

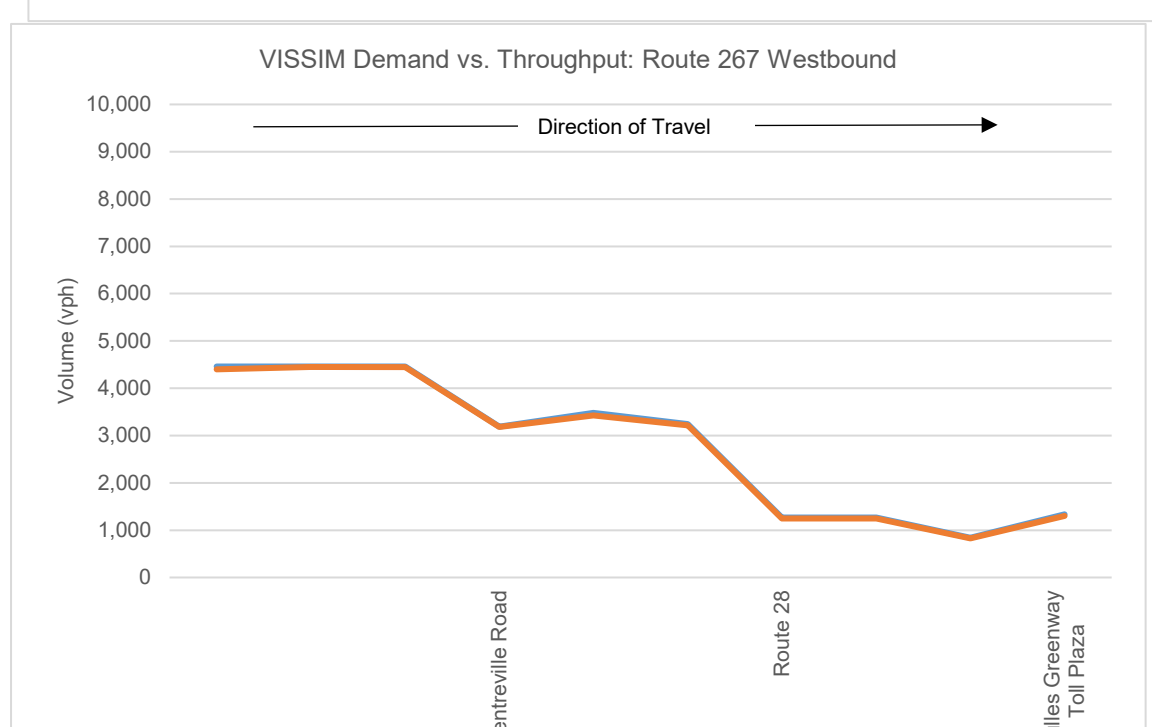
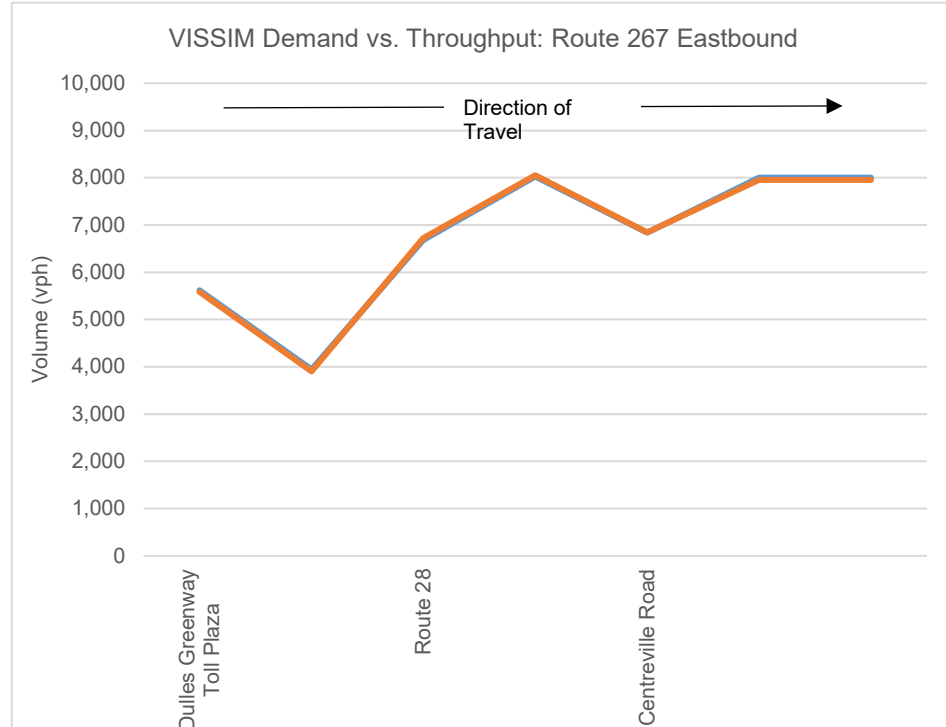
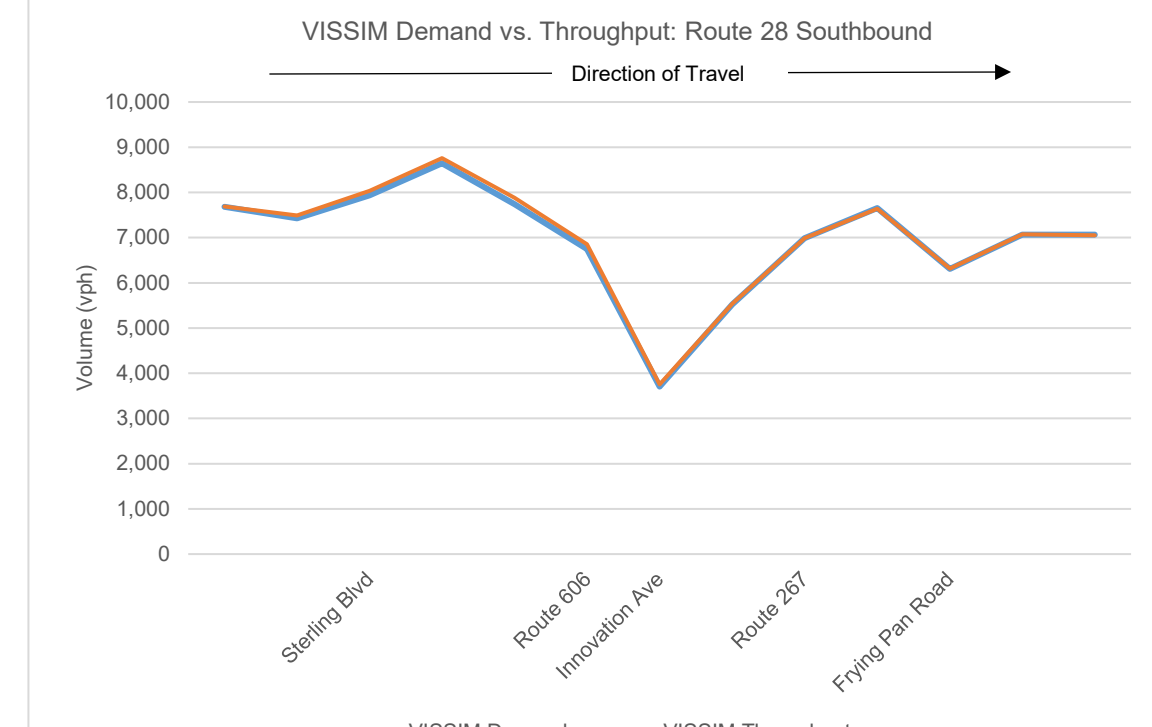
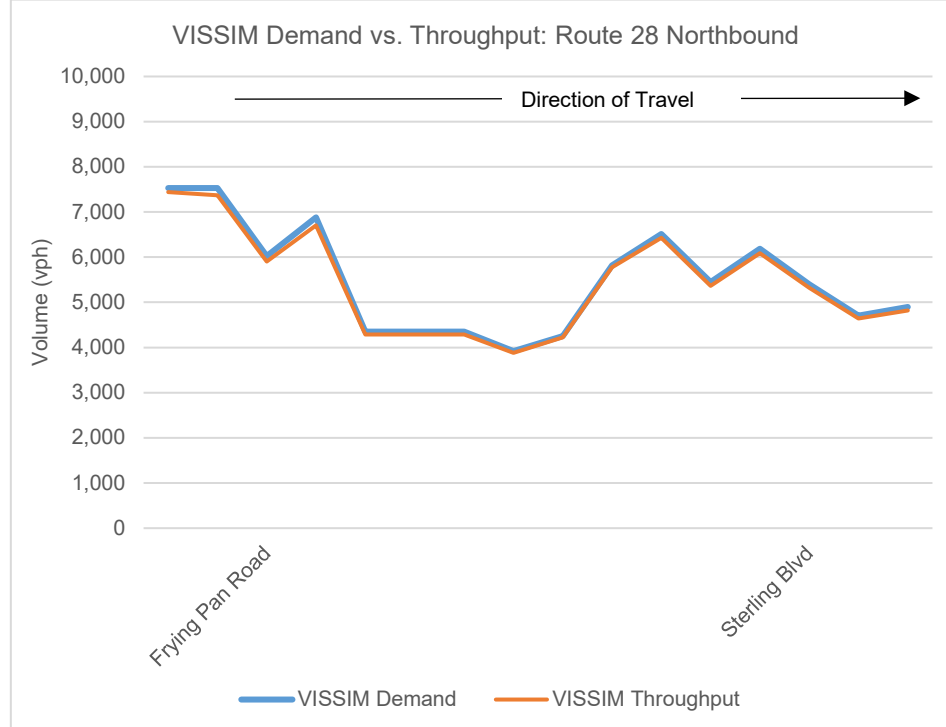
Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vp/ml)	% Demand Served	
Northbound Route 28	Mainline south of Frying Pan Road	Basic	7,530	7,441	-90	-1%	43	40.3	99%	
	Mainline south of Frying Pan Road	Diverge	7,530	7,367	-163	-2%	29	54.7	98%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,025	5,906	-119	-2%	50	29.3	98%	
	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	97%	
	Between off-ramp to Route 267 EB/Dulles Airport and off-ramp to C-D Road	Diverge	4,350	4,288	-62	-1%	56	24.8	99%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,350	4,287	-63	-1%	56	25.4	99%	
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	4,350	4,289	-61	-1%	56	24.8	99%	
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	3,920	3,881	-39	-1%	56	22.7	99%	
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	4,255	4,223	-32	-1%	56	21.9	99%	
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,820	5,773	-47	-1%	56	24.0	99%	
	Between on-ramp from Innovation Ave and off-ramp Route 606 EB / WB (Combined)	Merge	6,515	6,426	-89	-1%	53	24.2	99%	
	Between Off-ramp to Route 606 EB / WB (Combined) and on-ramp from Route 606 EB/WB (combined)	Basic	5,450	5,368	-82	-2%	56	24.0	98%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,190	6,084	-106	-2%	54	22.6	98%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,400	5,321	-79	-1%	55	21.3	99%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,705	4,642	-63	-1%	57	20.2	99%	
	Mainline north of Sterling Blvd	Basic	4,900	4,822	-79	-2%	57	16.9	98%	
	Southbound Route 28	Mainline north of Sterling Blvd	Basic	7,685	7,692	7	0%	52	29.7	100%
		Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	7,425	7,493	68	1%	50	37.2	101%
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB		Basic	7,940	8,034	94	1%	49	34.0	101%	
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	101%	
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	102%	
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	102%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)		Basic	3,705	3,754	49	1%	56	21.8	101%	
Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)		Basic	5,520	5,535	15	0%	54	19.6	100%	
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	100%	
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	100%	
Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road		Basic	6,310	6,314	4	0%	55	28.8	100%	
Mainline south of Frying Pan Road		Merge	7,065	7,071	6	0%	50	28.0	100%	
Mainline south of Frying Pan Road		Basic	7,065	7,054	-11	0%	54	32.9	100%	
Eastbound Route 267		Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	5,615	5,581	-34	-1%	19	95.7	99%
		Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	3,945	3,903	-42	-1%	12	117.5	99%
		Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	6,680	6,722	42	1%	16	105.6	101%
		Mainline leaving Dulles Airport near Rudder Road	Weave	2,785	2,764	-21	-1%	46	14.9	99%
		Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,640	2,622	-19	-1%	40	21.7	99%
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,335	1,347	12	1%	44	15.0	101%	
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,930	1,900	-30	-2%	43	14.9	98%	
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,260	1,212	-48	-4%	43	13.9	96%	
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	705	701	-4	-1%	44	5.3	99%	
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	305	317	12	4%	55	2.8	104%	
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,345	1,330	-16	-1%	57	9.2	99%	
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	8,025	8,051	26	0%	14	94.2	100%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,840	6,847	7	0%	13	106.1	100%	
	Mainline east of Centreville Road	Merge	8,000	7,955	-45	-1%	12	111.4	99%	
	Mainline east of Centreville Road	Basic	8,000	7,952	-48	-1%	24	66.6	99%	
	Mainline east of off-ramp to DIAAH WB	Diverge	4,460	4,399	-61	-1%	57	19.2	99%	
	Westbound Route 267	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	4,460	4,450	-10	0%	57	19.4	100%
		Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	4,460	4,446	-14	0%	56	18.6	100%
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	3,190	3,181	-9	0%	57	13.9	100%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB		Merge	3,480	3,423	-57	-2%	57	12.1	98%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB		Diverge	3,240	3,214	-26	-1%	56	11.0	99%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Basic	1,265	1,245	-20	-2%	58	5.3	98%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Diverge	1,265	1,245	-20	-2%	58	7.2	98%	
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza		Basic	840	827	-13	-2%	58	6.6	98%	
Mainline west of Dulles Greenway Toll Plaza		Basic	1,335	1,302	-33	-2%	67	6.5	98%	
Eastbound DIAAH		Mainline leaving Dulles Airport near Rudder Road	Basic	365	365	0	0%	45	4.0	100%
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,670	1,672	2	0%	44	16.3	100%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,225	2,238	13	1%	55	15.5	101%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,225	2,252	27	1%	56	20.1	101%	
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	1,055	1,057	2	0%	58	9.1	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	1,055	1,057	2	0%	58	9.0	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	1,055	1,071	16	2%	57	9.2	102%	
	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	1,304	9	1%	57	7.6	101%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	815	821	6	1%	39	8.1	101%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,310	2,309	-1	0%	41	11.3	100%		

AM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmp)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		1,505	1,440	-65	-4%	26	56.1	96%
	Frying Pan Road WB to Route 28 NB		855	869	14	2%	38	11.5	102%
	Route 28 SB to Frying Pan Road EB		1,345	1,367	22	2%	22	65.7	102%
	Frying Pan Road WB to Route 28 SB		760	758	-2	0%	29	25.3	100%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		2,530	2,493	-37	-1%	44	20.7	99%
	Route 28 NB to Dulles Airport		845	837	-8	-1%	39	10.6	99%
	Route 28 NB to Route 267 EB		1,040	1,013	-27	-3%	39	26.2	97%
	Route 28 NB to C-D Road		645	643	-2	0%	42	15.9	100%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		400	401	1	0%	24	16.7	100%
	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		1,045	1,016	-29	-3%	31	22.8	97%
	Route 28 NB C-D Road slip ramp to Route 28 NB		335	343	8	2%	43	7.6	102%
	Route 28 NB C-D Road to Innovation Avenue and Route 606		710	665	-45	-6%	17	64.5	94%
	Route 28 NB to Route 267 WB		430	418	-12	-3%	39	10.7	97%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		1,975	1,962	-13	-1%	35	24.7	99%
	Route 267 WB to Innovation Avenue		410	405	-5	-1%	19	22.4	99%
	Route 267 WB to Route 28 NB		1,565	1,550	-15	-1%	38	20.2	99%
	Route 267 EB (Dulles Greenway) to Route 28 SB		1,040	1,037	-3	0%	36	29.0	100%
	Route 267 WB to Route 28 SB		425	415	-10	-2%	23	17.7	98%
	Route 267 EB/WB to Route 28 SB (Combined)		1,465	1,451	-14	-1%	24	59.0	99%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		3,605	3,549	-56	-2%	23	54.9	98%
Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		870	893	23	3%	23	38.7	103%	
Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,735	2,818	83	3%	17	83.6	103%	
Route 267 EB (leaving Dulles Airport) to Route 28 SB		670	670	0	0%	26	25.7	100%	
Route 28 NB C-D Road to Innovation Ave EB		710	621	-89	-13%	10	91.6	87%	
Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		1,120	1,002	-118	-11%	6	107.5	89%	
Innovation Ave WB to Route 28 NB		695	654	-41	-6%	35	18.7	94%	
Route 28 SB to Innovation Ave		995	1,030	35	3%	35	29.2	103%	
Innovation Ave WB to Route 267 EB / Dulles Airport		295	274	-21	-7%	31	8.8	93%	
Innovation Ave WB to Route 28 SB		765	727	-38	-5%	26	26.6	95%	
Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,815	1,775	-40	-2%	39	22.2	98%	
Route 28 SB to Dulles Airport / Route 267 EB (Combined)		3,040	3,118	78	3%	30	61.2	103%	
Route 606 to Dulles Airport / Route 267 EB (Combined)		275	274	-1	0%	33	9.7	100%	
Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		3,315	3,404	89	3%	27	63.8	103%	
Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Route 606 (EB and WB Combined)		1,065	1,061	-4	0%	39	13.6	100%
	Route 28 NB to Route 606 EB and WB		915	922	7	1%	34	13.0	101%
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		150	139	-11	-7%	29	4.7	93%
	Route 28 NB to Route 606 EB (to Shaw Road NB)		65	63	-2	-3%	5	10.5	97%
	Route 28 NB to Route 606 WB		850	864	14	2%	12	35.4	102%
	Route 606 EB to Route 28 NB		90	92	2	2%	28	3.2	102%
	Route 606 WB to Route 28 NB		655	649	-6	-1%	27	23.6	99%
	Route 606 EB / WB (Combined) to Route 28 NB		745	741	-4	-1%	35	15.9	99%
	Route 28 SB to Route 606 (EB and WB Combined)		905	916	11	1%	42	10.7	101%
	Route 28 SB to Route 606 WB		285	282	-3	-1%	28	9.7	99%
	Route 28 SB to Route 606 EB		620	634	14	2%	11	29.0	102%
	Route 606 WB to Route 28 SB		435	443	8	2%	25	17.4	102%
	Route 606 EB to Route 28 SB		890	874	-16	-2%	27	31.9	98%
	Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,325	1,313	-12	-1%	32	20.5	99%
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		275	274	-1	0%	33	9.7	100%	
Route 606 EB/WB (Combined) to Route 28 SB		1,050	1,052	2	0%	41	25.7	100%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		790	786	-4	0%	31	25.3	100%
	Route 28 NB to Sterling Blvd WB		695	674	-21	-3%	20	32.9	97%
	Sterling Blvd to Route 28 NB		195	197	2	1%	32	6.1	101%
	Route 28 SB to Sterling Blvd		260	256	-4	-2%	49	5.0	98%
	Sterling Blvd WB to Route 28 SB		515	524	9	2%	20	25.4	102%
	Sterling Blvd EB to Route 28 SB		705	708	3	0%	30	23.4	100%
Route 267 / Centreville Road Interchange Ramps	Route 267 EB to Centreville Road		1,180	1,171	-9	-1%	38	15.2	99%
	Route 267 and Innovation Ave (Combined) to Centreville Road		1,180	1,151	-29	-2%	34	11.3	98%
	Centreville Road to Route 267 EB		1,160	1,113	-47	-4%	9	124.3	96%
	Route 267 WB to Centreville Road		1,270	1,256	-14	-1%	26	46.9	99%
	Centreville Road to Route 267 WB		290	282	-8	-3%	56	4.9	97%
Various Dulles Airport / DIAAH Ramps	Route 267 EB to Dulles Airport		630	640	10	2%	47	13.4	102%
	Route 267 WB to Dulles Airport		240						
	DIAAH WB to Rudder Road		480	499	19	4%	39	6.3	104%
	Ramps from Route 267 EB/Route 28 to Rudder Road		850	862	12	1%	26	31.7	101%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,495	1,515	20	1%	29	25.9	101%
	DIAAH EB (Outer Lanes) to Rudder Road		145	144	-1	0%	27	5.2	100%
	Dulles Airport to Route 267 WB		65	68	3	5%	34	2.0	105%
	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							
DIAAH EB to Route 267 EB (east)		140							



Arterial Intersection MOEs

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

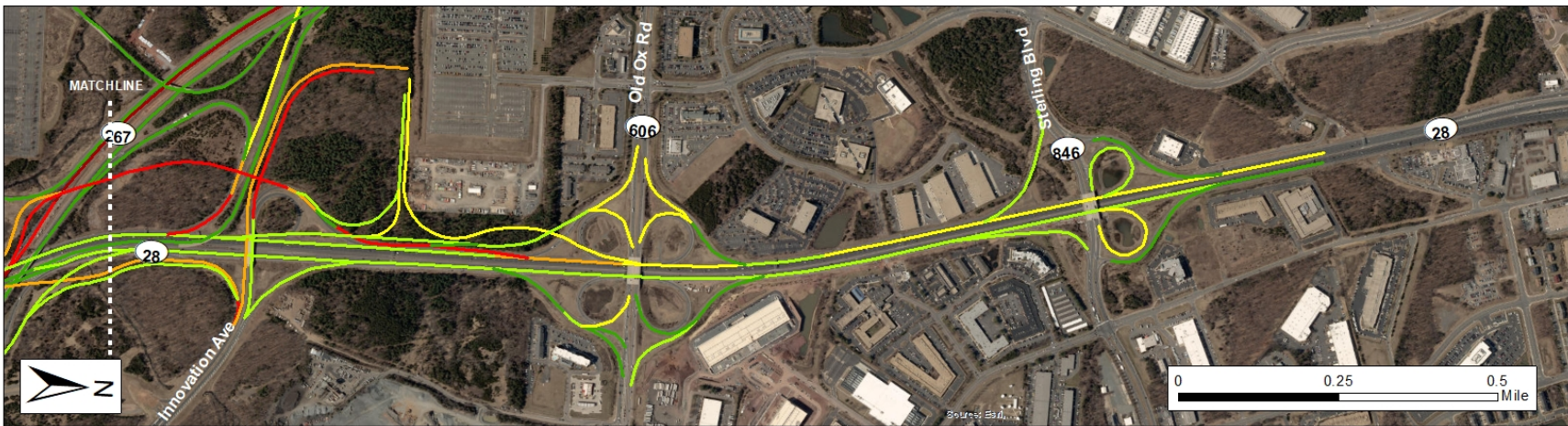
#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)		Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
				Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model	Observed	Model
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
			LT	25	24	-1	-4%	71.7	10	87											
			TH	55	55	0	0%	50.6	11	77											
			RT	90	89	-1	-1%	11.6	6	101											
		SB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	605	597	-8	-1%	73.9	153	460											
			TH	315	315	0	0%	36.9	40	272											
			RT	85	87	2	2%	5.0	2	104											
		EB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	105	105	0	0%	96.8	173	1,191											
			TH	700	700	0	0%	76.5	294	1,218											
			RT	115	120	5	4%	73.4	272	1,271											
		WB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	285	287	2	1%	98.2	186	453											
			TH	345	334	-11	-3%	51.5	61	256											
			RT	545	532	-13	-2%	16.0	55	402											
Intersection				3,270	3,245	-25	-1%	58.0													
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
		SB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	65	62	-3	-5%	32.9	9	69											
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			RT	195	193	-2	-1%	4.2	0	0											
		EB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			TH	690	691	1	0%	4.3	5	162											
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
		WB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
			TH	980	967	-13	-1%	3.9	6	137											
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
Intersection				1,930	1,913	-17	-1%	5.0													
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			RT	790	786	-4	-1%	6.6	0	55											
		SB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			TH	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		EB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			LT	10	9	-1	-10%	37.9	2	39											
			TH	745	746	1	0%	0.8	0	2											
			RT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
		WB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			LT	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
			TH	800	808	8	1%	0.9	2	146											
			RT	185	188	3	2%	1.6	0	27											
Intersection				2,530	2,537	7	0%	2.8													
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-		
			LT	60	61	1	2%	63.7	22	143											
			TH	15	16	1	7%	60.7	5	62											
			RT	195	194	-1	-1%	10.7	11	136											
		SB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			LT	5	6	1	20%	75.2	2	30											
			TH	15	14	-1	-7%	0.2	0	0											
			RT	15	15	0	0%	5.7	1	59											
		EB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-		
			LT	65	62	-3	-5%	13.2	2	77											
			TH	1,050	1,045	-5	-0%	14.5	64	555											
			RT	410	417	7	2%	7.8	10	248											
		WB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-			
			LT	295	287	-8	-3%	16.2	12	228											
			TH	900	907	7	1%	6.6	17	260											
			RT	25	26	1	4%	4.8	22	292											
Intersection				3,050	3,061	11	0%	13.0													
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-			
			LT	240	246	6	3%	84.9	93	385											
			TH	90	94	4	4%	82.9	93	385											
			RT	260	261	1	0%	25.3	51	362											
		SB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-			
			LT	380	383	3	1%	110.1	199	696											
			TH	180	184	4	2%	102.8	199	696											
			RT	260	255	-5	-2%	16.8	32	443											
		EB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-			
			LT	210	198	-12	-6%	206.0	1,894	2,530											
			TH	2,325	2,202	-123	-5%	162.3	1,912	2,530											
			RT	430	407	-23	-5%	146.4	1,917	2,564											
		WB	U	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-			
			LT	215	217	2	1%	214.7	185	457											
			TH	1,150	1,138	-12	-1%	215.8	133	551											
			RT	390	396	6	2%	40.1	137	528											
Intersection				6,130	5,996	-134	-2%	111.6													

Arterial Intersection MOEs

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

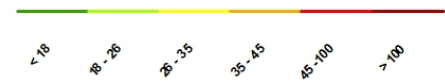
#	Intersection	Approach	2045 Preferred Alt				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	33.0	C	58.0	E	78.0	E	188.4	F
		SB	56.2	E			380.5	F		
		EB	78.4	E			204.3	F		
		WB	46.7	D			54.6	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	5.0	A	-	-	45.2	D
		SB	11.1	B			389.6	F		
		EB	4.3	A			26.5	C		
		WB	3.9	A			2.2	2.2		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	6.6	A	2.8	A	6.8	A	2.8	A
		SB	-	-			-	-		
		EB	1.2	A			1.1	A		
		WB	1.1	A			0.9	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	25.6	C	13.0	B	25.7	C	14.3	B
		SB	15.4	B			14.2	B		
		EB	14.0	B			15.7	B		
		WB	8.9	A			10.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	58.7	E	111.6	F	54.9	D	107.5	F
		SB	73.8	E			94.6	F		
		EB	163.0	F			174.9	F		
		WB	65.5	E			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	NB	-	-	21.6	C	-	-	-	-
		SB	30.0	C			-	-		
		EB	8.8	A			-	-		
		WB	36.9	D			-	-		
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	14.1	B	17.5	B	-	-	-	-
		SB	-	-			-	-		
		EB	18.3	B			-	-		
		WB	18.4	B			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	48.8	D	16.8	B	67.1	E	33.7	C
		SB	43.7	D			59.5	E		
		EB	11.7	B			25.6	C		
		WB	14.0	B			34.6	C		
8	Sunrise Valley Drive and Frying Pan Road	NB	27.3	C	38.9	D	28.5	C	39.9	D
		SB	25.7	C			27.7	C		
		EB	43.7	D			43.0	D		
		WB	40.1	D			43.6	D		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	8.8	A	15.6	B	29.0	C	33.2	C
		SB	29.4	C			26.6	C		
		EB	-	-			-	-		
		WB	14.3	B			46.7	D		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	40.0	D	61.9	E	122.6	F	128.4	F
		SB	37.6	D			25.0	C		
		EB	144.5	F			314.9	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	55.5	E	-	-	48.6	D
		SB	198.6	F			142.6	F		
		EB	17.3	B			18.5	B		
		WB	33.7	C			35.3	D		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	81.6	F	75.7	E	56.2	E	42.8	D
		SB	-	-			-	-		
		EB	71.5	E			31.9	C		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	84.1	F	106.8	F	39.8	D	42.8	D
		SB	122.6	F			19.9	B		
		EB	135.7	F			61.6	E		
		WB	45.1	D			21.9	C		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	29.9	C	25.6	C	-	-	-	-
		SB	15.1	B			-	-		
		EB	-	-			-	-		
		WB	27.2	C			-	-		

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

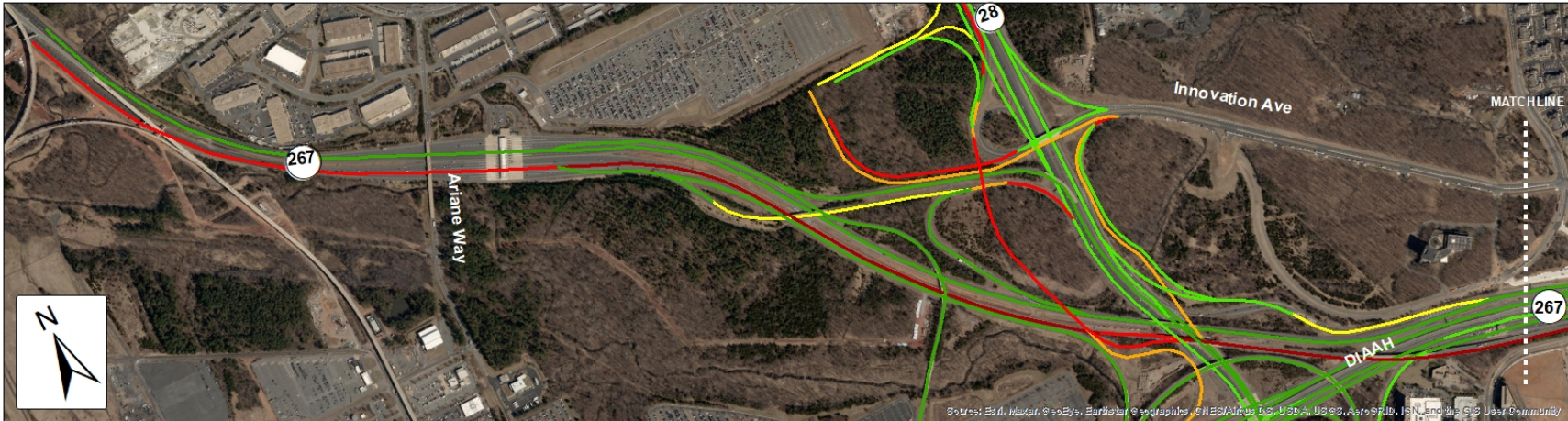


**Route 28 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - AM**

Density (vpmpl)

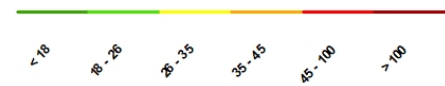


2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Density – Route 267 Corridor

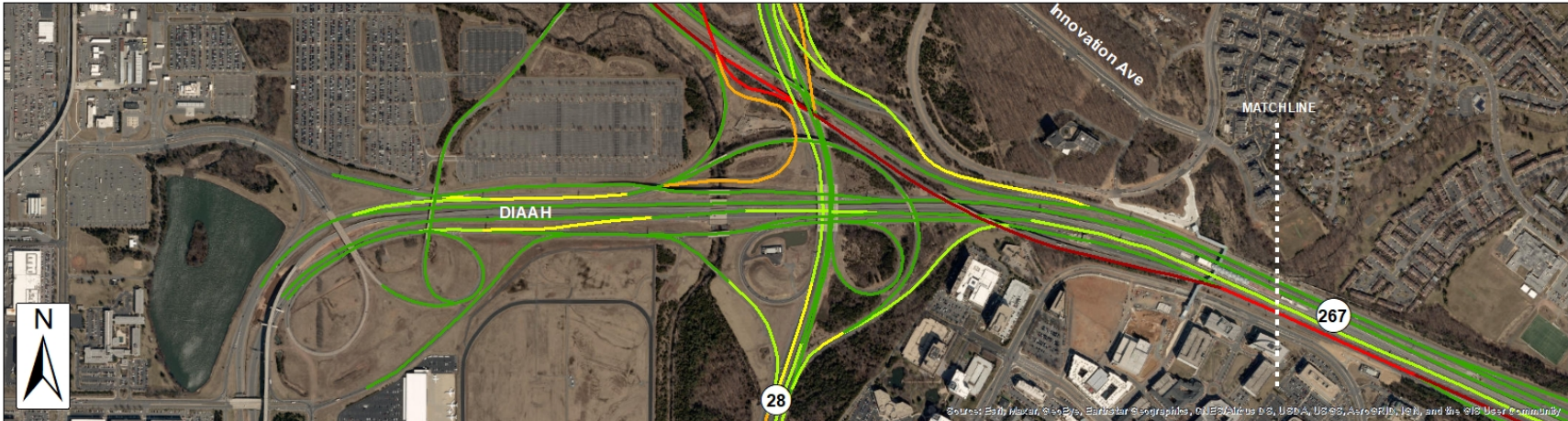


**Route 267 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - AM**

Density (vpmpl)

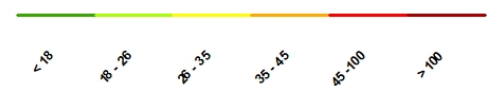


2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Density – DIAAH Corridor

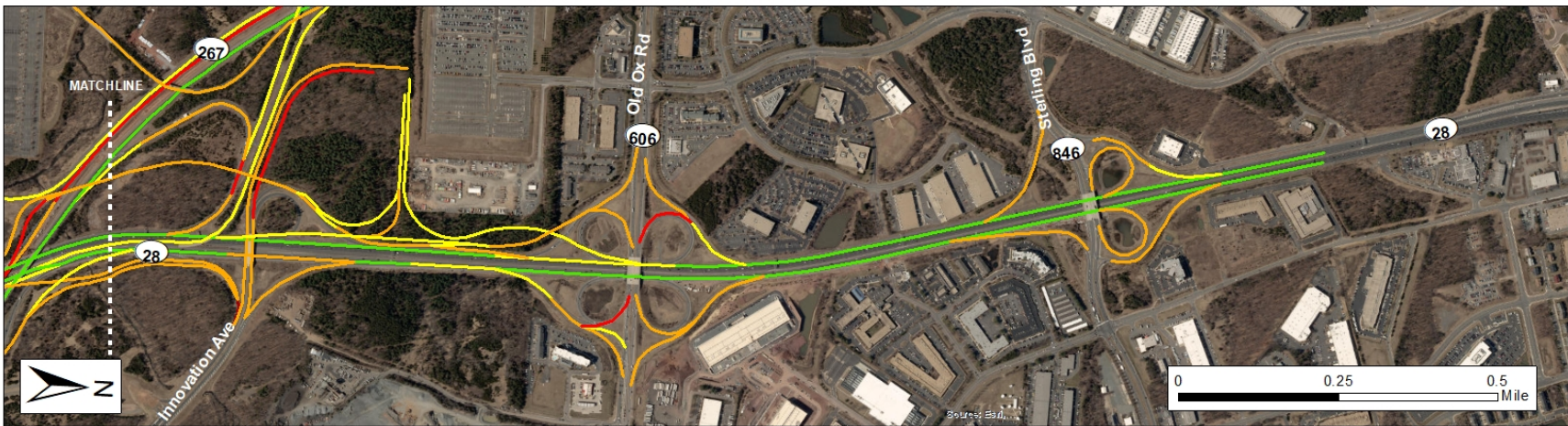


**DIAAH Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - AM**

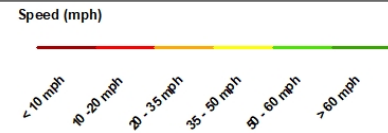
Density (vpmp)



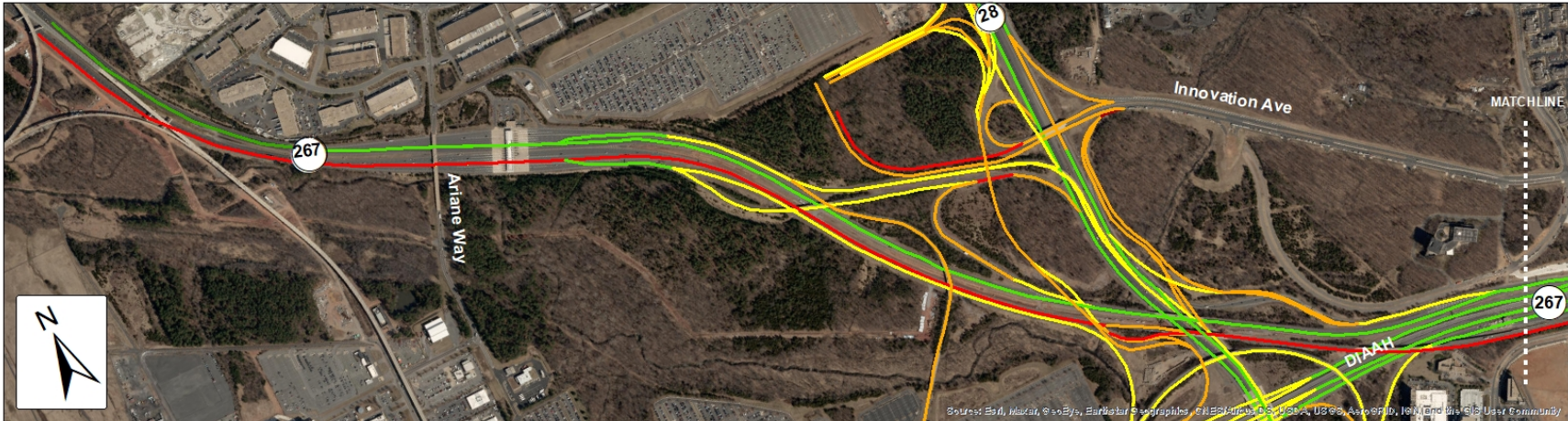
2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor



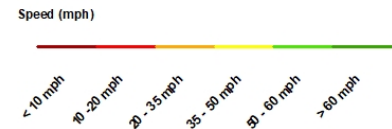
**Route 28 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - AM**



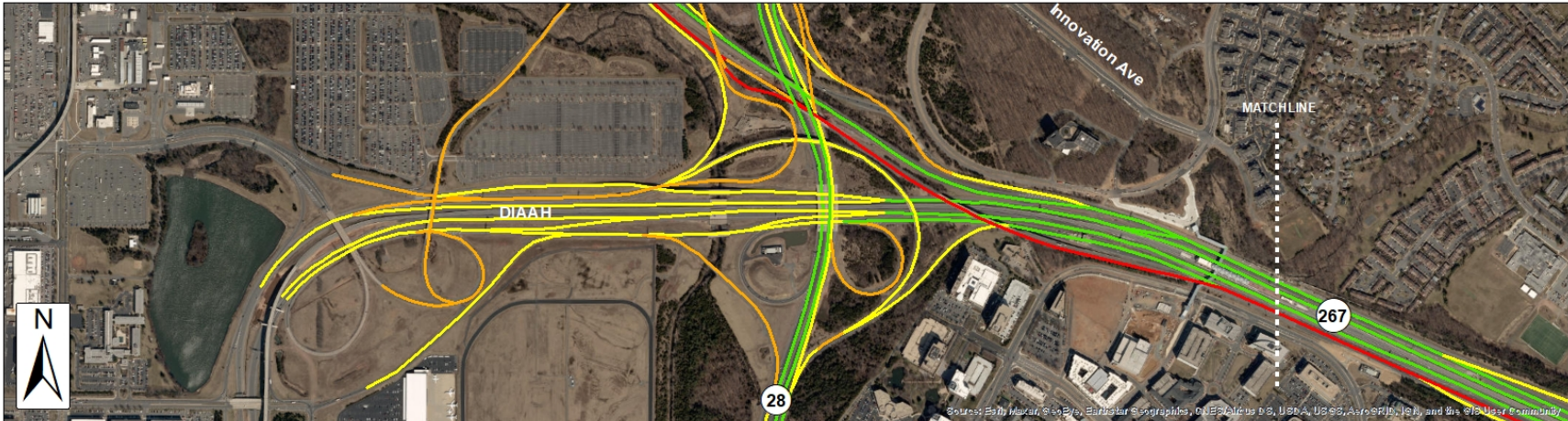
2045 Build Preferred Alternative AM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor



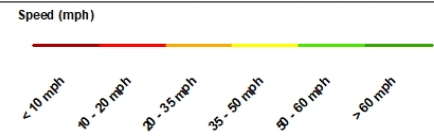
**Route 267 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - AM**



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



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



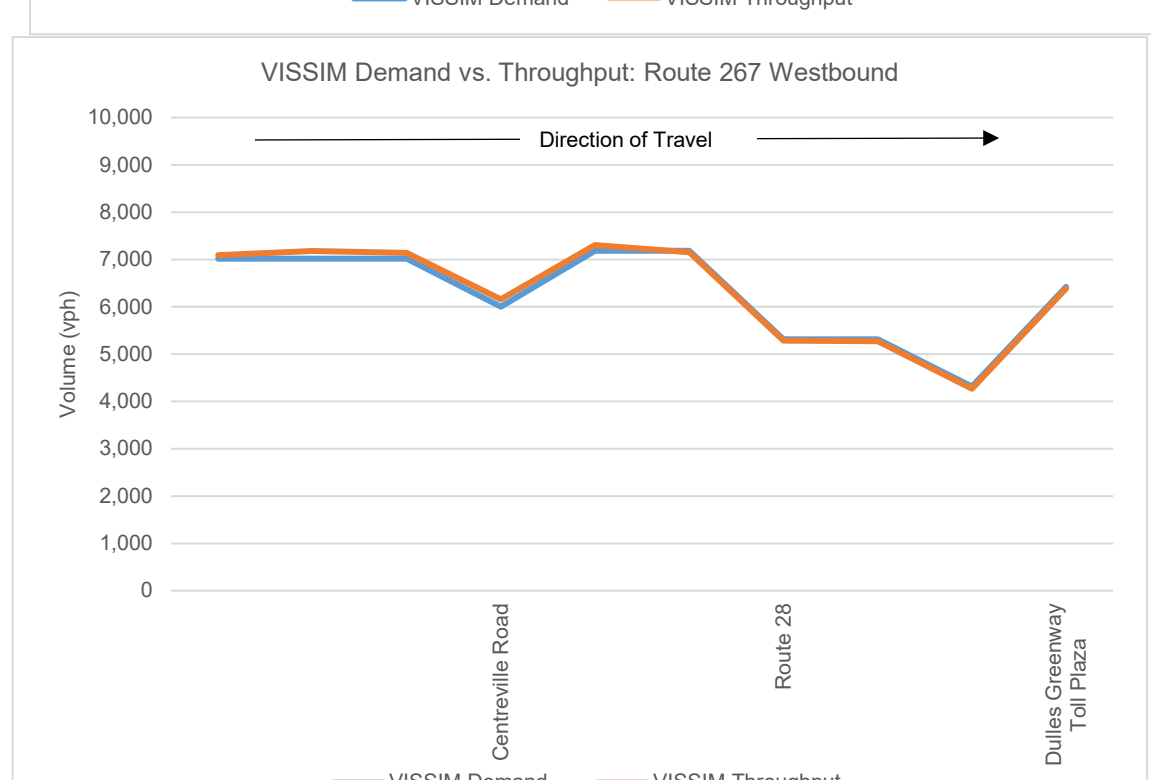
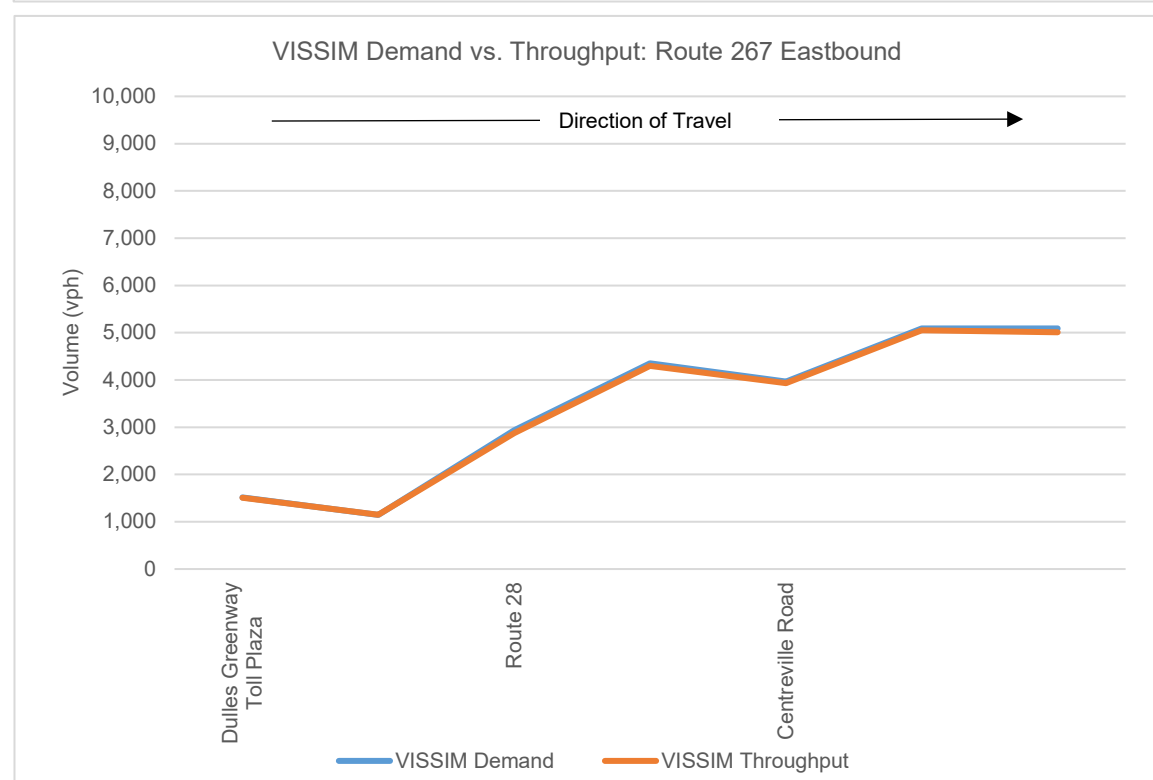
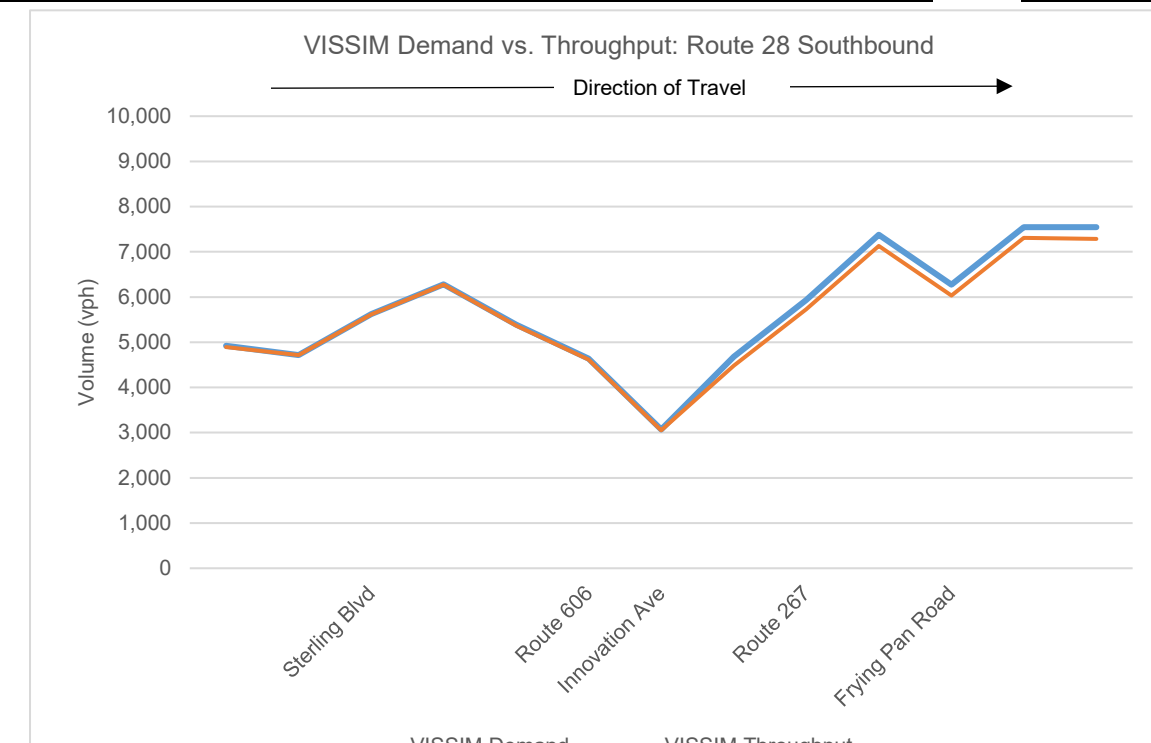
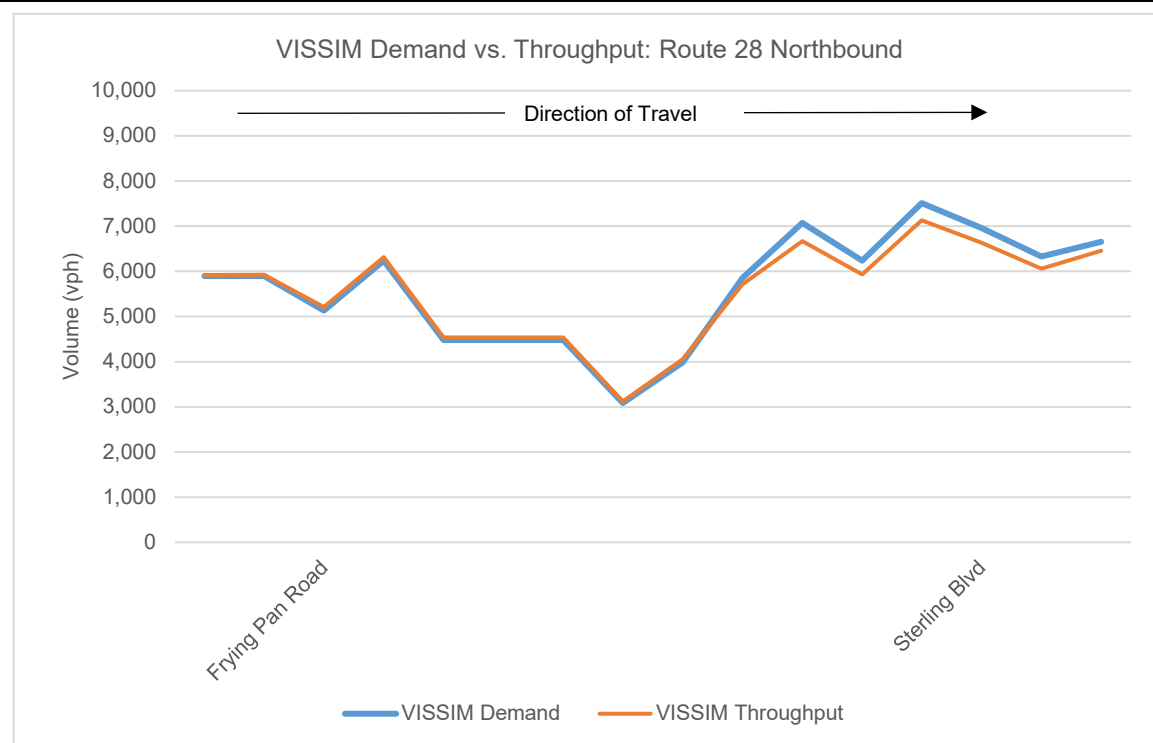
Freeway Segment and Ramp MOEs

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

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmp)	% Demand Served
Northbound Route 28	Mainline south of Frying Pan Road	Basic	5,895	5,916	21	0%	56	21.2	100%
	Mainline south of Frying Pan Road	Diverge	5,895	5,923	28	0%	51	23.0	100%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,130	5,206	76	1%	54	23.7	101%
	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	101%
	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	101%
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Basic	4,480	4,539	59	1%	56	27.1	101%
	Between off-ramp to C-D Road and off-ramp to Route 267 WB	Diverge	4,480	4,535	55	1%	36	49.0	101%
	Between off-ramp to Route 267 WB and on-ramp from C-D Road	Basic	3,085	3,120	35	1%	56	18.4	101%
	Between on-ramp from C-D Road and on-ramp from Route 267 WB	Merge	3,980	4,053	73	2%	40	33.2	102%
	Between on-ramp from Route 267 WB and on-ramp from Innovation Ave	Merge	5,855	5,710	-145	-2%	56	23.7	98%
	Between on-ramp from Innovation Ave and on-ramp Route 606 EB / WB (Combined)	Merge	7,070	6,670	-400	-6%	54	24.7	94%
	Between Off-ramp to Route 606 EB/WB (combined) and on-ramp from Route 606 EB/WB (combined)	Basic	6,235	5,931	-304	-5%	55	26.3	95%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	7,510	7,129	-381	-5%	52	27.2	95%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	6,960	6,634	-326	-5%	56	26.1	95%
Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	6,330	6,060	-270	-4%	51	29.2	96%	
Mainline north of Sterling Blvd	Basic	6,655	6,456	-199	-3%	53	24.3	97%	
Southbound Route 28	Mainline north of Sterling Blvd	Basic	4,920	4,895	-25	-1%	57	17.3	99%
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,715	4,713	-2	0%	57	20.7	100%
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,620	5,613	-7	0%	56	19.9	100%
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	6,280	6,272	-8	0%	56	19.9	100%
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	5,385	5,368	-17	0%	56	19.1	100%
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	4,640	4,618	-22	0%	56	20.7	100%
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,070	3,051	-19	-1%	57	17.8	99%
	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	96%
	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	97%
	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	97%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	6,275	6,036	-239	-4%	53	27.9	96%
	Mainline south of Frying Pan Road	Merge	7,545	7,309	-236	-3%	51	28.2	97%
	Mainline south of Frying Pan Road	Basic	7,545	7,288	-257	-3%	54	33.5	97%
	Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,515	1,512	-3	0%	65	7.8
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%	58	6.8	100%
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	98%
Mainline leaving Dulles Airport near Rudder Road		Weave	4,155	4,087	-68	-2%	25	55.9	98%
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	97%
Between off-ramp to DIAAH EB and on-ramp from Aviation Dr		Basic	2,400	2,357	-43	-2%	14	91.4	98%
Between on-ramp from Aviation Dr and off-ramp to Route 28 SB		Weave	3,750	3,584	-166	-4%	12	99.5	96%
Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)		Diverge	2,305	2,184	-121	-5%	38	29.2	95%
Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB		Diverge	1,835	1,764	-71	-4%	32	30.6	96%
Between off-ramp to Route 28 NB and on-ramp from Route 28 NB		Basic	745	737	-8	-1%	55	6.7	99%
Between on-ramp from Route 28 NB and mainline from Dulles Greenway		Merge	1,415	1,428	13	1%	56	10.9	101%
Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road		Weave	4,350	4,301	-49	-1%	57	12.5	99%
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	3,965	3,932	-33	-1%	57	14.4	99%
Mainline east of Centreville Road		Merge	5,090	5,051	-39	-1%	56	16.8	99%
Mainline east of Centreville Road	Basic	5,090	5,010	-80	-2%	57	17.6	98%	
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	7,015	7,091	76	1%	56	31.8	101%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	7,015	7,179	164	2%	56	32.0	102%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	7,015	7,141	126	2%	53	32.0	102%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,000	6,160	160	3%	56	27.6	103%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	7,185	7,306	121	2%	55	26.4	102%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	7,185	7,156	-29	0%	45	30.6	100%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	5,310	5,285	-25	0%	48	27.6	100%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	5,310	5,270	-40	-1%	48	36.2	99%
	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	4,315	4,269	-46	-1%	54	36.6	99%
	Mainline west of Dulles Greenway Toll Plaza	Basic	6,425	6,388	-37	-1%	63	33.6	99%
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	545	536	-9	-2%	45	5.9	98%
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,555	1,545	-10	-1%	44	15.1	99%
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	2,025	1,999	-26	-1%	55	13.8	99%
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	2,025	2,003	-22	-1%	56	17.8	99%
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	3,240	3,235	-5	0%	56	28.8	100%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	3,240	3,235	-5	0%	55	28.5	100%
	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	99%
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	3,410	3,340	-70	-2%	56	20.0	98%
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,695	1,675	-20	-1%	39	16.9	99%
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	2,345	2,314	-31	-1%	43	10.7	99%	

PM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmp)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		765	749	-16	-2%	40	18.6	98%
	Frying Pan Road WB to Route 28 NB		1,105	1,101	-4	0%	37	14.7	100%
	Route 28 SB to Frying Pan Road EB		1,105	1,097	-8	-1%	29	38.0	99%
	Frying Pan Road WB to Route 28 SB		1,270	1,274	4	0%	39	26.0	100%
Route 267 Interchange Ramps	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%
	Route 28 NB C-D Road between on-ramp from Route 267 EB (leaving Dulles Airport) and off-ramp to Route 28 NB		1,670	1,713	43	3%	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 28 NB to Route 267 WB		1,395	1,427	32	2%	37	38.4	102%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		1,875	1,857	-18	-1%	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 EB (Combined)		2,240	2,162	-78	-4%	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%	
Innovation Avenue Interchange Ramps	Route 28 NB C-D Road to Innovation Ave EB		775	820	45	6%	26	36.5	106%
	Route 28 NB / Route 267 WB (Combined) to Innovation Ave EB		970	1,011	41	4%	22	34.2	104%
	Innovation Ave WB to Route 28 NB		1,215	965	-250	-21%	34	28.1	79%
	Route 28 SB to Innovation Ave		745	747	2	0%	38	19.7	100%
	Innovation Ave WB to Route 267 EB / Dulles Airport		285	225	-60	-21%	30	7.4	79%
	Innovation Ave WB to Route 28 SB		830	661	-169	-20%	26	25.0	80%
	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,610	1,428	-182	-11%	40	17.8	89%
	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%
	Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Route 606 EB and WB		620	594	-26	-4%	23	41.9
Route 28 NB to Route 606 EB (staying on Route 606 EB)			110	102	-8	-8%	27	3.7	92%
Route 28 NB to Route 606 EB (to Shaw Road NB)			105	101	-4	-4%	10	10.0	96%
Route 28 NB to Route 606 WB			515	507	-8	-1%	4	88.1	99%
Route 606 EB to Route 28 NB			405	404	-1	0%	21	19.8	100%
Route 606 WB to Route 28 NB			870	845	-25	-3%	26	32.9	97%
Route 606 EB / WB (Combined) to Route 28 NB			1,275	1,248	-27	-2%	36	34.2	98%
Route 28 SB to Route 606 (EB and WB Combined)			895	899	4	0%	44	10.0	100%
Route 28 SB to Route 606 WB			110	110	0	0%	27	4.1	100%
Route 28 SB to Route 606 EB			785	789	4	0%	11	36.7	100%
Route 606 WB to Route 28 SB			240	226	-14	-6%	21	35.4	94%
Route 606 EB to Route 28 SB			925	916	-9	-1%	29	31.3	99%
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles 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%
Route 606 EB/WB (Combined) to Route 28 SB		780	768	-12	-2%	42	18.5	98%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		550	551	1	0%	32	17.1	100%
	Route 28 NB to Sterling Blvd WB		630	576	-54	-8%	20	28.6	92%
	Sterling Blvd to Route 28 NB		415	414	-1	0%	31	13.0	100%
	Route 28 SB to Sterling Blvd		205	207	2	1%	47	4.3	101%
	Sterling Blvd WB to Route 28 SB		905	899	-6	-1%	19	46.6	99%
	Sterling Blvd EB to Route 28 SB		665	657	-8	-1%	30	21.3	99%
Route 267 / Centreville Road Interchange	Route 267 EB to Centreville Road		385	378	-7	-2%	46	4.0	98%
	Centreville Road to Route 267 EB		1,125	1,120	-5	0%	39	28.1	100%
	Route 267 WB to Centreville Road		1,015	1,010	-5	-1%	42	24.0	99%
	Centreville Road to Route 267 WB		1,185	1,174	-11	-1%	55	21.3	99%
Various Dulles Airport / DIAAH Ramps	Route 267 EB to Dulles Airport		110	113	3	3%	49	2.3	103%
	Route 267 WB to Dulles Airport		170						
	DIAAH WB to Rudder Road		1,715	1,696	-19	-1%	34	24.9	99%
	Ramps from Route 267 EB/Route 28 to Rudder Road		415	410	-5	-1%	39	10.2	99%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		650	661	11	2%	39	8.3	102%
	DIAAH EB (Outer Lanes) to Rudder Road		745	733	-12	-2%	25	29.3	98%
	Dulles Airport to Route 267 WB		715	706	-9	-1%	32	22.2	99%
	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%
	Route 267 EB to DIAAH EB (east)		470	456	-14	-3%	44	10.2	97%
DIAAH EB to Route 267 EB (west)		585							
DIAAH EB to Route 267 EB (east)		135							

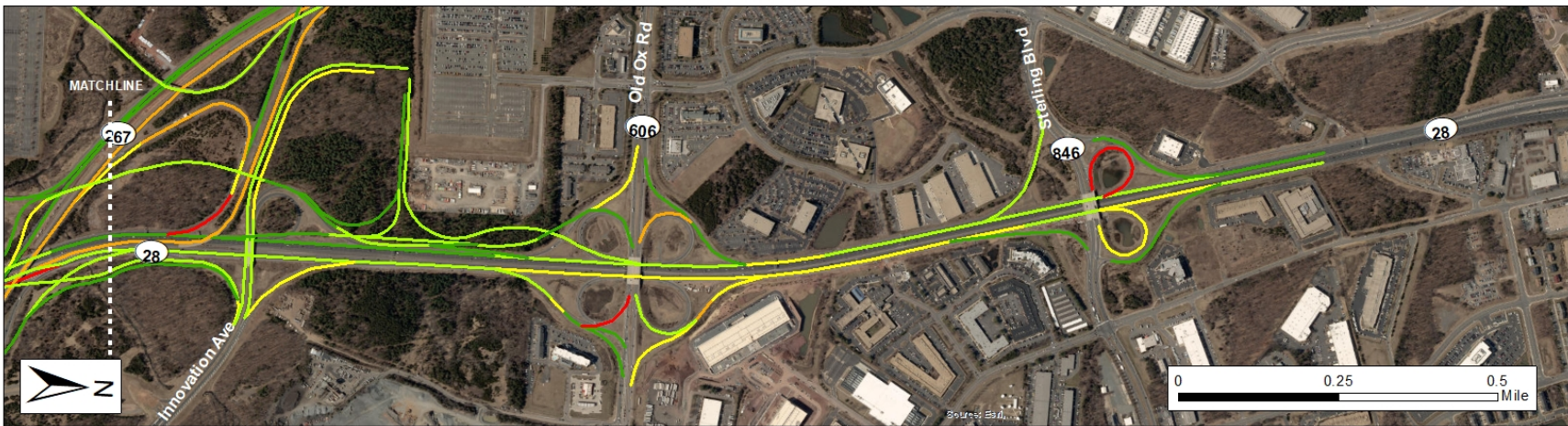


Arterial Intersection MOEs

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

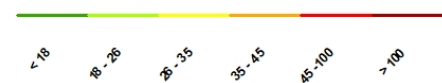
#	Intersection	Approach	2045 Preferred Alt				2045 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	27.9	C	38.8	D	25.5	C	41.0	D
		SB	39.8	D			44.4	D		
		EB	50.2	D			55.0	D		
		WB	37.9	D			42.3	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	6.7	A	-	-	5.8	A
		SB	17.6	B			14.4	B		
		EB	4.2	A			4.1	A		
		WB	5.6	A			5.2	A		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	4.4	A	2.7	A	60.3	E	15.5	B
		SB	-	-			-	-		
		EB	1.8	A			2.0	A		
		WB	2.4	A			2.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	42.2	D	25.1	C	35.2	D	21.6	C
		SB	12.8	B			12.8	B		
		EB	24.4	C			20.8	C		
		WB	16.5	B			16.1	B		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	43.0	D	82.7	F	31.9	C	47.6	D
		SB	198.5	F			56.4	E		
		EB	63.5	E			43.4	D		
		WB	78.6	E			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	NB	-	-	47.3	D	-	-	-	-
		SB	22.0	C			-	-		
		EB	26.9	C			-	-		
		WB	80.6	F			-	-		
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	91.5	F	38.7	D	-	-	-	-
		SB	-	-			-	-		
		EB	38.6	D			-	-		
		WB	24.0	C			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	48.3	D	84.9	F	60.1	E	109.3	F
		SB	55.6	E			115.2	F		
		EB	18.2	B			41.3	D		
		WB	153.8	F			181.9	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	18.0	B	34.0	C	-	-	17.7	B
		SB	17.0	B			5.5	A		
		EB	32.6	C			9.7	A		
		WB	51.1	D			32.5	C		
11	Frying Pan Road and River Birch Road	NB	-	-	31.2	C	-	-	16.7	B
		SB	14.9	B			23.1	C		
		EB	9.4	A			17.6	B		
		WB	72.4	E			12.9	B		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	41.3	D	15.0	B	27.6	C	15.5	B
		SB	-	-			-	-		
		EB	37.1	D			12.9	B		
		WB	2.6	A			-	-		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	15.9	B	16.8	B	32.4	C	52.9	D
		SB	19.2	B			73.4	E		
		EB	-	-			-	-		
		WB	13.3	B			57.8	E		
10	#REF!	NB	23.3	C	19.9	B	56.6	E	41.3	D
		SB	17.5	B			14.0	B		
		EB	11.3	B			79.8	E		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	285.0	F	185.0	F	-	-	-	-
		SB	269.3	F			-	-		
		EB	81.3	F			-	-		
		WB	267.9	F			-	-		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	20.9	C	18.9	B	-	-	-	-
		SB	7.8	A			-	-		
		EB	-	-			-	-		
		WB	20.7	C			-	-		

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

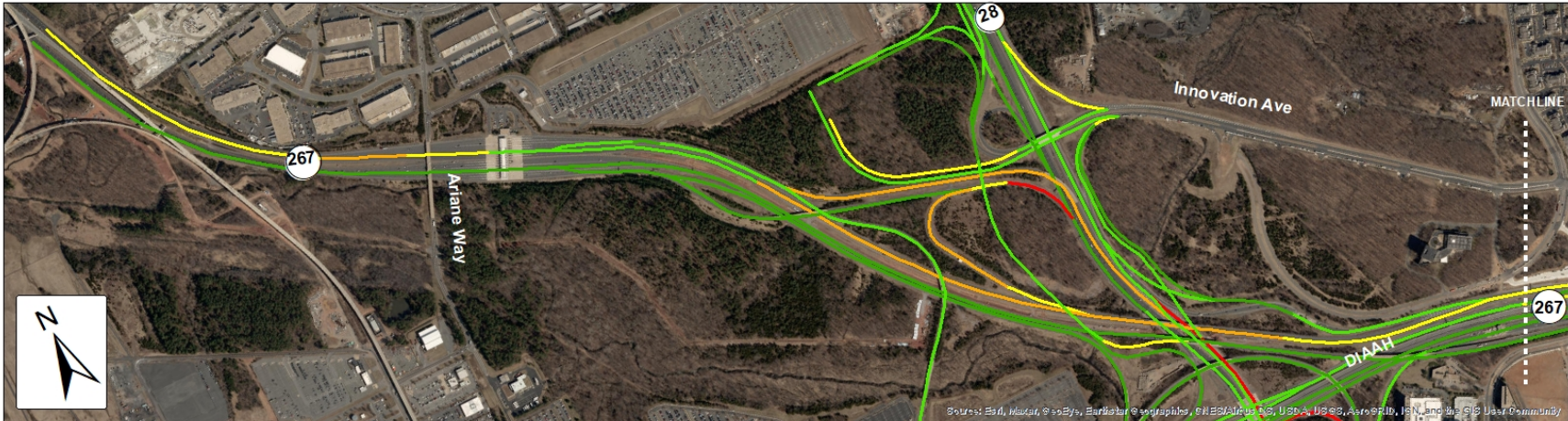


**Route 28 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - PM**

Density (vpmp)

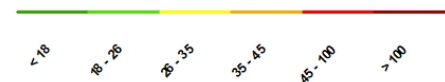


2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Density – Route 267 Corridor

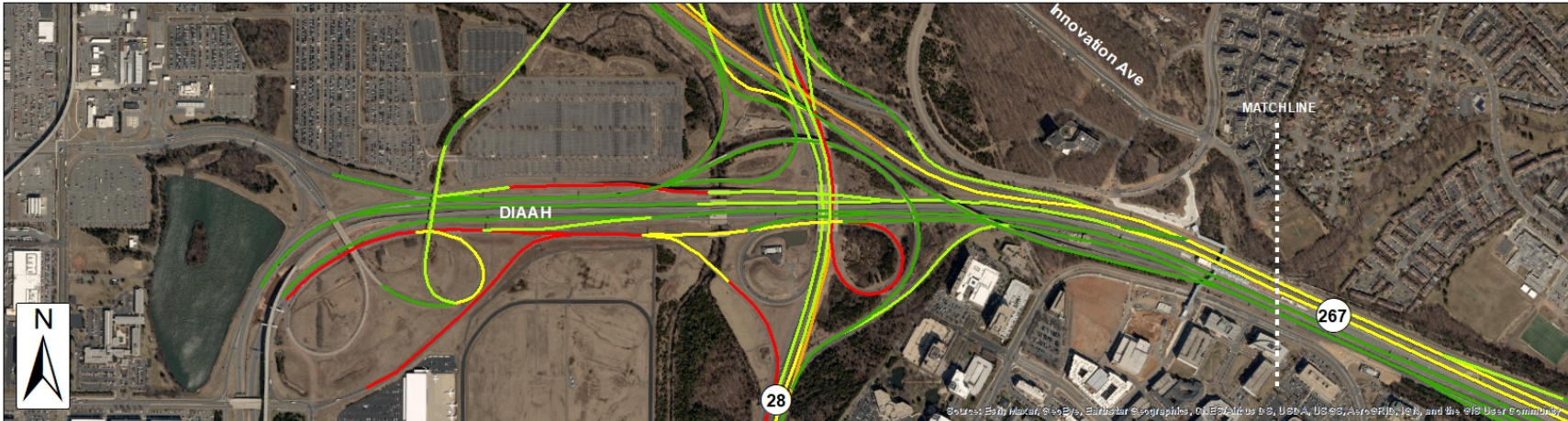


**Route 267 Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - PM**

Density (vpmp)

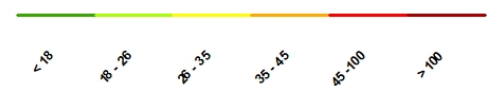


2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Density – DIAAH Corridor

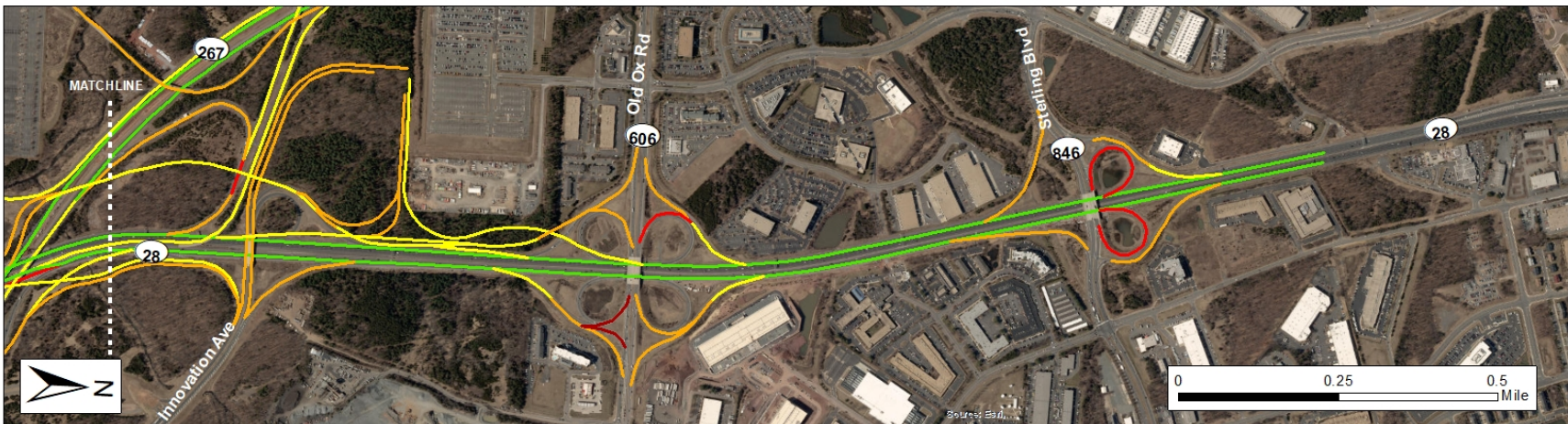


**DIAAH Corridor
Mainline and Ramp Density
2045 Build Preferred Alternative - PM**

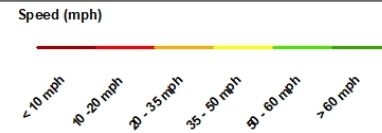
Density (vpmp)



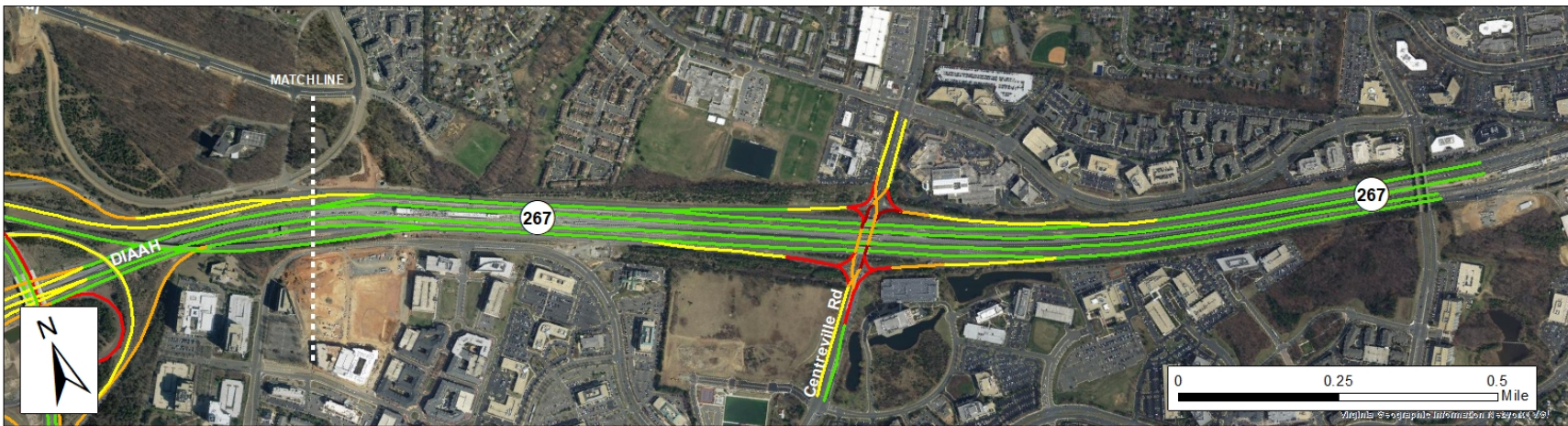
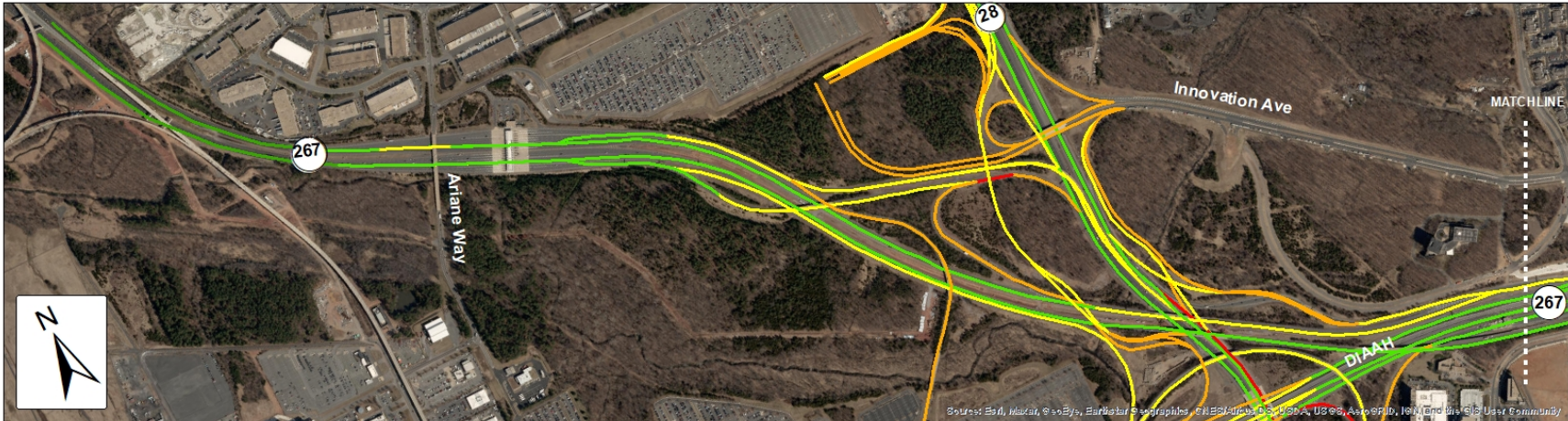
2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Speeds – Route 28 Corridor



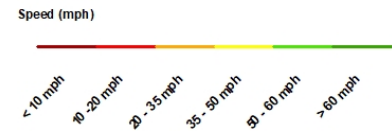
**Route 28 Corridor
Mainline and Ramp Speed
2045 Build Preferred Alternative - PM**



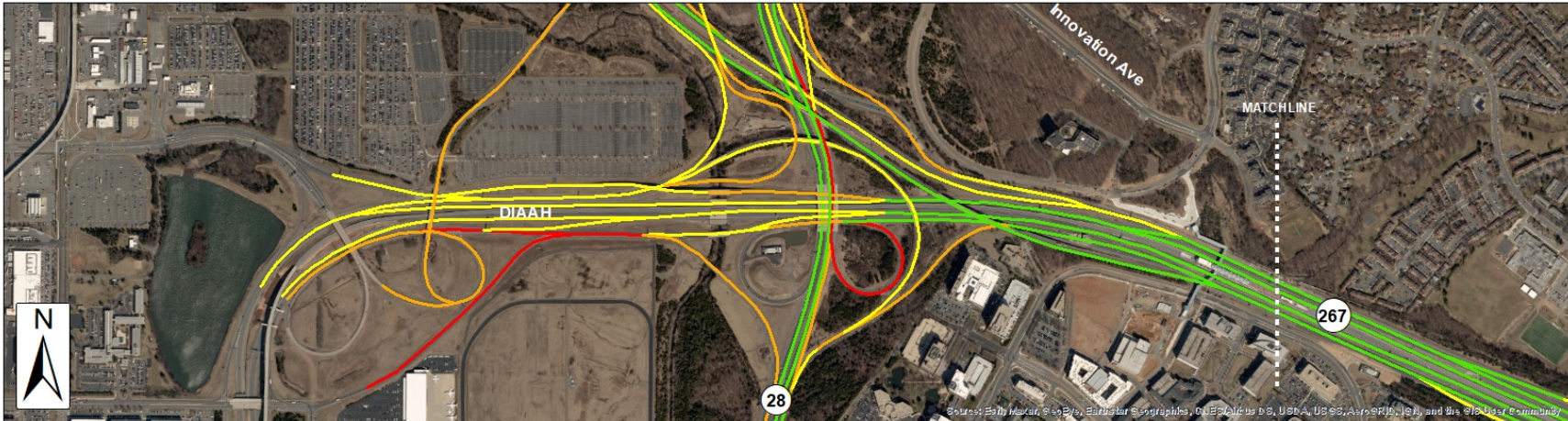
2045 Build Preferred Alternative PM Peak Hour Freeway and Ramp Speeds – Route 267 Corridor



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



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



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

