



Route 28 Corridor Feasibility Study

Conceptual Alternative #	Alignment Color	2017 Planning Level Cost (\$Millions)	Length in Miles	Environmental Impacts ¹										Socioeconomic / Right of Way Impacts ²					Alternative Rating			
				4f Properties: Historic Sites (acres) / Public Recreation Areas / Wildlife or Waterfowl Refuges	Floodway (Acres) / Floodplains (Acres)	Streams (Linear Feet) / Wetlands (Acres)	Hazardous Materials (# Sites)	Environmental Justice Concern (#homes in tract with higher minority percentage/#homes in tract with higher percentage of impoverished)	Noise Impacts (# of Potential Impacted Areas)	Relocations to Businesses (#)	Relocations to Residential (#) / Churches (#) / Schools (#)	Conservation Easements (Acres)										
Key Objectives Attainable³				7	7	7	7	7	7	7	7	7	8	8	8							
2040 No-Build				0 / 0 / 0	•	0 / 0	•	0 / 0	•	0	•	No	•	0	•	0	•	0 / 0 / 0	•	0	•	0
Alt 2A		\$240 M	4.25	7.0 / 16.4 / 0	■	23.4 / 66.7	■	7370 / 5.4	■	9	■	Yes/155/116	■	53	■	13	■	112 / 0 / 0	■	0	•	-20
Alt 2B		\$190 M	4.0	0.7 / 30.3 / 0	■	21.2 / 55.7	■	7050 / 6.2	■	1	■	Yes/70/30	■	52	■	0	•	70 / 0 / 0	■	0	•	-15
Alt 4		\$245 M	3.5	3.9 / 1.1 / 0	□	5.0 / 9.3	□	2050 / 0.9	□	50	■	Yes/6/2	□	33	□	96	■	5 / 0 / 0	•	0	•	-11
Alt 9		\$265 M	4.75	0.6 / 8.3 / 0	■	16.9 / 47.8	■	2030 / 2.8	■	16	■	Yes/36/17	■	65	■	24	□	51 / 0 / 0	■	0	•	-16

- Notes:**
- Impacts based on a footprint boundary set 10-foot outside preliminary construction limits.
 - Impacts based on a preliminary property acquisition lines.
 - Objective 6 (Public Consensus) will be evaluated based on input from public meetings. Objectives 9 are met by all the build alternatives and not included as part of this screening

Preliminary Alternatives	
Alt. 1	No Build
Alt. 2A	Godwin Dr extended to existing Route 28 south of Bull Run
Alt. 2B	Godwin Dr extended to existing Route 28 north of Bull Run
Alt. 4	Widening Route 28 on existing alignment between Liberia Avenue and the Fairfax County line
Alt. 9	Euclid Avenue extension north to Route 28 near Bull Run and south to Sudley Road/Route 28 Intersection

Environmental impacts are preliminary, based on GIS databases and do not have the benefit of fieldwork which will occur during the NEPA process.

Right of way impacts are preliminary and subject to change as the project progresses through the project development process.

Legend

Positive Benefits		
•	0 pts.	Neutral / Minimal / No Benefits
□	1 pts.	Low Benefits
■	2 pts.	Medium Benefits
■	3 pts.	High Benefits
Negative Impacts		
•	0 pts.	Neutral / Minimal / No Negative Impact
□	-1 pts.	Low Negative Impact
■	-2 pts.	Medium Negative Impact
■	-3 pts.	High Negative Impact

Key Objectives Summary	
Obj. 1	Reduce Congestion (Historical Downtown Manassas)
Obj. 2	Reduce Congestion (Liberia Ave to Compton Rd)
Obj. 3	Facilitate Peak Period Commute Flows
Obj. 4	Increased Opportunities for Alternative Modes of Travel
Obj. 5	Improved Access to Transit Facilities
Obj. 6	Improvement Projects with Public Consensus
Obj. 7	Improvement Projects with Minimal Environmental Impacts
Obj. 8	Improvement Projects with Minimal Existing Conditions Impacts
Obj. 9	Improvement Projects that Complement Route 28 Operations

Environmental and Socioeconomic / Right of Way Impacts

Based on 250-foot NEPA Boundary and Preliminary Property Acquisition Line

