

LOS RESULTS

Option 1 CONSTRUCT GEOMETRIC IMPROVEMENTS AT I-395 AND 9TH STREET

Code	Roadway	Location	Weave Type	2006 EXISTING		2030 NO BUILD		2030 BUILD		
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	
W5	NB I-395	Entrance from EB Maine Avenue, Split to NB I-395	C	41.26(56.20)	E(F)	40.54(54.27)	E(F)	43.15(59.61)	F(F)	
W6	NB I-395	Entrance from 9th Street Expressway, Split to NB I-395	C	42.46(72.27)	E(F)	46.36(71.52)	F(F)	26.0(42.3)	C(F)	R101*
W7	NB I-395	Entrance from 7th Street, Split to EB Southeast Freeway	C	46.65(49.94)	F(F)	44.11(52.63)	F(F)	27.5(22.4)	C(C)	R102

* For major merges and diverges, analysis is limited to a pass/fail (P/F) check upstream, downstream, and ramp capacities.

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Option 2 GEOMETRIC IMPROVEMENTS AT I-395 AND GWMP

Code	Roadway	Location	2006 EXISTING		2030 NO BUILD		2030 BUILD	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
R104	SB I-395	Exit to NB GW Parkway from SB I-395	32.9(39.9)	D(E)	33.7(46.1)	D(F)	32.1(44.5)	D(F)
R7	NB I-395	Entrance from SB GW Parkway to NB I-395	46.0(37.2)	F(E)	44.0(38.8)	F(F)	30.9(30.1)	D(D)
R105	NB I-395	Entrance from NB GW Parkway to NB I-395*	-(-)	F(P)	-(-)	F(F)	32.3(31.9)	D(D)

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Option 3A REDUCE INTERSTATE ACCESS POINTS AT BOUNDARY CHANNEL DRIVE AND GWMP

Code	Roadway	Location	Weave Type	2006 EXISTING		2030 NO BUILD		2030 BUILD	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
W15	SB I-395	From SB I-395 (HOV) slip ramp to SB Route U.S. 1	B	28.69(38.19)	D(E)	34.00(54.80)	D(F)	22.95(34.25)	C(D)
W16	SB I-395	From SB Boundary Channel, Exit to NB VA 110 (Jefferson Davis Highway)	A	20.77(26.50)	C(C)	27.05(26.21)	C(C)	26.09(35.61)	C(E)

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Option 3B REDUCE INTERSTATE ACCESS POINTS AT BOUNDARY CHANNEL DRIVE AND GWMP (FLYOVER), SCENARIOS #1, #2

When the SCENARIO is indicated next to the table, the results only apply to that scenario.

Code	Roadway	Location	Weave Type	2006 EXISTING		2030 NO BUILD		2030 BUILD		SCENARIO #1 R108 SCENARIO #2
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	
R41	NB I-395	Entrance from NB I-395 to SB GW Parkway	n/a	20.0(25.5)	C(C)	19.1(27.4)	B(C)	26.0(37.6)	C(E)	
R111	NB I-395	Ramp from I-395 NB/I-395 SB/Boundary Channel Drive to GWMP SB*	n/a	n/a	n/a	n/a	n/a	-(-)	P(F)	
W12	SB I-395	GWMP Interchange (CD)	A	42.14(52.13)	F(F)	47.22(60.34)	F(F)	n/a(n/a)	n/a(n/a)	
W13	SB I-395	From SB GW Parkway to NB Boundary Channel	A	24.07(32.85)	C(D)	26.61(40.99)	C(E)	34.72(55.48)	D(F)	
W14	SB I-395	Boundary Channel Interchange	A	24.29(35.65)	C(E)	32.81(51.62)	D(F)	n/a(n/a)	n/a(n/a)	
W15	SB I-395	From SB I-395 (HOV) slip ramp to SB Route U.S. 1	B	28.69(38.19)	D(E)	34.00(54.80)	D(F)	32.27(49.64)	D(F)	SCENARIO #1
W20	SB GWMP	Entrance from SB I-395, Exit to NB I-395	A	48.45(58.40)	F(F)	41.18(55.21)	E(F)	14.20(19.00)	B(B)	R108
W30	SB B.C. Drive	Entrance from SB I-395, Exit to SB GWMP	A	n/a	n/a	n/a	n/a	30.41(41.59)	D(E)	SCENARIO #2

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Option 3C REDUCE INTERSTATE ACCESS POINTS AT BOUNDARY CHANNEL DRIVE AND GWMP (4 LANES)

Code	Roadway	Location	Weave Type	2006 EXISTING		2030 NO BUILD		2030 BUILD	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
R8	NB I-395	Exit 10C (To NB GW Parkway)	n/a	69.9(64.4)	F(E)	69.2(69.9)	F(F)	n/a(n/a)	n/a(n/a)
R40	NB GWMP	Exit to SB I-395	n/a	30.3(35.1)	D(E)	27.2(32.6)	C(D)	n/a(n/a)	n/a(n/a)
W2	NB I-395	Boundary Channel Interchange	A	28.81(27.79)	D(C)	31.95(35.57)	D(E)	32.38(36.60)	D(E)
W12	SB I-395	GWMP Interchange (CD)	A	42.14(52.13)	F(F)	47.22(60.34)	F(F)	52.53(76.88)	F(F)
W13	SB I-395	From SB GWMP, Exit to NB Boundary Channel	A	24.07(32.85)	C(D)	26.61(40.99)	C(E)	n/a(n/a)	n/a(n/a)
W14	SB I-395	Boundary Channel Interchanges	A	24.29(35.65)	C(E)	32.81(51.62)	D(F)	16.0(15.3)	B(B)
W15	SB I-395	From SB I-395 (HOV) slip ramp to SB Route U.S. 1	B	28.69(38.19)	D(E)	34.00(54.80)	D(F)	23.6(33.1)	C(D)
W16	SB I-395	From SB Boundary Channel, Exit to NB VA 110 (Jefferson Davis Highway)	A	20.77(26.50)	C(C)	27.05(26.21)	C(C)	36.77(47.93)	E(F)
W17	SB I-395	From SB Boundary Channel, Exit to VA 27/Pentagon	B	15.72(25.40)	B(C)	22.63(28.90)	C(D)	n/a(n/a)	n/a(n/a)
W19	NB GWMP	Entrance from NB I-395, Exit to SB I-395	A	23.74(35.34)	C(E)	35.80(30.42)	E(D)	29.4(26.3)	D(C)
S44	n/a	Boundary Channel Drive @ ramp to I-395 SB	n/a	n/a(n/a)	n/a(n/a)	n/a0(n/a)	n/a(n/a)	0.8(1.1)*	A(A)

R110
R109

R103

* Delay (sec/veh)

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LOS RESULTS

G-4A GRADE SEPARATE 14TH STREET BETWEEN THE BRIDGE AND CONSTITUTION AVENUE

Code	Location	2006 EXISTING		2030 NO BUILD		2030 BUILD	
		delay (sec/veh)	LOS	delay (sec/veh)	LOS	delay (sec/veh)	LOS
S1	14th Street, S.W. @ C Street, S.W.	61.6(95.7)	E(F)	164.3(389.6)	F(F)	11.7(167.5)	B(F)
S2	14th Street, S.W. @ Independence Avenue, S.W.	38.9(30.7)	D(C)	145.2(148.3)	F(F)	21.4(31.8)	C(C)

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Option 4C NO LEFT TURNS AT 14TH STREET @ C STREET

Code	Location	2006 EXISTING		2030 NO BUILD		2030 BUILD	
		delay (sec/veh)	LOS	delay (sec/veh)	LOS	delay (sec/veh)	LOS
S1	14th Street, S.W. @ C Street, S.W.	61.6(95.7)	E(F)	164.3(389.6)	F(F)	50.0(13.3)	D(B)
S2	14th Street, S.W. @ Independence Avenue, S.W.	38.9(30.7)	D(C)	145.2(148.3)	F(F)	195.0(109.2)	F(F)
S7	12th Street, S.W. @ Maiden Lane, S.W.	15.9(25.2)	B(C)	15.8(25.5)	B(C)	42.7(236.5)	D(F)
S9	12th Street, S.W. @ C Street, S.W.	19.5(31.6)	B(C)	22.4(35.0)	C(C)	26.6(54.5)	C(D)
S34	12th Street, S.W. @ Independence Avenue, S.W.	25.2(36.9)	C(D)	80.9(80.1)	F(F)	48.7(33.1)	D(C)
S37	East Basin Drive, S.W. @ Maine Avenue, S.W.	15.4(12.3)	B(B)	44.6(66.3)	D(E)	30.9(159.0)	C(F)

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Option 6A CONVERT SHOULDERS ON ROCHAMBEAU BRIDGE TO GENERAL PURPOSE LANES

Code	Roadway	Location	2006 EXISTING		2030 NO BUILD		2030 BUILD	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
R46	NB I-395 (HOV)	Split to NB U.S. 1 (14th St.) and NB I-395*	-(-)	F(F)	-(-)	P(P)	-(-)	P(P)
R47	SB I-395 (HOV)	Merge Ramps from SB U.S. 1 (14th St.) and SB I-395*	-(-)	P(P)	-(-)	P(F)	-(-)	P(F)
R106	NB 14th St.	Merge with NB I-395 (HOV)*	-(-)	P(P)	-(-)	P(P)	-(-)	P(P)
R107	SB 14th St.	Split to SB I-395 (HOV)*	-(-)	P(P)	-(-)	P(F)	-(-)	P(P)

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Option 9 REVERSIBLE LANES ACROSS ROCHAMBEAU BRIDGE WITH MOVEABLE BARRIER

Code	Roadway	Location	2006 EXISTING		2030 NO BUILD		2030 BUILD	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
R46	NB I-395 (HOV)	Split to NB U.S. 1 (14th St.) and NB I-395*	-(-)	F(F)	-(-)	P(P)	-(-)	P(P)
R47	SB I-395 (HOV)	Merge Ramps from SB U.S. 1 (14th St.) and SB I-395*	-(-)	P(P)	-(-)	P(F)	-(-)	P(P)
R106	NB 14th St.	Merge with NB I-395 (HOV)*	-(-)	P(P)	-(-)	P(P)	-(-)	P(P)
R107	SB 14th St.	Split to SB I-395 (HOV)*	-(-)	P(P)	-(-)	P(F)	-(-)	P(P)
S1	-	14th Street, S.W. @ C Street, S.W.	61.6(95.7)**	E(F)	164.3(389.6)**	F(F)	40.5(153.0)**	D(F)
S2	-	14th Street, S.W. @ Independence Avenue, S.W.	38.9(30.7)**	D(C)	145.2(148.3)**	F(F)	117.6(96.8)**	F(F)

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** delay (sec/veh)

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Option 11 CONGESTION PRICING

The 20% reduction in daily vehicle trips converts to a 8.0% trip reduction during the AM peak and a 7.4% reduction during the PM peak.

Code*	Roadway	Location	Weave Type	2006 EXISTING		2030 NO BUILD		2030 BUILD	
				Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
S1	14th St./ U.S. 1	14th Street, S.W. @ C Street, S.W.	n/a	61.6(95.7)**	E(F)	164.3(389.6)**	F(F)	62.9(237.0)**	E(F)
R46	NB I-395 (HOV)	Split to US 1 (14th St.)/I-395 *	n/a	-(-)	F(F)	-(-)	P(P)	-(-)	P(P)
R47	SB I-395 (HOV)	Merge US 1 (14th St.)/I-395 *	n/a	-(-)	P(P)	-(-)	P(F)	-(-)	P(F)
W3	NB I-395	Entrance from NB GWMP, Split to US 1 (14th St.)/I-395	B	74.89(68.19)	F(F)	72.62(71.75)	F(F)	64.98(65.85)	F(F)
W4	NB I-395	Entrance from NB I-395 (HOV), Exit to 12th Street Expressway	C	68.68(74.81)	F(F)	70.26(71.18)	F(F)	24.30(65.73)	C(F)
W10	SB I-395	Entrance from 9th Street Expressway, Split to SB I-395 (HOV)	C	59.46(61.83)	F(F)	56.63(73.16)	F(F)	51.95(67.09)	F(F)
W11	SB I-395	Entrance from SB US 1 (14th St.), To SB I-395	C	44.83(58.09)	F(F)	52.06(84.59)	F(F)	46.59(77.59)	F(F)

* MAJOR DIVERGE, ** MAJOR MERGE (THE % REDUCTION MAY OR MAY NOT BE CONSIDERED FOR ROCHAMBEAU BRIDGE DUE TO HOT/HOV LANES)

** delay (sec/veh)