

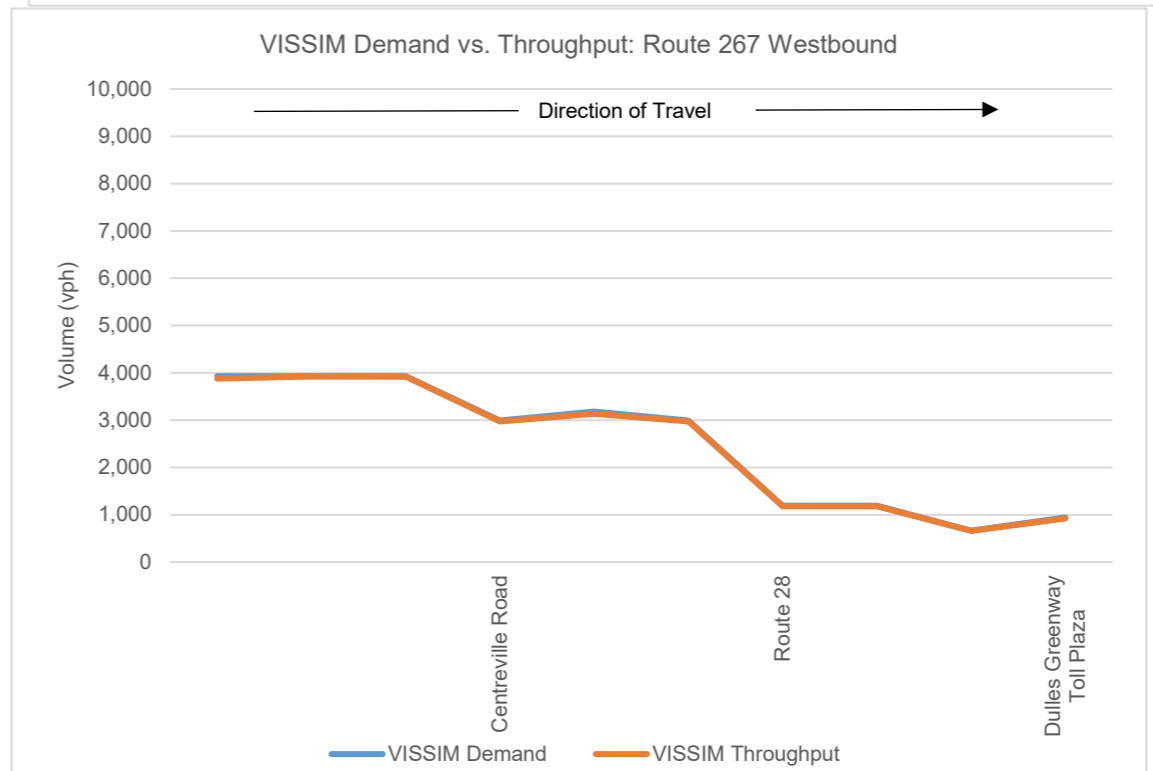
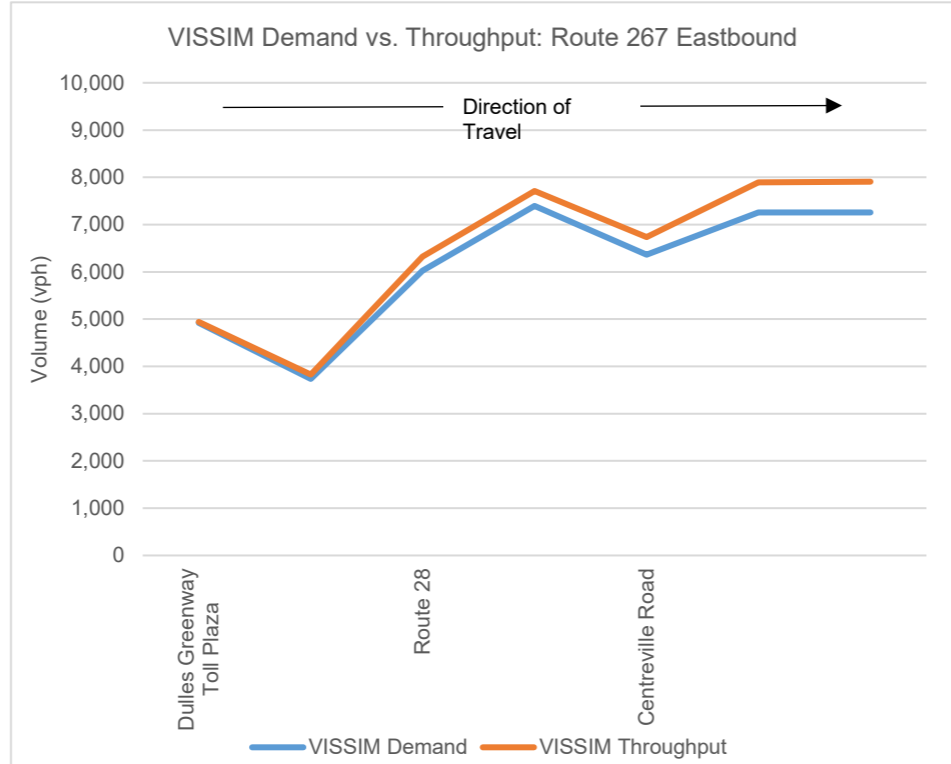
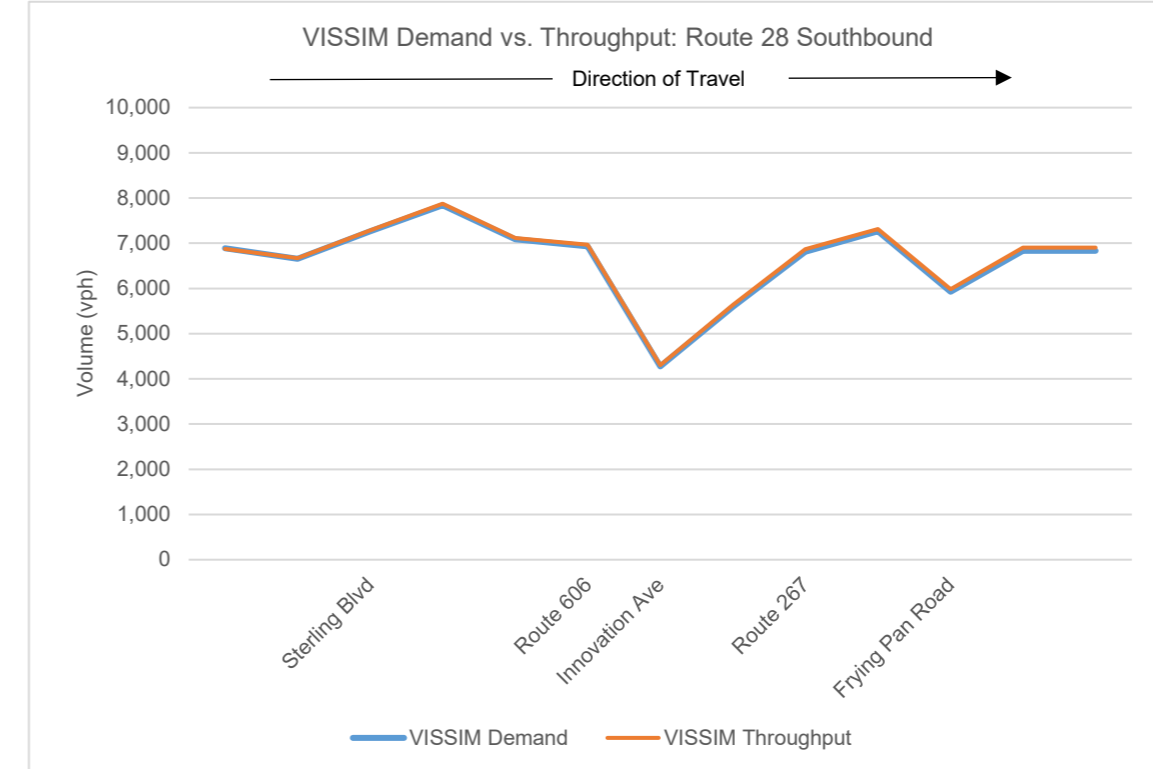
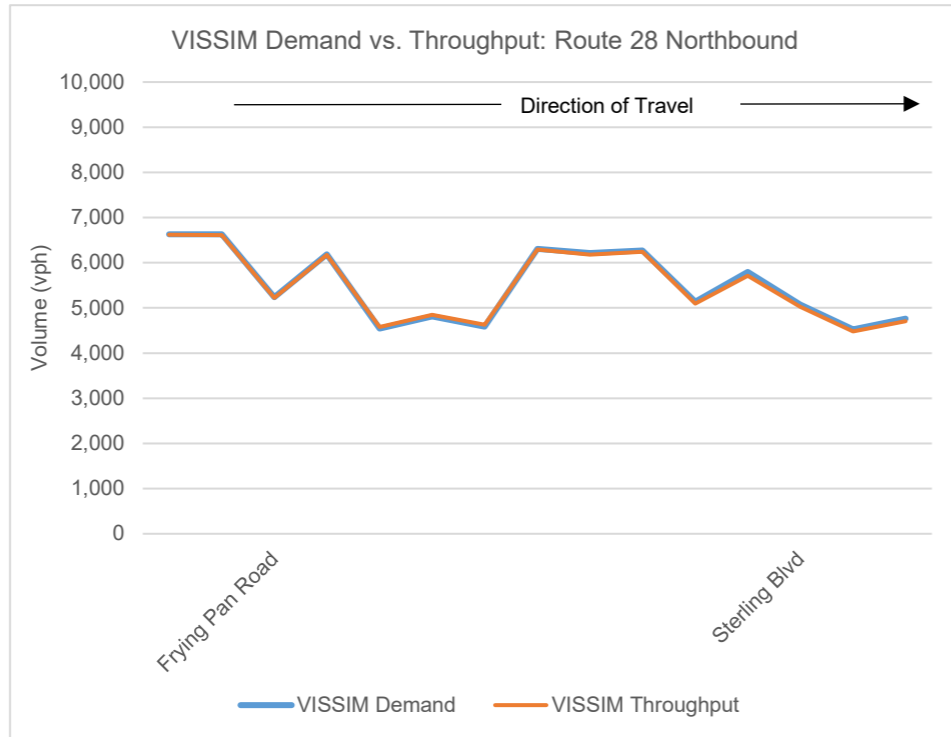
**Freeway Segment and Ramp MOEs**

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	6,630	6,621	-9	0%	57	23.3	100%	
	Mainline south of Frying Pan Road	Diverge	6,630	6,612	-18	0%	43	35.3	100%	
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,235	5,224	-11	0%	56	23.3	100%	
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,190	6,173	-17	0%	56	22.0	100%	
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	4,540	4,578	38	1%	56	20.1	101%	
	Between on-ramp from Route 267 EB and off-ramp to Route 267 WB	Weave	4,810	4,849	39	1%	56	17.4	101%	
	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	4,585	4,627	42	1%	57	19.7	101%	
	Between on-ramp from Route 267 WB and off-ramp to Innovation Ave	Weave	6,305	6,292	-13	0%	56	22.4	100%	
	Between off-ramp to Innovation Ave and on-ramp from Innovation Ave	Basic	6,215	6,179	-36	-1%	57	21.6	99%	
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB	Weave	6,275	6,240	-35	-1%	54	21.7	99%	
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB	Basic	5,140	5,093	-47	-1%	56	22.6	99%	
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	5,800	5,713	-87	-1%	55	20.6	99%	
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,075	5,024	-51	-1%	46	27.6	99%	
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	4,525	4,479	-46	-1%	54	27.1	99%	
	Mainline north of Sterling Blvd	Basic	4,760	4,708	-52	-1%	57	20.8	99%	
	Southbound Route 28	Mainline north of Sterling Blvd	Basic	6,890	6,874	-16	0%	56	24.6	100%
Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB		Basic	6,655	6,669	14	0%	55	29.9	100%	
Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB		Basic	7,265	7,287	22	0%	56	25.8	100%	
Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)		Weave	7,840	7,874	34	0%	55	25.5	100%	
Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue		Diverge	7,085	7,113	28	0%	55	25.3	100%	
Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport		Diverge	6,935	6,964	29	0%	55	31.4	100%	
Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)		Basic	4,275	4,303	28	1%	56	25.1	101%	
Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)		Basic	5,595	5,635	40	1%	55	19.4	101%	
Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB		Merge	6,810	6,870	60	1%	55	25.2	101%	
Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road		Weave	7,265	7,311	46	1%	52	28.4	101%	
Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road		Basic	5,925	5,984	59	1%	56	26.8	101%	
Mainline south of Frying Pan Road		Merge	6,830	6,903	73	1%	54	27.1	101%	
Mainline south of Frying Pan Road		Basic	6,830	6,904	74	1%	55	31.2	101%	
Eastbound Route 267		Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	4,920	4,942	22	0%	62	26.5	100%
		Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB	Merge	3,735	3,827	92	2%	41	33.0	102%
		Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport	Basic	6,025	6,323	298	5%	36	44.8	105%
	Mainline leaving Dulles Airport near Rudder Road	Weave	2,200	2,188	-12	-1%	47	11.7	99%	
	Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)	Diverge	2,100	2,091	-9	0%	43	16.3	100%	
	Between off-ramp to DIAAH EB and on-ramp from Aviation Dr	Basic	1,070	1,069	-1	0%	44	11.8	100%	
	Between on-ramp from Aviation Dr and off-ramp to Route 28 SB	Weave	1,545	1,511	-34	-2%	44	11.5	98%	
	Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)	Diverge	1,090	1,037	-53	-5%	44	11.8	95%	
	Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB	Diverge	655	647	-8	-1%	44	4.9	99%	
	Between off-ramp to Route 28 NB and on-ramp from Route 28 NB	Basic	385	391	6	2%	55	3.5	102%	
	Between on-ramp from Route 28 NB and mainline from Dulles Greenway	Merge	1,370	1,366	-4	0%	55	12.3	100%	
	Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road	Weave	7,395	7,709	314	4%	20	65.6	104%	
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	6,360	6,739	379	6%	15	89.4	106%	
	Mainline east of Centreville Road	Merge	7,260	7,896	636	9%	13	105.4	109%	
	Mainline east of Centreville Road	Basic	7,260	7,908	648	9%	24	66.4	109%	
	Westbound Route 267	Mainline west of Dulles Greenway Toll Plaza	Diverge	3,930	3,878	-52	-1%	58	16.8	99%
Between off-ramp to DIAAH WB and off-ramp to Centreville Road		Basic	3,930	3,922	-8	0%	57	17.0	100%	
Between off-ramp to DIAAH WB and off-ramp to Centreville Road		Diverge	3,930	3,918	-12	0%	56	16.3	100%	
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	2,990	2,975	-15	-1%	57	12.9	99%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB		Merge	3,180	3,134	-46	-1%	57	11.0	99%	
Between on-ramp from Centreville Road and off-ramp to Route 28 NB		Diverge	2,990	2,975	-15	-1%	54	11.1	99%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Basic	1,190	1,183	-7	-1%	58	5.1	99%	
Between off-ramp to Route 28 NB and off-ramp to Route 28 SB		Diverge	1,190	1,183	-7	-1%	58	6.8	99%	
Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza		Basic	665	659	-6	-1%	56	5.5	99%	
Mainline west of Dulles Greenway Toll Plaza		Basic	945	922	-23	-2%	61	5.0	98%	
Eastbound DIAAH	Mainline leaving Dulles Airport near Rudder Road	Basic	285	284	-1	0%	45	3.1	100%	
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,315	1,331	16	1%	44	12.9	101%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	1,750	1,762	12	1%	55	12.1	101%	
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	1,750	1,772	22	1%	57	15.6	101%	
Westbound DIAAH	Mainline east of on-ramp from Route 267 WB	Basic	830	832	2	0%	58	7.1	100%	
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	830	833	3	0%	58	7.1	100%	
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	830	841	11	1%	58	7.2	101%	
	Between on-ramp from Route 267 WB to Dulles Airport (closed in Alt 3) and off-ramp to Rudder Road (Rental Car Return/Economy Parking)	Basic	1,020	1,024	4	0%	57	5.9	100%	
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	640	648	8	1%	39	6.4	101%	
Mainline west of on-ramps from Route 28/Route 267 EB	Basic	1,815	1,801	-14	-1%	41	8.8	99%		

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		1,395	1,367	-28	-2%	19	73.9	98%
	Frying Pan Road WB to Route 28 NB		955	976	21	2%	37	13.2	102%
	Route 28 SB to Frying Pan Road EB		1,340	1,366	26	2%	19	75.0	102%
	Frying Pan Road WB to Route 28 SB		900	915	15	2%	25	35.8	102%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		1,650	1,626	-24	-1%	42	18.5	99%
	Route 28 NB to Dulles Airport		665	652	-13	-2%	40	8.2	98%
	Route 28 NB to Route 267 EB		985	973	-12	-1%	38	25.1	99%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		270	1,725	1,455	539%	25	10.6	639%
	Route 28 NB to Route 267 WB		225	222	-3	-1%	40	5.6	99%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		1,800	1,776	-24	-1%	26	34.0	99%
	Route 267 WB to Route 28 NB		1,720	1,726	6	0%	12	58.6	100%
	Route 267 EB (Dulles Greenway) to Route 28 SB		690	710	20	3%	37	19.3	103%
	Route 267 WB to Route 28 SB		525	520	-5	-1%	23	22.1	99%
	Route 267 EB/WB to Route 28 SB (Combined)		1,215	1,232	17	1%	24	49.9	101%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		2,975	2,871	-104	-3%	42	22.7	97%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		685	676	-9	-1%	23	28.9	99%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		2,290	2,310	20	1%	44	25.8	101%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		455	458	3	1%	26	17.4	101%
Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Innovation Ave EB		170	168	-2	-1%	34	4.9	99%
	Innovation Ave WB to Route 28 NB		60	62	2	3%	35	1.7	103%
	Route 28 SB to Innovation Ave		150	150	0	0%	38	4.0	100%
	Innovation Ave WB to Route 267 EB / Dulles Airport		40	41	1	2%	31	1.3	102%
	Innovation Ave WB to Route 28 SB		120	116	-4	-3%	26	4.1	97%
	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		1,320	1,329	9	1%	43	14.9	101%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		2,660	2,663	3	0%	45	28.3	100%
	Route 606 to Dulles Airport / Route 267 EB (Combined)		275	274	-1	0%	38	7.3	100%
	Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		2,935	2,939	4	0%	42	31.1	100%
	Route 28 NB to Route 606 (EB and WB Combined)		1,135	1,144	9	1%	39	14.6	101%
	Route 28 NB to Route 606 EB and WB		885	902	17	2%	34	12.7	102%
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		250	243	-8	-3%	29	8.3	97%
	Route 28 NB to Route 606 EB (to Shaw Road NB)		65	65	0	0%	5	10.0	100%
	Route 28 NB to Route 606 WB		820	842	22	3%	12	33.4	103%
Route 606 EB to Route 28 NB		115	113	-2	-2%	28	4.0	98%	
Route 606 WB to Route 28 NB		535	526	-9	-2%	28	19.0	98%	
Route 606 EB / WB (Combined) to Route 28 NB		650	639	-11	-2%	35	13.8	98%	
Route 28 SB to Route 606 (EB and WB Combined)		755	764	9	1%	42	9.0	101%	
Route 28 SB to Route 606 WB		315	323	8	3%	28	11.3	103%	
Route 28 SB to Route 606 EB		440	441	1	0%	11	19.6	100%	
Route 606 WB to Route 28 SB		585	593	8	1%	25	23.7	101%	
Route 606 EB to Route 28 SB		890	881	-9	-1%	27	31.8	99%	
Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,475	1,466	-9	-1%	31	23.4	99%	
Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		275	274	-1	0%	38	7.3	100%	
Route 606 EB/WB (Combined) to Route 28 SB		1,200	1,208	8	1%	41	29.7	101%	
Sterling Blvd Interchange Ramps	Route 28 NB to Sterling Blvd EB		725	720	-5	-1%	32	22.6	99%
	Route 28 NB to Sterling Blvd WB		550	539	-11	-2%	19	28.5	98%
	Sterling Blvd to Route 28 NB		235	239	4	2%	32	7.4	102%
	Route 28 SB to Sterling Blvd		235	236	1	1%	50	4.6	101%
Route 267 / Centreville Road Interchange	Sterling Blvd WB to Route 28 SB		610	614	4	1%	20	30.0	101%
	Sterling Blvd EB to Route 28 SB		580	582	2	0%	30	18.8	100%
	Route 267 EB to Centreville Road		1,035	2,202	1,167	113%	12	48.0	213%
	Centreville Road to Route 267 EB		900	890	-10	-1%	34	26.4	99%
Various Dulles Airport / DIAAH Ramps	Route 267 WB to Centreville Road		940	935	-5	-1%	20	48.2	99%
	Centreville Road to Route 267 WB		190	193	3	1%	57	3.4	101%
	Route 267 EB to Dulles Airport		495	501	6	1%	46	10.7	101%
	Route 267 WB to Dulles Airport		190						
	DIAAH WB to Rudder Road		375	388	13	3%	40	4.9	103%
	Ramps from Route 267 EB/Route 28 to Rudder Road		670	659	-11	-2%	28	23.1	98%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		1,175	1,173	-2	0%	30	19.4	100%
	DIAAH EB (Outer Lanes) to Rudder Road		100	98	-2	-2%	28	3.5	98%
	Dulles Airport to Route 267 WB		50	49	-1	-2%	34	1.4	98%
	Aviation Blvd to Route 267 EB		475	475	0	0%	45	10.5	100%
	Route 267 EB to DIAAH EB (west)		1,030	1,044	14	1%	43	24.1	101%
	Route 267 EB to DIAAH EB (east)		435	429	-6	-1%	44	9.7	99%
	DIAAH EB to Route 267 EB (west)		145						
	DIAAH EB to Route 267 EB (east)		110						



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	
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	U	0	240	0	240	0	0	-	0%	-	29.8	-	17	-	130	-	C
			LT	20		20		0		0%		70.8		7		70			
			TH	95		94		-1		-1%		47.0		17		101			
			RT	125		126		1		1%		10.5		8		130			
		SB	U	0	785	0	782	0	-3	-	0%	-	47.1	-	94	-	319	-	D
			LT	455		449		-6		-1%		60.7		32		176			
			TH	285		287		2		1%		32.6		1		89			
			RT	45		46		1		2%		3.9		-		-			
		EB	U	0	905	0	919	0	14	-	2%	-	75.8	-	275	-	1,201	-	E
			LT	125		126		1		1%		95.0		180		1,200			
			TH	650		656		6		1%		73.2		257		1,254			
			RT	130		137		7		5%		70.8		-		-			
		WB	U	0	925	0	928	0	3	-	0%	-	38.9	-	118	-	417	-	D
			LT	245		244		-1		0%		74.2		32		150			
			TH	170		166		-4		-2%		51.0		63		453			
			RT	510		518		8		2%		18.4		-		-			
Intersection				2,855	2,869	14	0%	52.2	-		-		-		D				
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
			LT	0		0		0		-		-		-					
			TH	0		0		0		-		-		-					
			RT	0		0		0		-		-		-					
		SB	U	0	235	0	235	0	0	-	0%	-	10.1	-	11	-	69	-	B
			LT	75		71		-4		-5%		30.7		0		0			
			TH	0		0		0		-		-		-					
			RT	160		164		4		3%		1.1		-		-			
		EB	U	0	655	0	660	0	5	-	1%	-	3.9	-	5	-	168	-	A
			LT	0		0		0		-		-		-					
			TH	655		660		5		1%		3.9		-		-			
			RT	0		0		0		-		-		-					
		WB	U	0	770	0	764	0	-6	-	-1%	-	3.9	-	5	-	133	-	A
			LT	0		0		0		-		-		-					
			TH	770		764		-6		-1%		3.9		-		-			
			RT	0		0		0		-		-		-					
Intersection				1,660	1,659	-1	0%	4.7	-		-		-		A				
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	U	0	725	0	720	0	-5	-	-1%	-	3.9	-	0	-	0	-	A
			LT	0		0		0		-		-		-					
			TH	0		0		0		-		-		-					
			RT	725		720		-5		-1%		3.9		0		0			
		SB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
			LT	0		0		0		-		-		-					
			TH	0		0		0		-		-		-					
			RT	0		0		0		-		-		-					
		EB	U	0	730	0	735	0	5	-	1%	-	1.4	-	3	-	61	-	A
			LT	20		21		1		5%		29.6		0		0			
			TH	710		714		4		1%		0.6		-		-			
			RT	0		0		0		-		-		-					
		WB	U	0	1,040	0	1,051	0	11	-	1%	-	1.7	-	3	-	151	-	A
			LT	0		0		0		-		-		-					
			TH	825		833		8		1%		1.7		3		50			
			RT	215		218		3		1%		2.1		-		-			
Intersection				2,495	2,506	11	0%	2.3	-		-		-		A				
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	U	0	270	0	271	0	1	-	0%	-	30.4	-	29	-	163	-	C
			LT	80		82		2		3%		62.8		7		77			
			TH	20		21		1		5%		62.1		10		129			
			RT	170		168		-2		-1%		10.7		-		-			
		SB	U	0	35	0	36	0	1	-	3%	-	15.9	-	2	-	30	-	B
			LT	5		6		1		20%		75.2		0		0			
			TH	10		10		0		0%		0.3		1		62			
			RT	20		20		0		0%		5.9		2		83			
		EB	U	10	1,435	12	1,437	2	2	-	0%	-	12.7	-	52	-	455	-	B
			LT	75		73		-2		-3%		14.7		52		192			
			TH	1,000		998		-2		0%		15.0		6		336			
			RT	350		354		4		1%		5.8		-		-			
		WB	U	0	1,140	0	1,140	0	0	-	0%	-	8.8	-	29	-	134	-	A
			LT	190		182		-8		-4%		13.0		22		304			
			TH	930		937		7		1%		8.0		29		336			
			RT	20		21		1		5%		7.1		-		-			
Intersection				2,880	2,884	4	0%	12.9	-		-		-		B				
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	U	0	465	0	459	0	-6	-	-1%	-	37.1	-	44	-	183	-	D
			LT	170		170		0		0%		56.3		44		183			
			TH	75		76		1		1%		54.4		20		186			
			RT	220		213		-7		-3%		15.7		64		261			
		SB	U	5	585	5	577	0	-8	-	-1%	-	42.2	-	64	-	261	-	D
			LT	220		224		4		2%		60.7		64		261			
			TH	150		150		0		0%		59.3		9		125			
			RT	210		198		-12		-6%		7.8		-		-			
		EB	U	0	2,129	0	2,130	0	1	-	0%	-	32.3	-	130	-	625	-	C
			LT	210		218		8		4%		70.1		15		179			
			TH	1,609		1,598		-11		-1%		31.4		40		180			
			RT	310		314		4		1%		11.0		71		454			
		WB	U	10	1,585	10	1,602	0	17	-	1%	-	40.7	-	159	-	620	-	D
			LT	175		181		6		3%		61.0		40		454			
			TH	975		977		2		0%		28.5		159		620			
			RT	425		434		9		2%		59.5		-		-			
Intersection				4,764	4,768	4	0%	36.8	-		-		-		D				

AM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)		VISSIM Throughput (vph)		Difference (vph)		Difference (%)		Average Delay (sec/veh)		Average Queue Length (feet)		Max Queue Length (feet)		LOS			
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	NB	U		0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
			LT		0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
			TH		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
			RT		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
		SB	U		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
			LT	410	725	445	768	35	43	9%	6%	19.1	12.5	26	26	161	161	B	B		
			TH			0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
		EB	RT	315		323		8		3%		3.4		0		0		A			
			U		2,049	0	2,040	0	-9	0%	0%	-	17.0	34	34	299	299	C	B		
			TH	1,159		1,159		0		0%		22.7		0		0		A			
		WB	RT	890		881		-9		-1%		9.4		0		0		A			
			U		1,855	0	1,886	0	31	1%	2%	-	24.6	38	127	386	572	B	C		
			TH	585		592		7		1%		16.1		0		0		C			
Intersection			4,629		4,694		65		1%		19.3						B				
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	U		0	0	0	0	-	-	-	-	-	-	-	-	-	-	-		
			LT	820	1,135	842	1,150	22	15	3%	1%	12.1	11.0	24	24	239	239	B	B		
			TH	65		65		0		0%		23.6		6		95		C			
			RT2	250		243		-7		-3%		4.0		0		0		A			
		SB	U		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
			LT		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
			TH		0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	
		EB	RT			0		0		-	-	-	-	-	-	-	-	-	-	-	
			U		1,569	0	1,524	-2	-45	-2%	-3%	7.3	10.3	6	33	231	389	A	B		
			TH	1,454		1,411		-43		-3%		10.6		33		389		B			
		WB	RT			0		0		-	-	-	-	-	-	-	-	-	-	-	
			U		1,570	0	1,555	0	-15	0%	-1%	-	16.5	46	46	261	261	C	B		
			TH	1,035		1,030		-5		0%		22.5		1		261		A			
Intersection			4,274		4,229		-45		-1%		12.8						B				
7	Route 606 (Old Ox Road) and Shaw Road	NB	U		0	0	0	0	-	-	-	-	-	-	-	-	-	-	-		
			LT	205	330	206	330	1	0	0%	0%	63.2	50.3	51	51	188	226	E	D		
			TH	35		34		-1		-3%		63.8		51		188		B			
			RT	90		90		0		0%		15.8		43		226		B			
		SB	U		375	0	361	-13	-14	-7%	-4%	85.6	48.5	69	69	279	279	F	D		
			LT	180		167		1		3%		62.7		69		279		E			
			TH	35		36		-2		-1%		6.0		10		174		A			
		EB	RT	160		158		0		-	-	-	-	-	-	-	-	-	-		
			U		1,790	0	1,798	2	8	1%	0%	0.9	9.3	0	40	0	359	359	A	A	
			TH	1,420		1,414		-6		0%		11.2		40		359		B			
		WB	RT	210		222		12		6%		3.0		0		32		A			
			U	10	1,445	12	1,443	2	-2	20%	0%	66.5	12.2	20	27	124	262	E	B		
			TH	40		42		2		5%		68.3		20		124		E			
Intersection			3,940		3,740		-200		-5%		18.2						B				
8	Sunrise Valley Drive and Frying Pan Road	NB	U		0	0	0	0	-	-	-	-	-	-	-	-	-	-	-		
			LT	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-		
			TH	0		0		0		-	-	-	-	-	-	-	-	-	-		
			RT	0		0		0		-	-	-	-	-	-	-	-	-	-		
		SB	U		285	0	308	0	23	0%	8%	49.4	2.8	1	1	37	37	D	A		
			LT	5		5		0		-	-	-	-	0		0		A			
			TH	0		0		0		-	-	-	-	0		0		A			
		EB	RT	280		303		23		8%		2.1		0		36		A			
			U		2,125	0	2,146	0	21	1%	1%	32.7	15.1	84	84	399	399	C	B		
			TH	1,335		1,347		12		1%		4.7		1		152		A			
		WB	RT	0		0		0		-	-	-	-	-	-	-	-	-	-		
			U		1,115	0	1,120	0	5	0%	0%	-	14.3	42	42	307	307	B	B		
			TH	1,095		1,101		6		1%		14.5		0		307		B			
Intersection			3,525		3,574		49		1%		13.8						B				



**Arterial Intersection MOEs**

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

#	Intersection	Approach	Near Term				2025 No-Build			
			Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS	Average Delay (sec/veh)	Approach LOS	Intersection Delay	Intersection LOS
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	29.8	C	52.2	D	34.1	C	72.4	E
		SB	47.1	D			55.7	E		
		EB	75.8	E			123.8	F		
		WB	38.9	D			37.9	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	4.7	A	-	-	19.8	B
		SB	10.1	B			140.5	F		
		EB	3.9	A			5.2	A		
		WB	3.9	3.9			2.7	2.7		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	3.9	A	2.3	A	5.1	A	2.7	A
		SB	-	-			-	-		
		EB	1.4	A			1.6	A		
		WB	1.7	A			1.7	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	30.4	C	12.9	B	30.6	C	12.3	B
		SB	15.9	B			17.8	B		
		EB	12.7	B			11.3	B		
		WB	8.8	A			9.0	A		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	37.1	D	36.8	D	48.3	D	71.4	E
		SB	42.2	D			48.5	D		
		EB	32.3	C			106.8	F		
		WB	40.7	D			35.6	D		
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	NB	-	-	19.3	B	-	-	-	-
		SB	12.5	B			-	-		
		EB	17.0	B			-	-		
		WB	24.6	C			-	-		
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	11.0	B	12.8	B	-	-	-	-
		SB	-	-			-	-		
		EB	10.3	B			-	-		
		WB	16.5	B			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	50.3	D	18.2	B	116.3	F	44.2	D
		SB	48.5	D			46.2	D		
		EB	9.3	A			34.2	C		
		WB	12.2	B			36.8	D		
8	Sunrise Valley Drive and Frying Pan Road	NB	-	-	13.8	B	-	-	13.3	B
		SB	2.8	A			2.7	A		
		EB	15.1	B			14.3	B		
		WB	14.3	B			14.1	B		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	13.7	B	32.8	C	12.6	B	36.6	D
		SB	24.9	C			22.4	C		
		EB	-	-			-	-		
		WB	73.6	E			89.0	F		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	25.0	C	43.2	D	24.3	C	63.8	E
		SB	18.8	B			18.9	B		
		EB	109.0	F			196.8	F		
		WB	-	-			-	-		
11	Frying Pan Road and River Birch Road	NB	-	-	21.6	C	-	-	21.5	C
		SB	32.3	C			31.6	C		
		EB	18.8	B			20.4	C		
		WB	21.3	C			17.9	B		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	73.1	E	69.4	E	53.2	D	31.9	C
		SB	-	-			-	-		
		EB	65.8	E			25.7	C		
		WB	-	#N/A			-	-		
13	Innovation Avenue and Shaw Road	NB	-	-			-	-		
		SB	-	-			-	-		
		EB	-	-			-	-		
		WB	-	-			-	-		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	3.8	A	5.2	A	-	-	-	-
		SB	3.9	A			-	-		
		EB	-	-			-	-		
		WB	16.2	B			-	-		

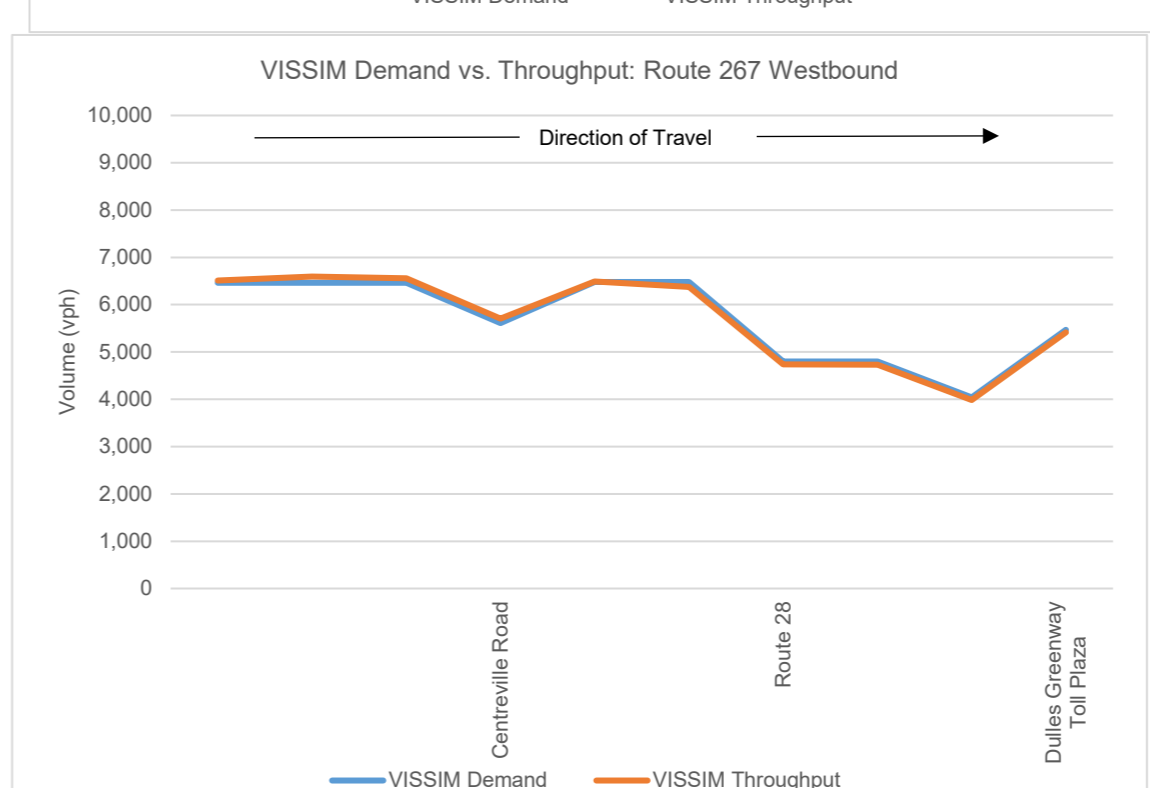
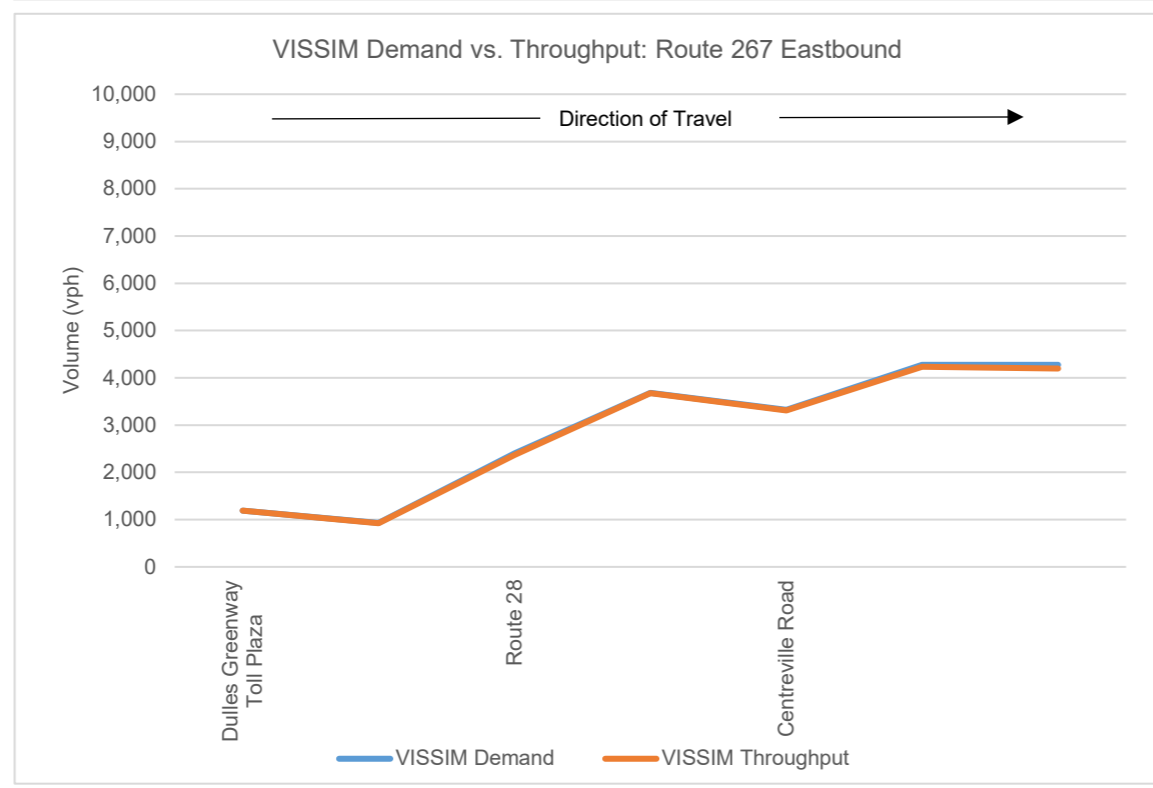
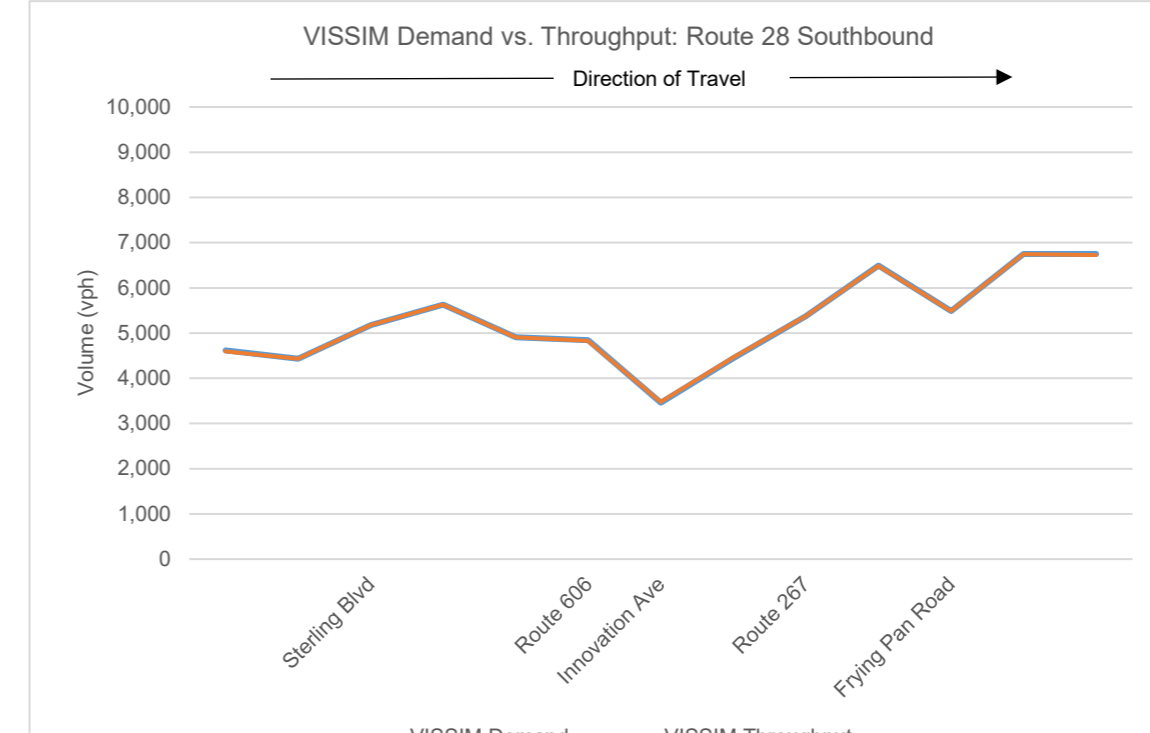
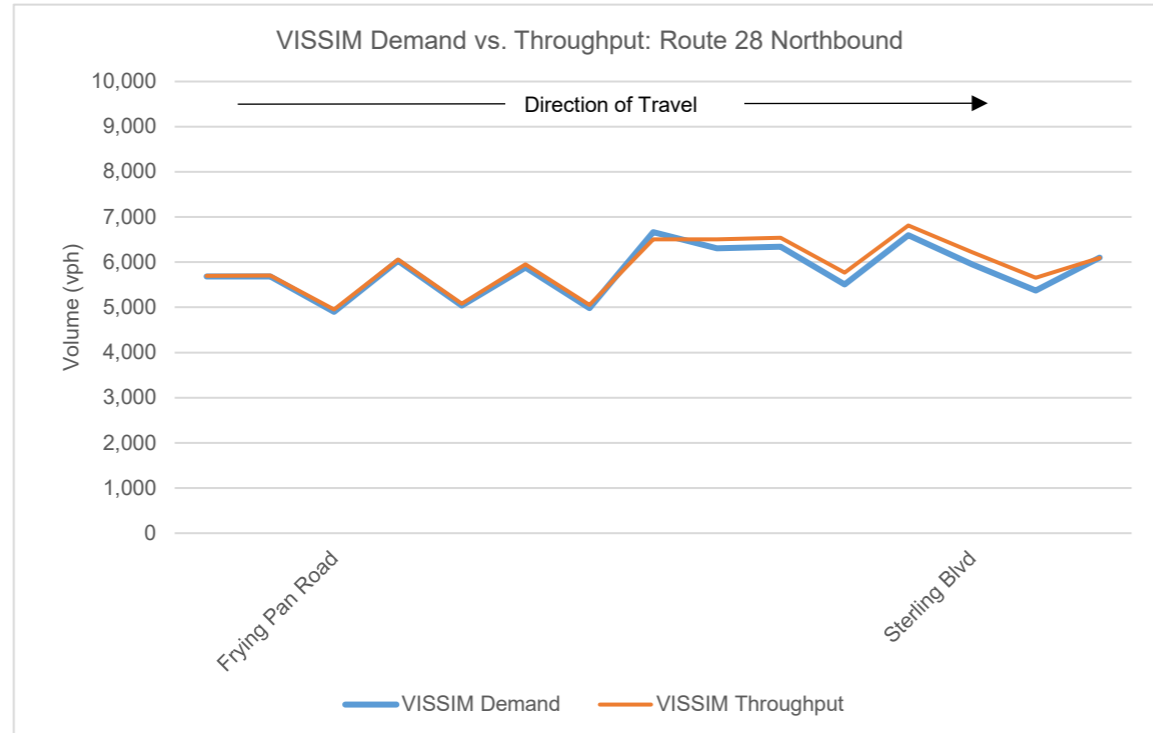
Freeway Segment and Ramp MOEs

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	5,680	5,700	20	0%	56	20.2	100%
	Mainline south of Frying Pan Road	Diverge	5,680	5,704	24	0%	56	20.1	100%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	4,900	4,953	53	1%	56	21.9	101%
	Between on-ramp from Frying Pan Road and off-ramp to Route 267 EB/Dulles Airport	Weave	6,030	6,058	28	0%	56	21.6	100%
	Between off-ramp to Route 267 EB/Dulles Airport and on-ramp from Route 267 EB	Basic	5,040	5,085	45	1%	56	22.3	101%
	Between on-ramp from Route 267 EB and off-ramp to Route 267 WB	Diverge	5,880	5,950	70	1%	55	21.9	101%
	Between off-ramp to Route 267 WB and on-ramp from Route 267 WB	Basic	4,985	5,051	66	1%	56	21.8	101%
	Between on-ramp from Route 267 WB and off-ramp to Innovation Ave	Merge	6,665	6,503	-162	-2%	56	23.7	98%
	Between off-ramp to Innovation Ave and on-ramp from Innovation Ave	Merge	6,310	6,505	195	3%	1126	22.7	103%
	Between on-ramp from Innovation Ave and off-ramp to Route 606 EB	Merge	6,345	6,542	197	3%	56	22.0	103%
	Between off-ramp to Route 606 EB and on-ramp from Route 606 EB	Basic	5,505	5,769	264	5%	56	25.5	105%
	Between on-ramp from Route 606 EB / WB (Combined) and off-ramp to Sterling Blvd EB	Weave	6,600	6,813	213	3%	50	27.8	103%
	Between off-ramp to Sterling Blvd EB and off-ramp to Sterling Blvd WB	Diverge	5,955	6,220	265	4%	35	47.5	104%
	Between off-ramp to Sterling Blvd WB and on-ramp from Sterling Blvd	Basic	5,370	5,657	287	5%	43	43.5	105%
Mainline north of Sterling Blvd	Basic	6,100	6,094	-6	0%	54	28.0	100%	
Southbound Route 28	Mainline north of Sterling Blvd	Basic	4,620	4,595	-25	-1%	57	16.2	99%
	Between off-ramp to Sterling Blvd and on-ramp from Sterling Blvd WB	Basic	4,435	4,435	0	0%	57	19.3	100%
	Between on-ramp from Sterling Blvd WB and on-ramp from Sterling Blvd EB	Basic	5,175	5,173	-2	0%	56	18.2	100%
	Between on-ramp from Sterling Blvd EB and off-ramp to Route 606 EB / WB (Combined)	Weave	5,630	5,630	0	0%	56	17.5	100%
	Between off-ramp to Route 606 EB / WB (Combined) and off-ramp to Innovation Avenue	Diverge	4,910	4,904	-6	0%	56	17.3	100%
	Between off-ramp to Innovation Avenue and off-ramp to Route 267 EB / Dulles Airport	Diverge	4,840	4,830	-10	0%	55	21.8	100%
	Between off-ramp to Route 267 EB / Dulles Airport and on-ramp from Innovation Ave / Route 606 EB and WB (Combined)	Basic	3,460	3,476	16	0%	57	20.3	100%
	Between on-ramp from Innovation Ave / Route 606 EB and WB (Combined) and on-ramp from Route 267 (Greenway EB / DTR WB)	Basic	4,445	4,461	16	0%	57	15.7	100%
	Between on-ramp from Route 267 (Greenway EB / DTR WB) and on-ramp from Route 267 (DIAAH) EB	Merge	5,375	5,373	-2	0%	56	19.6	100%
	Between on-ramp from Route 267 (DIAAH) EB and off-ramp to Frying Pan Road	Weave	6,490	6,488	-2	0%	52	25.7	100%
	Between off-ramp to Frying Pan Road and on-ramp from Frying Pan Road	Basic	5,490	5,488	-2	0%	55	24.6	100%
	Mainline south of Frying Pan Road	Merge	6,750	6,746	-4	0%	55	24.5	100%
	Mainline south of Frying Pan Road	Basic	6,750	6,730	-20	0%	55	30.3	100%
	Eastbound Route 267	Mainline (Greenway) west of Dulles Greenway Toll Plaza / Greenway off-ramp to Dulles Airport and Route 28 SB	Basic	1,190	1,191	1	0%	65	6.1
Mainline (Greenway) between off-ramp to Dulles Airport / Route 28 SB and on-ramp from Route 28 SB		Merge	930	923	-7	-1%	52	5.7	99%
Mainline (Greenway) between on-ramp from Route 28 SB and mainline from Route 28 NB / Dulles Airport		Basic	2,400	2,368	-32	-1%	34	12.0	99%
Mainline leaving Dulles Airport near Rudder Road		Weave	3,310	3,285	-25	-1%	46	17.9	99%
Between off-ramp to Rudder Road/Route 267 WB and off-ramp to DIAAH EB (west)		Diverge	2,735	2,675	-60	-2%	41	21.7	98%
Between off-ramp to DIAAH EB and on-ramp from Aviation Dr		Basic	1,940	1,953	13	1%	44	21.8	101%
Between on-ramp from Aviation Dr and off-ramp to Route 28 SB		Weave	3,020	2,968	-52	-2%	37	26.5	98%
Between off-ramp to Route 28 SB and off-ramp to DIAAH EB (east)		Diverge	1,905	1,860	-45	-2%	43	21.8	98%
Between off-ramp to DIAAH EB (east) and off-ramp to Route 28 NB		Diverge	1,535	1,519	-16	-1%	44	11.6	99%
Between off-ramp to Route 28 NB and on-ramp from Route 28 NB		Basic	695	695	0	0%	55	6.3	100%
Between on-ramp from Route 28 NB and mainline from Dulles Greenway		Merge	1,285	1,306	21	2%	57	9.7	102%
Mainline between on-ramps from Dulles Greenway & Route 28/Dulles Airport/DIAAH and off-ramp to Centreville Road		Weave	3,685	3,673	-12	0%	57	10.6	100%
Between off-ramp to Centreville Road and on-ramp from Centreville Road		Basic	3,320	3,312	-8	0%	57	13.9	100%
Mainline east of Centreville Road		Merge	4,275	4,234	-41	-1%	57	13.8	99%
Mainline east of Centreville Road	Basic	4,275	4,198	-77	-2%	57	14.6	98%	
Westbound Route 267	Mainline east of off-ramp to DIAAH WB	Diverge	6,465	6,514	49	1%	56	28.9	101%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Basic	6,465	6,595	130	2%	56	29.1	102%
	Between off-ramp to DIAAH WB and off-ramp to Centreville Road	Diverge	6,465	6,561	96	1%	54	28.4	101%
	Between off-ramp to Centreville Road and on-ramp from Centreville Road	Basic	5,610	5,705	95	2%	56	25.5	102%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Merge	6,480	6,487	7	0%	56	23.2	100%
	Between on-ramp from Centreville Road and off-ramp to Route 28 NB	Diverge	6,480	6,377	-103	-2%	52	23.6	98%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Basic	4,800	4,739	-61	-1%	54	21.6	99%
	Between off-ramp to Route 28 NB and off-ramp to Route 28 SB	Diverge	4,800	4,730	-70	-1%	53	29.5	99%
Eastbound DIAAH	Between off-ramp to Route 28 SB and Dulles Greenway Toll Plaza	Basic	4,040	3,984	-56	-1%	51	36.1	99%
	Mainline west of Dulles Greenway Toll Plaza	Basic	5,470	5,417	-53	-1%	59	30.7	99%
	Mainline leaving Dulles Airport near Rudder Road	Basic	425	425	0	0%	45	4.7	100%
	Between on-ramp from Route 267 EB (west) and on-ramp from Route 267 EB (east)	Merge	1,220	1,217	-3	0%	44	11.8	100%
Westbound DIAAH	Between on-ramp from Route 267 EB (east) and east end of study area	Merge	1,590	1,588	-2	0%	55	10.9	100%
	Between on-ramp from Route 267 EB (east) and east end of study area	Basic	1,590	1,593	3	0%	57	14.0	100%
	Mainline east of on-ramp from Route 267 WB	Basic	2,545	2,541	-4	0%	57	22.3	100%
	Between on-ramp from Route 267 WB near Centreville Road and on-ramp from Route 267 WB to Dulles Airport	Merge	2,545	2,541	-4	0%	56	22.1	100%
	Between on-ramp from Centreville Road and on-ramp from Route 267 WB (closed in Alt 2)	Merge	2,545	2,530	-15	-1%	55	22.6	99%
Westbound 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	2,680	2,621	-59	-2%	56	15.6	98%
	Between off-ramp to Rudder Road (Rental Car Return/Economy Parking) and on-ramps from Route 28/Route 267 EB	Basic	1,330	1,305	-25	-2%	39	13.0	98%
	Mainline west of on-ramps from Route 28/Route 267 EB	Basic	1,850	1,817	-33	-2%	44	8.4	98%

PM Freeway MOEs

Facility	Segment	Type	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Speed (mph)	Average Density (vpmpl)	% Demand Served
Frying Pan Road Interchange Ramps	Route 28 NB to Frying Pan Road EB		780	771	-9	-1%	39	19.2	99%
	Frying Pan Road WB to Route 28 NB		1,130	1,121	-9	-1%	35	15.9	99%
	Route 28 SB to Frying Pan Road EB		1,000	998	-2	0%	29	34.5	100%
	Frying Pan Road WB to Route 28 SB		1,260	1,261	1	0%	34	29.6	100%
Route 267 Interchange Ramps	Route 28 NB to Route 267 EB/Dulles Airport (Combined)		990	1,013	23	2%	44	11.5	102%
	Route 28 NB to Dulles Airport		400	409	9	2%	40	5.1	102%
	Route 28 NB to Route 267 EB		590	606	16	3%	29	21.1	103%
	Route 267 EB (leaving Dulles Airport) to Route 28 NB		840	855	15	2%	24	34.9	102%
	Route 28 NB to Route 267 WB		895	906	11	1%	38	23.9	101%
	Route 267 WB to Route 28 NB / Innovation Avenue / Route 606 (Combined)		1,680	1,633	-47	-3%	31	28.6	97%
	Route 267 WB to Route 28 NB		1,680	1,620	-60	-4%	39	41.1	96%
	Route 267 EB (Dulles Greenway) to Route 28 SB		170	174	4	2%	38	4.5	102%
	Route 267 WB to Route 28 SB		760	736	-24	-3%	23	31.8	97%
	Route 267 EB/WB to Route 28 SB (Combined)		930	909	-21	-2%	24	37.7	98%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport / Route 267 EB (Combined)		1,825	1,790	-35	-2%	44	12.6	98%
	Route 28 SB + Route 606 + Innovation Avenue to Dulles Airport		355	348	-7	-2%	25	13.7	98%
	Route 28 SB + Route 606 + Innovation Avenue to Route 267 EB		1,470	1,444	-26	-2%	28	25.1	98%
	Route 267 EB (leaving Dulles Airport) to Route 28 SB		1,115	1,118	3	0%	25	44.7	100%
Route 606 / Old Ox Road Interchange Ramps	Route 28 NB to Innovation Ave EB		355	348	-7	-2%	34	5.1	98%
	Innovation Ave WB to Route 28 NB		35	32	-3	-7%	35	0.9	93%
	Route 28 SB to Innovation Ave		70	70	0	0%	20	1.7	100%
	Innovation Ave WB to Route 267 EB / Dulles Airport		70	73	3	4%	31	2.4	104%
	Innovation Ave WB to Route 28 SB		75	75	0	0%	27	2.7	100%
	Innovation Ave WB + Route 606 (C-D Road) to Route 28 SB		985	985	0	0%	46	10.8	100%
	Route 28 SB to Dulles Airport / Route 267 EB (Combined)		1,380	1,352	-28	-2%	47	14.2	98%
	Route 606 to Dulles Airport / Route 267 EB (Combined)		375	364	-11	-3%	38	9.2	97%
	Route 28 SB + Route 606 to Dulles Airport / Route 267 EB (Combined)		1,755	1,714	-41	-2%	44	17.4	98%
	Route 28 NB to Route 606 (EB and WB Combined)		765	778	13	2%	44	8.6	102%
	Route 28 NB to Route 606 EB and WB		610	600	-10	-2%	35	8.5	98%
	Route 28 NB to Route 606 EB (staying on Route 606 EB)		155	152	-3	-2%	27	5.6	98%
	Route 28 NB to Route 606 EB (to Shaw Road NB)		75	76	1	1%	9	7.7	101%
	Route 28 NB to Route 606 WB		535	553	18	3%	8	35.4	103%
Sterling Blvd Interchange Ramps	Route 606 EB to Route 28 NB		410	410	0	0%	19	22.2	100%
	Route 606 WB to Route 28 NB		685	681	-4	-1%	26	26.6	99%
	Route 606 EB / WB (Combined) to Route 28 NB		1,095	1,091	-5	0%	36	29.9	100%
	Route 28 SB to Route 606 (EB and WB Combined)		720	723	3	0%	45	7.9	100%
	Route 28 SB to Route 606 WB		175	170	-5	-3%	28	6.0	97%
	Route 28 SB to Route 606 EB		545	553	8	1%	10	27.2	101%
	Route 606 WB to Route 28 SB		385	382	-3	-1%	20	29.8	99%
	Route 606 EB to Route 28 SB		900	892	-8	-1%	29	30.5	99%
	Route 606 EB / WB (Combined) to Route 28 SB and Route 267 EB / Dulles Airport		1,285	1,258	-27	-2%	33	19.1	98%
	Route 606 EB / WB (Combined) to Route 267 EB / Dulles Airport		375	364	-11	-3%	38	9.2	97%
	Route 606 EB/WB (Combined) to Route 28 SB		910	912	2	0%	41	22.1	100%
	Route 28 NB to Sterling Blvd EB		645	649	4	1%	32	20.2	101%
	Route 28 NB to Sterling Blvd WB		585	595	10	2%	20	30.0	102%
	Route 267 / Centreville Road Interchange	Sterling Blvd to Route 28 NB		475	473	-2	0%	31	14.8
Route 28 SB to Sterling Blvd			185	183	-2	-1%	47	3.8	99%
Sterling Blvd WB to Route 28 SB			740	737	-3	0%	20	37.3	100%
Sterling Blvd EB to Route 28 SB			455	456	1	0%	31	14.6	100%
Various Dulles Airport / DIAAH Ramps	Route 267 EB to Centreville Road		365	368	3	1%	41	5.5	101%
	Centreville Road to Route 267 EB		955	927	-28	-3%	39	23.5	97%
	Route 267 WB to Centreville Road		855	879	24	3%	29	29.3	103%
	Centreville Road to Route 267 WB		870	809	-61	-7%	50	15.9	93%
Various Dulles Airport / DIAAH Ramps	Route 267 EB to Dulles Airport		90	96	6	7%	48	2.0	107%
	Route 267 WB to Dulles Airport		135						
	DIAAH WB to Rudder Road		1,350	1,341	-9	-1%	37	17.9	99%
	Ramps from Route 267 EB/Route 28 to Rudder Road		325	326	1	0%	39	8.1	100%
	Ramps from Route 267 EB/Route 28 to Dulles Airport		520	529	9	2%	39	6.6	102%
	DIAAH EB (Outer Lanes) to Rudder Road		575	570	-5	-1%	26	21.6	99%
	Dulles Airport to Route 267 WB		535	536	1	0%	32	16.6	100%
	Aviation Blvd to Route 267 EB		1,080	1,079	-1	0%	44	24.6	100%
	Route 267 EB to DIAAH EB (west)		795	790	-5	-1%	43	18.1	99%
	Route 267 EB to DIAAH EB (east)		370	370	0	0%	44	8.3	100%





Arterial Intersection MOEs

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

#	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	
1	Route 846 (Sterling Boulevard) and Pacific Boulevard	NB	U	0	695	0	697	0	2	-	0%	-	22.7	-	36	-	230	-	C
			LT	25		25		0		0%		65.2		9		85			
			TH	345		347		2		1%		30.8		36		224			
			RT	325		325		0		0%		10.7		20		230			
		SB	U	0	800	0	793	0	-7	-	-1%	-	37.6	-	93	-	343	-	D
			LT	455		447		-8		-2%		59.7		93		343			
			TH	70		67		-3		-4%		17.4		4		58			
			RT	275		279		4		1%		7.0		9		145			
		EB	U	0	395	0	398	0	3	-	1%	-	50.7	-	57	-	347	-	D
			LT	75		77		2		3%		65.9		31		222			
			TH	260		257		-3		-1%		49.4		57		306			
			RT	60		64		4		7%		37.8		42		347			
		WB	U	0	770	0	778	0	8	-	1%	-	42.4	-	87	-	305	-	D
			LT	95		98		3		3%		64.9		38		195			
			TH	445		446		1		0%		56.0		87		305			
			RT	230		234		4		2%		7.0		9		138			
Intersection				2,660	2,666	6	0%	37.1	D										
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
			LT	0		0		0		-									
			TH	0		0		0		-									
			RT	0		0		0		-									
		SB	U	0	185	0	183	0	-2	-	-1%	-	18.0	-	13	-	83	-	B
			LT	95		93		-2		-2%		32.9		13		83			
			TH	0		0		0		-									
			RT	90		90		0		0%		2.6		0		0			
		EB	U	0	580	0	581	0	1	-	0%	-	4.1	-	5	-	179	-	A
			LT	0		0		0		-									
			TH	580		581		1		0%		4.1		5		179			
			RT	0		0		0		-									
		WB	U	0	680	0	689	0	9	-	1%	-	4.8	-	5	-	118	-	A
			LT	0		0		0		-									
			TH	680		689		9		1%		4.8		5		118			
			RT	0		0		0		-									
Intersection				1,445	1,453	8	1%	6.2	A										
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	U	0	645	0	649	0	4	-	1%	-	5.1	-	0	-	33	-	A
			LT	0		0		0		-									
			TH	0		0		0		-									
			RT	645		649		4		1%		5.1		0		33			
		SB	U	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
			LT	0		0		0		-									
			TH	0		0		0		-									
			RT	0		0		0		-									
		EB	U	0	675	0	679	0	4	-	1%	-	2.5	-	7	-	86	-	A
			LT	35		37		2		6%		34.4		7		86			
			TH	640		642		2		0%		0.6		0		0			
			RT	0		0		0		-									
		WB	U	0	1,275	0	1,258	0	-17	-	-1%	-	2.9	-	3	-	176	-	A
			LT	0		0		0		-									
			TH	835		824		-11		-1%		1.9		3		151			
			RT	440		434		-6		-1%		4.8		1		176			
Intersection				2,595	2,586	-9	0%	3.3	A										
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	U	0	655	0	655	0	0	-	0%	-	37.9	-	93	-	473	-	D
			LT	225		219		-6		-3%		63.5		93		473			
			TH	40		41		1		3%		62.7		12		124			
			RT	390		395		5		1%		21.1		49		418			
		SB	U	0	105	0	103	0	-2	-	-2%	-	13.2	-	5	-	86	-	B
			LT	15		14		-1		-7%		64.3		5		60			
			TH	15		16		1		7%		0.1		0		0			
			RT	75		73		-2		-3%		6.3		3		86			
		EB	U	5	1,285	5	1,289	0	4	-	0%	-	22.4	-	102	-	537	-	C
			LT	50		44		-6		-12%		19.2		3		64			
			TH	1,150		1,155		5		0%		23.8		102		537			
			RT	80		85		5		6%		4.5		1		69			
		WB	U	0	1,160	0	1,155	0	-5	-	0%	-	14.9	-	55	-	455	-	B
			LT	180		183		3		2%		20.5		16		371			
			TH	970		962		-8		-1%		13.9		45		423			
			RT	10		10		0		0%		11.1		55		455			
Intersection				3,205	3,202	-3	0%	22.6	C										
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	U	0	600	0	578	0	-22	-	-4%	-	77.0	-	168	-	553	-	E
			LT	375		352		-23		-6%		103.9		168		553			
			TH	55		52		-3		-5%		111.8		168		553			
			RT	170		174		4		2%		12.0		21		331			
		SB	U	5	750	4	739	-1	-11	-	-1%	-	50.3	-	126	-	453	-	D
			LT	485		474		-11		-2%		60.1		126		453			
			TH	70		68		-2		-3%		66.0		126		453			
			RT	190		193		3		2%		61.9		10		123			
		EB	U	0	1,755	0	1,753	0	-2	-	0%	-	34.0	-	109	-	545	-	C
			LT	165		170		5		3%		80.3		96		507			
			TH	1,395		1,389		-6		-0%		32.1		109		545			
			RT	195		194		-1		-1%		6.5		0		67			
		WB	U	5	1,425	0	1,347	-5	-78	-	-5%	-	32.6	-	77	-	438	-	C
			LT	85		79		-6		-7%		65.2		20		101			
			TH	1,010		956		-54		-5%		34.9		77		438			
			RT	325		312		-13		-4%		17.2		19		291			
Intersection				4,530	4,417	-113	-2%	41.9	D										
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	SB	U	0	720	0	723	0	3	-	0%	-	16.6	-	35	-	223	-	B
			LT	545		553		8		1%		21.1		35		223			
			TH	0		0		0		-									
			RT	175		170		-5		-3%		2.2		0		0			
		EB	U	0	2,050	0	2,042	0	-8	-	0%	-	18.7	-	63	-	466	-	B
			LT	0		0		0		-									
			TH	1,150		1,150		0		0%		24.8		29		283			
			RT	900		892		-8		-1%		11.0		63		466			
		WB	U	0	1,535	0	1,561	0	26	-	2%	-	18.3	-	65	-	450	-	B
			LT	385		382		-3		-1%		8.3		17		360			
TH	1,150		1,179	29		3%		21.6		65		450							
RT	0		0	0		-													
Intersection				4,305	4,326	21	0%	18.2	B										
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	U	0	765	0	781	0	16	-	2%	-	15.6	-	30	-	178	-	B
			LT	535		553		18		3%		18.9		4		80			
			TH	75		76		1		1%		16.4		0		0			
			RT	155		152		-3		-2%		3.3		0		0			
		EB	U	0	1,695	0	1,637	0	-58	-	-3%	-	17.6	-	54	-	421	-	B
			LT	410		410		0		0%		6.9		10		248			
TH	1,285	1,227	-58	-5%	21.2	54	421												
RT	0	0	0	-															

PM Intersection MOEs

#	Intersection	Approach	Movement	Balanced Count (vph)	VISSIM Throughput (vph)	Difference (vph)	Difference (%)	Average Delay (sec/veh)	Average Queue Length (feet)	Max Queue Length (feet)	LOS		
7		WB	U	0	0	0	-	-	-	-	-		
			LT	0	0	0	-	-	-	-	-	-	
			TH	1,000	1,008	8	1%	0%	11.8	9.1	19	19	223
			RT	685	681	-4	-1%	0%	5.1	9.1	2	2	214
	Intersection				4,145	4,107	-38	-1%	13.7				
	Route 606 (Old Ox Road) and Shaw Road	NB	U	0	0	0	0	-	-	-	-	-	
			LT	40	39	-1	-3%	-1%	67.7	45.9	46	46	200
			TH	85	81	-4	-5%	-1%	83.1	45.9	46	46	200
			RT	105	107	2	2%	0%	9.8	45.9	81	81	250
		SB	U	0	0	0	-	-	-	-	-	-	-
			LT	215	193	-22	-10%	-4%	124.6	72.6	130	130	554
			TH	45	46	1	2%	0%	57.3	72.6	130	130	554
			RT	135	140	5	4%	0%	6.0	72.6	130	130	554
		EB	U	10	10	0	0%	0%	78.2	15.4	67	67	277
			LT	130	132	2	2%	0%	75.4	15.4	67	67	277
			TH	1,175	1,174	-1	0%	0%	9.7	15.4	27	27	305
RT			205	205	0	0%	0%	6.1	15.4	5	5	149	
WB	U	10	9	-1	-10%	0%	89.0	24.6	70	70	593		
	LT	80	77	-3	-4%	0%	81.7	24.6	70	70	593		
	TH	1,500	1,495	-5	0%	0%	24.4	24.6	102	102	676		
	RT	220	222	2	1%	0%	4.0	24.6	2	2	126		
Intersection				3,955	3,708	-247	-6%	28.3					
8		SB	U	0	0	0	0%	0%	61.0	5.4	9	9	78
			LT	25	25	0	0%	0%	3.0	5.4	0	0	10
			TH	590	590	0	0%	0%	3.0	5.4	0	0	10
			RT	0	0	0	0%	0%	3.0	5.4	0	0	10
	SB	U	0	0	0	0%	0%	61.0	5.4	9	9	78	
		LT	25	25	0	0%	0%	3.0	5.4	0	0	10	
		TH	0	0	0	0%	0%	3.0	5.4	0	0	10	
		RT	590	590	0	0%	0%	3.0	5.4	0	0	10	
	EB	U	5	7	2	40%	0%	31.7	11.7	36	36	216	
		LT	345	348	3	1%	0%	30.4	11.7	36	36	216	
		TH	1,010	1,006	-4	0%	0%	5.1	11.7	12	12	298	
		RT	0	0	0	0%	0%	5.1	11.7	12	12	298	
	WB	U	0	0	0	-	-	-	32.6	154	154	658	
		LT	0	0	0	-	-	-	32.6	154	154	658	
		TH	1,245	1,238	-7	-1%	-1%	33.2	32.6	154	154	658	
		RT	25	25	0	0%	0%	5.5	32.6	0	0	0	
Intersection				3,860	3,854	-6	0%	16.6					
9		NB	LT	480	430	-50	-10%	-4%	85.5	31.1	259	259	518
			TH	1,525	1,488	-37	-2%	0%	15.4	31.1	177	177	530
	SB	TH	1,440	1,447	7	0%	-1%	70.7	68.6	412	412	1,052	
		RT	390	373	-17	-4%	-1%	60.7	68.6	330	330	1,070	
	WB	LT	470	471	1	0%	0%	79.0	54.0	127	127	563	
		RT	385	388	3	1%	0%	23.6	54.0	103	103	543	
	Intersection				4,690	4,597	-93	-2%	50.2				
	10		NB	TH	1,795	1,744	-51	-3%	-3%	65.1	61.3	416	416
RT				730	709	-21	-3%	-3%	52.0	61.3	342	342	1,175
SB		LT	225	222	-3	-1%	0%	104.1	14.8	88	88	439	
		TH	1,685	1,692	7	0%	0%	3.0	14.8	14	14	289	
EB		LT	210	204	-6	-3%	-1%	127.1	76.8	172	172	509	
		RT	155	157	2	1%	0%	11.5	76.8	0	0	24	
Intersection				4,800	4,728	-72	-2%	43.6					
11			NB	U	0	0	0	-	-	-	-	-	-
	LT			0	0	0	-	-	-	-	-	-	-
	TH			0	0	0	-	-	-	-	-	-	-
	RT			0	0	0	-	-	-	-	-	-	-
	SB	U	0	0	0	-	-	-	-	-	-	-	
		LT	115	114	-1	-1%	0%	56.9	19.9	67	67	518	
		TH	0	0	0	-	-	-	19.9	83	83	568	
		RT	675	677	2	0%	0%	13.7	19.9	83	83	568	
	EB	U	0	0	0	-	-	-	-	-	-	-	
		LT	535	534	-1	0%	0%	43.6	15.6	82	82	364	
		TH	1,245	1,239	-6	0%	0%	3.5	15.6	10	10	304	
		RT	0	0	0	-	-	-	15.6	104	104	732	
	WB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	1,715	1,707	-8	0%	0%	21.0	20.5	92	92	694	
		RT	125	126	1	1%	0%	14.7	20.5	104	104	732	
Intersection				4,410	4,397	-13	0%	18.4					
12		NB	U	0	0	0	-	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-	-
			TH	234	235	1	0%	-1%	24.5	9.3	26	26	183
			RT	546	538	-8	-1%	0%	2.7	9.3	0	0	7
	SB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	0	0	0	-	-	-	-	-	-	-	
		RT	0	0	0	-	-	-	-	-	-	-	
	EB	U	0	0	0	-	-	-	-	-	-	-	
		LT	301	299	-2	-1%	0%	21.1	27.9	0	0	666	
		TH	699	700	1	0%	0%	30.9	27.9	42	42	666	
		RT	0	0	0	-	-	-	27.9	0	0	0	
	WB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	1,260	1,262	2	0%	0%	7.2	6.9	0	0	0	
		RT	1,121	1,123	2	0%	0%	6.6	6.9	0	0	0	
Intersection				4,161	4,157	-4	0%	12.4					
21		NB	U	0	0	0	-	-	-	-	-	-	
			TH	670	674	4	1%	1%	3.7	3.5	4	4	113
			RT	145	147	2	1%	0%	2.7	3.5	0	0	0
	SB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	350	353	3	1%	1%	2.2	2.2	1	1	55	
	WB	U	0	0	0	-	-	-	-	-	-	-	
		LT	70	70	0	0%	0%	13.9	13.9	4	4	61	
Intersection				1,235	1,244	9	1%	3.7					
13		NB	U	0	0	0	-	-	-	-	-	-	
			LT	0	0	0	-	-	-	-	-	-	-
			TH	0	0	0	-	-	-	-	-	-	-
			RT	0	0	0	-	-	-	-	-	-	-
	SB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	0	0	0	-	-	-	-	-	-	-	
		RT	0	0	0	-	-	-	-	-	-	-	
	EB	U	0	0	0	-	-	-	-	-	-	-	
		LT	0	0	0	-	-	-	-	-	-	-	
		TH	0	0	0	-	-	-	-	-	-	-	
		RT	0	0	0	-	-	-	-	-	-	-	
WB	U	0	0	0	-	-	-	-	-	-	-		
	LT	0	0	0	-	-	-	-	-	-	-		
	TH	0	0	0	-	-	-	-	-	-	-		
	RT	0	0	0	-	-	-	-	-	-	-		
Intersection				0	0	0	-	-	-	-	-	-	

**Arterial Intersection MOEs**

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

#	Intersection	Approach	Near Term				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	22.7	C	37.1	D	25.5	C	41.0	D
		SB	37.6	D			44.4	D		
		EB	50.7	D			55.0	D		
		WB	42.4	D			42.3	D		
2	Route 846 (Sterling Boulevard) and Route 28 SB Off-Ramp	NB	-	-	6.2	A	-	-	5.8	A
		SB	18.0	B			14.4	B		
		EB	4.1	A			4.1	A		
		WB	4.8	A			5.2	5.2		
3	Route 846 (Sterling Boulevard) and Route 28 NB Ramps	NB	5.1	A	3.3	A	60.3	E	15.5	B
		SB	-	-			-	-		
		EB	2.5	A			2.0	A		
		WB	2.9	A			2.8	A		
4	Route 846 (Sterling Boulevard) and Shaw Road	NB	37.9	D	22.6	C	35.2	D	21.6	C
		SB	13.2	B			12.8	B		
		EB	22.4	C			20.8	C		
		WB	14.9	B			16.1	B		
5	Route 606 (Old Ox Road) and Pacific Boulevard	NB	77.0	E	41.9	D	31.9	C	47.6	D
		SB	50.3	D			56.4	E		
		EB	34.0	C			43.4	D		
		WB	32.6	C			50.9	D		
14	Route 606 (Old Ox Road) and Route 28 SB Ramps	NB	-	-	18.2	B	-	-	-	-
		SB	16.6	B			-	-		
		EB	18.7	B			-	-		
		WB	18.3	B			-	-		
15	Route 606 (Old Ox Road) and Route 28 NB Ramps	NB	15.6	B	13.7	B	-	-	-	-
		SB	-	-			-	-		
		EB	17.6	B			-	-		
		WB	9.1	A			-	-		
7	Route 606 (Old Ox Road) and Shaw Road	NB	45.9	D	28.3	C	60.1	E	109.3	F
		SB	72.6	E			115.2	F		
		EB	15.4	B			41.3	D		
		WB	24.6	C			181.9	F		
8	Sunrise Valley Drive and Frying Pan Road	NB	5.4	A	16.6	B	-	-	17.7	B
		SB	5.4	A			5.5	A		
		EB	11.7	B			9.7	A		
		WB	32.6	C			32.5	C		
11	Frying Pan Road and River Birch Road	NB	-	-	18.4	B	-	-	16.7	B
		SB	19.9	B			23.1	C		
		EB	15.6	B			17.6	B		
		WB	20.5	C			12.9	B		
12	Frying Pan Road and Route 28 Northbound Off-Ramp	NB	9.3	A	12.4	B	27.6	C	8.7	A
		SB	-	-			-	-		
		EB	27.9	C			12.9	B		
		WB	6.9	A			-	-		
9	Centreville Road and Dulles Toll Road WB Ramps	NB	31.1	C	50.2	D	32.4	C	52.9	D
		SB	68.6	E			73.4	E		
		EB	-	-			-	-		
		WB	54.0	D			57.8	E		
10	Centreville Road and Dulles Toll Road EB Ramps	NB	61.3	E	43.6	D	56.6	E	41.3	D
		SB	14.8	B			14.0	B		
		EB	76.8	E			79.8	E		
		WB	-	-			-	-		
13	Innovation Avenue and Shaw Road	NB	-	-	-	-	-	-	-	-
		SB	-	-			-	-		
		EB	-	-			-	-		
		WB	-	-			-	-		
21	Innovation Avenue and Route 28 Southbound / Route 267 Westbound Ramps	NB	3.5	A	3.7	A	-	-	-	-
		SB	2.2	A			-	-		
		EB	-	-			-	-		
		WB	13.9	B			-	-		