pan Road	ЕВ	U LT TH RT	5 270 815 65	5	6 276 807 66	1,155	1 6 -8 1	0	20% 2% -1% 2%	0%	43.6 36.2 38.0 7.2	35.8	44 44 107 24	107	411 411 447 280	447
		WB	U LT TH RT	0 415 860 90	5	0 397 849 93	1,339	0 -18 -11 3	-26	-4% -1% 3%	-2%	61.2 50.7 9.6	51.0	215 215 0	215	846 846 0	846
L		Inters	ection	3,810	4	3,7	82		28	-1	%	35	5.5	4.050		4.000	
		NB	LT2 LT TH RT	80 555 1,110 865	0	54 379 772 627	1,832	-26 -176 -338 -238	-778	-33% -32% -30% -28%	-30%	409.3 238.6 168.2	249.5	1,653 1,653 1,671 1,032	1,671	1,926 1,926 1,979 1,702	1,979
	Centreville Road	SB	LT TH RT RT2	310 1,280 560 80 2,23	0	304 1,280 558 78	2,220	-6 0 -2 -2	-10	-2% 0% 0% -3%	0%	37.9 21.9 2.9 18.6	19.2	40 68 0 68	68	171 336 42 336	336
9	and Dulles Toll Road SPUI	ЕВ	U LT TH RT	0 240 0 160	, [0 210 0 144	354	0 -30 0 -16	-46	-13% - -10%	-12%	31.9 - 6.5	21.5	23 - 1	23	- 117 - 88	117
		WB	U LT TH RT	0 530 0 535	5	0 518 0 521	1,039	0 -12 0 -14	-26	-2% - -3%	-2%	38.0 - 6.6	22.2	59 - 0	59	238 - 39	238
L	<u> </u>	Inters	ection	6,305		5,4	45		60	-14	1%	97	7.4				

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#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)
		NB	U LT TH RT	0 0 0	0 0 0	0 0 0	- - -	-	-	
	Frying Pan Road	SB	U LT TH RT	0 90 1,105	0 91 0 1,017	0 1 0 2	- 1% - 0%	57.3 - 40.2	264 - 306	816 876
11	and River Birch Road	ЕВ	U LT TH RT	750 1,060 0	0 764 1,064 0	0 14 4 0	- 2% 0% -	18.2 2.7	- 47 5 -	283 144 -
		WB	U LT TH RT	0 0 1,340 85	0 0 1,335 83	0 0 -5 -2	- - 0% -2%	52.9 41.1	218 208	- - - 665 707
		Inters	ection	4,340	4,354	14	0%	31.5		
		NB	U LT TH RT	0 0 0 288	0 0 0 284	0 0 0 -4	- - - -1%	- - - 27.2	37	218 218
12	Northbound Off-	SB	U LT TH RT	0 0 0	0 0 0	0 0 0	- - -	-	-	-
	Ramp	EB	U LT TH RT	0 0 653 0	0 0 664 0	0 0 11 0	- - 2% -	41.6	- - 36	412
		Inters	ection	941	948	7	1%	37.3		
H			U	0	0	0	- 170	- 07.0		
		NB	LT TH RT	250 0 65	225 0 55	-25 0 -10	-10% -11%	38.4 37.9 35.8	9 9	106 - 106
	Innovation Avenue and Route 28 Southbound /	SB	U LT TH RT	0 0 0	0 0 0	0 0 0	-	- - -		- - -
21	Route 267 Westbound Ramps	EB	U LT TH RT	0 0 0	0 0 0	0 0 0	- - -	- - -	- - -	
		WB	U LT TH RT	0 715 0 0	0 692 11 0	0 -23 11 0	-3% -2%	28.7 27.0 28.7	- 29 - 29	- 189 - 189
1		Inters	ection	1,030	983	-47	-5%	31.3		
		NB	U LT TH RT	0 700 85 25	0 520 60 22	-180 -25 -3	-26% -29% -12%	245.4 370.9 370.3	519 519 559	577 577 617
	Innovation Avenue	SB	U LT TH RT	0 30 50 440	0 25 43 375	-5 -7 -65	-17% -14% -15%	85.0 120.4 97.2	187 187 219	455 455 501
13	and Shaw Road	EB	U LT TH RT	0 430 905 370 1,705	0 402 890 371 1,663	0 -28 -15 1		86.3 39.7 15.1	- 153 153 0	621 621 0
		WB	U LT TH RT	0 15 1,345 35	0 16 1,293 35	0 1 -52 0	- 7% -4% 0%	131.2 113.7 92.0	- 664 664 699	1,760 1,760 1,823
	1	Inters	ection	4,430	4,052	-378	-9%	106.0		

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	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
	Route 846 (Sterling	NB	33.5	С			34.3	С		
1	Boulevard) and Pacific	SB	47.7	D	49.1	D	47.4	D	48.0	D
	Boulevard	EB WB	75.0	E D			69.4 39.4	E D		
			37.9				39.4			
	Route 846 (Sterling	NB SB	16.0	В			19.9	В		
2	Boulevard) and Route	EB	4.6	A	10.2	В	19.9 5.6	A	10.6	В
	28 SB Off-Ramp	WB	13.6	13.6			13.0	B		
		NB	59.2	E			69.7	Е		
3	Route 846 (Sterling	SB	-	-	17.2	В	-	-	17.4	В
3	Boulevard) and Route 28 NB Ramps	EB	3.0	Α	17.2	В	2.2	Α	17.4	Р.
		WB	9.8	A			8.8	A		
	Route 846 (Sterling	NB	52.2	D			54.6	D		
4	Boulevard) and Shaw	SB	13.4	В	31.2	С	13.5	В	29.7	С
	Road	EB WB	25.6	С			23.5	С		
		NB NB	26.0 25.9	C			23.2 45.1	C D		
	Route 606 (Old Ox	SB	25.9 93.6	E			189.7	E		
5	Road) and Pacific	EB	41.8	D	45.6	D	82.1	F	115.6	F
	Boulevard	WB	36.4	D			136.4	F		
		NB		-				-		
14	Route 606 (Old Ox Road) and Route 28	SB	121.4	F	41.4	D	-	-		
14	Southbound Ramps	EB	28.3	С	41.4	ь		-	-	
	,	WB	25.1	С			-	-		
	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	120.6	F			-	-		
15		SB	-	-	54.5	D	-	-	-	
		EB	67.2	E			-	-		
		WB	18.5	B			470.7	F		
	Route 606 (Old Ox	NB SB	436.0 66.0	E			172.7 69.1	E		
7	Road) and Shaw Road	EB	20.5	C	152.5	F	69.1 E 154.5 49.5 D		154.5	F
	·	WB	224.6	F			275.8	F		
		NB	21.7	С			22.6	С		
8	Sunrise Valley Drive	SB	17.5	В	35.5	D	74.1	E	61.3	E
۰	and Frying Pan Road	EB	35.8	D	33.5	Ь	33.3	С	61.3	-
		WB	51.0	D			93.9	F		
		NB	249.5	F			42.0	D		
9	Centreville Road and Dulles Toll Road SPUI	SB	19.2	В	97.4	F	122.3 F		86.5	F
	Dulles Foll Road SPUI	EB	21.5	С			400.7	F		
		WB NB	22.2	С			108.7			
	Centreville Road and	SB	See above - then	e 2 signals in No-B	uild condition are c	ombined into one	20.4	С		
10	Dulles Toll Road EB	EB	CCe above - tries	signal in this B		oonieu into Offe	171.9	F	75.2	E
	Ramps	WB		-			-	-		
		NB	-	-				-		
11	Frying Pan Road and	SB	41.6	D	31.5	С	78.8	E	61.8	Е
	River Birch Road	EB	9.2	Α	31.3	, i	14.9	В	01.0	_
		WB	52.2	D			107.0	F		
	Frying Pan Road and	NB	27.2	С			33.5	С		
12	Route 28 Northbound	SB EB	41.6	- D	37.3	D	19.3	В	23.8	С
	Off-Ramp	WB	41.6	В			19.3	. в		
		NB NB	262.4	F			271.2	F		
	Innovation Avenue and	SB	98.8	F			243.6	F		
13	Shaw Road	EB	45.5	D	106.0	F	97.3	F	189.7	F
		WB	113.3	F			263.3	F	- 1	
	Innovation Avenue and	NB	37.9	D			-	-		
21	Route 28 Southbound /	SB	-	-	31.3	С				
21	Route 267 Westbound	EB	-	-	31.3	, i	-		•	
	Ramps	WB	28.7	С						

2045 BUILD ALTERNATIVE 3 TRAFFIC OPERATIONS RESULTS



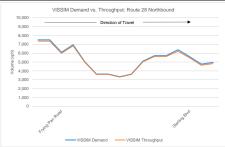


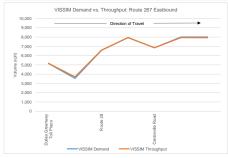
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	7,505	7,360	-145	-2%	32	58.7
	Mainline south of Frying Pan Road	Diverge	7,505	7,356	-149	-2%	36	46.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,105	5,981	-124	-2%	55	27.3
	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
	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
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	3,640	3,612	-28	-1%	56	21.3
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	3,640	3,613	-27	-1%	57	20.9
Northbound Route 28	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic Merge	3,335 3,630	3,313 3,605	-22 -25	-1% -1%	57 56	19.1 18.6
Route 26	Between on-ramp from C-D Road and on-ramp from Route 267 WB Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,100	5.031	-69	-1%	56	20.7
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB	Merge	5,725	5,631	-94	-2%		
	(Combined) Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB	Basic	5,725	5,631	-94	-2%	56 56	20.6 25.0
	(Combined) Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,390	6,219	-171	-3%	51	25.0
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,600	5,466	-134	-2%	55	22.2
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,765	4,639	-126	-3%	57	20.2
	Mainline north of Sterling Blvd	Basic	4,960	4,823	-137	-3%	57	16.9
	Mainline north of Sterling Blvd Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic Basic	7,960 7,690	7,940 7,694	-20 4	0%	51 49	32.5 40.8
					-5	0%	49	40.0
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB	Basic Weave	8,165 9,145	8,160 9,128	-17	0%	47	38.8
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	8,270	8,236	-34	0%	43	42.0
	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
Southbound Route 28	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp fron Innovation Ave / Route 606 EB and WB (Combined)	Basic	4,025	4,019	-6	0%	56	23.4
	Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB) Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp	Basic	5,800	5,465	-335	-6%	54	19.1
	from Route 267 (DIAAH) EB Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan	Merge	7,160	6,824	-336	-5%	55	25.0
	Road Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Weave Basic	7,830 6,385	7,482 6.139	-348 -246	-4%	55	27.2
		Merge	7.100	6.882	-218	-3%	55 51	27.6
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Basic	7,100	6,882	-218	-3%	54	32.0
	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp	Basic		0,000	18	0%	- 04	02.0
	to Dulles Airport and Route 28 SB Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-	Merge	5,150 3,545	5,168 3,712	167	5%	45	41.4
	ramp from Route 28 SB Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	6,570	6,589	19	0%	12	119.6
	Mainline leaving Dulles Airport near Rudder Road	Weave	2,785	2,764	-21	-1%	46	14.9
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Diverge	2.640	2.622	-18	-1%		
Eastbound	(west) Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1.344	9	1%	40 44	22.1 14.9
Route 267	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,897	-33	-2%	43	14.8
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,260	1,209	-51	-4%	43	13.9
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	705	702	-3	0%	44	5.3
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Basic	305 1.370	315 1.362	10 -8	3% -1%	55 57	2.8 9.5
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Weave	7,940	7,949	9	0%		
	Airport/DIAAH and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6.850	6.846	-4	0%	13	96.7 107.0
	Mainline east of Centreville Road	Merge	8,005	7,942	-63	-1%	12	111.0
	Mainline east of Centreville Road	Basic	8,005	7,932	-73	-1%	24	66.1
	Mainline east of off-ramp to DIAAH WB	Diverge Basic	4,280	4,222	-58 -9	-1%	57	18.4 18.6
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic Diverge	4,280 4,280	4,271 4,247	-9	0% -1%	57 54	18.6 18.6
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	2,955	2,939	-16	-1%	57	12.8
Westbound	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	3,120	3,085	-35	-1%	57	10.7
Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	3,120	3,097	-23	-1%	25	24.8
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic Diverge	1,030	1,006	-24 -24	-2% -2%	56 58	4.5 5.8
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	645	629	-16	-2%	58	5.1
	Mainline west of Dulles Greenway Toll Plaza	Basic	1,060	1,031	-29	-3%	67	5.1
	Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0
Eastbound DIAAH	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east) Between on-ramp from Route 267 EB (east) and east end of study area	Merge Merge	1,670 2,225	1,678 2,241	8	1% 1%	44 55	16.3 15.6
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,254	29	1%	56	20.1
	Mainline east of on-ramp from Route 267 WB	Basic	1,205	1,209	4	0%	58	10.4
	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
Westbound DIAAH	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2) Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-	Merge	1,295	1,314	19	1%	55	10.5
	ramp to Rudder Road (Rental Car Return/Economy Parking) Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and	Basic Basic	1,295 815	1,310 848	15	1%	57	7.7
1	on-ramps from Route 28/Route 267 EB	Basic	2,310	2,289	-22	- 11	39	8.4 10.6
<u> </u>	Mainline west of on-ramps from Route 28/Route 267 EB	DdSIC	2,310	4,269	-22	-1%	43	10.6

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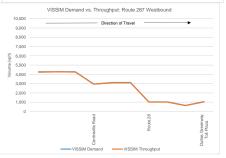
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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan	Route 28 NB to Frying Pan Road EB		1,400	1,375	-25	-2%	29	48.3	98%
Road Interchange	Frying Pan Road WB to Route 28 NB Route 28 SB to Frying Pan Road EB		845 1.445	875 1.379	-66	4% -5%	38	11.4	104%
Ramps	Frying Pan Road WB to Route 28 SB		715	731	16	-5%	26 18	54.8 20.3	102%
rumpo	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 Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles		400	403	3	1%	25	16.1	101%
	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 Interchange	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,090	2,060	-30	-1%	34	25.5	99%
Ramps	Route 267 WB to Innovation Avenue		230	229	-1	0%	33	6.9	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%
	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	781	-24	-3%	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	Innovation Ave WB to Route 28 NB		625	603	-22	-4%	35	17.2	96%
Avenue Interchange	Route 28 SB to Innovation Ave		915 50	896 47	-19 -3	-2% -5%	35	25.5	98%
Ramps	Innovation Ave WB to Route 267 WB Innovation Ave WB to Route 267 EB / Dulles Airport		220	203	-17	-5%	35 31	1.3 6.5	95% 92%
Ramps	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	18.3	81%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		3,330 345	3,300 241	-30 -104	-1% -30%	24	75.3	99%
	Route 606 to Dulles Airport / Route 267 EB (Combined) Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		3,675	3,511	-164	-4%	33 22	7.7	70% 96%
	Route 28 NB to Route 606 (EB and WB Combined)		1,090	1,086	-4	0%	36	14.6	100%
	Route 28 NB to Route 606 EB		210	211	1	0%	34	5.9	100%
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		170	173	3	2%	28	6.1	102%
	Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 WB		40 880	38 875	-2 -5	-5%	5 8	8.2	95% 99%
	Route 606 EB to Route 28 NB		90	51	-39	-43%	30	1.4	57%
Route 606 /	Route 606 WB to Route 28 NB		575	569	-6	-1%	31	18.5	99%
Old Ox Road	Route 606 EB / WB (Combined) to Route 28 NB		665	621	-45	-7%	46	9.3	93%
Interchange	Route 28 SB to Route 606 (EB and WB Combined)		875	868	-7 1	-1%	48	9.2 17.0	99%
Ramps	Route 28 SB to Route 606 WB Route 28 SB to Route 606 EB		305 570	306 562	-8	0% -1%	21 8	31.8	100%
	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%
·	Route 28 NB to Sterling Blvd EB		790	778	-12	-1%	30	25.8	99%
Sterling Blvd	Route 28 NB to Sterling Blvd WB Sterling Blvd to Route 28 NB		835 195	820 196	-15 1	-2% 1%	20 32	6.1	98% 101%
Interchange	Route 28 SB to Sterling Blvd		270	271	1	0%	49	5.4	100%
Ramps	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 EB to Centreville Road		1,090 170	1,105 167	15 -3	1% -2%	39 42	14.1 3.9	101%
Route 267 /	Route 267 and Innovation Ave (Combined) to Centreville Road		1,260	1,246	-14	-1%	19	21.5	99%
Centreville	Centreville Road to Route 267 EB		1,155	1,097	-58	-5%	11	107.2	95%
Road	Route 267 WB to Centreville Road		1,325 295	1,317 289	-8 -6	-1% -2%	20 44	65.5	99%
Interchange Ramps	Centreville Road to Route 267 WB and Innovation Ave (Combined) Centreville Road to Innovation Ave		130	128	-2	-2%	42	3.3	98%
····ipa	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 DIAAH WB to Rudder Road		150 480	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%
/arious Dulles	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,465	-30	-2%	39	18.7	98%
Airport /	DIAAH EB (Outer Lanes) to Rudder Road		145	144	-1	-1%	27	5.2	99%
DIAAH Ramps	Dulles Airport to Route 267 WB Aviation Blvd to Route 267 EB		65 595	61 595	-4 0	-6% 0%	34 45	1.8	94%
•	Route 267 EB to DIAAH EB (west)		1,305	1,309	4	0%	45	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						1









#	Intersection	Approach	Movement	Balance (vr		VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Average (sec/	e Delay 'veh)	Average Len (fe	gth	Max Queue Length (feet)	
		NB	U LT TH RT	0 25 45 105	175	0 24 46 103	173	0 -1 1 -2	-2	-4% 2% -2%	-1%	67.9 54.5 17.9	34.6	9 10 10	10	77 68 116	116
	Route 846 (Sterling	SB	U LT TH RT	0 680 285 80	1,045	0 655 287 82	1,024	0 -25 2 2	-21	-4% 1% 3%	-2%	- 170.2 51.6 14.3	124.5	- 436 145 3	436	968 535 109	968
1	Boulevard) and Pacific Boulevard	ЕВ	U LT TH RT	95 945 125	1,165	98 938 129	1,165	0 3 -7 4	0	3% -1% 3%	0%	199.3 174.1 172.3	176.0	715 901 938	938	1,232 1,233 1,286	1,286
		WB	U LT TH RT section	0 370 470 560	1,400	0 363 465 547	1,375	0 -7 -5 -13	-25 18	-2% -1% -2%	-2%	136.8 53.8 17.5	61.3	343 110 104	343	774 612 598	774
	Route 846 (Sterling Boulevard) and	NB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	- - -	-	-	-
		SB	U LT TH RT	0 20 0 250	270	0 22 0 248	270	0 2 0 -2	0	10% - -1%	0%	39.8 - 5.4	8.2	- 4 - 0	4	50 - 0	50
2	Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 755 0	755	0 0 747 0	747	0 0 -8 0	-8	-1%	-1%	3.4	3.4	3	3	- - 150	150
		WB	U LT TH RT section	0 0 1,155	1,155	0 0 1,145 0	1,145	0 0 -10 0	-10 18	- -1% -	-1%	3.7	3.7	- - 4	4	- - 166	166
H		NB	U LT TH RT	0 0 0 0 790	790	0 0 0 0 779	779	0 0 0 -11	-11	-1%	-1%	- - - 12.7	12.7	- - - 0	0	- - - 22	22
	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	SB	U LT TH RT	0 0	0	0 0 0	0	0 0 0	0	- - - -	-	-	-	-	-	-	-
3		ЕВ	U LT TH RT	0 10 760 0	770	9 763 0	772	0 -1 3 0	2	-10% 0%	0%	46.0 0.6	1.1	2 0	2	41 0	41
		WB	LT TH RT	0 0 795 185	980	0 0 803 187	990	0 0 8 2	10	- 1% 1%	1%	0.9	1.0	- - 1 0	1	- 130 24	130
Н		Inters	ection U	2,5	40	2,5	541	0	1	0'	%	4.	.6			_	
		NB	LT TH RT U	65 15 195 0	275	66 15 194 0	275	1 0 -1	0	2% 0% -1%	0%	65.4 64.8 11.4	27.2	25 5 12	25	141 60 143	143
4	Route 846 (Sterling Boulevard) and	SB	LT TH RT	5 10 10	25	8 10 11	22	-1 -2 0	-3	-20% -20% 0% 10%	-12%	54.1 0.2 5.9 13.2	12.6	1 0 0	1	29 0 62 77	62
	Shaw Road	ЕВ	LT TH RT U	65 1,050 425 0	1,550	62 1,042 431 0	1,546	-3 -8 6	-4	-5% -1% 1%	0%	14.7 16.9 7.5	14.1	2 66 10	66	77 541 251	541
		WB Inters	LT TH RT section		1,215 065	289 901 26 3,0	1,216)59	-6 6 1	1	-2% 1% 4%	0% %	14.9 6.8 6.6	8.7 3.1	10 18 23	23	182 249 281	281
		NB	U LT TH RT	0 255 70 295	620	0 257 70 291	618	0 2 0 -4	-2	1% 0% -1%	0%	59.2 61.2 12.4	37.4	78 78 19	78	339 339 318	339
5	Route 606 (Old Ox Road) and Pacific	SB	LT TH RT	5 260 155 230 0	650	5 266 158 221 0	650	0 6 3 -9 0	0	2% 2% -4%	0%	71.3 74.5 17.3	53.8	117 117 117 26	117	397 397 397 244	397
,	Boulevard	ЕВ	LT TH RT	165 2,555 410 10	3,130	78 1,234 207	1,519	-87 -1,321 -203 -1	-1,611	-53% -52% -50% -10%	-51%	313.4 300.4 257.2 104.8	295.2	2,326 2,327 2,033 89	2,327	2,558 2,559 2,586 381	2,586
		WB	LT TH RT section	240 1,345 350 6,3	1,945 345	240 1,357 362	1,968 755	0 12 12	23 590	0% 1% 3%	1% 5%	110.2 47.7 40.9	54.3 9.0	89 249 275	275	381 974 1,011	1,011

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#	Intersection	Approach	Movement	Balance (v		VIS Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/	e Delay /veh)	Average Len (fe	gth	Max Queu (fe	
		NB	U LT TH RT	880	880	0 875 0 0	875	-5 0 0	-5	-1% -	-1%	40.9	40.9	120	120	512	512
	Route 606 (Old Ox	SB	U LT TH RT	570	570	0 563 0 0	563	-7 0 0	-7	-1%	-1%	51.7	51.7	- 61 -	61	307	307
14	Road) and Route 28 SPUI	ЕВ	U LT TH RT	90 2,055	2,145	0 51 1,209 0	1,260	-39 -846 0	-885	-43% -41%	-41%	75.4 38.5	40.0	17 106	106	82 536	536
		WB	U LT TH RT	370 770	1,140	0 383 786 0	1,169	0 13 16 0	29	- 4% 2% -	3%	- 86.9 17.9	40.5	124 35	124	462 288	462
		Inters	ection	4,7	735	3,8	367	-8	68	-18	3%	42	2.1				
	Route 606 (Old Ox	NB	U LT RT2 RT	40	40	0 0 38 0	38	0 0 -2 0	-2	-5%	-5%	43.1	43.1	- 8	8	83	83
6	Road) and Route 28 Northbound Ramps	EB	U LT TH TH2	2,625	2,625	0 0 1,772	1,772	0 0 -853	-853	-32%	-32%	- 6.5	6.5	- - 26	26	463	463
		Intere	ection	26	665		310		55		2%	- 7	.2			-	
Н		Intera	U	0	,00	0	1	0	00		- 70		.2	-			
		NB	LT TH RT	75 80 75	230	73 75 74	222	-2 -5 -1	-8	-3% -6% -1%	-3%	100.0 74.0 15.3	63.0	47 47 55	55	163 163 203	203
	Route 606 (Old Ox	SB	U LT TH RT	0 35 230 100	365	0 35 229 101	365	0 0 -1 1	0	- 0% 0% 1%	0%	89.9 73.3 5.0	56.0	63 63 4	63	223 223 118	223
7	Road) and Shaw Road	EB	U LT TH	0 135 2,165	2,835	0 104 1,513	1,981	0 -31 -652	-854	-23%	-30%	71.5 27.7	28.8	28 163 172	172	116 657 707	707
		WB	RT U LT TH	535 10 60 1,540	1,690	364 11 63 1,547	1,702	-171 1 3 7	12	-32% 10% 5% 0%	1%	21.4 117.1 121.1 20.7	24.2	96 96 126	126	745 745 812	812
			RT	80		81		1		1%		3.3		0		35	
L		Inters	ection		20		189		31	-18	3%	31	.6				
		NB	U LT TH RT	0 65 110 320	495	0 63 107 323	493	-2 -3 3	-2	-3% -3% 1%	0%	71.1 75.2 7.2	30.1	42 42 11	42	165 165 120	165
8	Sunrise Valley	SB	U LT TH RT	0 25 95 205	325	0 24 95 206	325	0 -1 0 1	0	-4% 0% 0%	0%	63.2 75.0 1.5	27.6	32 32 0	32	107 107 0	107
8	Drive and Frying Pan Road	ЕВ	U LT TH RT	0 695 1,090 80	1,865	0 688 1,075 84	1,847	0 -7 -15 4	-18	-1% -1% 5%	-1%	60.9 36.7 11.6	44.6	186 186 94	186	734 731 582	734
		WB	U LT TH RT ection	0 345 680 125	1,150	0 332 678 130	1,140 305	0 -13 -2 5	-10 30	-4% 0% 4%	-1%	75.1 38.6 5.6	45.4	155 155 0	155	596 596 0	596
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#	Intersection	Approach	Movement	Balanced (vph)		VIS: Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/		Average Len (fe	gth	Max Queu (fe	ue Length et)
		NB	LT TH RT	80 2,195 0	2,275	74 2,107 0	2,181	-6 -88 0	-94	-8% -4%	-4%	11.8 16.2	16.0	94 -	94	95 520	520
		SB	LT TH RT	0 1,025 195	1,280	0 1,014 151	1,228	-11 -44	-52	-1% -23%	-4%	18.0 8.1	16.7	- 43 5	43	293 199	293
9	Centreville Road and Dulles Toll Road WB Ramps	EB	RT2 U LT TH	0 0 0	0	63 0 0	0	0 0 0	0	5% - -	-	15.7	-	9 -	-	195 - -	-
		WB	RT U LT TH	0 0 735 65	1,325	0 0 740 68	1,320	0 0 5 3	-5	- - 1% 5%	0%	77.9 74.1	58.7	- 427 427	427	2,024 2,024	2,024
		Inters	RT ection	525 4,880)	512 4,7	'29	-13	51	-2%	%	28.9	3.1	338		1,917	
		NB	U LT TH RT	0 30 1,700 850	2,580	0 31 1,564 782	2,377	0 1 -136 -68	-203	3% -8% -8%	-8%	97.7 64.6 77.1	69.2	15 448 561	561	96 1,069 1,123	1,123
	Centreville Road	SB	U LT TH	0 255 1,505	1,760	0 256 1,503	1,759	0 1 -2	-1	- 0% 0%	0%	97.3 12.3	24.7	181 61	181	505 473	505
10	and Dulles Toll Road EB Ramps	EB	RT U LT TH	50	1,260	0 0 597 51	1,274	0 0 2 1	14	0% 2%	1%	181.3 177.6	157.0	- 154 154	154	545 545	545
		WB	RT U LT TH	615 0 0	0	626 0 0		11 0 0 0	0	2% - -	-		-	96 - -	-	528 - -	-
		Inters	RT ection	0 5,600)	0 5,4	10	0 -1	90	3	%	- 75	. 4	-		-	
H			U	0		0		0		-		-		-		-	
		NB	LT TH RT U	0 0 0	0	0 0 0	0	0 0 0	0	- - -	-	-	-	-	-	-	-
11	Frying Pan Road and River Birch	SB	LT TH RT U	180 0 745 0	925	177 0 774 0	951	-3 0 29	26	-2% - 4%	3%	106.1 - 86.0	89.7	398 - 442	442	896 - 958	958
11	Road	ЕВ	LT TH RT	1,155 1,690 0	2,845	1,114 1,665 0	2,779	-41 -25 0	-66	-4% -1%	-2%	19.2 5.6	11.0	72 19	72	452 285	452
		WB	U LT TH RT	0 0 815 135	950	0 0 829 132	961	0 0 14 -3	11	- 2% -2%	1%	81.3 78.9	81.0	207 194	207	583 627	627
		Inters	ection	4,720)	4,6	91	-2	29	-1	%	41	.3			-	
		NB	U LT TH RT	0 0 0 569	569	0 0 0 556	556	0 0 0 -13	-13	-2%	-2%	85.8	85.8	491	491	3,188	3,188
	Frying Pan Road	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
12	and Route 28 Northbound Off- Ramp	EB	U LT TH	0 0 1,445	1,445	0 0 1,399	1,399	0 0 -46	-46	-3%	-3%	54.7	54.7	377	377	1,728	1,728
		WB	RT U LT TH	0 0 0 715	715	0 0 0 729	729	0 0 0 14	14	2%	2%	10.9	10.9	- - - 18	18	132	132
L		Inters	RT ection	0 2,729)	0 2,6	84		15	2	%	- 49	0.2	-		-	
		NB	U LT TH RT	0 40 670 995	1,705	0 30 636 931	1,597	-10 -34 -64	-108	-25% -5% -6%	-6%	39.3 39.3 87.3	67.3	639 639 706	706	1,815 1,815 1,891	1,891
	Innovation Avenue and Route 28	SB	U LT TH	0 0 810	810	0 0 812	812	0 0 2	2	- 0%	0%	11.6	11.6	23	23	208	208
21	Southbound / Route 267 Westbound Ramps	EB	RT U LT TH	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	- - -	-
		WB	RT U LT TH	0 0 905 10	915	0 0 883 17	900	0 0 -22 7	-15	-2% 70%	-2%	25.3 25.1	25.3	64 64	64	303	303
		Inters	RT ection	0 3,430)	0 3,3	109	0 -1	21		%	- 42	2.2	-		-	
		NB	U LT TH RT	0 365 5 0	370	0 357 4 0	361	-8 -1 0	-9	-2% -20%	-2%	42.0 30.6	41.8	50 50	50	155 155	155
	Innovation Avenue and Shaw Road	SB	U LT TH RT	0 5 10 690	705	0 5 8 637	650	0 0 -2 -53	-55	- 0% -20% -8%	-8%	59.6 98.6 84.1	84.1	272 272 314	314	565 565 618	618
13		ЕВ	U LT TH RT	0	2,745	0 436 1,657 602	2,695	-33 0 -24 -23 -3	-50	-5% -1% 0%	-2%	43.8 32.4 18.2	31.0	263 263 0	263	1,173 1,173 0	1,173
		WB	U LT TH	0 5 1,275	1,285	0 5 1,253	1,263	0 0 -22	-22	0% -2%	-2%	46.5 39.3	39.2	201 201	201	801 801	801
L		Inters	RT ection	5 5,105	5	5 4,9	169	-1	36	0% -3	%	24.2	0.8	112		678	

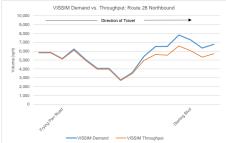
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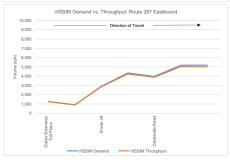
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	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
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1	Route 846 (Sterling Boulevard) and Pacific	SB	124.5	F	113.1	F	380.5	F	188.4	F
	Boulevard	EB	176.0	F			204.3	F		
		WB	61.3	E			54.6	D		
	Route 846 (Sterling	NB		-			-			
2	Boulevard) and Route	SB	8.2	Α	4.1	A	389.6	F	45.2	D
_	28 SB Off-Ramp	EB	3.4	Α			26.5	С		
		WB	3.7	3.7			2.2	2.2		
	Route 846 (Sterling	NB SB	12.7	В			6.8	Α		
3	Boulevard) and Route	EB	1.1	- A	4.6	A	1.1	- A	2.8	A
	28 NB Ramps	WB	1.1	A			0.9	A		
		NB	27.2	C			25.7	Ĉ		
	Route 846 (Sterling	SB	12.6	В			14.2	В		
4	Boulevard) and Shaw	EB	14.1	В	13.1	В	15.7	В	14.3	В
	Road	WB	8.7	A			10.0	A		
		NB	37.4	D			54.9	D		
5	Route 606 (Old Ox Road) and Pacific	SB	53.8	D	129.0	F	94.6	F	107.5	F
,	Boulevard	EB	295.2	F	123.0		174.9	F	107.5	
		WB	54.3	D			50.9	D		
	Route 606 (Old Ox	NB	40.9	D			-	-		
14	Road) and Route 28	SB	51.7	D	42.1	D	-	-	-	-
	SPUI	EB	40.0	D			- :	-		
		WB NB	40.5 43.1	D D			-			
	Route 606 (Old Ox	SB	43.1	-			-	-		
6	Road) and Route 28	EB	6.5	A	7.2	A	-	-	-	
	Northbound Ramps	WB						-		
		NB	63.0	Е			67.1	Е		
_	Route 606 (Old Ox	SB	56.0	Е	31.6	С	59.5	Е	33.7	С
7	Road) and Shaw Road	EB	28.8	С	31.6	C	25.6	С	33.7	C
		WB	24.2	С			34.6	С		
		NB	30.1	С			28.5	С		
8	Sunrise Valley Drive	SB	27.6	С	41.5	D	27.7	С	39.9	D
-	and Frying Pan Road	EB	44.6	D			43.0	D		
		WB	45.4	D			43.6	D		
	Centreville Road and	NB SB	16.0 16.7	B B			29.0 26.6	C		
9	Dulles Toll Road WB	EB	16.7	В .	28.1	С	20.6	-	33.2	С
	Ramps	WB	58.7	E			46.7	D		
		NB	69.2	E			122.6	F		
	Centreville Road and	SB	24.7	C			25.0	С		
10	Dulles Toll Road EB Ramps	EB	157.0	F	75.4	E	314.9	F	128.4	F
	Nampa	WB	-	-			-	-		
		NB		-			-	-		
11	Frying Pan Road and	SB	89.7	F	41.3	D	142.6	F	48.6	D
	River Birch Road	EB	11.0	В			18.5	В		
		WB	81.0	F			35.3	D		
	Frying Pan Road and	NB SB	85.8	F -			56.2	_ E		
12	Route 28 Northbound	EB EB	54.7	- D	49.2	D	31.9	C	42.8	D
	Off-Ramp	WB	10.9	В			31.9	-		
		NB	41.8	D			39.8	D D		
	Innovation Avenue and	SB	84.1	F			19.9	В		
13	Shaw Road	EB	31.0	C	40.8	D	61.6	E	42.8	D
		WB	39.2	D			21.9	С		
	Innovation Avenue and	NB	67.3	Е			-	-		
21	Route 28 Southbound /	SB	11.6	В	42.2	D	-	-		
21	Route 267 Westbound	EB		-	42.2	Б	-	-		
	Ramps	WB	25.3	С			-	-		

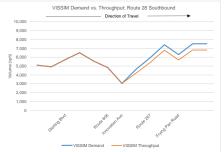
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	5,855	5,817	-38	-1%	48	34.6
	Mainline south of Frying Pan Road	Diverge	5,855	5,812	-43	-1%	45	32.8
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	5,103	-47	-1%	45	34.3
	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
	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
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,060	3,970	-90	-2%	54	24.6
Northbound	Between off-ramp to C-D Road and off-ramp to Route 267 WB Between off-ramp to Route 267 WB and on-ramp from C-D Road	Diverge Basic	4,060 2,745	3,964 2,680	-96 -65	-2% -2%	35	47.0
Route 28	Between on-ramp from C-D Road and on-ramp from C-D Road Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,575	3,469	-106	-2%	42 31	29.0 52.1
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,415	4,955	-460	-8%	33	52.1 71.2
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	6,535	5,628	-907	-14%	31	79.7
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Basic	6,535	5,544	-991	-15%	27	83.4
	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
	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
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd Mainline north of Sterling Blvd	Basic Basic	6,355 6,780	5,328 5,712	-1,027 -1,068	-16% -16%	22 21	68.3 64.9
	Mainline north of Sterling Blvd	Basic	5,110	5,084	-1,066	-1%	56	18.0
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,915	4,922	7	0%	56	21.6
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,735	5,731	-4	0%	56	20.3
	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
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles	Diverge	5,555	5,569	14	0%	55	20.0
Southbound	Detween off-ramp to innovation Avenue and off-ramp to Route 207 EB / Dullies Airport Between off-ramp to Route 267 EB / Dullies Airport and on-ramp fron Innovation	Diverge	4,825	4,841	16	0%	54	22.2
Route 28	Ave / Route 606 EB and WB (Combined) Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,045	3,047	2	0%	57	17.7
	and on-ramp from Route 267 (Greenway EB / DTR WB) Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp	Basic Merge	4,650 5.955	4,215 5.407	-435 -548	-9% -9%	57	14.8
	From Route 267 (DIAAH) EB Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan	Weave	7,400	6,791	-548	-9%	56	19.8
	Road	Basic	6.295	5,693	-602	-10%	49	29.3
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road		7.520	6,814	-602	-10%	54 34	26.1 43.2
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Merge Basic	7,520	6,809	-706	-9%	53	32.1
	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
	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
	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
	Mainline leaving Dulles Airport near Rudder Road Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Weave	4,145	4,068	-77	-2%	17	73.0
	(west)	Diverge	3,400	3,258	-142	-4%	12	92.2
Eastbound	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	2,390	2,332	-58	-2%	11	107.2
Route 267	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Weave Diverge	3,740 2,295	3,509 2,134	-231 -161	-6% -7%	11 37	108.3 29.9
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	1,825	1,732	-93	-5%	33 55	22.5
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	735	710	-25	-3%	55	6.4
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Merge Weave	1,420 4,335	1,376 4,238	-44 -97	-3% -2%	56 56	10.5
	Airport/DIAAH and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,970	3,885	-85	-2%	57	13.7
	Mainline east of Centreville Road	Merge	5,180	5,036	-144	-3%	56	16.7
	Mainline east of Centreville Road	Basic	5,180 7,195	4,994 6,648	-186 -547	-4% -8%	57 45	17.5
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge Basic	7,195 7.195	6,682	-547 -513	-8%	45 44	47.8 49.3
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,195	6,623	-572	-8%	40	50.7
l	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,075	5,422	-653	-11%	40	53.2
Westbound Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge Diverge	7,125 7,125	6,346 6,292	-779 -833	-11% -12%	39 29	52.4 62.1
10000 207	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,830	4,266	-565	-12%	54	19.2
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,830	4,265	-565	-12%	54	26.6
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza Mainline west of Dulles Greenway Toll Plaza	Basic Basic	3,770 6,100	3,322 5,499	-448 -601	-12% -10%	55 64	28.0 28.8
	Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	45	5.9
Eastbound	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
DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,962	-63	-3%	55	13.6
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic Basic	2,025 3,250	1,967 3,235	-58 -15	-3% 0%	56 56	17.5 28.8
	Mainline east of on-ramp from Route 267 WB Between on-ramp from Route 267 WB near Centreville Road and 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
Westbound	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
DIAAH	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
	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
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,280	-65	-3%	43	10.5

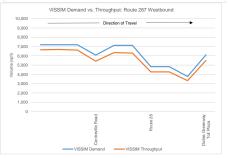
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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan	Route 28 NB to Frying Pan Road EB		705	707	2	0%	40	17.5	100%
Road Interchange	Frying Pan Road WB to Route 28 NB Route 28 SB to Frying Pan Road EB		1,095 1,105	1,026	-69 -11	-6%	26 29	36.0 38.2	94%
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 Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles		1,090	1,049	-41	-4%	19	59.8	96%
	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	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2,295	1,959	-336	-15%	21	58.3	85%
Interchange Ramps	Route 267 WB to Innovation Avenue		145	121	-24	-17%	33	3.7	83%
Kampa	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	6.5	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		2,465	2,391	-74	-3%			
	EB (Combined)						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 1.445	1,959	-56 -69	-3% -5%	45	20.1	97%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB Route 28 NB C-D Road to Innovation Ave EB		745	723	-69 -22	-5%	24 27	55.8 33.7	95% 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		820	752	-68	-8%			
	WB)						42	16.5	92%
Innovation	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB Innovation Ave WB to Route 28 NB		890 1,120	841 695	-49 -425	-5% -38%	25 19	27.3	95% 62%
Avenue	Route 28 SB to Innovation Ave		730	724	-6	-1%	37	19.4	99%
Interchange	Innovation Ave WB to Route 267 WB		300	188	-112	-37%	35	5.3	63%
Ramps	Innovation Ave WB to Route 267 EB / Dulles Airport		30	18	-12	-39%	31	0.6	61%
	Innovation Ave WB to Route 28 SB Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,000 1,605	617 1,164	-383 -441	-38% -27%	25 40	24.5 14.6	62% 73%
	Route 28 SB to Dulles Airport / Route 267 FB (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 28 NB to Route 606 (EB and WB Combined)		820	752	-68 -17	-8%	36 34	10.3 5.7	92%
	Route 28 NB to Route 606 EB Route 28 NB to Route 606 EB (staying on Route 606 EB)		210 120	193 115	-17	-8% -4%	27	4.3	92% 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		415 875	373 715	-42 -160	-10%	25	12.1	90%
Route 606 /	Route 606 WB to Route 28 NB Route 606 EB / WB (Combined) to Route 28 NB		1,290	1.088	-202	-18% -16%	27 26	27.4 43.1	82% 84%
Old Ox Road	Route 28 SB to Route 606 (EB and WB Combined)		945	951	6	1%	46	10.0	101%
Interchange Ramps	Route 28 SB to Route 606 WB		155	164	9	6%	21	7.9	106%
Ramps	Route 28 SB to Route 606 EB		790	787	-3	0%	5	82.0	100%
	Route 606 WB to Route 28 SB Route 606 EB to Route 28 SB		255 1.005	201 933	-54 -72	-21% -7%	23 29	6.0 31.9	79% 93%
	Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles						29	31.9	93%
	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		605 545	546 518	-59 -27	-10% -5%	42	13.1 16.9	90%
	Route 28 NB to Sterling Blvd EB Route 28 NB to Sterling Blvd WB		925	700	-27	-24%	30 18	50.3	95% 76%
Sterling Blvd Interchange	Sterling Blvd to Route 28 NB		425	425	0	0%	31	13.4	100%
Ramps	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 Route 267 EB to Centreville Road		765 365	790 361	25 -4	3% -1%	30 54	26.0 3.3	103% 99%
	Innovation Ave to Centreville Road		145	142	-3	-2%	40	3.5	98%
Route 267 /	Route 267 and Innovation Ave (Combined) to Centreville Road		510	500	-10	-2%	40	4.1	98%
Centreville Road	Centreville Road to Route 267 EB Route 267 WB to Centreville Road		1,210	1,150	-60 -85	-5% -8%	39 41	29.0	95%
Road Interchange	Centreville Road to Route 267 WB and Innovation Ave (Combined)		1,120	1,035	-85	-6%	37	16.5	92%
Ramps	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 3.2	94%
	Centreville Road to DIAAH WB		160	145	-15	-10%	46		90%
}	Route 267 EB to Dulles Airport Route 267 WB to Dulles Airport		110	111	1	0%	49	2.2	100%
ŀ	DIAAH WB to Rudder Road		1,715	1,688	-27	-2%	34	24.8	98%
ļ	Ramps from Route 267 EB/Route 28 to Rudder Road		415	393	-22	-5%	39	9.8	95%
/arious Dulles	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	642	-8	-1%	39	8.1	99%
Airport /	DIAAH EB (Outer Lanes) to Rudder Road Dulles Airport to Route 267 WB		745 715	730 705	-15 -10	-2% -1%	24 32	29.9	98% 99%
DIAAH Ramps	Aviation Blvd to Route 267 WB Aviation Blvd to Route 267 EB		1.350	1,268	-10	-1%	13	104.0	94%
	Route 267 EB to DIAAH EB (west)		1,010	985	-25	-2%	42	23.3	98%
ŀ			470	436	-34	-7%	44	9.8	93%
	Route 267 EB to DIAAH EB (east) DIAAH EB to Route 267 EB (west)		585	430	0.4	-1 /0	44	3.0	3376









#	Intersection	Approach	Movement	Balance (vr		VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Average (sec	e Delay 'veh)	Average Len (fe	gth	Max Quet	
		NB	U LT TH RT	0 20 260 365	645	20 258 369	647	0 0 -2 4	2	- 0% -1% 1%	0%	74.8 41.8 24.0	32.7	8 46 56	56	76 323 374	374
1	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 505 40 200	745	0 503 41 202	746	0 -2 1 2	1	- 0% 3% 1%	0%	64.2 24.8 7.3	46.6	- 111 4 7	111	368 53 140	368
ľ	Pacific Boulevard	ЕВ	U LT TH RT	0 125 590 60	775	0 139 645 66	850	0 14 55 6	75	11% 9% 10%	10%	113.1 64.9 59.8	72.4	159 196 172	196	1,219 1,234 1,275	1,275
		WB	U LT TH RT section	0 100 675 355	1,130	0 84 538 278	900	0 -16 -137 -77	-230	-16% -20% -22%	-20%	71.3 49.2 7.0	38.2	36 93 10	93	180 383 184	383
		NB	U LT TH RT	0 0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 85 0 110	195	0 80 0 109	189	0 -5 0 -1	-6	-6% -1%	-3%	36.4 - 3.3	17.3	- 13 - 0	13	- 78 - 0	78
2	Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 695 0	695	0 0 733 0	733	0 0 38 0	38	- - 5% -	5%	- - 4.5 -	4.5	6	6	170	170
		WB	U LT TH RT section	0 0 1,020	1,020	0 0 793 0	793 715	0 0 -227 0	-227 95	-22%	-22%	- - 12.5 - 9	12.5	- - 6	6	- 129	129
		NB	U LT TH RT	0 0 0 0 545	545	0 0 0 518	518	0 0 0 -27	-27	-5%	-5%	- - - 48.9	48.9	- - - 0	0	- - - 32	32
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
3	Route 28 NB Ramps	ЕВ	U LT TH RT	0 15 765 0	780	0 14 799 0	813	0 -1 34 0	33	-7% 4%	4%	40.8 1.9	2.6	3 0	3	49 21	49
		WB	LT TH RT	0 0 915 410	1,325	0 0 898 410	1,308	0 0 -17 0	-17	- -2% 0%	-1%	9.8	8.3	- - 36 3	36	193 172	193
L		Inters	ection	2,6	550		39	-1	1	0	%	14	.5				1
		NB	LT TH RT	0 285 45 410	740	0 277 45 416	738	0 -8 0 6	-2	-3% 0% 1%	0%	73.0 73.0 30.3	48.9	165 11 80	165	877 125 654	877
4	Route 846 (Sterling Boulevard) and	SB	U LT TH RT U	0 20 20 90 5	130	0 20 20 89 5	129	0 0 0 -1 0	-1	0% 0% -1% 0%	-1%	54.8 0.1 7.2 23.1	13.5	6 0 4 3	6	69 0 98 61	98
	Shaw Road	ЕВ	LT TH RT	45 1,160 100 0	1,310	41 1,174 101 0	1,321	-4 14 1 0	11	-9% 1% 1%	1%	19.4 28.1 6.2	26.1	3 132 1	132	61 628 71	628
		WB	LT TH RT	185 940 10	1,135	185 937 10	1,132 320	0 -3 0	-3	0% 0% 0%	0%	25.5 21.9 16.8	22.5	37 71 83	83	425 467 499	499
П			U	0		0		0		- 1		- 1		-			
		NB	LT TH RT	520 70 285 5	875	502 66 288 4	856	-18 -4 3	-19	-3% -6% 1% -20%	-2%	99.2 100.0 21.1 307.0	73.0	265 265 75 747	265	782 782 768	782
5	Route 606 (Old Ox Road) and Pacific	SB	LT TH RT	410 65 235 0	715	394 61 223	682	-16 -4 -12 0	-33	-4% -6% -5%	-5%	322.8 326.2 200.5	283.0	747 747 748	748	1,216 1,216 1,216 1,248	1,248
	Boulevard	ЕВ	LT TH RT U	220 1,750 260 5	2,230	182 1,535 224 4	1,941	-38 -215 -36 -1	-289	-17% -12% -14% -20%	-13%	294.2 182.8 157.9 195.5	190.4	2,063 2,052 220 51	2,063	2,565 2,566 399 350	2,566
		WB	LT TH RT section	120 1,795 285 6,0	2,205	107 1,517 244 5,3	1,872 351	-13 -278 -41	-333 74	-11% -15% -14%	-15% I%	175.2 117.7 97.0	118.5 8.2	51 841 102	841	350 350 1,541 687	1,541
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#	Intersection	Approach	Movement	Balance (vp		VIS Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/		Average Queue Length (feet)		Max Queu (fe	
		NB	U LT TH RT	610	610	0 555 0 0	555	0 -55 0	-55	-9%	-9%	83.5	83.5	131	131	506	506
	Route 606 (Old Ox	SB	U LT TH RT	790	790	0 787 0 0	787	0 -3 0	-3	- 0% -	0%	- 75.1 -	75.1	- 194 -	194	639	639
14	Road) and Route 28 SPUI	ЕВ	U LT TH RT	415 1,030	1,445	0 376 938 0	1,314	-39 -92 0	-131	-9% -9%	-9%	140.6 33.0	63.8	191 66	191	642 351	642
		WB	U LT TH RT	255 1,440	1,695	0 201 1,190 0	1,391	-54 -250 0	-304	-21% -17%	-18%	53.0	58.0	- 60 99	99	233 563	563
		Inters	ection	4,5	40	4,0	47	-4	93	-11	1%	66	.7				
	Route 606 (Old Ox	NB	U LT RT2 RT	90	90	0 0 81 0	81	0 0 -9	-9	-10%	-10%	21.9	21.9	5	5	79	79
6	Road) and Route 28 Northbound Ramps	EB	U LT TH	1,820	1,820	0 0 1,730	1,730	0 0 -90	-90	-5%	-5%	- 4.2	4.2	- 13	13	374	374
		Intere	TH2 ection	1,9	10	0 1,8	11	0	99		5%		^	-		-	
		NB	U LT TH	0 220 110	480	0 217 110	472	0 -3 0	-8	-1% 0%	-2%	- 133.7 92.2	89.6	121 121	162	351 351	401
		SB	RT U LT TH	150 0 10 35	65	145 0 9 37	64	-5 0 -1 2	-1	-3% -10% 6%	-2%	21.5	71.0	162 - 20 20	20	401 - 80 80	80
7	Route 606 (Old Ox Road) and Shaw Road	EB	RT U LT	20 15 115	2,030	18 14 108	1,925	-2 -1 -7	-105	-10% -7% -6%	-5%	6.2 115.2 93.6	17.3	20 45 45	48	80 167 167	540
			TH RT U LT	1,700 200 10 160	2.515	1,611 192 6 121		-89 -8 -4 -39	-594	-5% -4% -40% -24%	-24%	12.6 6.8 327.9 326.8	204.5	48 3 2,358 2,358	2.359	540 101 2,673 2,673	2.673
		WB Inters	TH RT ection	2,315 30 5,0		1,770 24 4,3	1,921	-545 -6 -7	-594 32	-24% -20%	-24% 4%	196.5 149.5 10	204.5 7.7	2,359 0	2,359	2,673 18	2,673
		NB	U LT TH RT	0 55 120 360	535	0 51 113 364	528	-4 -7 4	-7	-7% -6% 1%	-1%	77.6 92.6 3.6	29.8	49 49 4	49	161 161 81	161
8	Sunrise Valley Drive and Frying	SB	U LT TH RT	0 95 155 500	750	0 102 149 500	751	0 7 -6 0	1	7% -4% 0%	0%	71.0 78.7 17.6	36.9	78 78 78	78	395 395 244	395
٥	Pan Road	ЕВ	U LT TH RT	5 270 815 65	1,155	6 269 793 66	1,134	1 -1 -22 1	-21	20% 0% -3% 2%	-2%	55.0 42.3 35.4 4.6	35.3	57 57 97 0	97	468 468 522 0	522
		WB	U LT TH RT	0 415 850 90	1,355	0 359 765 84	1,208	0 -56 -85 -6	-147 74	-13% -10% -7%	-11%	235.6 227.8 146.8	224.5	1,099 1,099 0	1,099	1,573 1,573 0	1,573
Н		inters	ection LT	540	3 3	512	41	-28	/ 4	-5%	70	65.6		250		548	
		NB	TH RT LT	1,375 0 0	1,915	1,309 0	1,821	-66 0	-94	-5%	-5%	8.0	24.2	34	250	516	548
	Centreville Road	SB	TH RT RT2	1,580 615 85	2,280	1,410 555 76	2,041	-170 -60 -9	-239	-11% -10% -11%	-10%	96.8 92.2 109.3	96.0	579 329 485	579	1,019 1,062 1,019	1,062
9	and Dulles Toll Road WB Ramps	ЕВ	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	- - -	-	-	-	- - -	-	- - -	-
		WB	U LT TH RT	0 495 55 565	1,115	0 457 52 520	1,029	-38 -3 -45	-86	-8% -5% -8%	-8%	- 86.6 89.8 26.9	56.6	109 109 53	109	- 442 442 365	442
		Inters	ection	5,3	10	4,8	91	-4	19		3%	61	.0	33		505	

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#	Intersection	Approach	Movement	Balance (vp		VIS Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/		Average Len (fe	gth	Max Quei	
		NB	U LT TH RT	0 75 1,675 905	2,655	0 68 1,518 823	2,409	0 -7 -157 -82	-246	-9% -9% -9%	-9%	139.7 144.0 151.3	146.4	25 1,413 1,504	1,504	161 2,074 2,117	2,117
	Centreville Road	SB	U LT TH RT	0 250 1,825 0	2,075	0 235 1,692 0	1,927	0 -15 -133 0	-148	-6% -7%	-7%	53.9 5.5	11.4	82 20	82	459 456	459
10	and Dulles Toll Road EB Ramps	ЕВ	U LT TH RT U	0 240 60 210 0	510	0 245 59 206 0	510	0 5 -1 -4 0	0	2% -2% -2%	0%	65.9 66.3 8.0	42.5	64 64 6	64	234 234 137	234
		WB	LT TH RT ection	0 0 0 0 5.2	0	0 0 0	346	0 0 0	0	- - -	-	-	-	- - -	-	-	-
		NB	U LT TH RT	0 0 0 0	0	0 0 0 0	0	0 0 0	0	-	-	-	-	-	-	-	-
	Frying Pan Road	SB	U LT TH RT	0 95 0 1,000	1,095	0 85 0 955	1,040	0 -10 0 -45	-55	-11% -5%	-5%	84.3 - 61.7	63.6	332 - 356	356	1,012 1,062	1,062
11	and River Birch Road	ЕВ	U LT TH RT U	0 750 1,060 0	1,810	0 753 1,049 0	1,802	0 3 -11 0	-8	0% -1%	0%	16.3 6.7	10.7	40 18 -	40	328 277	328
		WB	LT TH RT ection	0 1,320 90 4.3	1,410	0 1,241 77	1,318	-79 -13	-92 55	-6% -14%	-7% %	144.0 111.5	142.1	620 635	635	1,066 1,108	1,108
		NB	U LT TH RT	0 0 0 292	292	0 0 0 296	296	0 0 0 4	4	- - - 1%	1%	- - - 40.9	40.9	- - - 31	31	- - 242	242
	Frying Pan Road and Route 28 Northbound Off- Ramp	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	- - -	-	-	-	- - -	-	- - - -	-
12		ЕВ	U LT TH RT	0 0 1,105 0	1,105	0 0 1,094 0	1,094	0 0 -11 0	-11	- - -1%	-1%	47.3	47.3	- - 89 -	89	499	499
		WB	U LT TH RT ection	0 0 1,225 0	1,225	0 0 1,157 0	1,157	0 0 -68 0	-68 75	-6%	-6%	39.8	39.8	- 191 -	191	685	685
		NB	U LT TH RT	0 290 825 1,030	2,145	0 176 503 632	1,311	0 -114 -322 -398	-834	-39% -39% -39%	-39%	61.8 58.1 54.1	56.6	9 13 0	13	167 173 0	173
	Innovation Avenue and Route 28	SB	U LT TH RT	0 0 475 0	475	0 0 474 0	474	0 0 -1 0	-1	- 0% -	0%	8.0	8.0	- - 9 -	9	- - 116	116
21	Southbound / Route 267 Westbound Ramps	ЕВ	U LT TH RT U	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	- - -	-	-		-	-	-	-
		WB	LT TH RT ection	720 10 0 3,3	730 50	711 12 0	723 508	-9 2 0 -8	-7 42	-1% 20% -	-1% 5%	19.0 20.4 -	19.0 5.6	39 39 -	39	216 216	216
		NB	U LT TH RT	0 710 20 5	735	0 425 12 3	440	0 -285 -8 -2	-295	-40% -40% -40%	-40%	365.7 594.9 558.5	373.2	533 533 573	573	578 578 618	618
13	Innovation Avenue	SB	U LT TH RT U	0 5 10 610 0	625	0 2 3 256 0	261	-3 -7 -354 0	-364	-60% -70% -58%	-58%	231.8 528.0 578.7	575.4	504 504 549	549	542 542 587	587
13	and Shaw Road	ЕВ	LT TH RT U	580 1,145 360 0	2,085	532 1,112 346 0	1,990	-48 -33 -14	-95	-8% -3% -4%	-5%	95.5 54.1 27.9	60.6	441 441 0	441	1,533 1,533 0	1,533
		WB	LT TH RT ection	5 1,950 10 5,4	1,965 10	3 1,233 6	1,242 933	-2 -717 -4	-723 477	-40% -37% -40%	-37% 7%	470.1 432.6 425.4 24	432.6 7.2	2,445 2,445 2,508	2,508	2,642 2,642 2,705	2,705

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Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Route 28 NB Ramps Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846 (Sterling Bollevard) and Shaw Route 846	2045 No-Build							
Route 846 (Sterling Boulevard) and Pacific EB 72.4 E WB 38.2 D								
Route 846 (Sterling Boulevard) and Pacific EB 72.4 E 66.0	i Intersection Delay	Intersection LOS						
1 Boulevard) and Pacific Boulevard Boulevard								
Boulevard EB 72.4 E 66.4 E 63.4 E 73.4 E 73.5 E 73.5 E 74.5 E 74.	48.0	D						
Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	40.0							
2 Boulevard) and Route 28 SB Off-Ramp Route 846 (Sterling B EB 4.5 A A B 5.6								
2 Boulevard) and Rotte 28 S Off-Ramp Boulevard) and Rotte 28 S Off-Ramp Route 846 (Sterling) Boulevard) and Rotte 28 NB Ramps Boulevard) and Rotte 28 NB Ramps Boulevard) and Shaw EB 2.5 A Route 846 (Sterling) SB 3.3 B 3.5 B 3.6 C WB 2.2 A 3.8 A A C 2.2 A 3.8 A C 3.8 B 4. C								
Barrier Barr	10.6	В						
Route 846 (Sterling SB 49.9 D SB - - - -	10.0							
Route 846 (Sterling SB								
3 Boulevard) and Route 28 NB Ramps								
28 NB Ramps	17.4	В						
Route 846 (Sterling Boulevard) and Shaw Beat Beat State Sterling Boulevard) and Shaw Beat Beat State S								
Route 666 (Cld Ox Road) and Shaw EB 20.1 C 23.5 B 23.5 C C 23.2 C C 23.2 C C C C C C C C C								
4 Boulevard) and Shaw Road Road Pacific Boulevard and Shaw Road Road Road Road Road Road Road Road	_							
Route 606 (Old Ox Road) and Pacific Boulevard Route 606 (Old Ox Road) and Route 28 Route 6	29.7	С						
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Route 606 (Old Ox Road) and Route 28 Northbound Ramps Route 606 (
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Northbound Ramps		-						
7 Route 606 (Old Ox SB 71.0 E 107.7 F 60.1 E 142.5 D Road) and Shaw Road EB 17.3 B 107.7 F 44.5 D								
Route 606 (Old Ox Road) and Shaw Road								
7 Road) and Shaw Road EB 17.3 B 107.7 F 49.5 D	_							
	154.5	F						
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8 and Frying Pan Road EB 35.3 D 98.0 F 33.3 C	61.3	E						
WB 224.5 F 93.9 F								
NB 24.2 C 42.0 D								
Centreville Road and Sp. 08.0 E	00.5	F						
9 Dulles Toll Road WB Ramps EB 61.0 E	86.5							
WB 56.6 E 108.7 F								
NB 146.4 F 104.1 F								
Centreville Road and SB	75.2	E						
Ramps EB 42.5 D 171.9 F								
WB								
NB								
11 Frying Pan Road and River Birch Road EB 10.7 B 65.5 E 78.8 E	61.8	E						
WB 142.1 F 107.0 F NB 40.9 D 33.5 C								
Frying Pan Road and SR								
12 Route 28 Northbound FD 43.1	23.8	С						
Off-Ramp WB 39.8 D								
NB 373.2 F 271.2 F								
Innovation Avenue and SB 575.4 F 243.6 F	189.7	F						
Shaw Road EB 60.6 E 97.3 F	189.7	, T						
WB 432.6 F 263.3 F								
Innovation Avenue and NB 56.6 E								
Route 28 Southbound / SB 8.0 A 36.6 D								
Route 267 Westbound EB								
Ramps WB 19.0 B								

2045 BUILD ALTERNATIVE 3 (OPTION B) TRAFFIC OPERATIONS RESULTS





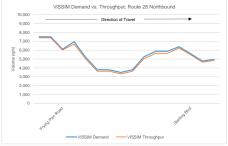
Freeway Segment and Ramp MOEs

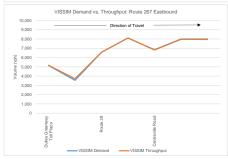
AM Peak Hour (8:00 AM - 9:00 AM)

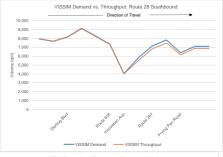
Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference (vph)	Difference (%)	Average Speed	Average Density
	Mainline south of Frying Pan Road	Basic	(vph) 7,505	7,396	-109	-1%	(mph) 33	(vpmpl) 57.6
	Mainline south of Frying Pan Road	Diverge	7,505	7,388	-117	-2%	36	45.5
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,105	6,010	-95	-2%	55	27.4
	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
	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
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	3,790	3,620	-170	-4%	56	21.4
Northbound	Between off-ramp to C-D Road and off-ramp to Route 267 WB Between off-ramp to Route 267 WB and on-ramp from C-D Road	Diverge Basic	3,790 3,485	3,623 3,319	-167 -166	-4% -5%	56 57	20.9 19.2
Route 28	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,780	3,611	-169	-4%	56	18.6
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB	Merge	5,250	5,041	-209	-4%	56	20.7
	(Combined) Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB	Merge Basic	5,875 5.875	5,643	-232 -233	-4% -4%	56	20.7
	(Combined) Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to			-,-			56	25.1
	Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Weave Diverge	6,390 5.600	6,236 5,475	-154 -125	-2%	51 55	24.5
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,765	4,647	-118	-2%	57	20.2
	Mainline north of Sterling Blvd	Basic	4,960	4,832	-128	-3%	57	17.0
	Mainline north of Sterling Blvd Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic Basic	7,960 7,690	7,927 7,663	-33 -27	0% 0%	46 43	38.5 48.4
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	8,165	8,131	-34	0%		
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB	Weave	9,145	9,100	-45	0%	39	50.3
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to	Diverge	8,270	8,215	-55	-1%	36	52.2
	Innovation Avenue Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	7,355	7,316	-39	-1%	33	54.9 66.5
Southbound Route 28	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp fron Innovation Ave / Route 606 EB and WB (Combined)	Basic	4,025	4,014	-11	0%	56	23.4
	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
	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
	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
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,385	6,151	-234	-4%	55	27.6
	Mainline south of Frying Pan Road	Merge	7,100	6,882	-218	-3%	51	28.4
	Mainline south of Frying Pan Road	Basic	7,100	6,887	-213	-3%	54	32.0
	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
	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
	Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic Weave	6,570 2,785	6,581 2,764	-21	0% -1%	15 46	109.2 14.9
	Mainline leaving Dulles Airport near Rudder Road Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB	Diverge	2,640	2,623	-17	-1%		22.1
Eastbound	(west) Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1,344	9	1%	40 44	14.9
Route 267	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,898	-32	-2%	43	14.8
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east) Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge Diverge	1,260 705	1,209 700	-51 -5	-4% -1%	43 44	13.9 5.3
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	305	313	8	3%	55	2.8
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Merge	1,540	1,533	-7	0%	56	8.6
	Airport/DIAAH and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from Centreville Road	Weave	8,110 6,850	8,116 6.817	-33	0%	14 14	93.4 99.5
	Mainline east of Centreville Road	Merge	8,005	7,966	-39	0%	12	111.6
	Mainline east of Centreville Road	Basic Diverge	8,005	7,948 4,222	-57	-1% -1%	24 57	66.3 18.4
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge Basic	4,280 4,280	4,222	-58 -9	-1% 0%	57	18.4
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,280	4,247	-33	-1%	54	18.6
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	2,955	2,939	-16	-1%	57	12.8
Westbound Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge Diverge	3,120 3,120	3,086 3,098	-35 -22	-1% -1%	57 24	10.7 25.8
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	1,030	1,006	-24	-2%	56	4.5
1	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	1,030	1,006	-24	-2%	57	5.8
1	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza Mainline west of Dulles Greenway Toll Plaza	Basic Basic	645 1.060	629 1.030	-16 -30	-2% -3%	58 67	5.0 5.1
	Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0
Eastbound	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
DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,242	17	1%	55	15.6
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,255	30	1%	56	20.1
	Mainline east of on-ramp from Route 267 WB Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Basic Merge	1,205 1,205	1,209	4	0%	58 57	10.4
Westbound	Route 267 WB to Dulles Airport 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
DIAAH	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
	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
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,237	-73	-3%	43	10.3

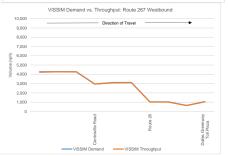
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Princip Pair Business Busin	Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Record Program Progr	Frying Pan			1,400	1,381			29	47.3	
Repair Principle in Coat (19th In Date 28 St. 175 178 17									54.5	
Rough 21 NS to Check Apport Rough 21 NS to Check Apport Rough 21 NS to Check Apport Rough 21 NS to Check 26 NS Rough 21 NS to Check 27 NS Rough 22 NS		Frying Pan Road WB to Route 28 SB		715	730	15		18		
Road 28 N N R Road 28 N R Road 28 N R Road 28 N R R R R R R Z Y R R R R R R Z Y R R R R										
Page 27 19 19 19 19 19 19 19 1										
Rough St 10 CD Road Road St 10 CD Road Road St 10 CD								00		
Route 267 EB (Loung Dulles Approx 18 (Loung Dulles A										
Amont and off errors in Rouze 2188 7,000 7				400		4	1%	25	16.1	101%
Rough 2 No. C. Note Sign uses Note 2 No. 1. 200 224 4 4 70 5 33 5 5 100 10		Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles		1,800	1,760	-40	-2%	40	24.0	000/
Route 287 Route 287 Register Registe							0%			
Rough Roug										
Proceedings Process	D 007			305	302	-3	-1%			
Ramps Robe 27 Will in November Amens Robe 27 Will in Robe 100 R Robe 27 Will in Robe 100 R Robe 27 Will in Robe 100 R Robe 27 Will in Robe 28 SB Robe 27 Wil		Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		2.090	2.061	-29	-1%			
Rouge 207 MB DRUGE 0064 396 1										
Rouge 207 Miles Richard 2018 1,470 1,433 377 276 30 172 99% 175 99%	-	Route 267 WB to Illinovation Avenue Route 267 WB to Route 606								
Rouze 25F EB (Chilled Creamway) to Route 25 88 975 994 9 11% 36 273 Rouze 25F ER (Will Be Route 25 88 365 375 10 3-50 22 150 Rouze 25F R (Will Be Route 25 88 365 375 10 3-50 22 150 Rouze 25F R (Will Be Route 25 88 365 375 3 0 0 0 0 0 Rouze 25F R (Will Be Route 25 88 365 375 3 0 0 0 0 0 0 0 0 Rouze 25F R (Will Be Route 25 88 365 3 0 0 0 0 0 0 0 0 0										
Route 27 E-9 N/19 to Route 28 SE (Combined) 1,300 1,307 -3 01/4 24 85.2		Route 267 EB (Dulles Greenway) to Route 28 SB				9				
Rotate 28 Site Robust 600 * Innovation Avenue to Dullark Apport Roda 287 3,895 3,999 -199 -9% 12 100.4 Rotate 28 Site Robust 606 * Innovation Avenue to Dullar Apport 600 -270 -270 -475 -270 -475 -270 -475 -270 -475 -475 -270 -475 -								23	15.9	97%
Roule 29 88 - Route 206 - Information Annean to Diller August 1				1,360	1,357	-3	0%	24	55.2	100%
Roule 29 88 - Route 206 - Information Annean to Diller August 1		Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267		3,895	3,696	-199	-5%	12	105.4	Q5%
Route 28 B - Route 208 in innovation in monitor Name 19 Route 28 B 670 673 3 3 0 5 28 28 100%		Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	838	-32	-4%			
Route 20T EB (Bearing Dulles Apropril to Route 20T B Route 20 NB CO- Deat to Route 60B Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Deat to Route 20 NB Route 20 NB CO- Death 20 NB										
Route 28 NB CO Placed to Route 508				670	673	3	0%	26		100%
Route 28 NB Content of Reput Route 28 NB Route 28		Route 28 NB C-D Road to Innovation Ave EB								
No. 100 1,000		Route 28 NB C-D Road to Route 606				-		44	14.5	99%
Route 20 No. Fixual 22 N W El Combined to Promotion Ave EB				1,095	1,091	-4	0%	42	23.7	100%
Avenue Interchange Innocetion Ave Will Sign Invasion Ave Interchange Innocetion Ave Will be Route 207 EB (Dulles Almort)		Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB								
Interchange Introcation Ass Will be Roate 207 WB 50 46 4 4 8% 55 56 60				625		-22	-3%	35	17.1	
Ramps										
Note 25 B to 15 Route 606 E 10 Route 28 B 1,775 1,446 -3.29 -19% 38 13.4 99% Route 506 B to United Amort Route 27E B (Combined) 3,353 3,329 2.0 1.0 99% 32 0.0 77%		Innovation Ave WB to Route 267 EB / Dulles Airport		220	203		-8%	31	6.6	92%
Route 28 Sts to Dulles Apport Route 287 EB (Combined) 3,300 3,292 -38 -1% 20 86.7 99%										
Route 606 to Dulles Alpront (Roune 267 EB (Combined) 346 242 -103 30% 32 30 70%									86.7	
Route 28 NB to Route 605 (E8 and WB Combined)		Route 606 to Dulles Airport / Route 267 EB (Combined)						32	9.0	70%
Route 28 NB to Route 606 EB (staying on Route 606 EB)									85.1	
Route 28 NB to Route 606 EB (staying on Route 606 EB) Route 28 NB to Route 606 EB (19 NB) Route 28 NB to Route 606 EB (19 NB) Route 28 NB to Route 606 EB (19 NB) Route 506 Eb (Route 28 NB) Rout										
Route 606 EB I NR JULY 20 NB		Route 28 NB to Route 606 EB (staying on Route 606 EB)		170	173		2%		6.1	102%
Route 66 EB 10 Route 28 NB									8.0	
Route 606 Route 606 WP to Route 28 NB 575 569 -6 -1% 31 18.4 99%							-43%		51.8	
Cold Ox Road Route 606 EB / WB (Combined) to Route 28 NB 665 620 -45 -7% 46 9.3 93%	Doubs 606 /						-1%			
Ramps Route 28 Bt o Route 90 Bt D Route										
Route 208 Bto Route 608 EB 570 560 -10 -2% 9 31.2 98% Route 608 EB to Route 28 SB 370 332 12 3% 22 12.3 103% Route 608 EB to Route 28 SB 975 580 -395 -41% 29 19.9 59% Route 608 EB to Route 28 SB 975 580 -395 -41% 29 19.9 59% Route 608 EB / WB (Combined) to Route 28 SB 975 580 -395 -41% 29 31 15.1 Route 608 EB / WB (Combined) to Route 28 SB 1,000 718 -282 -28% 41 17.6 77% Route 208 EBWB (Combined) to Route 28 SB 1,000 718 -282 -28% 41 17.6 72% Route 208 EBWB (Combined) to Route 28 SB 1,000 718 -282 -28% 41 17.6 72% Route 28 Bto Staffing Bbet WB 780 7785 -5 -11% -30 -26.3 95% Route 28 Bto Staffing Bbet WB 838 65.4 -11 -11% 20 41.0 959% Ramps Ramps Staffing Bbet WB 1000				875						
Route 606 EB / MS (Combined) to Route 28 B and Route 267 EB / Dulles Airport Route 606 EB / MS (Combined) to Route 28 TEB / Dulles Airport Route 606 EB / MS (Combined) to Route 28 TEB / Dulles Airport Route 606 EB / MS (Combined) to Route 28 SE	Ramps	Route 28 SB to Route 606 EB					-2%	9	31.2	
Route 006 EB / WB (Combined) to Route 26 EB / Dullies Altrort 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 90 70%							-41%	29	19.9	 59%
Route 606 EBW (Combined) to Route 28 EB 1,000 718 -282 -28% 41 17.5 72%				1,345	936	-409	-30%	31	15.1	70%
Route 28 No to Sterring Blwd EB 790 785 5 -11% 30 26.3		Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport								
Route 28 NB to Sterling Blvd Plant Route 28 NB to Route 28 NB 195 197 2 11% 32 6.1 101%										
Sterling Bird to Route 28 NB 195 197 2 11% 32 6.1 1011%	Ctarling Div.								41.0	99%
Ramps Route 28 St to Sterring Blwd W8 to Route 28 St 980 982 2 0% 29 33.0 100% Sterring Blwd Eb to Route 28 St 980 982 2 0% 29 33.0 100% Route 28 T 1 1 2 1 2 1 2 2 1 3 3 1 1 1 1 1 1 1 1 1		Sterling Blvd to Route 28 NB							6.1	
Sellering Blood Live Sur Not Country Sur Not		Route 28 SB to Sterling Blvd								
Route 267 EB to Centreville Road 1,280 1,279 19 2% 38 165 102%										
Centreville Road to Route 267 EB							2%	38		
Centreville	Route 267 /	Route 267 and Innovation Ave (Combined) to Centreville Road								
Road Inter-change Ramps Centreville Road in Route 267 WB and Innovation Ave (Combined) 295 289 -6 2.2% 44 3.3 98% 130 128 3.3 2.2% 42 3.0 98% 130 128 3.3 2.2% 42 3.0 98% 130 128 3.3 2.2% 42 3.0 128 3.0 2.4 128	Centreville									
Ramps Centreville Road to Innovation Ave 130 128 -3 -2% 42 30 98%		Centreville Road to Route 267 WB and Innovation Ave (Combined)		295	289	-6	-2%			98%
Ceminster Robot to Outset 201 VPS							-2%			
Route 267 EB to Dulles Airport 530 643 13 2% 48 13.5										
Route 267 WB to Dulles Airport 150										
Ramps from Route 267 EB/Route 28 to Rudder Road 850 848 -2 0% 37 219 100%		Route 267 WB to Dulles Airport		150						
Various Dulles Ramps from Route 267 EB/Route 28 to Dulles Airport 1,495 1,473 -22 -1% 39 18.8 99% Airport / DulAH EB (Outer Lanes) to Route 267 EB 145 143 -22 -1% 27 5.2 99% DIAAH Ramps Dilaes Airport to Route 267 EB 65 61 -4 -6% 34 1.8 94% Avaidion Bivd to Route 267 EB 995 595 0 0% 45 13.3 100% Route 267 EB to DIAAH EB (least) 1,305 1,309 4 0% 42 30.5 100% DIAAH EB to Route 267 EB to DIAAH EB (least) 555 561 6 1% 44 12.7 101%		DIAAH WB to Rudder Road		480		-30	-6%	40		
DIAAH EB (Outer Lanes) to Rudder Road	V	Ramps from Route 267 EB/Route 28 to Dulles Airport							18.8	
DIAAH Ramps		DIAAH EB (Outer Lanes) to Rudder Road		145	143	-2	-1%	27	5.2	99%
Awardin Rivid to United 267 E B o DIAAH EB (west) 595 595 U U U% 40 1675 100% Route 267 E B to DIAAH EB (west) 1,305 1,309 4 U% 42 30.5 100% Route 267 E B to DIAAH EB (west) 555 561 6 1% 44 12.7 101% DIAAH EB to Route 267 EB (west) 185		Dulles Airport to Route 267 WB								
Route 267 EB to DIAAH EB (asst) 555 561 6 1% 44 12.7 101% DIAAH EB no Route 267 EB (west) 185							0%			
DIAAH EB to Route 267 EB (west) 185		Route 267 EB to DIAAH EB (east)		555						
		DIAAH EB to Route 267 EB (west) DIAAH EB to Route 267 EB (east)		185 140						









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

#	Intersection	Approach	Movement	Balance (vp		VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Average (sec/	e Delay 'veh)	Average Len (fe	gth	Max Queue Length (feet)	
		NB	U LT TH RT	0 25 45 105	175	0 25 46 103	174	0 0 1 -2	-1	0% 2% -2%	-1%	68.2 54.5 17.1	34.3	9 10 10	10	77 68 113	113
	Route 846 (Sterling	SB	U LT TH RT	0 680 285 80	1,045	0 655 287 82	1,024	0 -25 2 2	-21	-4% 1% 3%	-2%	- 170.6 50.8 12.3	124.3	433 166 3	433	1,038 579 105	1,038
1	Boulevard) and Pacific Boulevard	ЕВ	U LT TH RT	95 945 125	1,165	99 938 129	1,166	0 4 -7 4	1	- 4% -1% 3%	0%	200.4 174.7 172.5	176.6	717 904 942	942	1,121 1,226 1,279	1,279
		WB	U LT TH RT section	0 370 470 560	1,400	0 365 470 549	1,384	0 -5 0 -11	-16	-1% 0% -2%	-1% %	135.0 52.1 17.5	60.2	338 122 107	338	759 635 593	759
		NB	U LT TH RT	0 0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	- -	-	-	-	-
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 20 0 250	270	0 21 0 244	265	0 1 0 -6	-5	5%	-2%	48.3 - 13.2	16.0	- 4 - 0	4	- 53 - 0	53
2	Route 28 SB Off- Ramp	EB	U LT TH RT	0 0 755 0	755	0 0 746 0	746	0 0 -9 0	-9	-1% -1	-1%	3.5	3.5	3	3	- - 170	170
		WB	U LT TH RT ection	0 0 1,155	1,155	0 0 1,152 0	1,152	0 0 -3 0	-3	- - 0% -	0%	3.3	3.3	- - 4	4	160	160
		NB	U LT TH	0 0	790	0 0	785	0 0 0	-5	- - -	-1%	-	13.3	-	1	-	87
	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	SB	RT U LT TH	790 0 0 0	0	785 0 0 0	0	-5 0 0	0	-1% - -	-	13.3 - - -	-	- - -	-	87 - - -	-
3		ЕВ	RT U LT TH	0 10 760	770	0 0 9 763	772	0 0 -1 3	2	-10% 0%	0%	38.6 0.6	1.1	2	2	- 43 0	43
		WB	RT U LT TH RT	0 0 0 795 185	980	0 0 0 803 187	990	0 0 0 8	10	- - 1% 1%	1%	- - 0.9	1.1	- - 2 0	2	- - 148 26	148
		Inters	ection		640	2,5	547		7	176	%	1.0	.8	U		26	
		NB	U LT TH RT	0 65 15 195	275	0 65 15 194	274	0 0 0 -1	-1	0% 0% -1%	0%	65.7 64.6 11.2	27.1	25 5 12	25	- 141 60 149	149
	Route 846 (Sterling	SB	U LT TH RT	0 5 10 10	25	0 4 8 10	22	0 -1 -2 0	-3	-20% -20% 0%	-12%	54.1 0.4 5.8	12.6	1 0 0	1	29 0 62	62
4	Boulevard) and Shaw Road	ЕВ	U LT TH RT	10 65 1,050 425	1,550	11 62 1,046 432	1,551	1 -3 -4 7	1	10% -5% 0% 2%	0%	12.7 15.0 16.1 7.5	13.7	2 2 62 10	62	74 74 555 293	555
		WB	U LT TH RT	0 295 895 25	1,215	0 289 901 26	1,216	0 -6 6 1	1	-2% 1% 4%	0%	15.4 6.7 6.6	8.8	11 17 23	23	206 253 285	285
\vdash		Inters	ection		65		63	_	2	0	%	12	2.9				
		NB	U LT TH RT	0 255 70 295	620	0 257 70 291	618	0 2 0 -4	-2	1% 0% -1%	0%	59.1 60.4 12.4	37.2	77 77 19	77	336 336 317	336
	Route 606 (Old Ox	SB	U LT TH RT	5 260 155 230	650	5 266 158 222	651	0 6 3 -8	1	0% 2% 2% -3%	0%	76.4 71.3 74.1 18.1	53.9	116 116 116 28	116	392 392 392 273	392
5	Road) and Pacific Boulevard	ЕВ	U LT TH RT	0 165 2,555 410	3,130	78 1,248 211	1,537	0 -87 -1,307 -199	-1,593	-53% -51% -49%	-51%	304.7 296.4 255.6	291.2	2,286 2,322 1,989	2,322	2,557 2,558 2,345	2,558
		WB	LT TH RT	10 240 1,345 350	1,945	9 239 1,359 364	1,971	-1 -1 14 14	26	-10% 0% 1% 4%	1%	99.6 105.2 45.0 39.2	51.4	85 85 235 262	262	343 343 908 945	945
_		Inters	ection	6,3	645	4,7	777	-1,	568	-2	5%	12	/.1				

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#	Intersection	Approach	Movement	Balance (vp			SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Average (sec/		Average Len (fe		Max Quei	
			U			0		0		-		-		-		-	
		NB	LT	880	880	877	877	-3	-3	0%	0%	41.2	41.2	122	122	509	509
			TH RT			0	ł	0		-	ł	-		-		-	
			U			0		0		-		-		-		-	
		SB	LT	570	570	561	561	-9	-9	-2%	-2%	66.7	66.7	60	60	311	311
		36	TH		370	0	301	0	-5	-	-2/0	-	00.7	-	00	-	311
L	Route 606 (Old Ox		RT			0		0		-		-		-		-	
14	Road) and Route 28 SPUI		U LT	90		0 51		-39		-43%		72.7		16		74	
	20 0. 0.	EB	TH	2,055	2,145	1,217	1,268	-838	-877	-41%	-41%	38.3	39.7	108	108	540	540
			RT			0		0		-		-		-		-	
			U	070		0	l	0		-	Į.	-		-		-	
		WB	LT TH	370 770	1,140	382 785	1,167	12 15	27	3% 2%	2%	85.5 17.7	39.9	122 35	122	466 293	466
			RT	770		0	ł	0			ł	-		-		-	
		Inters	ection	4,7	35		373	-8	62	-18	8%	44	.0				
			U			0		0		-		-		-		-	
		NB	LT RT2	40	40	0 38	38	-2	-2	-5%	-5%	41.8	41.8	- 8	8	83	83
	Route 606 (Old Ox		RT	40		0	ł	0		-578	1	- 41.0		-		-	
6	Road) and Route 28 Northbound		U			0		0		-		-		-		-	
1	Ramps	EB	LT	0.6	2,625	0	1,776	0	-849	-	-32%	-	6.2	-	25	-	455
			TH TH2	2,625		1,776 0		-849 0		-32%		6.2		25		455	
		Inters	ection	2,6	65		314		51	-3:	2%	6	.9				
П			U	0		0		0				-		-		-	
		NB	LT	75	230	73	222	-2	-8	-3%	-3%	100.0	63.0	47	55	163	203
			TH RT	80 75		75 74	ł	-5 -1		-6% -1%	1	74.0 15.4		47 55		163 203	
			U	0		0		0		-176		- 15.4		-		- 203	
		SB	LT	35	365	35	365	0	0	0%	0%	89.9	55.8	63	63	215	215
		36	TH	230	303	229	303	-1	U	0%	0 /8	73.0	33.6	63	03	215	213
7	Route 606 (Old Ox Road) and Shaw		RT U	100		101 0		0		1%		4.9		4		111	
l '	Road		LT	135		104		-31		-23%		71.0		28		118	
	Road	EB	TH	2,165	2,835	1,518	1,986	-647	-849	-30%	-30%	26.7	28.1	159	163	660	710
			RT	535		364		-171		-32%		22.1		163		710	
			U	10 60		11	ł	3		10%	ł	117.3		94 94		754 754	
		WB	LT TH	1,540	1,690	63 1,545	1,700	5	10	5% 0%	1%	20.3	23.8	123	123	829	829
		late a	RT	80		81	i	1		1%	i	3.1		0		41	
Ш		Inters	ection	5,1	20		192		28	-18	8%	31	.1				
			U LT	0 65		0 58	ł	-7		-11%	ł	67.7		41		159	
		NB	TH	110	495	107	487	-3	-8	-3%	-2%	75.4	29.4	41	41	159	159
			RT	320		322	1	2		1%	1	7.3		11		114	
			U LT	0		0		0		- 00/		- 05.4		32		- 404	
		SB	TH	25 95	325	23 94	303	-2 -1	-22	-8% -1%	-7%	78.4	30.1	32	32	121 121	121
8	Sunrise Valley Drive and Frying		RT U	205		186 0		-19		-9%		1.4		0		0	
	Pan Road	EB	LT	695	1,865	684	1,842	-11	-23	-2%	-1%	61.3	46.4	204	206	763	763
1		28	TH RT	1,090	1,605	1,075	1,642	-15	-23	-1%	-1%	39.5	40.4	206 110	206	759 629	103
			RT U	80 0		83	1	3 0		4%		12.6		110		629	
		WB	LT	345	1,150	336	1,090	-9	-60	-3%	-5%	70.4	42.7	140	140	488	488
			TH RT	680 125	.,.00	624 130	.,555	-56 5	- 00	-8% 4%	0,0	35.7		140 0		488 0	
L		Inters	ection	3,8	35	3,	722	-1	13	-3	3%	4.0	.8	U		U	
П			LT	80	0.075	74	0.400	-6	0.5	-8%	40/	11.0	40.0	2	05	88	504
		NB	TH RT	2,195 0	2,275	2,116 0	2,190	-79 0	-85	-4%	-4%	16.2	16.0	95	95	524	524
			LT	0		0	<u> </u>	0		 		-				-	
		SB	TH	1,025	1,280	1,014	1,228	-11	-52	-1%	-4%	17.5	16.2	42	42	285	285
1		36	RT	195	1,200	151	1,220	-44	-32	-23%	+ /0	8.1	10.2	5	+4	217	200
	Centreville Road		RT2 U	60 0		63	<u> </u>	3		5%		15.6		10		206	
9	and Dulles Toll		LT	0		0	_	0	_	-	1	-		-		-	
	Road WB Ramps	EB	TH	0	0	0	0	0	0	-	1 -	-		-	-	-	-
			RT	0		0		0		-		-		-		-	
1			U LT	0 735		740	1	5		1%	1	78.8		444		2,026	
		WB	TH	65	1,325	68	1,320	3	-5	5%	0%	75.5	59.7	444	444	2,026	2,026
			RT	525		512	1	-13		-2%	1	30.0		355		1,919	
Ш		Inters	ection	4,8	880	4,7	738	-1	42	-3	3%	28	3.3				

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#	Intersection	Approach	Movement	Balance (vp			SIM put (vph)	Differen	ice (vph)	Differe	Difference (%)		erence (%) Average (sec/ve			Average Queue Length (feet)		Max Quet (fe	
		NB	U LT TH RT	0 30 1,700 850	2,580	0 31 1,571 788	2,390	0 1 -129 -62	-190	3% -8% -7%	-7%	92.7 59.9 71.5	64.1	14 423 527	527	99 1,059 1,118	1,118		
	Centreville Road	SB	U LT TH RT	0 255 1,505 0	1,760	0 256 1,504 0	1,760	0 1 -1 0	0	- 0% 0% -	0%	98.5 12.0	24.6	- 181 57 -	181	473 471	473		
10	and Dulles Toll Road EB Ramps	ЕВ	U LT TH RT	0 595 50 615	1,260	0 602 51 637	1,290	0 7 1 22	30	- 1% 2% 4%	2%	201.4 205.0 147.4	174.9	157 157 95	157	563 563 546	563		
		WB	U LT TH RT	0 0 0	0	0 0 0		0 0 0	0	-	-	- - -	-	- - -	-	-	-		
		Inters	ection	5,6	00		140		60	-3	3%	77	'.6						
		NB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	- - -	-	-	-		
	Frying Pan Road	SB	U LT TH RT	0 180 0 745	925	0 179 0 690	869	0 -1 0 -55	-56	-1% -7%	-6%	51.1	28.9	95 - 105	105	529 - 591	591		
11	and River Birch Road	ЕВ	U LT TH RT	0 1,155 1,690 0	2,845	0 1,115 1,667 0	2,782	-40 -23 0	-63	-3% -1%	-2%	20.3	12.2	78 25	78	466 330	466		
		WB	U LT TH RT section	0 0 815 135 4.7	950	0 0 735 137	872	0 0 -80 2	-78 97	-10% 1%	-8%	50.5 48.3	50.2	110 88	110	414 455	455		
\vdash		inters	ection	0 4,7	4 0	0	ردر	0	3 <i>1</i>	-4	70	22							
		NB	LT TH RT	0 0 569	569	0 0 557	557	0 0 -12	-12	-2%	-2%	81.2	81.2	379	379	2,899	2,899		
	Frying Pan Road and Route 28 Northbound Off- Ramp	SB	LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	•	-	•	-	-		
12		ЕВ	U LT TH RT	0 0 1,445 0	1,445	0 0 1,395 0	1,395	0 0 -50	-50	-3%	-3%	54.1	54.1	322	322	1,634	1,634		
		WB	U LT TH RT	0 0 715 0	715	0 0 724 0	724	0 0 9 0	9	- - 1% -	1%	9.5	9.5	18	18	149	149		
		Inters	ection	2,7	29	_	676		53	-2	2%	47	'.7						
		NB	U LT TH RT	0 40 670 995	1,705	0 30 638 931	1,599	-10 -32 -64	-106	-25% -5% -6%	-6%	38.0 38.2 86.8	66.5	640 640 705	705	1,864 1,864 1,940	1,940		
	Innovation Avenue and Route 28	SB	U LT TH RT	0 0 810 0	810	0 0 809 0	809	0 0 -1 0	-1	- - 0% -	0%	11.7	11.7	- - 24 -	24	217	217		
21	Southbound / Route 267 Westbound Ramps	ЕВ	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	-	-	-	- - -		- - -	-		
		WB	U LT TH RT	0 905 10 0	915	0 881 17 0	898	0 -24 7 0	-17	-3% 70%	-2%	26.0 24.6	26.0	65 65	65	313 313	313		
L		Inters	ection	3,4	30	3,3	306	-1	24	-4	1%	42	2.1						
		NB	U LT TH RT	0 365 5 0	370	0 357 4 0	361	-8 -1 0	-9	-2% -20%	-2%	41.4	41.2	49 49 -	49	165 165 -	165		
	Innovation Avenue	SB	U LT TH RT	0 5 10 690	705	0 5 8 634	647	0 0 -2 -56	-58	-0% -20% -8%	-8%	56.9 101.1 87.0	87.0	280 280 323	323	563 563 616	616		
13	and Shaw Road	ЕВ	U LT TH RT	0 460 1,680 605	2,745	0 436 1,668 604	2,708	-24 -12 -1	-37	-5% -1% 0%	-1%	40.7 28.3 13.7	27.0	213 213 0	213	956 956 0	956		
		WB	LT TH RT	0 5 1,275 5	1,285	0 5 1,254 5	1,264	0 0 -21 0	-21	- 0% -2% 0%	-2%	51.8 39.3 23.6	39.3	201 201 112	201	797 797 674	797		
_		inters	ection	5,1	ບວ	4,9	980	-1	25	-2	270	39	0.0						

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

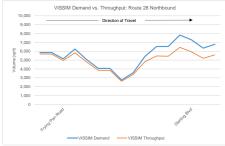
				20	045 Alt 3		2045 No-Build						
	Intersection	Approach	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS			
	Route 846 (Sterling	NB	34.3	С			78.0	Е					
1	Boulevard) and Pacific	SB	124.3	F	112.7	F	380.5	F	188.4	F			
	Boulevard	EB	176.6	F			204.3	F					
		WB	60.2	E			54.6	D					
	Route 846 (Sterling	NB		-				-					
2	Boulevard) and Route	SB	16.0	В	4.9	A	389.6	F	45.2	D			
	28 SB Off-Ramp	EB	3.5	Α			26.5	С					
		WB	3.3	3.3			2.2	2.2					
	Route 846 (Sterling	NB	13.3	В			6.8	Α					
3	Boulevard) and Route	SB EB	1.1	- A	4.8	A	1.1	- A	2.8	A			
	28 NB Ramps	WB	1.1	A			0.9	A					
		NB NB	27.1	C			25.7	C					
	Route 846 (Sterling	SB	12.6	В			14.2	В					
4	Boulevard) and Shaw	EB	13.7	В	12.9	В	15.7	В	14.3	В			
	Road	WB	8.8	A			10.0	A					
		NB	37.2	D			54.9	D					
١	Route 606 (Old Ox	SB	53.9	D			94.6	F					
5	Road) and Pacific Boulevard	EB	291.2	F	127.1	F	174.9	F	107.5	F			
	boulevaru	WB	51.4	D			50.9	D					
		NB	41.2	D				-					
14	Route 606 (Old Ox	SB	66.7	Е	44.0	D							
14	Road) and Route 28 SPUI	EB	39.7	D	44.0	ь	-	-	-				
	0. 0.	WB	39.9	D									
		NB	41.8	D									
6	Route 606 (Old Ox Road) and Route 28	SB		-	6.9	A	-	-					
۰	Northbound Ramps	EB	6.2	Α		~	-	-					
	Northbound Kamps	WB		-				-					
		NB	63.0	Е			67.1	Е					
7	Route 606 (Old Ox	SB	55.8	Е	31.1	С	59.5	Е	33.7	С			
	Road) and Shaw Road	EB	28.1	C			25.6 34.6	0 0					
		WB	23.8	C			0.110	_					
		NB SB	29.4				28.5	С					
8	Sunrise Valley Drive and Frying Pan Road	EB	30.1 46.4	C D	41.8	D	27.7 43.0	C D	39.9	D			
	and Frying Fan Road	WB	46.4	D			43.6	D					
-		NB	16.0	В			29.0	C					
	Centreville Road and	SB	16.0	В			26.6	С					
9	Dulles Toll Road WB	EB	10.2		28.3	С	20.0	-	33.2	С			
	Ramps	WB	59.7	E			46.7	D					
		NB	64.1	E			122.6	F					
	Centreville Road and	SB	24.6	С			25.0	С					
10	Dulles Toll Road EB Ramps	EB	174.9	F	77.6	E	314.9	F	128.4	F			
	капръ	WB		-				-					
		NB		-				-					
11	Frying Pan Road and	SB	28.9	С	22.7	С	142.6	F	48.6	D			
11	River Birch Road	EB	12.2	В	22.1	Ü	18.5	В	40.0	U			
Щ.		WB	50.2	D			35.3	D					
	Endag Dan Bood	NB	81.2	F			56.2	Е					
12	Frying Pan Road and Route 28 Northbound	SB	-	-	47.7	D		-	42.8	D			
	Off-Ramp	EB	54.1	D			31.9	С					
		WB	9.5	A				-					
	l	NB	41.2	D			39.8	D					
13	Innovation Avenue and Shaw Road	SB	87.0	F	39.0	D	19.9	В	42.8	D			
	Snaw Road	EB	27.0	С			61.6	E					
		WB	39.3	D			21.9	С					
	Innovation Avenue and	NB SB	66.5 11.7	E B			-	-					
21	Route 28 Southbound / Route 267 Westbound	EB	11.7		42.1	D		-	-	-			
	Ramps	WB	26.0	C				-					
_		WB	20.0	U									

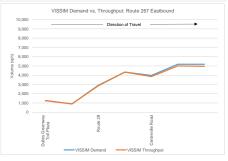
Freeway Segment and Ramp MOEs

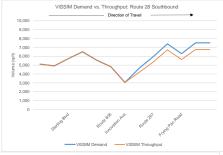
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	5,855	5,692	-163	-3%	47	36.5
	Mainline south of Frying Pan Road	Diverge	5,855	5,678	-177	-3%	45	34.5
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,150	4,960	-190	-4%	44	35.5
	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
	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
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,060	3,850	-210	-5%	56	23.0
Northbound	Between off-ramp to C-D Road and off-ramp to Route 267 WB Between off-ramp to Route 267 WB and on-ramp from C-D Road	Diverge Basic	4,060 2,745	3,842 2.608	-218 -137	-5% -5%	34 37	45.7
Route 28	Between on-ramp from C-D Road and on-ramp from C-D Road Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,575	3,381	-137	-5%	49	33.3 31.3
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,415	4,824	-591	-11%	35	53.2
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB ((Combined) Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB	Merge	6,535	5,462	-1,073	-16%	27	90.9
	(Combined)	Basic	6,535	5,437	-1,098	-17%	28	87.5
	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
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Diverge Basic	7,280 6,355	5,923 5,207	-1,357 -1,148	-19% -18%	22	74.9 74.2
	Mainline north of Sterling Blvd	Basic	6,780	5,590	-1,190	-18%	19	70.3
	Mainline north of Sterling Blvd	Basic	5,110	5,084	-26	-1%	56	18.0
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,915	4,922	7	0%	56	21.6
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB	Basic	5,735	5,734	-1	0%	56	20.3
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to	Weave	6,500	6,525	25	0%	52	22.7
	Innovation Avenue Between off-ramp to Novation Avenue and off-ramp to Route 267 EB / Dulles	Diverge	5,555	5,574	19	0%	55	20.0
Southbound	Airport Between off-ramp to Route 267 EB / Dulles Airport and on-ramp fron Innovation	Diverge	4,825	4,845	20	0%	54	22.4
Route 28	Ave / Route 606 EB and WB (Combined) Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,045	3,050	5	0%	53	16.7
	and on-ramp from Route 267 (Greenway EB / DTR WB) Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp	Basic	4,650	4,185	-465	-10%	57	14.7
	from Route 267 (DIAAH) EB Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan	Merge	5,955	5,354	-601	-10%	56	19.5
	Road	Weave	7,400	6,729	-671	-9%	56	24.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,295	5,636	-659	-10%	30	45.3
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Merge Basic	7,520 7,520	6,774 6,766	-746 -754	-10% -10%	46 53	32.1 31.8
	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
	to Dullies Airport and Notice 28 3B 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
	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
	Mainline leaving Dulles Airport near Rudder Road	Weave	4,145	4,067	-78	-2%	19	67.4
	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
Eastbound Route 267	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Basic Weave	2,390 3,740	2,317 3,484	-73 -256	-3% -7%	12 11	100.6 103.9
Route 207	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	2,295	2,115	-180	-8%	34	34.3
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	1,825	1,706	-119	-6%	30	32.1
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Basic	735 1.420	702 1,475	-33 55	-4% 4%	55 57	6.4 9.4
	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
İ	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	3,970	3,849	-121	-3%	57	13.5
I	Mainline east of Centreville Road Mainline east of Centreville Road	Merge Basic	5,180 5,180	5,003 4,962	-177 -218	-3% -4%	56 57	16.6 17.4
	Mainline east of Centreville Road Mainline east of off-ramp to DIAAH WB	Diverge	7,195	6,597	-218 -598	-8%	41	50.2
I	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,195	6,625	-570	-8%	40	52.2
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,195	6,561	-634	-9%	37	54.0
Westbound	Between off-ramp to Centreville Road and on-ramp from Centreville Road Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Basic Merge	6,075 7,125	5,311 6,211	-764 -914	-13% -13%	36 34	58.5 58.8
Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,125	6,133	-992	-14%	26	67.3
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,830	4,154	-676	-14%	54	18.8
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Diverge Basic	4,830 3,770	4,158 3,242	-672 -528	-14% -14%	54 55	25.7 27.4
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,100	5,391	-709	-12%	64	28.1
	Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	45	5.9
Eastbound DIAAH	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,555	1,523 1,954	-32 -71	-2%	44	14.9
I	Between on-ramp from Route 267 EB (east) and east end of study area Between on-ramp from Route 267 EB (east) and east end of study area	Merge Basic	2,025 2.025	1,954	-/1 -63	-3% -3%	55 56	13.6 17.4
	Mainline east of on-ramp from Route 267 WB	Basic	3,250	3,235	-15	0%	56	28.8
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,250	3,235	-15	0%	55	28.7
Westbound	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
DIAAH	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) Returns of Farms to Rudder Road (Roate) Car Return/Economy Parking)	Basic	3,410	3,316	-94	-3%	56	19.9
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic Basic	1,695 2,345	1,660	-35 -84	-2%	39 43	16.7 10.4
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,261	-84	-4%	43	10.4

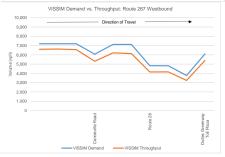
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Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)		% Demand Served
Frying Pan	Route 28 NB to Frying Pan Road EB		705	684	-21	-3%	40	17.0		97%
Road Interchange	Frying Pan Road WB to Route 28 NB		1,095 1,105	915 1,099	-180 -6	-16% -1%	27 29	34.0 38.3		84% 99%
Ramps	Route 28 SB to Frying Pan Road EB Frying Pan Road WB to Route 28 SB		1,105	1,148	-77	-6%	6	101.4		94%
патро	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			2.295	1.897	-398	-17%		00.0		
Interchange Ramps	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		-,	.,			20	65.4		83%
Kallips	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	6.5		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	L	89%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267		2,465	2,391	-74	-3%	44	18.1		97%
	EB (Combined) Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450	429	-21	-5%	26	18.1 16.6	H	95%
	Route 28 SB + Route 606 + Innovation Avenue to Poute 267 EB		2,015	1,961	-54	-3%	45	20.1	H	95%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,368	-77	-5%	24	20.1	-	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		820	728	-92	-11%				
	WB)						42	16.0		89%
Innovation	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		890	822 641	-68 -479	-8%	26	16.9	<u> </u>	92%
Avenue	Innovation Ave WB to Route 28 NB Route 28 SB to Innovation Ave		1,120 730	725	-479 -5	-43% -1%	16 37	113.1	- E	57% 99%
Interchange	Innovation Ave WB to Route 267 WB		300	177	-123	-41%	35	5.0	=	59%
Ramps	Innovation Ave WB to Route 267 EB / Dulles Airport		30	17	-13	-45%	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		1,605 1,780	1,133 1,790	-473 10	-29% 1%	40	14.1	—	71%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined) Route 606 to Dulles Airport / Route 267 EB (Combined)		655	585	-70	-11%	47	19.0	-	101% 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 (staying on Route 606 EB)		120	111	-9	-7%	27	4.1	_	93%
	Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 WB		90 610	80 537	-10 -73	-11% -12%	10	7.7	\vdash	89%
-	Route 28 NB to Route 606 WB		415	379	-73	-12%	25	12.7	- E	88% 91%
Route 606 /	Route 606 WB to Route 28 NB		875	703	-172	-20%	25	34.8		80%
Old Ox Road	Route 606 EB / WB (Combined) to Route 28 NB		1,290	1,082	-208	-16%	24	48.9		84%
Interchange	Route 28 SB to Route 606 (EB and WB Combined)		945	950	5	1%	46	10.0		101%
Ramps	Route 28 SB to Route 606 WB		155	164	9	6%	23	7.5	<u> </u>	106%
	Route 28 SB to Route 606 EB Route 606 WB to Route 28 SB		790 255	786 198	-4 -57	-1% -22%	5 23	6.0	- E	99% 78%
t t	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		1,260	1,129	-131	-10%				
	Airport		,				32	17.5		90%
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		655 605	585 550	-70 -55	-11% -9%	37 42	15.2 13.2		89% 91%
	Route 606 EB/WB (Combined) to Route 28 SB Route 28 NB to Sterling Blvd EB		545	508	-55	-9%	31	13.2	H	93%
Otrollo Br	Route 28 NB to Sterling Blvd WB		925	683	-242	-7%	20	34.8	⊢	74%
Sterling Blvd Interchange	Sterling Blvd to Route 28 NB		425	425	0	0%	31	13.4		100%
Ramps	Route 28 SB to Sterling Blvd		195	189	-6	-3%	47	3.9		97%
Kampa	Sterling Blvd WB to Route 28 SB		820	812	-8	-1%	19	41.5	⊢	99%
	Sterling Blvd EB to Route 28 SB Route 267 EB to Centreville Road		765 510	791 494	26 -16	-3%	30 53	26.0 4.6	⊢	103% 97%
Route 267 /	Centreville Road to Route 267 EB		1,210	1,154	-16 -56	-5%	39	29.1	⊢	97%
Centreville	Route 267 WB to Centreville Road		1,120	1,021	-99	-9%	41	24.6		91%
Road	Centreville Road to Route 267 WB and Innovation Ave (Combined)		1,210	1,127	-83	-7%	36	17.3		93%
Interchange	Centreville Road to Innovation Ave		160	154	-6	-4%	40	3.8		96%
Ramps	Centreville Road to Route 267 WB		1,050	970	-80	-8%	41	32.2	H	92%
	Centreville Road to DIAAH WB Route 267 EB to Dulles Airport		160 110	144 111	-16 1	-10% 0%	46	3.1 2.2	⊢	90%
H	Route 267 EB to Dulles Airport Route 267 WB to Dulles Airport		110	111	1	0%	49	2.2	⊢	100%
t	DIAAH WB to Rudder Road		1,715	1,688	-27	-2%	34	24.9	F	98%
İ	Ramps from Route 267 EB/Route 28 to Rudder Road		415	378	-37	-9%	39	9.4		91%
Various Dulles	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	623	-27	-4%	39	7.8		96%
Airport /	DIAAH EB (Outer Lanes) to Rudder Road		745 715	727	-18 -11	-2% -1%	24	29.6 22.0	H	98%
DIAAH Ramps	Dulles Airport to Route 267 WB Aviation Blvd to Route 267 EB		715 1,350	704 1,254	-11 -96	-1% -7%	32 14	22.0	\vdash	99% 93%
	Route 267 EB to DIAAH EB (west)		1,350	1,254 984	-96 -26	-7%	42	23.2	⊢	93%
t	Route 267 EB to DIAAH EB (east)		470	432	-38	-8%	44	9.7	H	92%
	DIAAH EB to Route 267 EB (west)		585							
	DIAAH EB to Route 267 EB (east)		135							









#	Intersection	Approach	Movement	Balance (vr		VIS: Through		Differen	ce (vph)	Differe	nce (%)	Average (sec/		Average Len (fe	gth	Max Quei (fe	ue Length et)
		NB	U LT TH RT	0 20 260 365	645	0 20 259 369	648	0 0 -1 4	3	0% 0% 1%	0%	70.7 42.4 23.9	32.7	8 47 56	56	76 339 371	371
	Route 846 (Sterling	SB	U LT TH RT	0 505 40 200	745	0 503 41 203	747	0 -2 1 3	2	0% 3% 2%	0%	63.3 25.0 7.3	46.0	110 4 7	110	363 53 128	363
1	Boulevard) and Pacific Boulevard	EB	U LT TH RT	0 125 590 60	775	0 140 645 65	850	0 15 55 5	75	12% 9% 8%	10%	115.9 66.1 60.6	73.9	167 198 177	198	1,310 1,324 1,365	1,365
		WB	U LT TH RT section	0 100 675 355	1,130	0 82 526 274	882	-18 -149 -81	-248 68	-18% -22% -23%	-22%	72.8 49.4 7.1	38.4	37 91 10	91	169 397 159	397
		NB	U LT TH RT	0 0 0 0	0	0 0 0	0	0 0 0	0	-	-		-	-	-	-	-
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 85 0 110	195	0 80 0 109	189	0 -5 0 -1	-6	-6% -1%	-3%	34.6	16.4	- 13 - 0	13	- 78 - 0	78
2	Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 695 0	695	0 0 732 0	732	0 0 37 0	37	- - 5% -	5%	- - 4.5 -	4.5	- - 6	6	- - 168	168
		WB	LT TH RT section	0 0 1,020	1,020	0 0 775 0	775 96	0 0 -245 0	-245	-24%	-24% 1%	5.0	5.0	- - 6 -	6	123	123
		NB	U LT TH RT	0 0 0 0 545	545	0 0 0 0 508	508	0 0 0 -37	-37	-7%	-7%	- - - 48.8	48.8	- - 0	0	- - - 26	26
	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	- - -	-	-	-	-	-	-	-
3		ЕВ	U LT TH RT	0 15 765 0	780	0 14 799 0	813	0 -1 34 0	33	-7% 4%	4%	39.0 1.5	2.1	3 0	3	56 11	56
		WB	U LT TH RT	0 0 915 410	1,325	0 0 898 410	1,308	0 0 -17 0	-17	-2% 0%	-1%	1.5 4.5	2.5	- 3 1	3	- 182 137	182
_		Inters	ection		50	2,6	29	-2	21	-1	1%	11	.3				
		NB	U LT TH RT U	0 285 45 410 0	740	0 277 45 416	738	0 -8 0 6	-2	-3% 0% 1%	0%	64.0 64.0 25.6	42.3	133 11 64	133	814 108 596	814
4	Route 846 (Sterling Boulevard) and	SB	LT TH RT	20 20 90 5	130	0 20 20 89 5	129	0 0 0 -1	-1	0% 0% -1% 0%	-1%	55.3 0.1 6.4 23.4	13.0	6 0 4 3	6	73 0 95 69	95
	Shaw Road	ЕВ	LT TH RT	45 1,160 100 0	1,310	41 1,165 100 0	1,311	-4 5 0	1	-9% 0% 0%	0%	21.2 26.6 5.5	24.8	3 122 1	122	69 621 70	621
		WB	LT TH RT section	185 940 10	1,135	185 937 10	1,132	0 -3 0	-3 5	0% 0% 0%	0% %	23.8 17.0 16.5	18.1	23 56 67	67	407 462 494	494
H			U	0		0	_	0				-		-		-	
		NB	LT TH RT	520 70 285 5	875	502 66 288 4	856	-18 -4 3	-19	-3% -6% 1%	-2%	99.1 97.2 21.7 317.9	72.9	263 263 76 730	263	776 776 767 1.185	776
5	Route 606 (Old Ox Road) and Pacific	SB	LT TH RT	410 65 235 0	715	394 61 222 0	681	-16 -4 -13 0	-34	-4% -6% -6%	-5%	317.7 326.8 193.6	278.0	730 730 730 722	730	1,185 1,185 1,185 1,224	1,224
	Boulevard	ЕВ	LT TH RT	220 1,750 260 5	2,230	184 1,541 224	1,949	-36 -209 -36	-281	-16% -12% -14% -20%	-13%	290.7 179.2 155.3 183.4	187.0	2,042 2,041 436 55	2,042	2,564 2,565 631 274	2,565
		WB	LT TH RT section	120 1,795 285 6,0	2,205	105 1,500 242 5,3	1,851	-15 -295 -43	-354 88	-13% -16% -15%	-16% 1%	179.2 120.2 99.4	120.9	55 913 286	913	274 274 1,483 786	1,483
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#	Intersection	Approach	Movement	Balance (vp			SIM put (vph)	Differen	ice (vph)	Differe	nce (%)		e Delay /veh)	Average Len (fe	gth	Max Queue Lengt (feet)	
			U LT	610		0 535		-75		-12%		- 85.0		124		471	
		NB	TH	010	610	0	535	0	-75	-1270	-12%	-	85.0	- 124	124	-	471
			RT U			0		0		-		-		-		-	
		SB	LT	790	790	786	786	-4	-4	-1%	-1%	73.7	73.7	189	189	637	637
	Route 606 (Old Ox	OB.	TH RT		750	0	700	0		-	-170	-	75.7	-	103	-	007
14	Road) and Route		U			0		0		-		-		-		-	
	28 SPUI	EB	LT TH	415 1,030	1,445	383 945	1,328	-32 -85	-117	-8% -8%	-8%	139.2 33.1	63.7	182 74	182	641 431	641
			RT	1,000		0		0		-		-		-		-	
			U LT	255	4.00=	0 198		-57		-22%	400/	87.3	70.0	- 57		224	
		WB	TH	1,440	1,695	1,174	1,372	-266	-323	-18%	-19%	78.3	79.6	146	146	689	689
		Inters	RT section	4,5	540	0 4,0	021	0 -5	19	-1	1%	- 73	3.9	-		-	
Г			U			0		0		-		-		-		-	
1	Boute 600 (OL) C	NB	LT RT2	90	90	0 80	80	-10	-10	-11%	-11%	17.7	17.7	- 5	5	82	82
1	Route 606 (Old Ox Road) and Route		RT			0		0		-		-		-		-	
6	28 Northbound	EB	U LT		1,820	0	1,736	0	-84	-	-5%	-	4.4	-	12	-	363
	Ramps	EB	TH TH2	1,820	1,020	1,736	1,730	-84 0	-04	-5%	-576	4.4	4.4	12	12	363	303
		Inters	ection	1,9	910		816		94		5%	4	.9	-		-	
			U LT	0 220		219		-1		- 0%		1/12/2		127		395	
		NB	TH	110	480	109	474	-1	-6	-1%	-1%	89.9	93.6	127	167	395	445
			RT U	150 0		146 0		-4 0		-3%		21.8		167		445	
		SB	LT	10	65	9	64	-1	-1	-10%	-2%	105.6	71.0	20	20	80	80
	Route 606 (Old Ox		TH RT	35 20		37 18		-2	1	-10%	- /-	94.0 6.3		20 20		80 80	
7	Road) and Shaw		U	15		14		-1		-7%		118.1		44		156	
	Road	EB	LT TH	115 1,700	2,030	105 1,616	1,928	-10 -84	-102	-9% -5%	-5%	91.8 12.5	17.0	44 49	49	156 525	525
			RT	200		193		-7		-4%		7.2		3		109	
		WB	U LT	10 160	2,515	6 117	1,895	-4 -43	-620	-40% -27%	-25%	350.8	210.8	2,361 2,361	2,361	2,673 2,673	2,674
		WD	TH RT	2,315 30	2,515	1,750 22	1,055	-565 -8	-020	-24% -27%	-23/6	202.7 159.6	210.0	2,361	2,301	2,674 17	2,074
		Inters	ection	5,0	90	4,3	339	-7	51		5%	139.0	0.1	U		17	
			U LT	0 55		0 51		-4		-7%		75.1		- 48		162	
		NB	TH	120	535	113	528	-7	-7	-6%	-1%	90.3	29.1	48	48	162	162
			RT U	360 0		364 0		4 0		1%		3.7		4		81	
		SB	LT TH	95 155	750	100 151	725	5 -4	-25	5% -3%	-3%	71.4 78.6	33.0	73 73	73	327 327	327
8	Sunrise Valley Drive and Frying		RT U	500		474		-26 1		-5%		10.3 36.6		73 13 52		179 531	
۱	Pan Road	EB	LT	270	1,155	267	1,132	-3	-23	20% -1%	-2%	41.0	36.0	52	102	531	543
			TH RT	815 65	,	794 65		-21 0		-3% 0%		36.8 5.5		102 0		543 11	
1		WD	U LT	0 415	1 255	0 372	1 210	-43	126	-10%	100/	165.5	150.0	713	712	1,395	1 205
		WB	TH RT	850 90	1,355	759 88	1,219	-91 -2	-136	-11% -2%	-10%	150.7	150.2	713 0	713	1,395	1,395
L		Inters	ection	3,7	95	3,6	604	-1	91	-{	5%	73	3.0				
1		NB	LT TH	540 1,375	1,915	1,308	1,819	-29 -67	-96	-5% -5%	-5%	7.2	23.3	247 33	247	550 507	550
			RT	0		0		0		-		-		-			
		SB	LT TH	1,580	2,280	1,395	2,012	-185	-268	-12%	-12%	103.6	103.3	624	624	1,023	1,068
		36	RT RT2	615 85	2,200	544 73	2,012	-71 -12	-200	-12% -14%	-12/0	100.9 117.5	100.3	358 529	024	1,068	1,000
9	Centreville Road and Dulles Toll		U	0		0		0		-		-		529		-	
١	Road WB Ramps	EB	LT TH	0	0	0	0	0	0	-	-	-	-	-	-	-	-
1			RT	0		0		0				-		-			
			U LT	0 495		0 454		-41		-8%		85.1		108	400	436	400
		WB	TH	55	1,115	52	1,017	-3	-98	-5%	-9%	92.1	55.6	108	108	436	436
		Inters	RT section	565 5,3	310	511 4,8	848	-54 -4	62	-10%	9%	25.7 63	3.3	53		360	

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#	Intersection	Approach	Movement	Balance (vp		VIS Through		Differen	ce (vph)	Differer	nce (%)	Average (sec/		Average Len (fe	gth	Max Quet (fe	
		NB	U LT TH RT	0 75 1,675 905	2,655	0 69 1,534 836	2,439	0 -6 -141 -69	-216	-8% -8% -8%	-8%	137.7 134.1 145.4	138.1	27 1,348 1,430	1,430	158 2,065 2,108	2,108
	Centreville Road	SB	U LT TH RT	0 250 1,825 0	2,075	0 235 1,683 0	1,918	0 -15 -142 0	-157	-6% -8%	-8%	49.8 4.8	10.3	74 16	74	443 466	466
10	and Dulles Toll Road EB Ramps	ЕВ	LT TH RT U	0 240 60 210 0	510	0 239 60 201 0	500	0 -1 0 -9	-10	0% 0% -4%	-2%	68.7 70.6 9.2	45.0	66 66 6	66	237 237 142	237
		WB	LT TH RT ection	0 0 0 0 5.2	0	0 0 0 0	357	0 0 0	0	- - - - -7	-		-	- - -	-	-	-
		NB	U LT TH RT	0 0 0 0	0	0 0 0 0	0	0 0 0	0	-	-	- - -	-	-	-	-	-
	Frying Pan Road	SB	U LT TH RT	0 95 0 1,000	1,095	0 90 0 912	1,002	0 -5 0 -88	-93	-5% - -9%	-8%	62.4	29.2	- 196 - 211	211	920 - 971	971
11	and River Birch Road	ЕВ	U LT TH RT U	0 750 1,060 0	1,810	748 1,039 0	1,787	0 -2 -21 0	-23	- 0% -2%	-1%	16.9 6.4	10.8	42 17	42	323 278	323
		WB	LT TH RT ection	0 1,320 90 4,3	1,410	0 1,188 81 4,0	1,269	0 -132 -9	-141 57	-10% -10%	-10%	125.2 93.4	123.2	502 500	502	1,017	1,060
		NB	U LT TH RT	0 0 0 292	292	0 0 0 287	287	0 0 0 -5	-5	-2%	-2%	39.1	39.1	- - - 31	31	- - 284	284
	Frying Pan Road and Route 28 Northbound Off- Ramp	SB	U LT TH RT	0 0 0	0	0 0 0	0	0 0 0	0	-	,	-	•	- - -	-	-	-
12		ЕВ	U LT TH RT U	0 0 1,105 0	1,105	0 0 1,099 0	1,099	0 0 -6 0	-6	-1%	-1%	46.4	46.4	- - 86 -	86	498	498
		WB	LT TH RT ection	0 1,225 0	1,225	0 1,157 0	1,157	0 -68 0	-68 79	-6%	-6%	34.5	34.5	184	184	646	646
		NB	U LT TH RT	0 290 825 1,030	2,145	0 165 473 594	1,232	0 -125 -352 -436	-913	-43% -43% -42%	-43%	69.1 65.8 61.7	64.3	9 11 0	11	159 172 0	172
	Innovation Avenue and Route 28	SB	U LT TH RT	0 0 475 0	475	0 0 475 0	475	0 0 0	0	- - 0% -	0%	7.8	7.8	- - 8	8	106	106
21	Southbound / Route 267 Westbound Ramps	ЕВ	U LT TH RT U	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	-	-	-	•	-	-	-	-
		WB	LT TH RT ection	720 10 0 3,3	730	712 12 0	724 131	-8 2 0 -9	-6 19	-1% 20% -	-1% 7%	19.0 21.6	19.1	39 39 -	39	218 218	218
		NB	U LT TH RT	0 710 20 5	735	0 413 11 3	427	0 -297 -9 -2	-308	-42% -45% -40%	-42%	388.7 588.9 513.1	394.7	535 535 574	574	577 577 617	617
13	Innovation Avenue	SB	LT TH RT U	0 5 10 610 0	625	0 1 3 231 0	235	-4 -7 -379 0	-390	-80% -70% -62%	-62%	349.9 606.3 610.5	609.3	505 505 550	550	542 542 587	587
13	and Shaw Road	ЕВ	LT TH RT	580 1,145 360 0	2,085	532 1,103 353 0	1,988	-48 -42 -7 0	-97	-8% -4% -2%	-5%	94.2 46.4 22.6	55.0	266 266 0	266	1,047 1,047 0	1,047
		WB	LT TH RT ection	5 1,950 10 5,4	1,965	3 1,166 6	1,175 325	-2 -784 -4	-790 585	-40% -40% -40%	-40% 9%	424.0 458.5 452.5	458.4 0.9	2,461 2,461 2,388	2,461	2,648 2,648 2,576	2,648

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	Peak Hour (5.00 F		2045 Alt 3				2045 No-Build			
#	Intersection	Approach	Average			Average				
			Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	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	С	48.0	D
		SB	46.0	D			47.4	D		
		EB	73.9	Е			69.4	Е		
		WB	38.4	D			39.4	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	6.1	А	-	-	10.6	В
		SB	16.4	В			19.9	В		
		EB	4.5	Α			5.6	Α		
		WB	5.0	5.0			13.0	В		
	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	48.8	D	11.3		69.7	Е	17.4	В
3		SB	- 21	-		В	- 22	-		
		EB WB	2.1	A A			8.8	A A		
		NB NB	42.3	D			54.6	D		
4	Route 846 (Sterling Boulevard) and Shaw Road	SB	13.0	В		С	13.5	В		
		EB	24.8	C	26.0		23.5	C	29.7	С
		WB	18.1	В			23.2	С		
		NB	72.9	E			45.1	D		
5	Route 606 (Old Ox Road) and Pacific Boulevard	SB		F	157.4	F		F	115.6	F
		EB	278.0 187.0	F		٠	189.7 82.1	F		
		WB	120.9	F			136.4	F		
14	Route 606 (Old Ox Road) and Route 28 SPUI	NB	85.0	F	73.9	E		-	-	-
		SB	73.7	Е				-		
		EB	63.7	Е				-		
		WB	79.6	Е				-		
6	Route 606 (Old Ox Road) and Route 28 Northbound Ramps	NB	17.7	В	4.9	Α	-	-	-	-
		SB EB	4.4	- A			-	-		
		WB	4.4	- A				-		
	Route 606 (Old Ox Road) and Shaw Road	NB	93.6	F	110.1	F	172 7	F	154.5	F
		SB	71.0	Е			69.1	Е		
7		EB	17.0	В			49.5	D		
		WB	210.8	F			275.8	F		
	Sunrise Valley Drive and Frying Pan Road	NB	29.1	С	73.0	E	22.6	С	61.3	E
8		SB	33.0	С			74.1	Е		
°		EB	36.0	D			33.3	С		
		WB	150.2	F			93.9	F		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	23.3	С	63.3	Е	42.0	D	86.5	F
		SB	103.3	F			122.3	F		
		EB	-	-				-		
		WB	55.6	Е			108.7	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB SB	138.1		78.0	E	104.1		75.2	E
		SB EB	10.3 45.0	B D			20.4 171.9	C F		
		WB	45.0	-			-	-		
		NB NB	-	-				-		
11	Frying Pan Road and River Birch Road	SB	29.2	C		D	78.8	E		E
		EB	10.8	В	50.5		14.9	В	61.8	
		WB	123.2	F			107.0	F		
	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	39.1	D	40.2	D	33.5	С	23.8	С
12		SB	-	-				-		
12		EB	46.4	D			19.3	В		
		WB	34.5	С				-		
13	Innovation Avenue and Shaw Road	NB	394.7	F	250.9	F	271.2	F	189.7	F
		SB	609.3	F			243.6 97.3	F		
		EB WB	55.0	D			97.3	F		
		NB NB	458.4	F			263.3	-		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB SB	64.3 7.8	A	39.8	D	-	-	-	
		FB	0	-			-	-		
		WB	19.1	В						
		WD	10.1							