

		MEASURES OF EFFECTIVENESS (MOEs)																									
AM PEAK		TOTAL VEHICLE MILES TRAVELED	TOTAL VEHICLE HOURS TRAVELED	TOTAL SYSTEM DELAY	MEAN SYSTEM SPEED	TRAVEL TIMES NB I-395	TRAVEL TIMES SB I-395	TRAVEL TIMES NB I-395 HOT lanes/14th Street	TRAVEL TIMES SB I-395 HOT lanes/14th Street	MEAN SPEEDS NB I-395 Williams Bridge	MEAN SPEEDS SB I-395 Mason Bridge	MEAN SPEEDS NB I-395 HOT lanes/14th Street Rochambeau Bridge	MEAN SPEEDS SB I-395 HOT lanes/14th Street Rochambeau Bridge	MEAN SPEEDS NB I-395 Case Bridge	MEAN SPEEDS SB I-395 Case Bridge	INTERSECTION PERFORMANCE 14th Street at C Street	INTERSECTION PERFORMANCE I-395 HOT lanes off/on-ramp at S. Eads Street	INTERSECTION PERFORMANCE SB I-395 off-ramp at S. Eads Street	ESTIMATED THROUGHPUT PERSONS (PER) INBOUND	ESTIMATED THROUGHPUT PERSONS (PER) OUTBOUND	ESTIMATED THROUGHPUT VEHICLES (VEH) INBOUND	ESTIMATED THROUGHPUT OUTBOUND	LOCAL MEASURES OF EFFECTIVES (COMBINED)	AVERAGE GRADE POINT VALUE AM PEAK			
ALTERNATIVE (ALT)	ALT 4	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	0.41			
	ALT 5_NB	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	N/A	-0.14		
	ALT 5_SB	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	N/A	0.00		
	ALT 6	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	0.54		
	ALT 7	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	1.02		
	ALT 8	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	N/A	-0.05	
	ALT 9	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	N/A	0.57	
	ALT 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	ALT 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	ALT 12	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	N/A	0.43	
	ALT 13	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	0.00

Legend:

- Negative (-1 point)
- None (0 points)
- Minimal (1 point)
- Moderate (2 points)
- Substantial (3 points)

- ALT 4 Construct geometric improvements at I-395 & 9th St.
- ALT 5 Construct geometric improvements at I-395 and George Washington Memorial Parkway.
- ALT 6 Reduce I-395 access points at Boundary Channel Drive.
- ALT 7 Eliminate turn movements at 14th Street and C Street intersection.
- ALT 8 Convert shoulders on Rochambeau Bridge to general purpose lanes, with additional lane to 14th Street.
- ALT 9 Convert shoulders on Rochambeau Bridge to general purpose lanes with additional lane to NB I-395.
- ALT 10 Three HOT Lanes, one new lane: Construct one reversible shared bus/HOT lane in the median across Rochambeau Bridge; convert existing GPL's to HOT in the peak direction with connections to 14th Street and to I-395 Expressway.
- ALT 11 Two HOT Lanes: Extend congestion pricing across Rochambeau Bridge by constructing two reversible shared HOT/bus lanes in median.
- ALT 12 Construct reversible general purpose lanes in median on Rochambeau Bridge.
- ALT 13 Construct bus lanes between Pentagon Transit Center and 14th St at Independence Ave using inside shoulders on Rochambeau Bridge.

		MEASURES OF EFFECTIVENESS (MOEs)																							
ALTERNATIVE (ALT)	PM PEAK	TOTAL VEHICLE MILES TRAVELED	TOTAL VEHICLE HOURS TRAVELED	TOTAL SYSTEM DELAY	MEAN SYSTEM SPEED	TRAVEL TIMES NB I-395	TRAVEL TIMES SB I-395	TRAVEL TIMES NB I-395 HOT lanes/14th Street	TRAVEL TIMES SB I-395 HOT lanes/14th Street	MEAN SPEEDS NB I-395 Williams Bridge	MEAN SPEEDS SB I-395 Mason Bridge	MEAN SPEEDS NB I-395 HOT lanes/14th Street Rochambeau Bridge	MEAN SPEEDS SB I-395 HOT lanes/14th Street Rochambeau Bridge	MEAN SPEEDS NB I-395 Case Bridge	MEAN SPEEDS SB I-395 Case Bridge	INTERSECTION PERFORMANCE 14th Street at C Street	INTERSECTION PERFORMANCE I-395 HOT lanes off/on-ramp at S. Eads Street	INTERSECTION PERFORMANCE SB I-395 off-ramp at S. Eads Street	ESTIMATED THROUGHPUT PERSONS (PER) INBOUND	ESTIMATED THROUGHPUT PERSONS (PER) OUTBOUND	ESTIMATED THROUGHPUT VEHICLES (VEH) INBOUND	ESTIMATED THROUGHPUT OUTBOUND	LOCAL MEASURES OF EFFECTIVES (COMBINED)	AVERAGE GRADE POINT VALUE PM PEAK	
	ALT 4	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1.25
	ALT 5_NB	1	0	0	0	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	N/A	0.00
	ALT 5_SB	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	2	1	2	N/A	0.52
	ALT 6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.26
	ALT 7	2	2	2	2	2	1	2	1	2	1	2	1	1	1	1	2	2	1	2	1	2	1	1	0.94
	ALT 8	1	1	1	1	2	1	1	1	1	1	2	0	1	1	1	1	1	1	1	0	1	0	N/A	0.14
	ALT 9	1	1	1	1	2	0	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	N/A	0.52
	ALT 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	ALT 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	ALT 12	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N/A	0.19
	ALT 13	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	0.00

Legend:
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