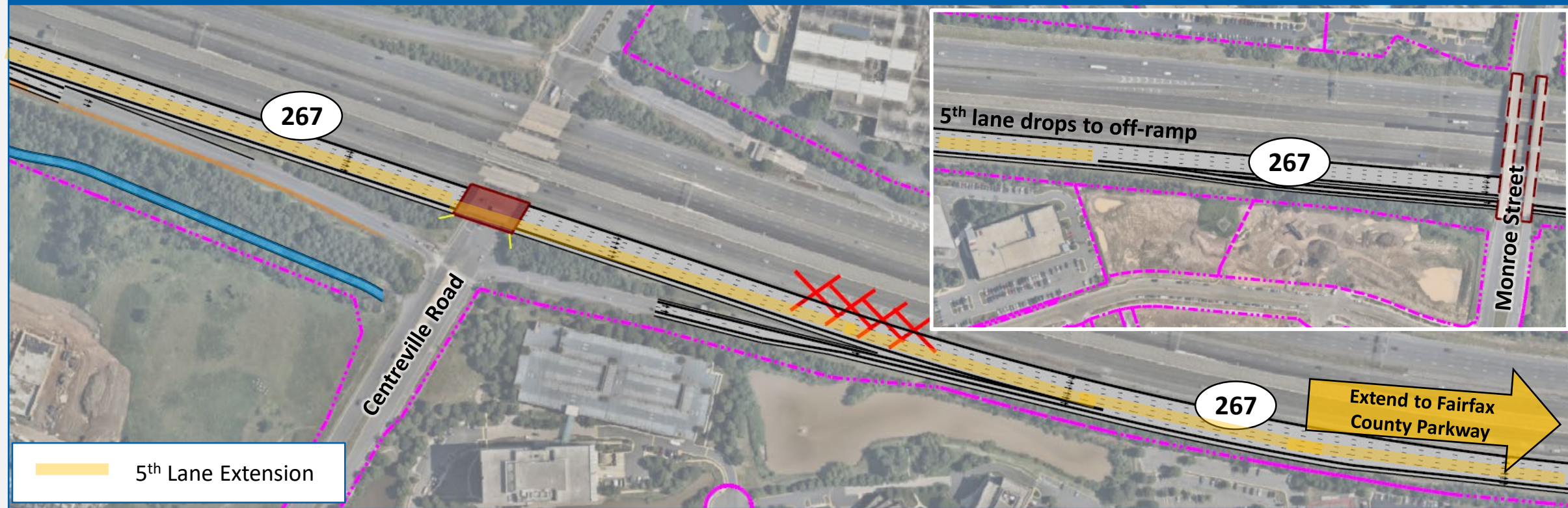


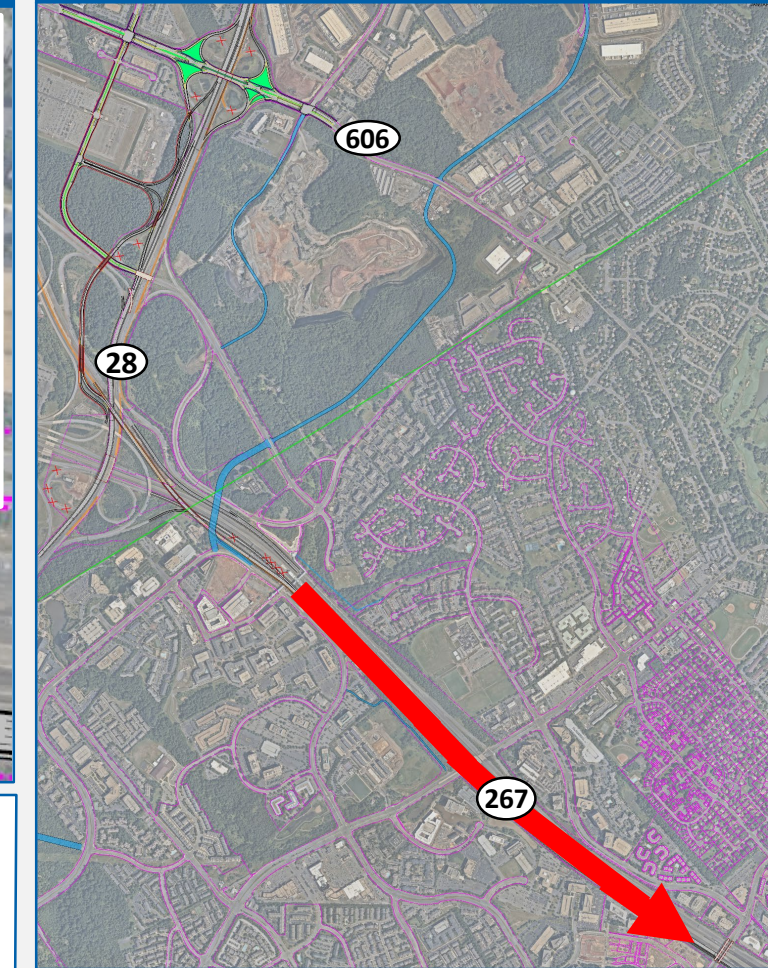
Improvement #1: Eastbound Dulles Toll Road

Extend 5th Eastbound Lane to Continue from Centreville Road Interchange to Fairfax County Parkway Off-Ramp

Conceptual Design



Project Location



Design Improvements

Extend eastbound Dulles Toll Road (DTR) 5th through lane by 8,800 feet to off-ramp Fairfax County Parkway/Herndon Metrorail station.

Safety and Operational Benefits

- ✓ Provides additional capacity on eastbound DTR
- ✓ Reduces AM peak period travel times for eastbound DTR from west of Dulles Greenway Toll Plaza to east of Centreville Road

AM Peak Period Travel Time: Eastbound DTR from west of Dulles Greenway Toll Plaza to east of Centreville Road		
Analysis Year	No-Build Travel Time (Minutes)	Build Travel Time (Minutes)
2025	11.5	7
2045	17	13

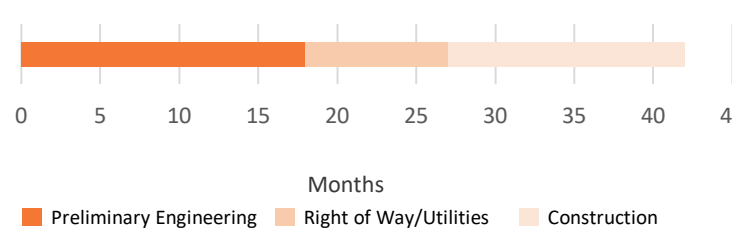
Operational benefits are due to combined improvements and not isolated to this specific improvement.

- ✓ Potential to reduce crashes by over 20%
- ✓ AM peak period throughput increases by 18% in 2025 and 24% in 2045

Project Schedule & Preliminary Cost

Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

Schedule

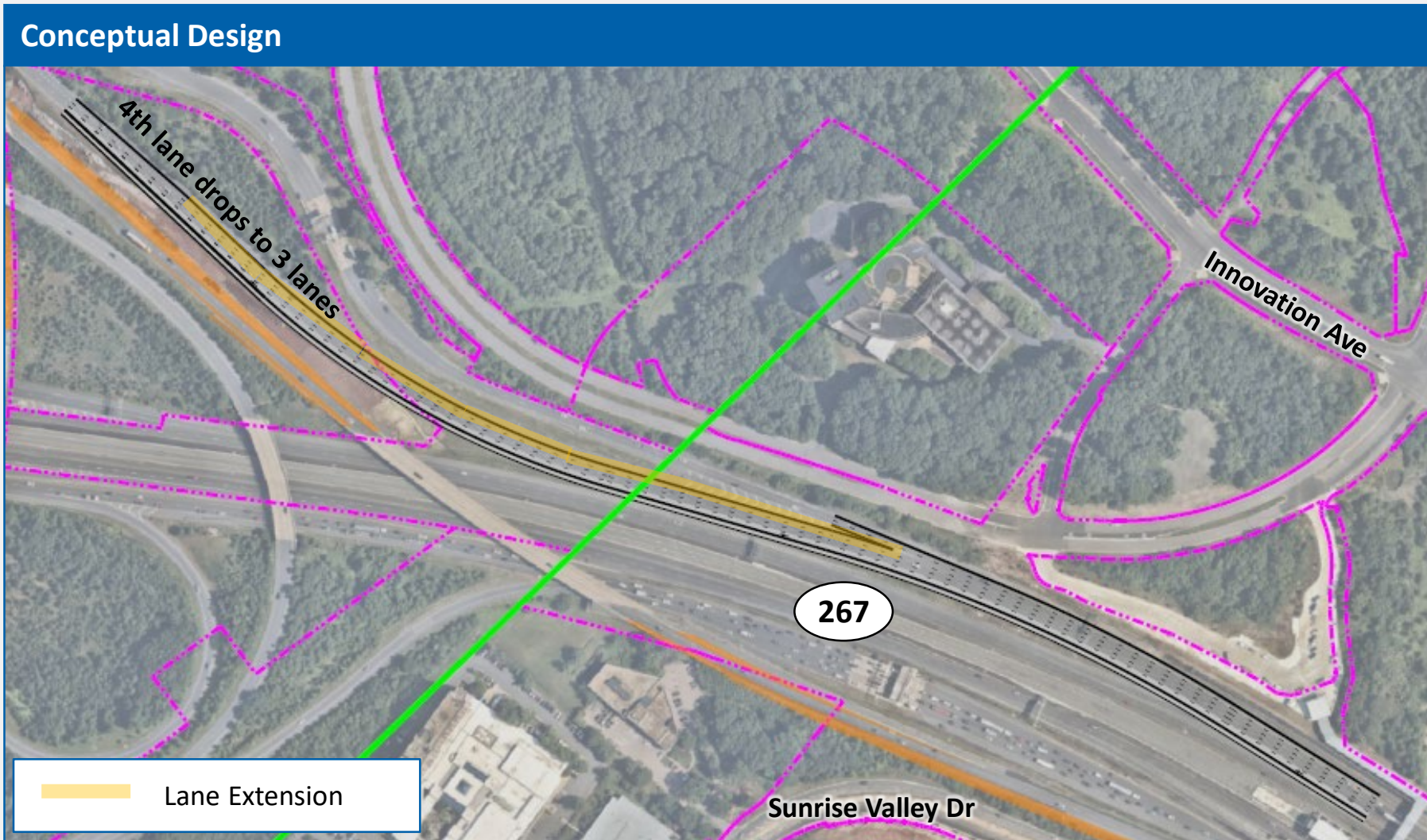
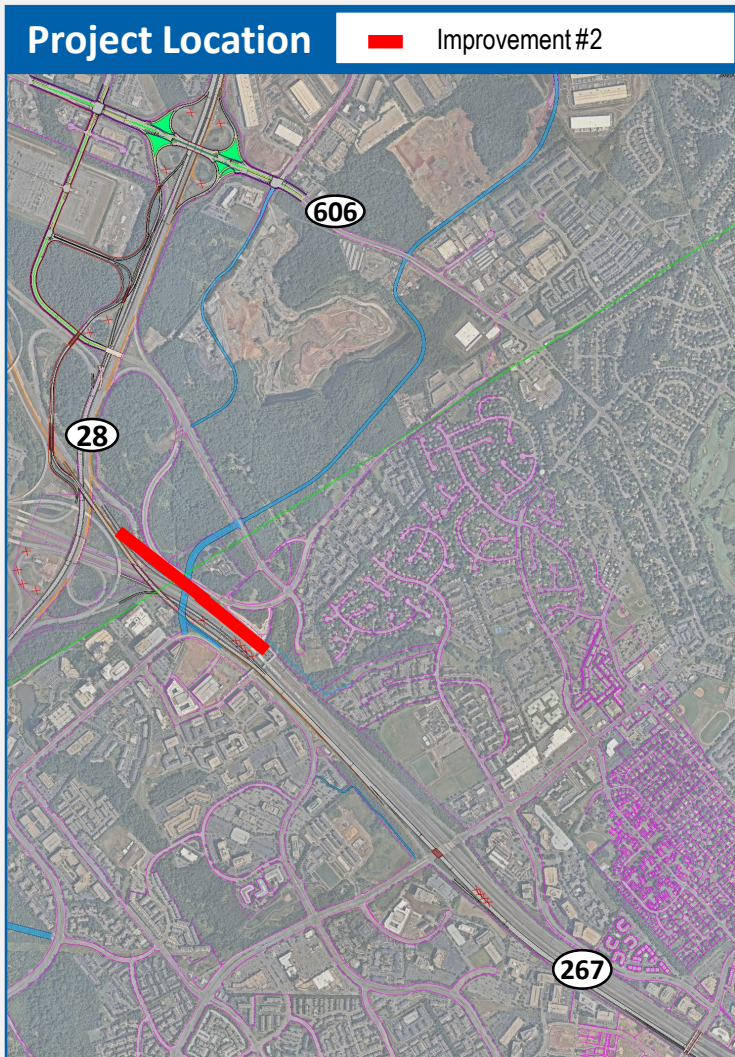


Cost Estimate

Phase	Cost Estimate (2020 Dollars)
Preliminary Engineering	\$1,640,000
ROW and Utility Relocation	\$450,000
Construction	\$16,310,000
Total Cost	\$18,400,000

Improvement #2: Westbound Dulles Toll Road

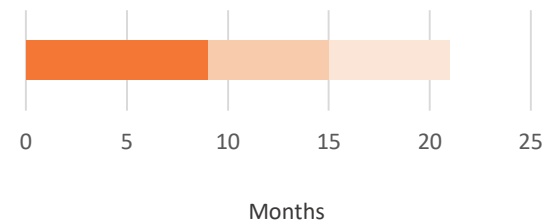
Extend 4th Lane towards Dulles Greenway Beyond the DIAAH Left Exit and Off-Ramp to Northbound Route 28



Project Schedule & Preliminary Cost

Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

Schedule



- Preliminary Engineering
- Right of Way/Utilities
- Construction

Cost Estimate

Phase	Cost Estimate (2020 Dollars)
Preliminary Engineering	\$370,000
ROW and Utility Relocation	\$65,000
Construction	\$2,365,000
Total Cost	\$2,800,000

Design Improvements

Extend westbound Dulles Toll Road (DTR) lane by 3,300 feet beyond left-side Dulles International Airport Access Highway (DIAAH) exit to just prior to Route 28 overpass.

Safety and Operational Benefits

- ✓ Provides additional capacity to accommodate peak period vehicle demand on westbound DTR through to Dulles Greenway
- ✓ Travel times in the PM peak period for westbound Route 267 from east of Centreville Road to west of Dulles Greenway Toll Plaza are reduced slightly in 2025 and 2045

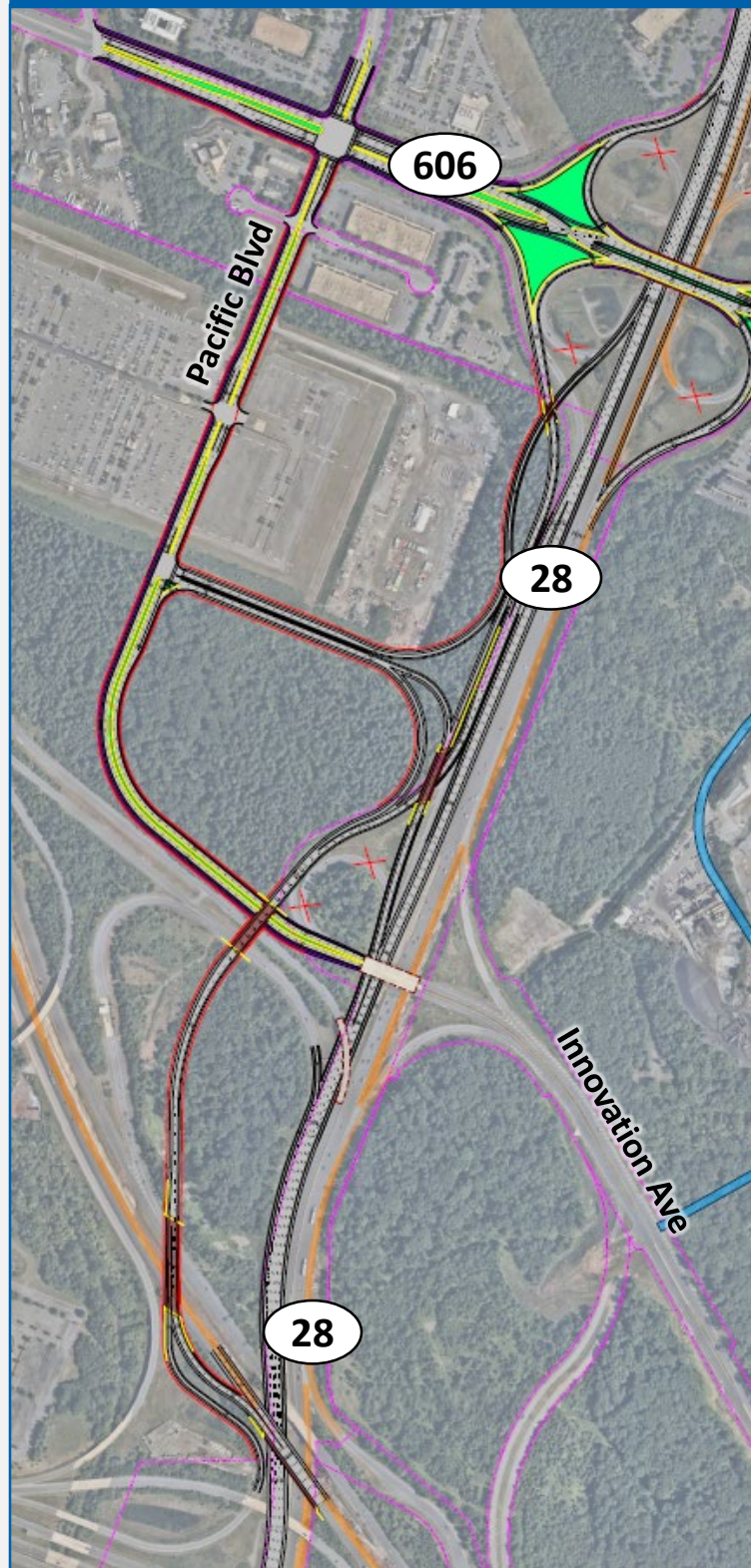
PM Peak Period Travel Time: Westbound Route 267 from east of Centreville Road to west of the Dulles Greenway Toll Plaza		
Analysis Year	No-Build Travel Time (Minutes)	Build Travel Time (Minutes)
2025	3	3
2045	7.5	3

Operational benefits are due to combined improvements and not isolated to this specific improvement

Improvement #3: Southbound Route 28 between Route 606 and Dulles Toll Road

New flyover Ramp from Southbound Route 28 to Eastbound Dulles Toll Road/Airport, New C-D Road and Ramp Connections to Innovation Avenue/Pacific Boulevard, and Conversion of Route 606 Interchange to DDI

Conceptual Design



Design Improvements

- Replace existing loop ramp from southbound Route 28 to eastbound Dulles Toll Road (DTR), as well as upstream ramp from southbound Route 28 to Dulles Airport, with new multi-lane flyover ramp that exits further upstream along Route 28.
- Replace existing westbound Innovation Avenue to southbound Route 28 loop ramp with two new ramps providing access to southbound Route 28 mainline and the new flyover ramp to eastbound DTR/airport.
- Add collector-distributor road network to southbound Route 28 between Route 606 and DTR.
- Extend Pacific Boulevard by 2,900 feet from existing airport parking lot to Innovation Avenue.
- Convert Route 606 interchange to a diverging diamond interchange (DDI) with 3 through lanes in each direction; improvement maintains existing bridge infrastructure over Route 28

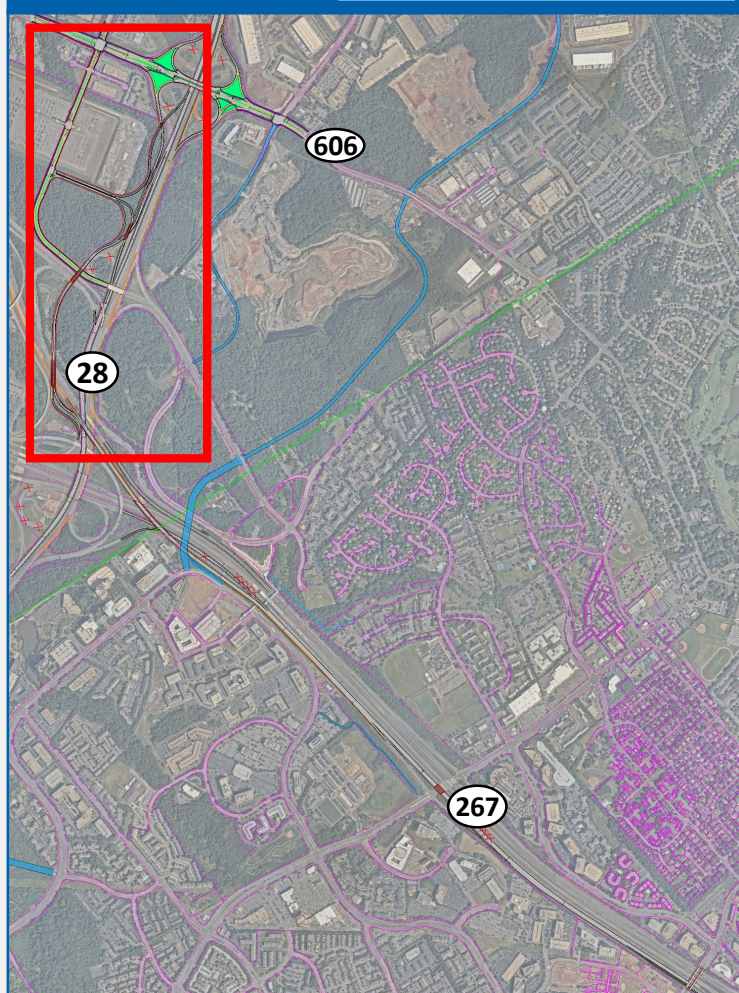
Safety and Operational Benefits

- ✓ Reduces weaving along southbound Route 28 and places off-ramps to DTR/airport upstream of on-ramps from DTR/Greenway
- ✓ Significantly reduces congestion and improves travel time along southbound Route 28
- ✓ Increases throughput along southbound Route 28 by 5-15% depending on location.
- ✓ Reduces conflict points along southbound Route 28 by about 33%, improving safety
- ✓ Reduces delay and improves LOS for Route 606 intersections

Scenario	AM Peak Period Travel Time (Minutes)	
	Southbound Route 28: Sterling Blvd to Frying Pan Road	Southbound Route 28 to Eastbound DTR: Sterling Blvd to Centreville Road
2025 No-Build	6	11
2025 Build	3	6
2045 No-Build	6.5	12
2045 Build	3.5	10

Operational benefits are due to combined improvements and not isolated to this specific improvement

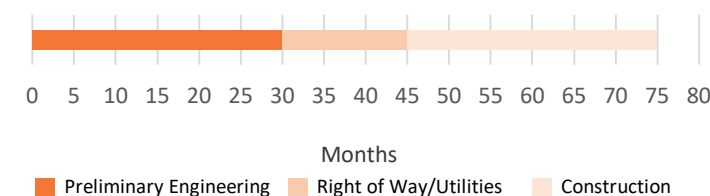
Project Location



Project Schedule & Preliminary Cost

Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

Schedule



Cost Estimate

Phase	Cost Estimate (2020 Dollars)
Preliminary Engineering	\$19,305,000
ROW and Utility Relocation	\$14,420,000
Construction	\$191,975,000
Total Cost	\$225,700,000