



Route 28 Corridor Feasibility Study

Conceptual Alternative #	Alignment Color	2017 Planning Level Cost (\$Millions) ²	Length in Miles	Traffic Benefits (when compared to 2040 No-Build)																Multimodal Capability (SW = Existing or Added Sidewalk, SUP = Added Shared use Path, T = Enhanced Opportunity for Transit)	Alternative Rating ⁸			
				Change in 2040 ADT in Historic Downtown Manassas ³			2040 ADT Served by Alternative + Route 28 (Liberia Ave to Compton Rd) ⁴			Ratio of 2040 ADT to Planning Level Cost (Thousands ADT/\$100 Million) ⁵		Peak Hour Travel Time in 2040 using Alternative ⁶ (Minutes)			Peak Hour Travel Time Savings in 2040 on Route 28 (Minutes) ⁶			No. of Intersections Operating over Capacity in 2040 ⁷						
				Bypass Alt	Route 28	Total				NB AM Peak Hr	SB PM Peak Hr	Total	NB AM Peak Hr	SB PM Peak Hr	Total									
Key Objectives Attainable¹				1		2			1, 2, 3		3			2, 3			1, 2, 3		4, 5					
2040 No-Build				0	•	0	76,200	76,200	•	N/A	•	47	55	102	•	N/A	N/A	N/A	•	16 of 29 (55%)	•	N/A	•	0
Alt 2A		\$240 M	4.25	-7,700	■	37,200	59,300	96,500	■	40.2	■	20	31	51	■	24	15	39	■	6 of 32 (19%)	■	SUP + T	■	19
Alt 2B		\$190 M	4.0	-7,700	■	37,200	59,400	96,600	■	50.8	■	18	31	49	■	24	17	41	■	6 of 33 (18%)	■	SUP + T	■	20
Alt 4		\$245 M	3.5	2,700	□	0	82,400	82,400	□	33.6	□	35	43	78	□	12	12	24	□	7 of 29 (24%)	□	SW + SUP + T	■	8
Alt 9		\$265 M	4.75	3,400	□	35,000	51,900	86,900	□	32.8	□	30	36	66	□	20	19	39	■	5 of 31 (16%)	■	SW + SUP + T	■	12

Notes:

- Objective 6 (Public Consensus) will be evaluated based on input from public meetings and be considered prior to selecting a preferred alternative. Objective 9 is met by all the build alternatives and not included as part of this screening
- Cost includes construction, right of way, utility relocation, environmental mitigation and 10% contingency.
- Change in Average Daily Traffic (ADT) shown on Route 28 between Grant Street and Main Street.
- Average Daily Traffic (ADT) shown for highest volume between Liberia Avenue and Compton Rd
- Total ADT (Alternative + Route 28) is used
- Travel time is sum of NB AM peak hour plus SB PM peak hour times between Rte 28/Godwin and Rte 28/Rte 29 intersections.
- Intersection is considered operating over capacity if LOS F in either the AM peak hour, PM peak hour or both.
- See rating scoring definitions and points in box to the right.

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

Rating Scoring

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

Project Benefits

