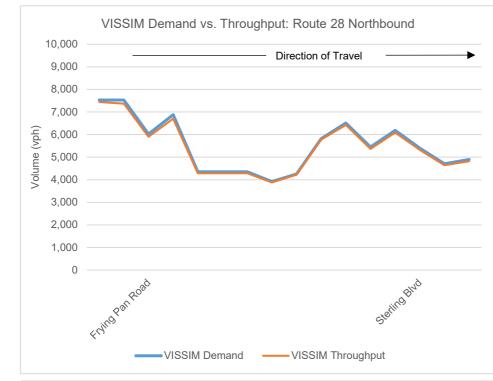
Freeway Segment and Ramp MOEs

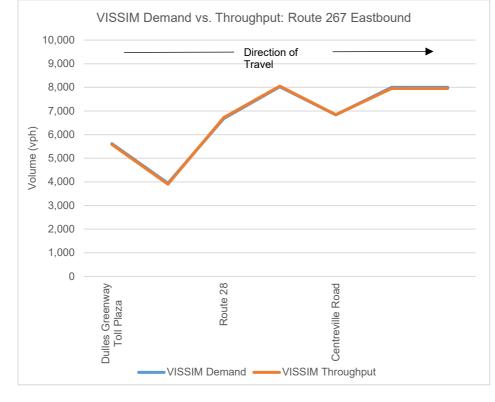
AM Peak Hour (8:00 AM - 9:00 AM)

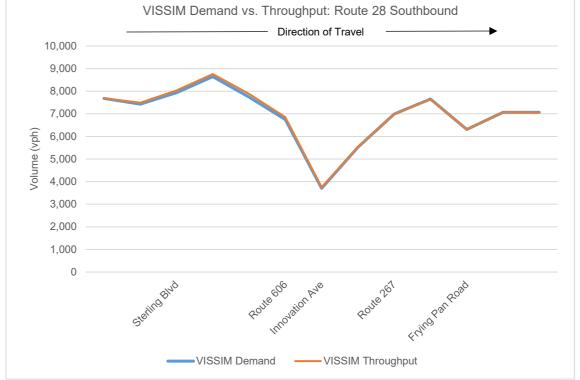
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Basic Diverge	7,530 7,530	7,441 7,367	-90 -163	-1% -2%	43 29	40.3 54.7
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,025	5,906	-119	-2%	50	29.3
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,880	6,700	-180	-3%	54	24.8
	Between off-ramp to Route 267 EB/Dulles Airport and off-	Diverge	4,350	4,288	-62	-1%	56	24.8
	ramp to C-D Road Between off-ramp to C-D Road and off-ramp to Route 267	Basic	4,350	4,287	-63	-1%		
	WB Between off-ramp to C-D Road and off-ramp to Route 267	Diverge	4,350	4,289	-61	-1%	56	25.4
	WB Between off-ramp to Route 267 WB and on-ramp from C-D	Basic	3,920	3,881	-39	-1%	56	24.8
Northbound Route 28	Road Between on-ramp from C-D Road and on-ramp from Route	Merge	4,255	4,223	-32	-1%	56	22.7
Noute 20	267 WB Between on-ramp from Route 267 WB and on-ramp from				-47		56	21.9
	Innovation Ave Between on-ramp from Innovation Ave and off-ramp Route	Merge	5,820	5,773		-1%	56	24.0
	606 EB / WB (Combined) Between Off-ramp to Route 606 EB / WB (Combined) and on-	Merge	6,515	6,426	-89	-1%	53	24.2
	ramp from Route 606 EB/WB (combined) Between on-ramp from Route 606 EB / WB (Combined) and	Basic	5,450	5,368	-82	-2%	56	24.0
	off-ramp to Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling	Weave	6,190	6,084	-106	-2%	54	22.6
	Blvd WB Between off-ramp to Sterling Blvd WB and on-ramp from	Diverge	5,400	5,321	-79	-1%	55	21.3
	Sterling Blvd	Basic	4,705	4,642	-63	-1%	57	20.2
	Mainline north of Sterling Blvd Mainline north of Sterling Blvd	Basic Basic	4,900 7,685	4,822 7,692	-79 7	-2% 0%	57 52	16.9 29.7
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,425	7,493	68	1%	50	37.2
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	7,940	8,034	94	1%	49	34.0
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	8,645	8,759	114	1%	45	37.7
	Between off-ramp to Route 606 EB / WB (Combined) and off- ramp to Innovation Avenue	Diverge	7,740	7,878	138	2%	44	40.1
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	6,745	6,854	109	2%	41	48.6
Southbound	Between off-ramp to Route 267 EB / Dulles Airport and on- ramp fron Innovation Ave / Route 606 EB and WB	Basic	3,705	3,754	49	1%	71	40.0
Route 28	(Combined) Between on-ramp from Innovation Ave / Route 606 EB and	Dasio	3,703	0,704		1 70	56	21.8
	WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	5,520	5,535	15	0%	54	19.6
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	6,985	6,988	3	0%	55	25.7
	Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road	Weave	7,655	7,643	-12	0%	53	29.2
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,310	6,314	4	0%	55	28.8
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Merge Basic	7,065 7,065	7,071 7,054	6 -11	0% 0%	50 54	28.0 32.9
	Mainline (Greenway) west of Dulles Greenway Toll Plaza /	Basic	5,615	5,581	-34	-1%	19	95.7
	Greenway off-ramp to Dulles Airport and Route 28 SB Mainline (Greenway) between off-ramp to Dulles Airport /	Merge	3,945	3,903	-42	-1%		
	Route 28 SB and on-ramp from Route 28 SB Mainline (Greenway) between on-ramp from Route 28 SB and	Basic	6,680	6,722	42	1%	12	117.5
	mainline from Route 28 NB / Dulles Airport Mainline leaving Dulles Airport near Rudder Road	Weave	2,785	2,764	-21	-1%	16 46	105.6 14.9
	Between off-ramp to Rudder Road/Route 267 WB and off- ramp to DIAAH EB (west)	Diverge	2,640	2,622	-19	-1%	40	21.7
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1,347	12	1%	44	15.0
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,900	-30	-2%	43	14.9
Eastbound Route 267	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,260	1,212	-48	-4%	43	13.9
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	705	701	-4	-1%	44	5.3
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	305	317	12	4%	55	2.8
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,345	1,330	-16	-1%	57	9.2
	Mainline between on-ramps from Dulles Greenway & Route	Weave	8,025	8,051	26	0%	01	0.2
	28/Dulles Airport/DIAAH and off-ramp to Centreville Road	vveave	6,025	0,001	20	0%	14	94.2
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,840	6,847	7	0%	13	106.1
	Mainline east of Centreville Road Mainline east of Centreville Road	Merge Basic	8,000 8,000	7,955 7,952	-45 -48	-1% -1%	12 24	111.4 66.6
	Mainline east of off-ramp to DIAAH WB Between off-ramp to DIAAH WB and off-ramp to Centreville	Diverge Basic	4,460 4,460	4,399 4,450	-61 -10	-1% 0%	57	19.2
	Road Between off-ramp to DIAAH WB and off-ramp to Centreville	Diverge	4,460	4,446	-14	0%	57	19.4
	Road Between off-ramp to Centreville Road and on-ramp from	Basic	3,190	3,181	-14 -9	0%	56	18.6
	Centreville Road Between on-ramp from Centreville Road and off-ramp to			-			57	13.9
Westbound Route 267	Route 28 NB Between on-ramp from Centreville Road and off-ramp to	Merge	3,480	3,423	-57	-2%	57	12.1
	Route 28 NB Between off-ramp to Route 28 NB and off-ramp to Route 28	Diverge	3,240	3,214	-26	-1%	56	11.0
	SB Between off-ramp to Route 28 NB and off-ramp to Route 28 Between off-ramp to Route 28 NB and off-ramp to Route 28	Basic	1,265	1,245	-20	-2%	58	5.3
	SB Between off-ramp to Route 28 NB and off-ramp to Route 28 Between off-ramp to Route 28 SB and Dulles Greenway Toll	Diverge	1,265	1,245	-20	-2%	58	7.2
	Plaza	Basic	840	827	-13	-2%	58 67	6.6 6.5
	Mainline west of Dulles Greenway Toll Plaza Mainline leaving Dulles Airport near Rudder Road Detugation of the Post Co. T. F. (West) and an arrange of the Post Co. T. F. (West) and a post Co.	Basic Basic	1,335 365	1,302 365	-33 0	-2% 0%	45	4.0
Eastbound	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,670	1,672	2	0%	44	16.3
DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,238	13	1%	55	15.5
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,252	27	1%	56	20.1
	Mainline east of on-ramp from Route 267 WB Between on-ramp from Route 267 WB near Centreville Road	Basic	1,055	1,057	2	0%	58	9.1
	and on-ramp from Route 267 WB to Dulles Airport Between on-ramp from Centreville Road and on-ramp from	Merge	1,055	1,057	2	0%	58	9.0
Westbound	Route 267 WB (closed in Alt 2) Between on-ramp from Route 267 WB to Dulles Airport	Merge	1,055	1,071	16	2%	57	9.2
DIAAH	(closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,295	1,304	9	1%	57	7.6
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route	Basic	815	821	6	1%		0
	28/Route 267 EB Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,309	-1	0%	39 41	8.1 11.3
1	Invariance west of our-tamps from Noute 20/Noute 20/ ED	บสอเบ	۷,۵۱۷	2,008	-1	J /0	7	

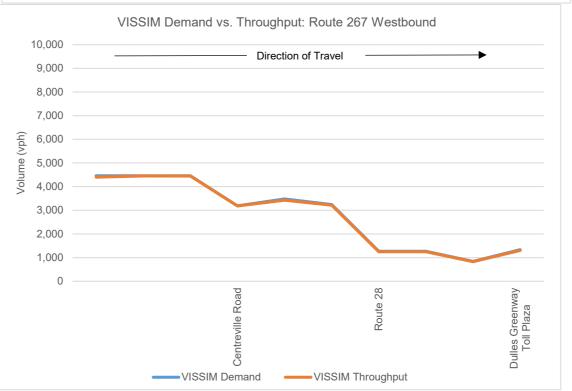
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Propriet	Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Interchange Republic State Propry for According 1 1,165 1,267 27 29 20 27 20 27 20 27 20 27 20 27 20 27 20 27 20 27 20 20	Frying Pan	Route 28 NB to Frying Pan Road EB				-65	-4%			96%
Response		7 0								
Page 12 March 2 Marc	_	7 0								
Product 29 NO to Outset Afford 15	Ramps									
Rough 27th Part Bourney Duties Agriculture State 2 to 1,000 1,014 1,014 1,014 1,014 1,014 1,015 1,010										
Company Comp										
Reach STATE For promoting Later Agricult in March 2018 400 401 11 016 24 157										
Receits 2476 Section 24776 Section 2476 Sec		Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	401	1	0%			
Route 247 Route				1,045	1,016	-29	-3%			
Scale 28 No. College Process P										
Route 287 (Route 27 (Route										
Remain										
Ramps Raine 20 (Marchanes) Rai				430	418	-12	-3%	39	10.7	97%
Rough 27 VID is Introvation Avenue	_			1,975	1,962	-13	-1%	35	24.7	99%
Books 2017 Miles 1,000	Ramps			410	405	-5	-1%			
Route 297 Will be Route 28 St (Cembrod) 1,468 1,461 1,461 1,41 1,45 24 560 99% Route 28 Re-Route 00 = Innovation Avenue to Dules Appair (Insulan 27 RE) (Cembrod) 2,725 2,75 2,75 2,75 2,75 2,75 2,75 2,7		Route 267 WB to Route 28 NB		1,565	1,550	-15	-1%	38		
Route 28 E-Notice 28 Combined 1,469 1,469 -14 -14 -15 24 59.0 99%		Route 267 EB (Dulles Greenway) to Route 28 SB		1,040	1,037	-3	0%	36	29.0	100%
Route 28 St. P. Route DOC + Innovation Avenue to Dusies Apport / Route 27 FEE (Combined on Units Apport / Route 28 FE		Route 267 WB to Route 28 SB		425	415	-10	-2%	23	17.7	98%
### Apport Pouts 207 EE (Combined) ### Apport Pouts		,		1,465	1,451	-14	-1%	24	59.0	99%
Notice 25 Process of Part				3 605	3 549	-56	-2%			
Control Cont		Airport / Route 267 EB (Combined)			·					
Route 207 EB (leaving Dules Arport) to Route 20 SB										
Route 28 NB C-D Road to Introvoltion Ave EB		ER								
Route 28 NB / Route 20 WB (Combined) to Innovation Ave		, , ,				Ţ.				
Innovation Ave WB to Route 29 NB						-69		10	91.0	87%
Route 28 No 10 Innovation Avenue 965 1.030 35 35 35 35 36 35 36 35 36 36				1,120	1,002	-118	-11%	6	107.5	89%
Innovation Avenue Interchange Ramps										
Innovation Ave WB to Route 28 St 76S 727 .38 .5% 26 26 55% 100000000000000000000000000000000000	In a second local									
Intervallage Ramps Route 208 Bit of Dulles Airport / Route 207 EB (Combined) 3,040 3,118 78 3% 30 612 103%										
Ramps Route 28 Bts to Dulles Alprort Route 267 EB (Combined) Route 28 Bts to Dulles Alprort Route 267 EB (Combined) Route 28 Bts to Dulles Alprort Route 267 EB (Combined) Route 28 Bts Route 606 to Dulles Alprort Route 267 EB (Combined) Route 28 Bts Route 606 to Dulles Alprort Route 267 EB (Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined) Route 28 Bts to Route 606 EB and WB Combined (BB District Route 28 Bts Route 28 Bts Route 606 EB District Route 28 Bts Route 606 EB District Route 28 Bts Route 28 Bts Route 28 Bts Route 606 EB District Route 28 Bts Route 28 Bt								20	20.0	9370
Route 806 to Dulles Airport / Route 207 EB (Combined) Route 28 84 + Route 000 to Dulles Airport / Route 207 EB 3,315 3,404 89 3,96 77 83.8 Route 28 NB to Route 606 EB and WB Combined) Route 28 NB to Route 606 EB and WB Combined 606 EB) Route 28 NB to Route 606 EB and WB Combined 606 EB) Route 28 NB to Route 606 EB to Route 606 EB and WB Combined 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB to Route 28 NB 650 864 14 2% 12 354 102% Route 606 EB to Route 28 NB 650 864 14 2% 12 354 102% Route 606 EB to Route 28 NB 650 864 14 2% 12 354 102% Route 606 EB to Route 28 NB 745 741 4 17% 35 159 99% Route 28 NB to Route 606 EB and WB 655 649 6 11 1% 35 159 99% Route 28 NB to Route 606 EB and WB 655 649 11 1 1 1% 42 107 1101% Route 28 NB to Route 606 EB and WB 655 649 11 1 1 1% 42 107 1101% Route 28 NB to Route 606 EB and WB 655 649 285 32 282 3 1 102% Route 606 EB to WB 655 65 87 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	_				· ·			39	22.2	98%
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Roule 28 No Route 506 EB and WB Combined 1,065 1,061 4 0% 39 150 100%				275	274	-1	0%	33	9.7	100%
Route 28 NB to Route 606 EE and WB Combined)		· · · · · · · · · · · · · · · · · · ·		3,315	3,404	89	3%	27	62.0	1029/
Route 28 Bl to Route 606 EB and WB Route 28 Bl to Route 606 EB and WB Route 28 Bl to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 28 NB to Route 606 EB (to Shaw Road NB) Route 606 EB to Route 28 NB Route 606 EB to Route 606 EB Route 606 EB				1.065	1 061	-4	0%			
Route 28 NE Io Route 906 E5 (to Show Road NS)										
Route 806 / Old Ox Road Interchange Ramps Ramps Route 806 Est WB (Dembined) to Route 28 NB										
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Route 606 // Di Combined to Route 28 NB										
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Notice 28 St to Route 80 Et Route 20 Et Band Will Combined) 905 916 11 1% 42 10.7 10.7% 99% 99% 99% 10.2% 10										
Ramps Route 28 St 0 Route 28										
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Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport 275 1,313 -12 -1% 32 20,5 99%										
Route 606 EBWB (Combined) to Route 28 SB 1,050 1,052 2 0% 41 25.7 100%		Route 606 EB / WB (Combined) to Route 28 SB and Route							J 1.3	3373
Route 606 EBMB (Combined) to Route 28 SB				·						
Route 28 NB to Sterling Blvd EB		Airport								
Route 28 NB to Sterling Blvd WB 695 674 -21 -3% 20 32.9										
Sterling Blvd Sterling Blvd to Route 28 NB 195 197 2 1% 32 6.1 101% 101% 101% 101% 101% 101% 102%										
Ramps Route 28 St to Steining Blvd Wb to Route 28 SB 515 524 9 2% 20 25,4 102%	_	Sterling Blvd to Route 28 NB		195	197	2	1%	32	6.1	101%
Stelling Blvd WB Dr Notice 28 SB 705 708 3 00% 30 23.4 100%	_	Route 28 SB to Sterling Blvd		260	256					
Route 267 Route 267 EB to Centreville Road 1,180 1,171 -9 -1% 38 15.2	Ranips	U								
Route 267 and Innovation Ave (Combined) to Centreville Road 1,180 1,151 -29 -2% 34 11.3 98%	Route 267 /									
Road Centreville Road to Route 267 EB 1,160 1,113 -47 -4% 9 124.3 96%										
Ramps Centreville Road to Route 267 WB 290 282 -9 -3% 56 4.9 97%		Centreville Road to Route 267 EB		1,160	1,113	-47	-4%	9	124.3	96%
Route 267 EB to Dulles Airport 630 640 10 2% 47 13.4	_									
Route 267 WB to Dulles Airport 240 99 19 4% 39 6.3 104%	Ramps									
Various Dulles In the proof of		·			040	10	270	41	13.4	1UZ 70
Various Dulles Airport / DIAAH Ramps Ramps from Route 267 EB/Route 28 to Rudder Road 850 862 12 1% 26 31.7 DIAAH EB (Outer Lanes) to Rudder Road 1,495 1,515 20 1% 29 25.9 DIAAH EB (Outer Lanes) to Rudder Road 145 144 -1 0% 27 5.2 Dulles Airport to Route 267 WB 65 68 3 5% 34 2.0 Aviation Blvd to Route 267 EB 595 595 0 0% 45 13.3 Route 267 EB to DIAAH EB (west) 1,305 1,302 -3 0% 42 30.4 Route 267 EB to DIAAH EB (east) 555 564 9 2% 44 12.7 DIAAH EB to Route 267 EB (west) 185 185 0 42 30.4 102%					499	19	4%	39	6.3	104%
Various Dulles Airport / DIAAH DIAAH EB (Outer Lanes) to Rudder Road 145 144 -1 0% 27 5.2 DIAAH EB (Outer Lanes) to Rudder Road 145 144 -1 0% 27 5.2 DIAAH EB (Outer Lanes) to Rudder Road 65 68 3 5% 34 2.0 Aviation Blvd to Route 267 EB 595 595 0 0% 45 13.3 100% Route 267 EB to DIAAH EB (west) 1,305 1,302 -3 0% 42 30.4 100% Route 267 EB to DIAAH EB (east) 555 564 9 2% 44 12.7 102% DIAAH EB to Route 267 EB (west) 185 185 0 42 30.4 100%		Ramps from Route 267 EB/Route 28 to Rudder Road		850	862	12	1%	26	31.7	101%
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AM Peak Hour (8:00 AM - 9:00 AM)

	Intersection	Approach	Movement	Balance (vr	d Count oh)		SIM put (vph)	Differen	ce (vph)	Differe	nce (%)		e Delay /veh)	Average Len (fe	gth	Max Queu	ue Length et)
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			LT	605		597		-8		-1%		73.9		153		460	
		SB	TH	315	1,005	315	999	0	-6	0%	-1%	36.9	56.2	40	153	272	460
l.	oute 846 (Sterling		RT	85		87				2%		5.0					
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		2	TH	345	1,170	334	1,100	-11		-3%	2,0	51.5	10.7	61	100	256	100
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2	Boulevard) and		U	0		0		0		-170		-		-			
-	Route 28 SB Off-		LT	0		0	1	0		-		-		-		-	
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			RT	0		0	1	0		-		-		-		-	
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		WD	LT	0	000	0	007	0	40	-	40/	-	2.0	-	•	-	407
		WB	TH	980	980	967	967	-13	-13	-1%	-1%	3.9	3.9	6	6	137	137
			RT			0	<u> </u>	0	<u></u>	-		-		-		-	
		Inters	ection	1,9	30	1,9	913	-1	7	-1	%	5	.0				
			U	0		0		0		-		-		-		-	
		NB	LT	0	790	0	786	0	-4	-	-1%	-	6.6	-	0	-	55
			TH	0	750	0	, , , ,	0		-	-170	-	0.0	-	O	-	33
			RT	790		786		-4		-1%		6.6		0		55	
			U	0		0		0		-		-		-		-	
		SB	LT	0	0	0	0	0	0	-	_	-	_	-	_	-	_
R	oute 846 (Sterling	02	TH	0		0		0		-		-		-		-	
	Boulevard) and		RT			0		0		-		-		-		-	
3	Route 28 NB		<u>U</u>	0		0		0		400/		- 07.0		-		-	
	Ramps	EB	LT	10	755	9	755	-1	0	-10%	0%	37.9	1.2	2	2	39	39
	•		TH	745		746		1		0%		0.8		0		2	
	-		RT U	0		0		0		-		-		-		-	
			LT	0		0		0		-		-		-			
		WB	TH	800	985	808	996	8	11	1%	1%	0.9	1.1	2	2	146	146
			RT	185		188	1	3		2%		1.6		0		27	
	}	Inters	ection		530		<u>1</u> 537		<u> </u>	2 /6	<u>'</u>		.8				
\dashv			U	0		0	<u>-</u>	0		-		-		-		-	
			LT	60	<u> </u>	61		1		2%	501	63.7		22		143	
		NB	TH	15	270	16	271	1	1	7%	0%	60.7	25.6	5	22	62	143
			RT	195		194	1	-1		-1%		10.7		11		136	
	ļ		U	0	_	0		0	_	-		-		-		-	
		SB	LT	5	35	6	35	1	0	20%	0%	75.2	15.4	2	2	30	59
		95	TH	15	55	14		-1		-7%	J /0	0.2	10.4	0		0	JJ
	oute 846 (Sterling		RT	15		15		0		0%		5.7		1		59	
4	Boulevard) and		U	0		11		11		-		13.2		-		-	
I	Shaw Road	EB	LT	65	1,525	62	1,535	-3	10	-5%	1%	14.5	14.0	2	64	77	555
ı			TH	1,050		1,045		-5 7		0% 2%		16.5 7.8		64 10		555 248	
				410								1.6		IU		240	
	ŀ		1 11			0		-8		-3%		16.2		12		228	
			U			797	1 4000	ı -o	I ^	-370	0%	10.2		14		1 440	292
		WB	LT	295	1,220	287 907	1,220	7	0	1%	0 70	6.6	8.9	17	22	260	292
		WB	LT TH	295 900	1,220	907	1,220	7	U	1% 4%	0 70	6.6 4.8	8.9	17	22	260	292
			LT TH RT	295 900 25		907 26		1		4%		4.8	8.9 3.0	17 22	22	260 292	292
			LT TH	295 900 25	1,220 050	907		1 1		4%	%	4.8		17	22	260	292
		Inters	LT TH RT section	295 900 25 3,0	050	907 26 3,0	061	1	1	4% 0' - 3%	%	4.8 13 - 84.9	3.0	17 22 - 93		260 292 - 385	
			LT TH RT section	295 900 25 3,0		907 26 3,0		1 1 0		4% 0 - 3% 4%		4.8		17 22 - 93 93	93	260 292 - 385 385	385
		Inters	LT TH RT section U LT	295 900 25 3,0 0 240	050	907 26 3,0 0 246	061	1 1 0 6	1	4% 0' - 3%	%	4.8 13 - 84.9 82.9 25.3	3.0	17 22 - 93		260 292 - 385	
		Inters	LT TH RT ection U LT TH RT	295 900 25 3,0 0 240 90 260 0	050	907 26 3,0 0 246 94 261 6	061	1 0 6 4 1 6	1	4% 0' - 3% 4% 0% -	%	4.8 13 - 84.9 82.9 25.3 110.1	3.0	17 22 - 93 93 51		260 292 - 385 385 362	
		Inters	LT TH RT section U LT TH RT U LT LT LT	295 900 25 3,0 0 240 90 260 0 380	590	907 26 3,0 0 246 94 261 6 383	601	1 0 6 4	11	4% 0' - 3% 4% 0% - 1%	2%	4.8 13 - 84.9 82.9 25.3 110.1 102.8	58.7	17 22 - 93 93 51 - 199	93	260 292 - 385 385 362 - 696	385
		Inters	LT TH RT section U LT TH RT U LT TH	295 900 25 3,0 0 240 90 260 0 380 180	050	907 26 3,0 0 246 94 261 6 383 184	061	1 0 6 4 1 6 3	1	4% 0' - 3% 4% 0% - 1% 2%	%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2	3.0	17 22 - 93 93 51 - 199		260 292 - 385 385 362 - 696 696	
	Route 606 (Old Ox	Inters	LT TH RT section U LT TH RT U LT TH RT U LT TH RT	295 900 25 3,0 0 240 90 260 0 380 180 260	590	907 26 3,0 0 246 94 261 6 383 184 255	601	1 0 6 4 1 6 3 4 -5	11	4% 0' - 3% 4% 0% - 1%	2%	4.8 13 - 84.9 82.9 25.3 110.1 102.8	58.7	17 22 - 93 93 51 - 199	93	260 292 - 385 385 362 - 696	385
	Road) and Pacific	Inters	LT TH RT section U LT TH RT U LT TH RT U LT TH RT U U U U U U U U U U U U U U U U U U	295 900 25 3,0 0 240 90 260 0 380 180 260 0	590	907 26 3,0 0 246 94 261 6 383 184 255	601	1 0 6 4 1 6 3 4 -5	11	4% 0' - 3% 4% 0% - 1% 2% -2% -	2%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2 16.8	58.7	- 93 93 51 - 199 199 32	93	260 292 - 385 385 362 - 696 696 443	385
	•	Inters NB SB	LT TH RT ection U LT TH RT U LT TH RT U LT TH LT TH LT TH LT TH LT TH RT	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210	590 820	907 26 3,0 0 246 94 261 6 383 184 255 0	601	1 0 6 4 1 6 3 4 -5 0	1 11 8	4% 0' - 3% 4% 0% - 1% 2% -2%6%	% 2% 1%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0	58.7 73.8	17 22 93 93 51 - 199 199 32 - 1,894	93	260 292 - 385 385 362 - 696 696 443 - 2,530	385 696
	Road) and Pacific	Inters	LT TH RT ection U LT TH RT U LT TH RT U LT TH RT U LT TH RT	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325	590	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202	601	1 0 6 4 1 6 3 4 -5 0 -12 -123	11	4% 0' - 3% 4% 0% - 1% 2% -2%6% -5%	2%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3	58.7	17 22 - 93 93 51 - 199 199 32 - 1,894 1,912	93	260 292 - 385 385 362 - 696 696 443 - 2,530 2,530	385
	Road) and Pacific	Inters NB SB	LT TH RT section U LT TH RT U LT TH RT U LT TH RT U LT TH RT RT RT RT RT RT RT	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325 430	590 820	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202 407	601	1 0 6 4 1 6 3 4 -5 0 -12 -123 -23	1 11 8	4% 0' - 3% 4% 0% - 1% 2% -2%6% -5%	% 2% 1%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3 146.4	58.7 73.8	17 22 93 93 51 - 199 199 32 - 1,894 1,912	93	260 292 385 385 362 - 696 696 443 - 2,530 2,530 2,564	385 696
	Road) and Pacific	Inters NB SB	LT TH RT section U LT TH RT U U LT TH RT U U U U U U U U U U U U U U U U U U	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325 430 0	590 820	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202 407 9	601	1 0 6 4 1 6 3 4 -5 0 -12 -123 -23	1 11 8	4% 0' - 3% 4% 0% - 1% 2% -2%6% -5% -5%	% 2% 1%	4.8 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3 146.4 214.7	58.7 73.8	17 22 93 93 51 - 199 199 32 - 1,894 1,912 1,917	93	260 292 - 385 385 362 - 696 696 443 - 2,530 2,530 2,564	385 696
	Road) and Pacific	Inters NB SB	LT TH RT ection U LT TH RT U LT TH RT U LT TH RT U LT TH RT U LT TH LT T	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325 430 0 215	590 820	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202 407 9 217	601	1 0 6 4 1 6 3 4 -5 0 -12 -123 -23	1 11 8	4% 0' - 3% 4% 0% - 1% 2%2%6%5%5% 1%	% 2% 1%	4.8 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3 146.4 214.7 215.8	58.7 73.8	17 22 93 93 51 - 199 199 32 - 1,894 1,912 1,917 -	93	260 292 385 385 362 - 696 696 443 - 2,530 2,530 2,564 - 457	385 696
	Road) and Pacific	Inters NB SB EB	LT TH RT ection U LT TH RT U LT TH RT U LT TH RT U LT TH RT U LT TH TH RT	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325 430 0 215 1,150	590 820 2,965	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202 407 9 217 1,138	061 601 828 2,807	1 0 6 4 1 6 3 4 -5 0 -12 -123 -23 9 2 -12	1 11 8 -158	4% 0' - 3% 4% 0% - 1% 2% -2%6% -5% -5% - 1% -1%	% 2% 1% -5%	4.8 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3 146.4 214.7 215.8 40.1	73.8 163.0	17 22 93 93 51 - 199 199 32 - 1,894 1,912 1,917 - 185 133	93 199 1,917	260 292 - 385 385 362 - 696 696 443 - 2,530 2,530 2,564 - 457 551	385 696 2,564
	Road) and Pacific	Inters NB SB EB	LT TH RT ection U LT TH RT U LT TH RT U LT TH RT U LT TH RT U LT TH LT T	295 900 25 3,0 0 240 90 260 0 380 180 260 0 210 2,325 430 0 215 1,150 390	590 820 2,965	907 26 3,0 0 246 94 261 6 383 184 255 0 198 2,202 407 9 217 1,138 396	061 601 828 2,807	1 0 6 4 1 6 3 4 -5 0 -12 -123 -23 9 2 -12 6	1 11 8 -158	4% 0' - 3% 4% 0% - 1% 2% -2%6% -5% -5% -1% 2%	% 2% 1% -5%	4.8 13 - 84.9 82.9 25.3 110.1 102.8 91.2 16.8 - 206.0 162.3 146.4 214.7 215.8 40.1 52.9	73.8 163.0	17 22 93 93 51 - 199 199 32 - 1,894 1,912 1,917 -	93 199 1,917	260 292 385 385 362 - 696 696 443 - 2,530 2,530 2,564 - 457	385 696 2,564

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#	Intersection	Approach	Movement	Balance (vp	d Count oh)	VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	Averag		Average Len (fe	gth	Max Queu	
			U			0		0		-		-		-		-	
		NB	LT		0	0	0	0	0	-	_	-	_	-	_	-	_
		NB	TH			0		0		-		-		-		-	
			RT	ļ'		0		0		-		-		-		-	
			U	200		0		0		- 00/		-		-		-	
		SB	LT TH	620	905	636	919	16	14	3%	2%	35.4	30.0	36	36	210	210
	Route 606 (Old Ox		RT	285		283		-2		-1%		17.9		0		0	
14	Road) and Route 28		U	200		0		0		-170		-		-		-	
1'-	SB Ramps		LT			0		0		_		-		_		-	
	02 mmp0	EB	TH	2,085	2,975	2,043	2,917	-42	-58	-2%	-2%	11.6	8.8	53	53	455	455
			RT	890		874	1	-16		-2%		2.3		0		0	
			U			0		0		-		-		-		-	
		WB	LT	435	1,915	444	1,953	9	38	2%	2%	24.9	36.9	78	199	426	615
		112	TH	1,480	1,010	1,509	1,000	29	00	2%	270	40.4	00.0	199	100	615	010
		lusta na	RT	<i>-</i>	705	0	700	0	6	- 0	0/	- 04	C	-		-	
\vdash		inters	ection	5,7	90	0	789 I		6	0	70	21	.0				
I			U LT	850		863		0 13		2%		14.2		26		250	
		NB	RT	65	1,065	63	1,065	-2	0	-3%	0%	29.8	14.1	6	26	84	250
			RT2	150		139		-11		-7%		6.1		0		0	
			U			0		0		-		-		-		-	
		SB	LT		0	0	0	0	0	-	_	-	_	-	_	-	_
		35	TH		Ŭ	0	l °	0	U	-	_	-	_	-	_	-	
l	Route 606 (Old Ox		RT	<u> </u>		0		0		-		-		-		-	
15	Road) and Route 28		U	00		0		0		- 40/		- 44.4		-		- 446	
	NB Ramps	EB	LT TH	90 2,615	2,705	91 2,518	2,609	-97	-96	1% -4%	-4%	11.4 18.5	18.3	32 83	83	416 575	575
			RT	2,015		0		-97		-4 70		-		- 03		5/5	
			U	 		0		0		-		-		-		-	
		14/5	LT		4 700	0	4 740	0		-	00/	-	40.4	-	45	-	0.40
		WB	TH	1,065	1,720	1,070	1,719	5	-1	0%	0%	24.6	18.4	45	45	343	343
			RT	655		649		-6		-1%		8.3		7		236	
		Inters	ection	5,4	190		393	-9	97	-2	%	17	7.5				
			U	0		0		0		- 40/		-		39		- 145	
		NB	LT TH	95 85	255	91 87	253	-4 2	-2	-4% 2%	-1%	66.6 56.1	48.8	39	40	145 145	191
			RT	75		75		0		0%		18.7		40		191	
			U	0		0		0		-		-		-		-	
		SB	LT	35	255	35	358	0	3	0%	1%	67.9	40.7	49	40	181	404
		28	TH	205	355	207	358	2	3	1%	1%	61.0	43.7	49	49	181	181
	Route 606 (Old Ox		RT	115		116		1		1%		5.5		1		76	
7	Road) and Shaw		U	0		0		0		-		-		-		-	
	Road	EB	LT TH	145	2,825	145	2,776	0	-49	0%	-2%	0.8	11.7	0 122	122	0 682	682
			RT	2,160 520		2,124 507		-36 -13		-2% -3%		13.7 6.4		122		128	
			U	0		11		11		-3 /0		79.1		-		-	
		ME	LT	50	4.000	52	1.004	2	_	4%	00/	75.5	44.0	28	00	156	050
		WB	TH	1,515	1,630	1,506	1,634	-9	4	-1%	0%	12.0	14.0	36	36	353	353
			RT	65		65		0		0%		1.5		0		11	
		Inters	ection)65		956		09	-2	%	16	5.8				
I			U	0		0		0		- 20/		-		-		- 440	
I		NB	LT TH	65 110	495	63 107	493	-2	-2	-3% -3%	0%	63.6 67.2	27.3	38 38	38	142 142	142
			RT	320		323		-3 3		1%		7.0		9		96	
I			U	0		0		0		-		-		-		-	
I		SB	LT	25	325	25	327	0	2	0%	1%	60.1	25.7	29	29	108	108
I	Sunrise Valley	0 0	TH	95	525	96	521	1	_	1%	1 /0	68.7	20.1	29 0	20	108 0	100
8	Drive and Frying		RT U	205 0		206 0		0		0%		1.5		-		-	
1	- 1		LT	695	1.000	695	1040	0	47	0%	40/	58.4	40.7	176	176	738	700
					1,085	1,860	1,065	1,843	-20	-17	-2%	-1%	36.5	43.7	176	1/0	735
	Pan Road	EB	TH		1					40/		400					
	Pan Road	EB	RT	80		83		3		4%		13.2		91		613	
	Pan Road		RT U	80		0		0		-		-		-		-	
	Pan Road	EB WB	RT U LT	80 0 345	1,160	0 328	1,141	-17	-19	- -5%	-2%	- 67.0	40.1	- 138 138	138	- 460 460	460
	Pan Road	WB	RT U	80 0 345 690 125	1,160 340	0 328 681 132	1,141 304	0 -17 -9 7	-19 36	- -5% -1% 6%	-2% %	67.0 34.0 4.7	40.1 3.9	- 138	138	- 460	460

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#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (v	oh) [Difference	(%)	Average (sec/v		Average Len (fe	gth	Max Quet (fe	
		NB	LT TH RT	110 2,135 2,245	99 2,073 0 2,172	-11 -62 0		-10% -3% -	3%	5.0 9.0 -	8.8	12 40 -	40	266 284 -	284
		SB	LT TH RT	1,000 180 1,180	0 1,002 183 1,185	0 2 3		- 0% 2%	0%	34.2 3.4	29.4	- 58 0	58	305 0	305
9	Centreville Road and Dulles Toll Road WB Ramps	EB	RT2 U LT TH	0	0 0 0 0	0 0 0 0			-	- - -	-	-	-	-	-
		. WD	RT U LT	770	0 0	0 0 -4 -1	1		1%	- - 17.4	44.2	- - 29	29	- 227	227
		WB Inters	TH RT ection	495 1,265 4,690	1,251 485 4,608	0 -10 -82		-2% -2%	1%	9.4 15.	14.3 6	1	29	- 124	221
		NB	U LT TH RT	1,690 900 2,590	0 1,605 851 2,456	0 0 -85 -49		- -5% -5%	5%	- - 36.9 45.8	40.0	- - 262 158	262	- - 796 587	796
		SB	U LT TH	260 1,510 1,770	0 261 1,519 1,780	0 1 9		- 00%	1%	31.4 38.7	37.6	- 107 189	189	- 425 536	536
10	Centreville Road and Dulles Toll Road EB Ramps	EB	RT U LT	555 1,180	0 541 1,172	0 0 -14		- -3% -	1%	- - 150.1	144.5	- - 34	34	- - 232	232
			TH RT U LT	625	631 0 0	0 6 0		- 1% -		- 139.6 - -		0 -		- 16 - -	
		WB Inters	TH RT ection	5,540	0 0 0 5,408	0 0 0		- - -2%	-	- - - 61.	9	-	-	-	-
П			U LT	0	0	0		-		-		-		-	
		NB	TH RT U	0 0 0	0 0 0	0 0 0		- - -	-	- - -	-	- - -	-	-	-
٠	Frying Pan Road and River Birch Road	SB	LT TH RT	170 0 775	156 0 740	-14 0 -35		-5%	5%	201.4 - 198.1	198.6	880 - 941	941	963 - 1,024	1,024
11		ЕВ	U LT TH RT	0 1,160 1,690 0 2,850	0 1,152 1,661 0 2,813	-8 -29 0		-1% -2%	1%	23.1	17.3	90 85	90	407 563	563
		WB	U LT TH	0 0 840 965	0 0 838 963	0 0 -2		- - 0%	0%	- - 33.9	33.7	- - 71	71	- - 338	381
		Inters	RT ection	125 4,760	125 4,672	0 -88		0% -2%		32.6 55.	5	44		381	
			U	0	0	0		-		-		-		-	
		NB	LT TH RT U	892 892 0	0 0 582 0	0 0 -310 0		-35%	35%	81.6	81.6	- - 971	971	- - 4,158	4,158
	Frying Pan Road	SB	LT TH RT	0 0	0 0	0 0		- - -	-	- - -	-	-	-	-	-
12	and Route 28 Northbound Off- Ramp	EB	U LT TH	0 798 798	0 0 802 802	0 0 4		- - 1%	1%	- - 71.5	71.5	- - 817	817	- - 2,621	2,621
		WB	RT U LT TH	0 0 0 0	0 0 0 0	0 0 0 0		- -	-	-	-	-	-	-	-
			RT	1.000	0	0		-		- 75	7	-		-	
		NB	ection U LT TH	1,690 0 0 645 1,705	1,384 0 0 0 601 1,604	-306 0 0 -44 -10	1	-18% - - -7%	6%	75. - - 24.2	29.9	- - 173	173	- - 832	832
	lan access	SB	RT U LT	1,060 0 0	1,003 0 0	-57 0 0		-5% - -	0%	33.3	15.1	149 - -	33	803 - -	266
	Innovation Avenue and Route 28		TH RT	815	815	0		- 0%	-	15.1 -		33		266	= 3 🗸
21	Southbound / Route 267 Westbound Ramps	EB	U LT TH	0 0 0	0 0 0	0 0 0		- - -	-	-	-	-	-	-	-
		WB	RT U LT TH	0 0 995 0	0 0 1,029 0 1,029	0 0 34 0		3%	3%	- 27.2	27.2	- - 59	59	324	324
		I see 4 c	RT	0	0	0 -67		-2%		-	6	-		-	
		NB	ection U LT TH	3,515 0 380 35 430	3,448 0 351 33 398	-67 0 -29 -2 -3		- 90/	7%	25. - 85.1 100.4	84.1	- 107 107	121	- 265 265	288
		SB	RT U LT TH	15 0 45 85 845	14 0 35 69 697	-1 0 -10 -16	8 -	-7% - -22% -19%	18%	19.7 - 96.4 143.0	122.6	121 - 402 402	447	288 - 570 570	624
13	Innovation Avenue and Shaw Road	EB	RT U LT	715 0 490 2 030	593 0 451 3,834	-122 0 -39	-	-17% - -8%	4%	121.7 - 151.4	135.7	447 - 1,587	1,587	624 - 3,194	3,194
			TH RT U LT	1,775 665 0	1,729 644 0	-46 -21 0 -2		-3% -3% -		139.4 115.0 - 74.3		1,587 0 - 250	250	3,194 0 - 984	984
		WB Inters	TH RT ection	1,360 1,305 30 5,565	1,358 1,302 33 5,277	-2 -3 3 -288		0% 10% -5%	0%	45.2 20.9	.8	250 159	∠50	984 860	904

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

				2045 F	Preferred Alt			2045	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	
		NB	33.0	С			78.0	Е			
1	Route 846 (Sterling Boulevard) and Pacific	SB	56.2	E	58.0	Е	380.5	F	188.4	F	
'	Boulevard	EB	78.4	Е	30.0	_	204.3	F	100.4	,	
		WB	46.7	D			54.6	D			
		NB	-	-			-	-			
2	Route 846 (Sterling	SB	11.1	В	5.0	۸	389.6	F	45.0	D	
	Boulevard) and Route 28 SB Off-Ramp	EB	4.3	Α	5.0	А	^	26.5	С	45.2	D
		WB	3.9	Α			2.2	2.2			
		NB	6.6	Α			6.8	А			
	Route 846 (Sterling	SB	-	-			-	-			
3	Boulevard) and Route	EB	1.2	Α	2.8	Α	1.1	А	2.8	Α	
	28 NB Ramps	WB	1.1	Α			0.9	Α			
		NB	25.6	С			25.7	С			
	Route 846 (Sterling	SB	15.4	В	40.0		14.2	В			
4	Boulevard) and Shaw Road	EB	14.0	В	13.0	В	15.7	В	14.3	В	
	Noau	WB	8.9	Α			10.0	А			
	Pouto 606 (Old O	NB	58.7	Е			54.9	D			
5	Route 606 (Old Ox Road) and Pacific	SB	73.8	Е	111.6	F	94.6	F	107.5	F	
ľ	Boulevard	EB	163.0	F			174.9	F			
		WB	65.5	Е			50.9	D			
	Route 606 (Old Ox	NB	-	-			-	-			
14	Road) and Route 28 SB	SB	30.0	C	21.6	С	-	-	-	-	
	Ramps	EB WB	8.8 36.9	A D			-	-			
		NB	14.1	В			-	-			
	Route 606 (Old Ox Road) and Route 28 NB Ramps	SB	-	-			-	-			
15		EB	18.3	В	17.5	В		-	-	-	
		WB	18.4	В			-	-			
		NB	48.8	D			67.1	E			
	Boots COC (Old Ov	SB	43.7	D			59.5	E			
7	Route 606 (Old Ox Road) and Shaw Road	EB	11.7	В	16.8	В	25.6	С	33.7	С	
		WB	14.0	В			34.6	С			
		NB	27.3	C			28.5	С			
	Sunrise Valley Drive	SB	25.7	С			27.7	С			
8	and Frying Pan Road	EB	43.7	D	38.9	D	43.0	D	39.9	D	
		WB	40.1	D			43.6	D			
	Contraville Dead and	NB	8.8	Α			29.0	С			
9	Centreville Road and Dulles Toll Road WB	SB	29.4	С	15.6	В	26.6	С	33.2	С	
	Ramps	EB	-		. 5.5		-	-	77.2		
		WB	14.3	В			46.7	D			
	Centreville Road and	NB CB	40.0	D			122.6	F			
10	Dulles Toll Road EB	SB EB	37.6 144.5	D F	61.9	E	25.0 314.9	C F	128.4	F	
	Ramps	WB	-	-			-	-			
		NB	-	-			-	-			
	Frying Pan Road and	SB	198.6	F	55.5	_	142.6	F	40.0	5	
11	River Birch Road	EB	17.3	В	55.5	Е	18.5	В	48.6	D	
		WB	33.7	С			35.3	D			
	Endner Der Der 1	NB	81.6	F			56.2	Е			
12	Frying Pan Road and Route 28 Northbound	SB	-	-	75.7	Е	-	-	42.8	D	
	Off-Ramp	EB	71.5	E		-	31.9	С	12.0		
	-	WB	-	-			-	-			
		NB	84.1	F			39.8	D			
13	Innovation Avenue and	SB	122.6	F	106.8	F	19.9	В	42.8	D	
	Shaw Road	EB	135.7	F			61.6	E			
		WB	45.1	D			21.9	С			
	Innovation Avenue and Route 28 Southbound /	NB SB	29.9 15.1	C B			-	-			
21	Route 28 Southbound / Route 267 Westbound	EB	-	- B	25.6	С	-	-	-	-	
	Ramps	WB	27.2	C			-	-			
	1		-1								

2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Density – Route 28 Corridor

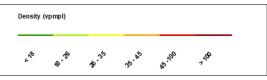








Route 28 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - AM



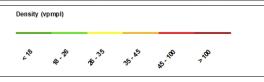
2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Density – Route 267 Corridor







Route 267 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - AM



2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Density – DIAAH Corridor

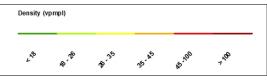








DIAAH Corridor Mainline and Ramp Density 2045 Build Preferred Alternative - AM



2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor

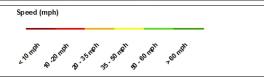




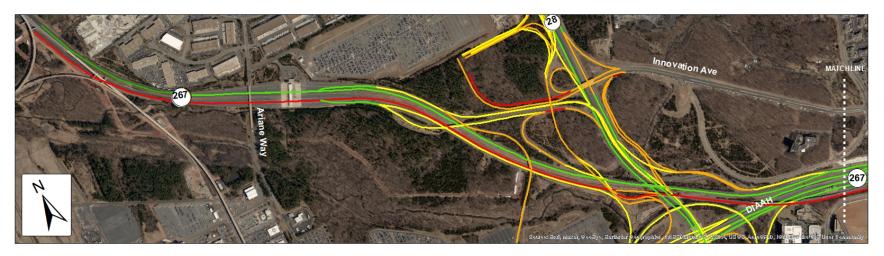




Route 28 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - AM



2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor



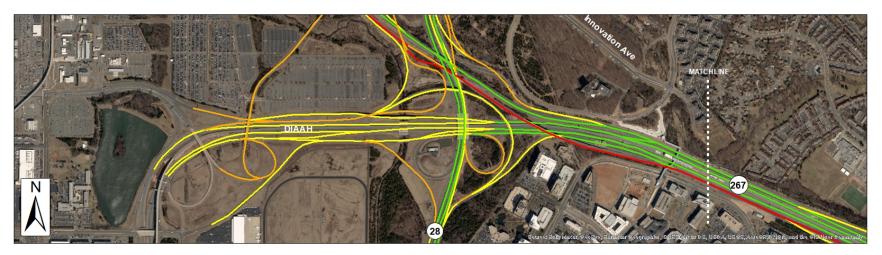




Route 267 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - AM

Speed (mph)	
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2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Speeds – DIAAH Corridor

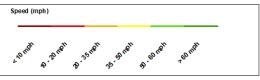








DIAAH Corridor Mainline and Ramp Speed 2045 Build Preferred Alternative - AM



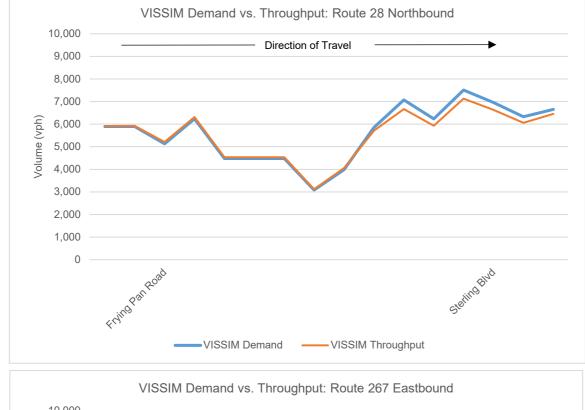
Freeway Segment and Ramp MOEs

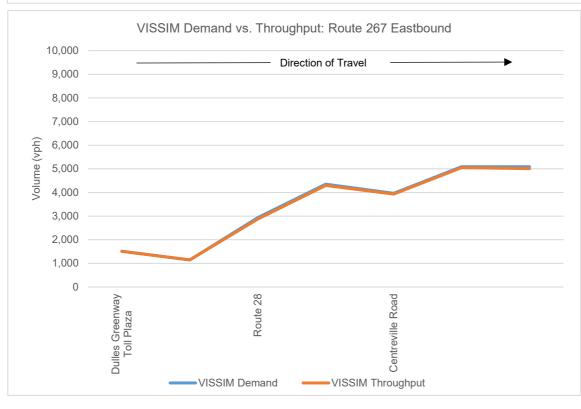
PM Peak Hour (5:00 PM - 6:00 PM)

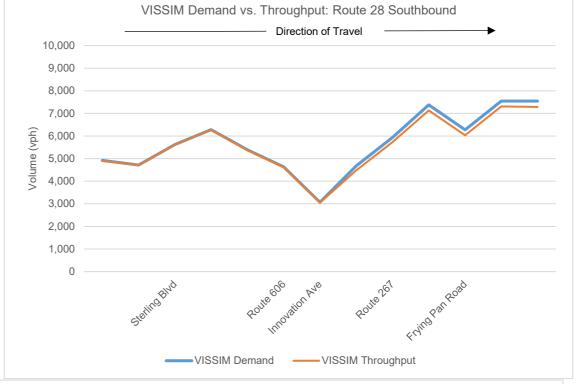
Facility	Segment	Туре	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)
	Mainline south of Frying Pan Road	Basic	5,895	5,916	21	0%	56	21.2
	Mainline south of Frying Pan Road	Diverge	5,895	5,923	28	0%	51	23.0
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,130	5,206	76	1%	54	23.7
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,235	6,316	81	1%	48	26.4
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	4,480	4,535	55	1%	54	28.1
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,480	4,539	59	1%	56	27.1
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	4,480 3,085	4,535 3,120	55 35	1% 1%	36 56	49.0 18.4
Route 28	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,980	4,053	73	2%	40	33.2
	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	5,855	5,710	-145	-2%	56	23.7
	(Combined) Between Off-ramp to Route 6060 EB/WB (combined) and on-ramp from Route	Merge Basic	7,070 6,235	6,670 5,931	-400 -304	-6% -5%	54	24.7
	606 EB/WB (combined) Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to	Weave	7,510	7,129	-381	-5%	55	26.3
	Sterling Blvd EB Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	6,960	6,634	-326	-5%	52 56	27.2 26.1
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,330	6,060	-270	-4%	51	29.2
	Mainline north of Sterling Blvd	Basic	6,655	6,456	-199	-3%	53	24.3
	Mainline north of Sterling Blvd	Basic	4,920 4,715	4,895 4,713	-25 -2	-1% 0%	57 57	17.3 20.7
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic		-			5/	20.7
	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	5,620 6,280	5,613 6,272	-7 -8	0%	56	19.9
	(Combined) Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to	Diverge	5,385	5,368	-17	0%	56	19.9
	Innovation Avenue Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	4,640	4,618	-22	0%	56 56	19.1 20.7
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	3,070	3,051	-19	-1%	57	17.8
	Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	4,680	4,484	-196	-4%	57	15.8
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	5,935	5,728	-207	-3%	56	21.0
	Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road	Weave	7,380	7,133	-247	-3%	49	31.1
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,275	6,036	-239	-4%	53 51	27.9 28.2
	Mainline south of Frying Pan Road Mainline south of Frying Pan Road	Merge Basic	7,545 7,545	7,309 7,288	-236 -257	-3% -3%	54	33.5
	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp	Basic	1,515	1,512	-3	0%		
	to Dulles Airport and Route 28 SB Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on- ramp from Route 28 SB	Merge	1,145	1,149	4	0%	65 58	7.8 6.8
	Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	2,935	2,873	-62	-2%	28	27.5
	Mainline leaving Dulles Airport near Rudder Road	Weave	4,155	4,087	-68	-2%	25	55.9
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	3,410	3,293	-117	-3%	18	75.7
Eastbound	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	2,400	2,357	-43	-2%	14	91.4
Route 267	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	3,750 2,305	3,584 2,184	-166 -121	-4% -5%	12 38	99.5 29.2
	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	1,835	1,764	-121 -71	-5% -4%	32	30.6
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	745	737	-8	-1%	55	6.7
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway Mainline between on-ramps from Dulles Greenway & Route 28/Dulles	Merge	1,415	1,428	13	1%	56	10.9
	Airport/DIAAH and off-ramp to Centreville Road	Weave	4,350	4,301	-49	-1%	57	12.5
l	Between off-ramp to Centreville Road and on-ramp from Centreville Road Mainline east of Centreville Road	Basic Merge	3,965 5,090	3,932 5,051	-33 -39	-1% -1%	57 56	14.4 16.8
	Mainline east of Centreville Road Mainline east of Centreville Road	Merge Basic	5,090	5,051 5,010	-39 -80	-1% -2%	56	16.8 17.6
	Mainline east of off-ramp to DIAAH WB	Diverge	7,015	7,091	76	1%	56	31.8
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,015	7,179	164	2%	56	32.0
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road Between off-ramp to Centreville Road and on-ramp from Centreville Road	Diverge Basic	7,015 6,000	7,141 6,160	126 160	2% 3%	53 56	32.0 27.6
Westbound	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,185	7,306	121	2%	55	26.4
Route 267	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,185	7,156	-29	0%	45	30.6
	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	5,310 5,310	5,285 5,270	-25 -40	0% -1%	48 48	27.6 36.2
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	4,315	4,269	-46	-1%	54	36.6
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,425	6,388	-37	-1%	63	33.6
	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	1,545	-10	-1%	44	15.1
DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,999	-26	-1%	55	13.8
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic Basic	2,025	2,003	-22 -5	-1% 0%	56 56	17.8 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 to Dulles Airport	Basic Merge	3,240 3,240	3,235 3,235	-5 -5	0%	55	28.5
Westbound	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	3,240	3,222	-18	-1%	55	29.1
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	3,340	-70	-2%	56	20.0
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,675	-20	-1%	39	16.9
<u> </u>	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,314	-31	-1%	43	10.7

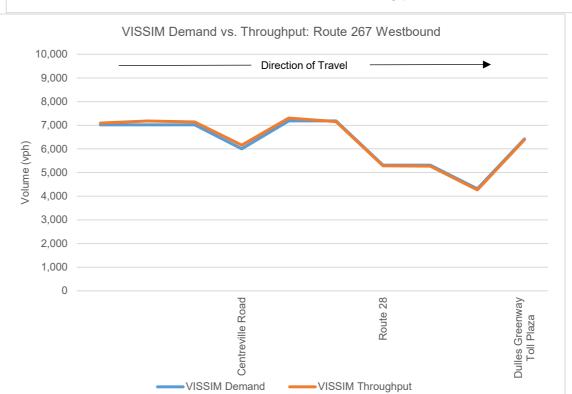
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Facility	Segment	Туре	Balanced Count	VISSIM Throughput	Difference (vph)	Difference (%)	Average Speed	Average Density	% Demand Served
Frying Pan	Route 28 NB to Frying Pan Road EB		(vph) 765	(vph) 749	-16	-2%	(mph) 40	(vpmpl) 18.6	98%
Road	Frying Pan Road WB to Route 28 NB		1,105	1,101	-10	0%	37	14.7	100%
Interchange	Route 28 SB to Frying Pan Road EB		1,105	1,097	-8	-1%	29	38.0	99%
Ramps	Frying Pan Road WB to Route 28 SB		1,270	1,274	4	0%	39	26.0	100%
	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,755	1,802	47	3%	51	16.2	103%
	Route 28 NB to Dulles Airport		505	513	8	2%	40	6.4	102%
	Route 28 NB to Route 267 EB		670	690	20	3%	28	24.3	103%
	Route 28 NB to C-D Road		580	616	36	6%	29	38.8	106%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		1,090	1,075	-15	-1%	17	69.6	99%
l	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles		1,670	1,713	43	3%			
	Airport) and off-ramp to Route 28 NB			,			18	69.8	103%
	Route 28 NB C-D Road slip ramp to Route 28 NB		895	928	33	4%	12	80.4	104%
	Route 28 NB C-D Road to Innovation Avenue and Route 606		775	821	46	6%	38	24.9	106%
Route 267	Route 28 NB to Route 267 WB		1,395	1,427	32	2%	37	38.4	102%
Interchange	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		1,875	1,857	-18	-1%	0.5	00.7	000/
Ramps							35	22.7	99%
	Route 267 WB to Innovation Avenue		195	193	-2	-1%	32	6.0	99%
	Route 267 WB to Route 28 NB		1,875	1,658	-217	-12%	38	21.9	88%
	Route 267 EB (Dulles Greenway) to Route 28 SB		260	255	-5	-2%	38	6.7	98%
	Route 267 WB to Route 28 SB		995	992	-3	0%	22	44.2	100%
	Route 267 EB/WB to Route 28 SB (Combined)		1,255	1,247	-8	-1%	24	52.1	99%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267		2,240	2,162	-78	-4%			
	EB (Combined)						43	15.4	96%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		450	442	-8	-2%	25	17.5	98%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		1,790	1,724	-66	-4%	27	30.2	96%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,445	1,402	-43	-3%	24	56.8	97%
	Route 28 NB C-D Road to Innovation Ave EB		775	820	45	6%	26	36.5	106%
I	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		970	1,011	41	4%	22	34.2	104%
Innovation	Innovation Ave WB to Route 28 NB Route 28 SB to Innovation Ave		1,215 745	965 747	-250 2	-21% 0%	34 38	28.1 19.7	79% 100%
Avenue	Innovation Ave WB to Route 267 EB / Dulles Airport		285	225	-60	-21%	30	7.4	79%
Interchange	Innovation Ave WB to Route 28 SB		830	661	-169	-20%	26	25.0	80%
Ramps	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,610	1,428	-182	-11%	40	17.8	89%
1	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		1,570	1,564	-6	0%	47	16.4	100%
	Route 606 to Dulles Airport / Route 267 EB (Combined)		385	373	-12	-3%	38	9.4	97%
	Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		1,955	1,937	-18	-1%	43	19.7	99%
	Route 28 NB to Route 606 (EB and WB Combined)		730	732	2	0%	36	24.0	100%
I -	Route 28 NB to Route 606 EB and WB		620 110	594 102	-26 -9	-4% -8%	23 27	41.9 3.7	96% 92%
I	Route 28 NB to Route 606 EB (staying on Route 606 EB) Route 28 NB to Route 606 EB (to Shaw Road NB)		105	102	-9 -4	-6%	10	10.0	96%
I -	Route 28 NB to Route 606 WB		515	507	- 4 -8	-1%	4	88.1	99%
I	Route 606 EB to Route 28 NB		405	404	-1	0%	21	19.8	100%
Davita 606 / Old	Route 606 WB to Route 28 NB		870	845	-25	-3%	26	32.9	97%
Route 606 / Old Ox Road	Route 606 EB / WB (Combined) to Route 28 NB		1,275	1,248	-27	-2%	36	34.2	98%
Interchange	Route 28 SB to Route 606 (EB and WB Combined)		895	899	4	0%	44	10.0	100%
Ramps	Route 28 SB to Route 606 WB		110	110	0	0%	27	4.1	100%
I rampo	Route 28 SB to Route 606 EB		785	789	4	0%	11	36.7	100%
I -	Route 606 WB to Route 28 SB		240 925	226 916	-14	-6% -1%	21 29	35.4 31.3	94% 99%
I	Route 606 EB to Route 28 SB Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles		925		-9		29	31.3	99%
	Airport		1,165	1,128	-37	-3%	34	16.8	97%
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		385	373	-12	-3%	38	9.4	97%
l	Route 606 EB/WB (Combined) to Route 28 SB		780	768	-12	-2%	42	18.5	98%
	Route 28 NB to Sterling Blvd EB		550	551	1	0%	32	17.1	100%
Sterling Blvd	Route 28 NB to Sterling Blvd WB		630	576	-54	-8%	20	28.6	92%
Interchange	Sterling Blvd to Route 28 NB		415	414	-1	0%	31	13.0	100%
Ramps	Route 28 SB to Sterling Blvd Sterling Blvd WB to Route 28 SB		205 905	207 899	-6	1% -1%	47 19	4.3 46.6	101% 99%
 	Sterling Blvd WB to Route 28 SB Sterling Blvd EB to Route 28 SB		665	657	-6 -8	-1%	30	21.3	99%
Route 267 /	Route 267 EB to Centreville Road		385	378	-o -7	-1%	46	4.0	98%
Centreville	Centreville Road to Route 267 EB		1,125	1,120	-5	0%	39	28.1	100%
Road	Route 267 WB to Centreville Road		1,015	1,010	-5	-1%	42	24.0	99%
Interchange	Centreville Road to Route 267 WB		1,185	1,174	-11	-1%	55	21.3	99%
I I	Route 267 EB to Dulles Airport		110	113	3	3%	49	2.3	103%
I ⊦	Route 267 WB to Dulles Airport		170	1,696	10	-1%	34	24.9	000/
I ⊢	DIAAH WB to Rudder Road Ramps from Route 267 EB/Route 28 to Rudder Road		1,715 415	410	-19 -5	-1% -1%	34	10.2	99% 99%
l., +	Ramps from Route 267 EB/Route 28 to Rudder Road Ramps from Route 267 EB/Route 28 to Dulles Airport		650	661	11	2%	39	8.3	102%
Various Dulles	DIAAH EB (Outer Lanes) to Rudder Road		745	733	-12	-2%	25	29.3	98%
Airport / DIAAH	Dulles Airport to Route 267 WB		715	706	-9	-1%	32	22.2	99%
Ramps	Aviation Blvd to Route 267 EB		1,350	1,313	-37	-3%	16	91.7	97%
] [Route 267 EB to DIAAH EB (west)		1,010	1,008	-2	0%	42	23.7	100%
[L	Route 267 EB to DIAAH EB (east)		470	456	-14	-3%	44	10.2	97%
I ⊦	DIAAH EB to Route 267 EB (west)		585						
- I	DIAAH EB to Route 267 EB (east)		135						









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

#	Intersection	Approach	Movement	Balance (vp		VIS: Through		Differen	ce (vph)	Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)	
		NB	U LT TH RT	0 20 340 330	690	0 20 343 331	694	0 0 3 1	4	- 0% 1% 0%	1%	68.1 37.6 15.3	27.9	8 45 32	45	66 254 269	269
	Route 846 (Sterling	SB	U LT TH RT	0 495 50 255	800	0 487 51 257	795	0 -8 1 2	-5	- -2% 2% 1%	-1%	59.6 19.9 6.4	39.8	- 100 4 7	100	349 56 117	349
1	Boulevard) and Pacific Boulevard	ЕВ	U LT TH RT	0 140 460 60	660	0 147 459 62	668	0 7 -1 2	8	- 5% 0% 3%	1%	74.1 44.2 38.1	50.2	- 76 87 73	87	552 562 603	603
		WB	U LT TH RT ection	0 65 470 275	810	0 63 430 254 2,9	747	0 -2 -40 -21	-63	-3% -9% -8%	-8% !%	- 65.0 51.9 7.4	37.9	23 79 10	79	145 307 149	307
		NB	U LT TH RT	0 0 0 0	0	0 0 0 0	0	0 0 0	0		-		-	- - -	-	- - -	-
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 110 0 95	205	0 112 0 98	210	0 2 0 3	5	- 2% - 3%	2%	31.1	17.6	- 15 - 0	15	- 85 - 0	85
2	Route 28 SB Off- Ramp	ЕВ	U LT TH RT	0 0 625 0	625	0 0 633 0	633	0 0 8 0	8	- - 1% -	1%	- - 4.2 -	4.2	- - 5 -	5	- - 167 -	167
		WB	LT TH RT ection	0 0 715	715 45	0 0 656 0	656	0 0 -59 0	-59 16	- -8% -	-8% 5%	- - 5.6 -	5.6	- - 6 -	6	- - 114 -	114
		NB	U LT TH RT	0 0 0 0 550	550	0 0 0 0 551	551	0 0 0	1	 - - - 0%	0%	- - - 4.4	4.4	- - - 0	0	- - - 14	14
	Route 846 (Sterling Boulevard) and	SB	U LT TH RT	0 0	0	0 0 0	0	0 0 0	0	- - -	-	-	-	- - - -	-	- - -	-
3	Route 28 NB Ramps	EB	U LT TH RT	0 25 710 0	735	0 25 723 0	748	0 0 13 0	13	- 0% 2% -	2%	32.4 0.8	1.8	- 4 0 -	4	67 0	67
		WB	U LT TH RT	0 0 990 390	1,380	0 0 972 390	1,362	0 0 -18 0	-18	- -2% 0%	-1%	- - 1.8 4.0	2.4	- - 4 1	4	- - 165 112	165
-		Inters	ection U	2,6	665	2,6 0	61	0	4	- 0	% 	2.	. /	-		-	
		NB	LT TH RT U	275 45 430 0	750	272 44 436 0	752	-3 -1 6 0	2	-1% -2% 1%	0%	66.4 63.7 24.9	42.2	131 11 68	131	698 99 636	698
4	Route 846 (Sterling Boulevard) and	SB	LT TH RT	20 20 95 0	135	21 18 94 5	133	-2 -1 5	-2	5% -10% -1%	-1%	52.5 0.1 6.3 25.7	12.8	6 0 4	6	61 0 93	93
	Shaw Road	ЕВ	LT TH RT	45 1,120 90 0	1,255	40 1,134 95 0	1,274	-5 14 5	19	-11% 1% 6%	2%	20.2 26.2 4.6	24.4	3 111 1	111	59 520 74	520
		WB Inters	LT TH RT ection	195 1,000 10 3,3	1,205 345	195 992 11 3,3	1,198 57	0 -8 1	-7 2	0% -1% 10%	-1% %	22.7 15.3 14.1	16.5 5.1	21 52 63	63	370 451 483	483
			U	0		0		0		-		-		-		-	
		NB	LT TH RT U	480 70 255 0	805	471 68 256 4	795	-9 -2 1 4	-10	-2% -3% 0%	-1%	58.5 56.9 10.9 259.3	43.0	110 110 13	110	492 492 224	492
5	Route 606 (Old Ox Road) and Pacific	SB	LT TH RT U	435 65 250 0	750	399 60 249	712	-36 -5 -1	-38	-8% -8% 0%	-5%	265.7 261.3 74.6	198.5	540 540 248	540	993 993 875	993
	Boulevard	ЕВ	LT TH RT	235 1,745 250 0	2,230	222 1,747 243 5	2,212	-13 2 -7 5	-18	-6% 0% -3%	-1%	124.3 60.4 29.8 120.1	63.5	334 351 16	351	1,172 1,173 294	1,173
		WB	LT TH RT ection	110 1,715 295 5,9	2,120	100 1,633 277 5,7	2,015	-10 -82 -18	-105 71	-9% -5% -6%	-5% 8%	113.9 81.2 49.8	78.6	37 652 45	652	146 1,130 373	1,130
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#	Intersection	Approach	Movement	Balanced ((vph)		VIS Through		Differen	ce (vph)	Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		
			U LT	785		0 789		0 4		- 1%		22.2		- 45		- 279		
		SB	TH	700	895	0	899	0	4	-	0%	-	22.0	-	45	-	279	
			RT	110		110		0		0%		20.5		0		0		
	Route 606 (Old Ox		x	U LT		0.405	0	0.407	0	00	-	40/	-	00.0	-	400	-	007
14	Road) and Route 28	EB	TH	1,510	2,435	1,491	2,407	-19	-28	-1%	-1%	35.1	26.9	62	130	520	627	
	SB Ramps		RT U	925		916 0		-9 0		-1% -		13.6		130		627		
		WB	LT	240	2,255	226	2,155	-14	-100	-6%	-4%	31.5	80.6	293	368	735	825	
		"5	TH RT	2,015	2,200	1,929 0	2,100	-86 0	-100	-4%	-470	86.3	00.0	368	300	825	020	
		Inters	ection	5,585	5	5,4	61		24	-2	.%	47	7.3	-		-		
			U	545		0		0		-		-		- 045		- 040		
		NB	LT TH	515 105	730	505 101	708	-10 -4	-22	-2% -4%	-3%	111.7 55.5	91.5	215 5	215	610 115	610	
			RT	110		102		-8		-7%		27.2		0		0		
	Route 606 (Old Ox		LT	405		0 404		0 -1		- 0%		24.8		- 125		- 516		
15	Road) and Route 28	EB	TH	1,890	2,295	1,846	2,250	-44	-45	-2%	-2%	41.6	38.6	235	235	689	689	
	NB Ramps		RT U			0		0		-		-		-		-		
		WB	LT		2,610	0	2,515	0	-95	-	-4%	-	24.0	-	93	-	613	
		"5	TH RT	1,740 870	2,010	1,670 845	2,010	-70 -25	30	-4% -3%	470	32.8 6.6	24.0	93 16	00	613 339	010	
		Inters	ection	5,635	5	5,4	73		62		l %	38	3.7	10		333		
			U LT	0 280		0 280		0		- 0%		65.0		- 72		254		
		NB	TH	115	545	116	543	1	-2	1%	0%	54.1	48.3	72	104	254	305	
			RT	150		147		-3		-2%		11.8		104		305		
		SB	U LT	0 10		9		0 -1		-10%		78.8		- 16		69		
			TH	35	65	37	64	2	-1	6%	-2%	73.9	55.6	16	69	69		
7	Route 606 (Old Ox Road) and Shaw		RT U	20 0		18 15		-2 15		-10%		6.3 86.8		16		69		
ľ	Road	EB	LT	115	2,095	111	2,076	-4	-19	-3%	-1%	70.2	18.2	56	76	267	521	
			TH	1,755	2,095	1,729	2,070	-26	-19	-1%	-170	15.7	10.2	76 8	70	521 166	321	
			RT U	225 0		221 8		-4 8		-2% -		7.5 218.0		-		-		
		WB	LT	150	2,470	141	2,337	-9	-133	-6%	-5%	215.9	153.8	2,209	2,209	2,660	2,660	
			TH RT	2,295 25		2,163 25		-132 0		-6% 0%		149.9 115.4		2,209 0		2,660 23		
		Inters	ection	5,175	5	4,9	95		80	-3	%	84	.9					
			LT	0 55		0 51	50. 4	0 -4	,	-7%	40/	44.9	40.0	29		124	101	
		NB	TH	120	535	113	531	-7	-4	-6%	-1%	55.0	18.0	29	29	124	124	
			RT U	360 0		367 0		7		2%		2.9		1 -		45		
		SB	LT	95	755	101	757	6	2	6%	0%	43.2	17.0	38	38	188	188	
	Sunrise Valley		TH RT	155 505		149 507		-6 2		-4% 0%		48.3 2.6		38 0		188 51		
8	Drive and Frying Pan Road		U LT	5 275		6 275		1 0		20% 0%		32.7 33.6		40 40		416 416		
	i dii Noad	EB	TH	830	1,175	813	1,160	-17	-15	-2%	-1%	34.5	32.6	94	94	437	437	
			RT U	65 0		66 0		0		2%		4.7		-		0		
		WB	LT	415	1,365	399	1,347	-16	-18	-4%	-1%	61.4	51.1	208 208	208	822 822	822	
			TH RT	860 90		855 93		-5 3		-1% 3%		50.8 8.9		0		0		
-			ection LT	3,830 540		3,7 565		-3 25	35	-1 5%	%	8.2	.0	21		333		
		NB	TH	1,405	1,945	1,400	1,965	- 5	20	0%	1%	19.0	15.9	59	59	423	423	
9	Centreville Road and Dulles Toll	SB	TH RT	1,655 615	2,270	1,657 608	2,265	2 -7	-5	0% -1%	0%	23.9 6.5	19.2	79 0	79	387	387	
"	Road WB Ramps	WB	LT	485	1,015	483	1,003	-2	-12	0%	-1%	19.4	13.3	24	24	159	159	
	-		RT	530	•	520	,	-10	3	-2%	-1% %	7.7	6.8	1	24	105	108	
			ection TH	5,230 1,740		5,2 1,734				0%		26.6		140	440	587	E07	
	Combined III - F	NB	RT	805	2,545	802	2,536	-6 -3	-9	0%	0%	16.1	23.3	40	140	406	587	
10	Centreville Road and Dulles Toll	SB	LT TH	320 1,820	2,140	320 1,821	2,141	0 1	1	0% 0%	0%	9.6 18.9	17.5	57 100	100	506 573	573	
	Road EB Ramps	EB	LT	235	385	228	378	-7	-7	-3%	-2%	16.4	11.3	12	12	94	94	
			RT ection	150 5,070		150 5,0		0 -1	15	0%	%	3.6 19	9.9	0		0		
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#	Intersection	Approach	Movement	Balance (vp	d Count oh)	VIS Through	SIM put (vph)	Differen	ce (vph)	Differe	nce (%)	_	e Delay 'veh)	Average Len (fe	gth	Max Queu	_
			U	0		0		0		-		-		-		-	
		NB	LT	0	0	0	0	0	0	-	_	-	_	-	_	-	_
		ND	TH	0	O	0		0		-		-		-		-	
			RT	0		0		0		-		-		-		-	
			U	0		0		0		-		-		-		-	
		SB	LT	80	1,105	80	1,108	0	3	0%	0%	37.4	14.9	66	80	573	624
			TH	0	.,	0	1,	0		-		-		-		-	·-·
1	Frying Pan Road		RT	1,025		1,028		3		0%		13.2		80		624	
11	and River Birch		U	0		0 770		0		- 00/		-		-		- 070	
	Road	EB	LT TH	780 1,090	1,870	778 1,076	1,854	-2 -14	-16	0% -1%	-1%	16.2 4.4	9.4	40 12	40	276 188	276
			RT	0		0		0		-170		-		-		-	
			U	0		0		0		-		-		-		-	
			LT	0		0		0				_		-			
		WB	TH	1,350	1,425	1,345	1,419	-5	-6	0%	0%	72.5	72.4	293	321	805	842
			RT	75		74		-1		-1%		70.5		321		842	
		Inters	ection		00	4,3	881		19		%	31	.2				
			U	0		0		0		-		-		-		-	
1		NB	LT	0	765	0	203	0	-562	-	-73%	-	41.3	-	5	-	115
		NB	TH	319	700	101	203	-218	-302	-68%	-73%	55.5	41.3	5	5	115	115
			RT	446		102		-344		-77%		27.2		0		0	
			U	0		0		0		-		-		-		-	
	Frying Pan Road	SB	LT	0	0	0	0	0	0	-	-	-	-	-	-	-	-
			TH	0		0		0		-		-		-		-	
1,	and Pouto 29		RT	0		0		0		-		-		-		-	
12	Northbound Off-		U LT	0 461		0 461		0	-	0%		31.0		0		0	
	Ramp	EB -	TH	644	1,105	637	1,098	-7	-7	-1%	-1%	41.5	37.1	45	45	547	547
			RT	0		0		0		-170		- 41.5		-		-	
			U	0		0		0		-		-		-		-	
		14/5	LT	0	0.074	0	0.074	0		-	00/	-	0.0	-	•	-	•
		WB	TH	1,270	2,371	1,274	2,374	4	3	0%	0%	3.2	2.6	0	0	0	0
			RT	1,101		1,100		-1		0%		1.9		0		0	
		Inters	ection	4,2	241	3,6	375	-5	66	-13	3%	15	5.0				
			U	0		0		0		-		-		-		-	
		NB	TH	855	1,970	684	1,568	-171	-402	-20%	-20%	19.2	20.9	18	18	207	207
	Innovation Avenue		RT	1,115		884		-231		-21%		22.2		0		88	
	and Route 28	SB	U	0	440	0	440	0	_	-	0%	-	7.8	-	7	-	104
21	Southbound /	36	LT TH	0 410	410	0 412	412	2	2	- 0%	U%	7.8	1.0	7	1	104	104
	Route 267		U	0		0		0						-		104	
1	Westbound Ramps	WB	LT	745	745	747	747	2	2	0%	0%	20.7	20.7	42	42	230	230
			RT	0		0		0	_	-				-		-	
		Inters	ection	3,1	25	2,7	727	-3	98	-13	3%	18	3.9				
			U	0		0		0		-		-		-		-	
		NB	LT	685	795	476	556	-209	-239	-31%	-30%	265.6	285.0	516	556	582	622
		115	TH	85	700	60		-25	200	-29%	0070	401.6	200.0	516	000	582	OZZ
			RT	25		20		-5		-20%		396.5		556		622	
1			U	0		0		0		- 440/		440.5		-		- 542	
1		SB	LT TH	25 45	665	14 30	405	-11 -15	-260	-44% -33%	-39%	149.5 299.0	269.3	500 500	546	543 543	588
1			RT	595		361		-15		-33%		271.5		546		588	
13	Innovation Avenue		U	0		0		0		-3970		-		-		-	
1'	and Shaw Road		LT	590		570		-20	_	-3%		122.1		507		1,682	
		EB	TH	1,165	2,125	1,181	2,130	16	5	1%	0%	73.0	81.3	507	507	1,682	1,682
1			RT	370		379	1	9		2%		45.6		0		0	
1			U	0		0		0		-		-		-		-	
1		WB	LT	15	1,955	13	1,585	-2	-370	-13%	-19%	308.1	267.9	2,383	2,445	2,636	2,698
1		44.5	TH	1,905	1,800	1,543	1,000	-362	-310	-19%	-1970	267.9	201.9	2,383	۷,440	2,636	۷,090
1			RT	35	540	29		-6		-17%		245.7		2,445		2,698	
	Į l	Inters							64		3%	- 10	5.0				

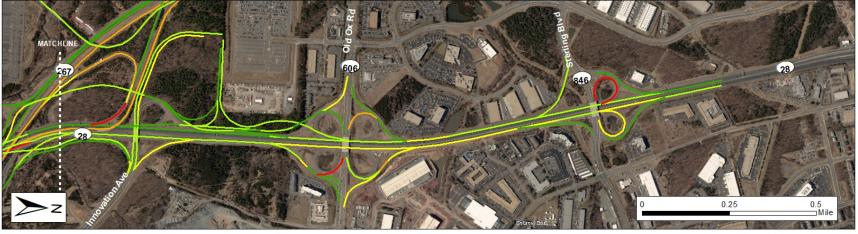
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PM Peak Hour (5:00 PM - 6:00 PM)

	,		,	2045	Preferred Alt			204	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			
	D 4 040 (04 II	NB	27.9	С			25.5	С					
1	Route 846 (Sterling Boulevard) and Pacific	SB	39.8	D	38.8	D	44.4	D	41.0	D			
Ι΄.	Boulevard	EB	50.2	D	00.0	J	55.0	D	41.0	J			
		WB	37.9	D			42.3	D					
	Route 846 (Sterling	NB	-	-			-	-					
2	Boulevard) and Route	SB	17.6	В	6.7	Α	14.4	В	5.8	Α			
	28 SB Off-Ramp	EB	4.2	Α			4.1	Α					
		WB	5.6	A			5.2	Α					
	Route 846 (Sterling	NB SB	4.4	Α			60.3	Е					
3	Boulevard) and Route	EB	1.8	- A	2.7	Α	2.0	- A	15.5	В			
	28 NB Ramps	WB	2.4	A			2.8	A					
		NB	42.2	D			35.2	D					
	Route 846 (Sterling	SB	12.8	В	0.7.4		12.8	В	0.4.0				
4	Boulevard) and Shaw Road	EB	24.4	С	25.1	С	20.8	С	21.6	С			
	Noau	WB	16.5	В			16.1	В					
	Pouts 606 (Old O	NB	43.0	D			31.9	С					
5	Route 606 (Old Ox Road) and Pacific	SB	198.5	F	82.7	F	56.4	Е	47.6	D			
	Boulevard	EB	63.5	Е	52		43.4	D					
		WB	78.6	Е			50.9	D					
	Route 606 (Old Ox	NB	-	-			-	-	-				
14	Road) and Route 28 SB	SB EB	22.0 26.9	C C	47.3	D	-	-		-			
	Ramps	WB	80.6	F			-	-					
		NB	91.5	F			-	-					
	,	SB	-	-	•		-	-	-				
15		EB	38.6	D	38.7	D	-	-		-			
	Ramps	WB	24.0	С			-	-					
		NB	48.3	D			60.1	Е					
7	Route 606 (Old Ox	SB	55.6	Е	84.9	F	115.2	F	109.3	F			
	Road) and Shaw Road		18.2	В			41.3	D					
		WB	153.8	F			181.9	F					
	Occupita a Mallaca Batas	NB SB	18.0 17.0	B B		С	5.5	-	17.7				
8	Sunrise Valley Drive and Frying Pan Road	EB	32.6	С	34.0		9.7	A A		В			
		WB	51.1	D			32.5	C					
		NB	-	-			-	-					
١	Frying Pan Road and	SB	14.9	В	04.0		23.1	С	40.7				
11	River Birch Road	EB	9.4	Α	31.2	С	17.6	В	16.7	В			
		WB	72.4	Е			12.9	В					
	Enging Day Book and	NB	41.3	D			27.6	С					
12	Frying Pan Road and Route 28 Northbound	SB	-	-	15.0	В	-	-	15.5	В			
	Off-Ramp	EB	37.1	D			12.9	В					
		WB	2.6	A			-	-					
	Centreville Road and	NB CB	15.9	В			32.4	С					
9	Dulles Toll Road WB	SB EB	19.2	B -	16.8	В	73.4	_ E	52.9	D			
	Ramps	WB	13.3	- В			57.8	E					
		NB	23.3	С			56.6	E					
4.	#DEE!	SB	17.5	В	40.0		14.0	В	44.0				
10	#REF!	EB	11.3	В	19.9	В	79.8	Е	41.3	D			
		WB	-	-			-	-					
		NB	285.0	F			-	-					
13	3 Innovation Avenue and	SB	269.3	F	185.0	F	-	-	_	-			
	Shaw Road	EB	81.3	F			-	-					
		WB	267.9	F			-	-					
	Innovation Avenue and	NB SB	20.9 7.8	C			-	-					
21	Route 28 Southbound / Route 267 Westbound	EB EB	-	A -	18.9	В	-	-	-	-			
	Ramps	WB	20.7	C			-	-					
		***	20.1	U									

2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Density – Route 28 Corridor

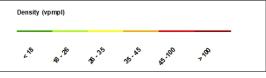








Route 28 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - PM



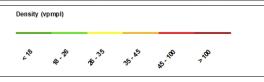
2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Density – Route 267 Corridor







Route 267 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - PM



2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Density – DIAAH Corridor

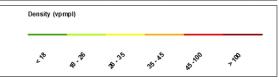








DIAAH Corridor Mainline and Ramp Density 2045 Build Preferred Alternative - PM



2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor

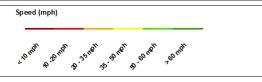








Route 28 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - PM



2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor







Route 267 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - PM

Speed (mph)		
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2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Speeds – DIAAH Corridor









DIAAH Corridor Mainline and Ramp Speed 2045 Build Preferred Alternative - PM

