



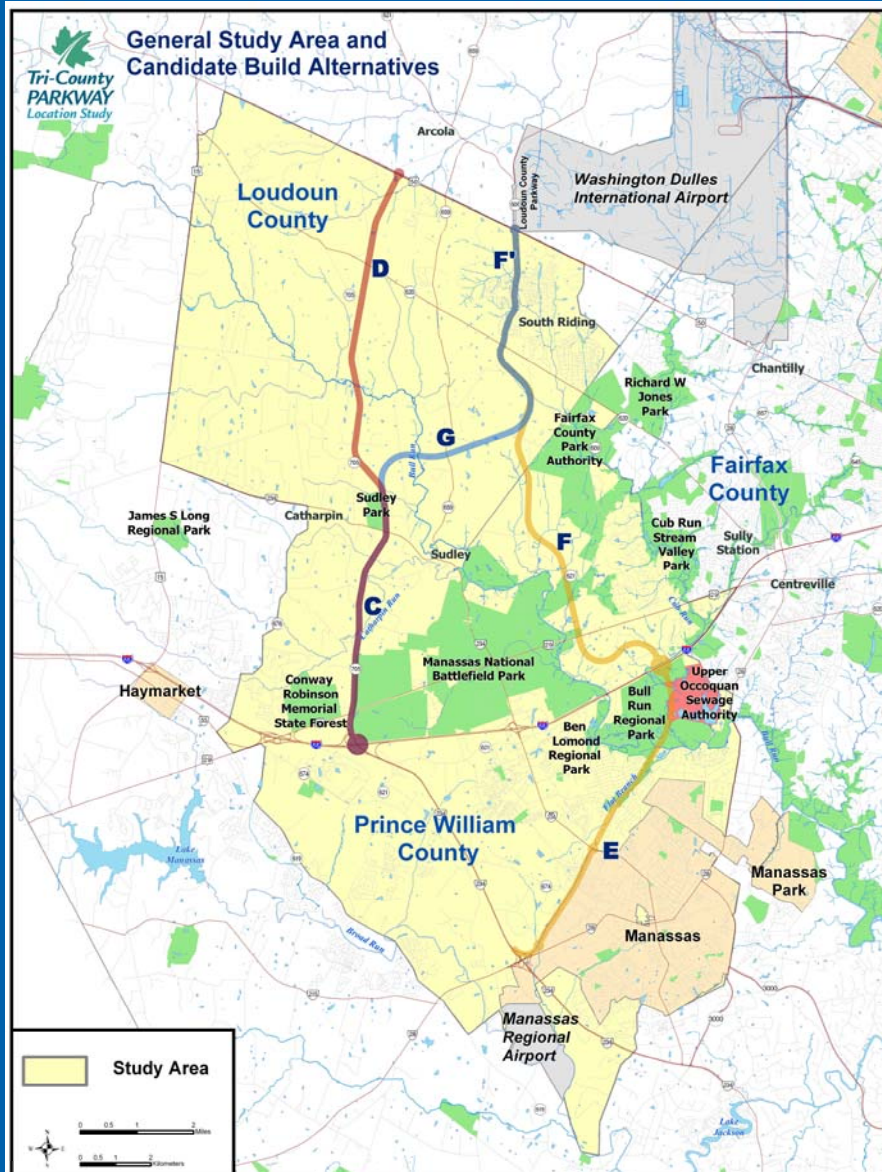
## Purpose of the Presentation:

- Summarize facts from the DEIS
  - Need for the project
  - Benefits and Impacts of the proposed alternatives
- Summarize input from the public and governmental agencies
- Provide information for upcoming action

- Project identified in local plans since 1970's
- 1994 - Project adopted in the regional constrained long range plan
- 2001- VDOT initiated study on the project
- May 2005- FHWA signed Draft Environmental Impact Statement

- Improve Mobility and Access
- Enhance Linkage of:
  - Communities
  - Transportation Systems
- Accommodate:
  - Access to Recreation, Community & Social Needs
  - Economic Development Goals
- Improve safety

- New North-South Link in Northern Virginia
- Four and Six Lane Divided Facility; Rural and Urban Typical Section; Controlled Access
- Connect City of Manassas with I-66 and Dulles Corridor
- Begin North at Route 50/606
- Ends South at Route 28/234



- No-Build
- West Two: C,D
- West Four: C,G,F'
- Comp Plan: E,F,F'

Assessment Factor (Design Year 2030)	Location	No-Build	West Two	West Four	Comp Plan
Peak Vehicle Hours of Delay	Entire Study Area (hours per day)	66,300	63,400	64,700	64,700
Vehicle Miles of Travel (VMT)	Entire Study Area (million vehicle miles traveled per day)	8.55	8.70	8.71	8.65
Peak Deficient Vehicle Miles of Travel (Peak VMT)	Entire Study Area (million vehicle miles traveled per day)	1.61	1.61	1.63	1.54

Assessment Factor (Design Year 2030)	Location	No-Build	West Two	West Four	Comp Plan	
Peak Period Travel Time Comparisons (minutes)	Downtown Manassas	Dulles Airport	66	65	67	62
		MCI	73	67	69	64
		Lansdowne	76	72	74	70
		Trinity Center (Centreville)	24	24	24	20
	Sudley Manor	Dulles Airport	62	61	63	60
		MCI	68	62	64	61
		Lansdowne	71	66	68	65
		Trinity Center (Centreville)	31	30	30	25
	Manassas	Dulles Airport	69	68	69	65
		MCI	74	65	68	67
		Lansdowne	77	69	73	71
		Trinity Center (Centreville)	29	29	28	20



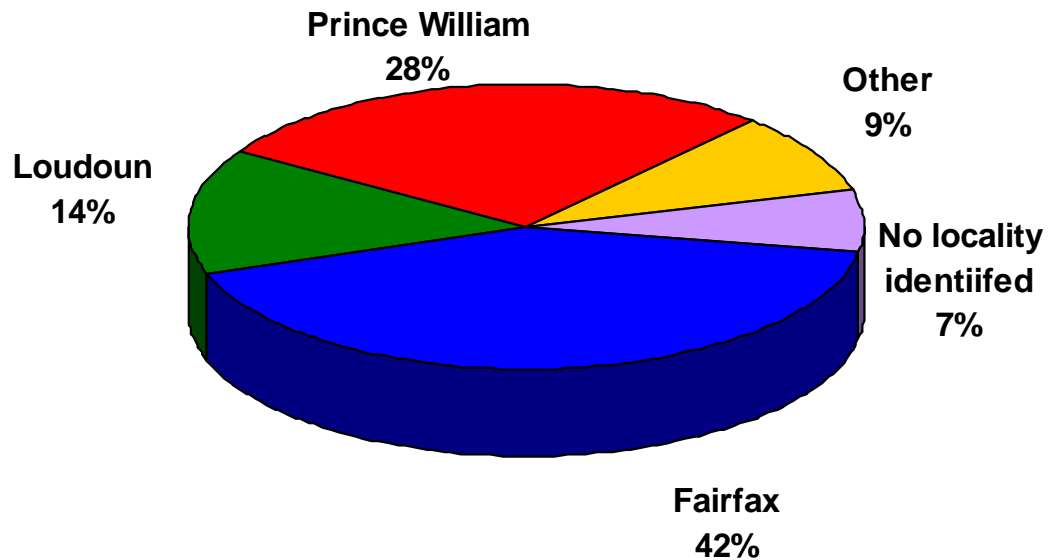
Assessment Factor (Design Year 2030)	Location		No-Build	West Two	West Four	Comp Plan
Safety Effects	VA 234 Business (from Godwin Drive To I-66)	Crashes	366	360	363	234
		Injuries	161	158	159	103
	VA 28 Accidents (from VA 234 Bypass To Old Centreville Road)	Crashes	183	184	182	173
		Injuries	67	67	67	63

Assessment Factor	Issue/Resource	West Two	West Four	Comp Plan
Socio-Economics/ Relocations	Number of Residential Relocations	21	13	22
	Lost Tax Revenue	210,206	194,641	399,509
Section 4(f) Resources	Historic Properties and Publicly Owned Parkland (acres)	42.1	42.1	212.2
Floodplains/ Floodways	100-year Floodplain Encroachment (acres)	26.9	39.4	287.8
	Benthic Habitat Impacts (linear feet of stream)	24,077	22,196	43,367
Noise	Number of Noise Receptors Affected	66	115	852
	Cost of Noise Abatement (millions of dollars)	9.48	7.69	13.19
Waters of the U.S. Including Wetlands	Acres of Wetlands Affected	22.72	36.35	49.29
	Acres of Mitigation Required	33.71	55.28	82.05

Assessment Factor	Issue/Resource	West Two	West Four	Comp Plan
Capital Costs (millions of dollars)	Preliminary Engineering Estimate	\$6.5	\$5.8	\$11.2
	Right of Way and Utility Estimate	\$76.0	\$63.7	\$158.0
	Construction Estimate	\$98.9	\$89.3	\$315.5
	Contingency	\$19.8	\$17.9	\$63.1
	<b>TOTAL</b>	<b>\$201.2</b>	<b>\$176.7</b>	<b>\$547.8</b>

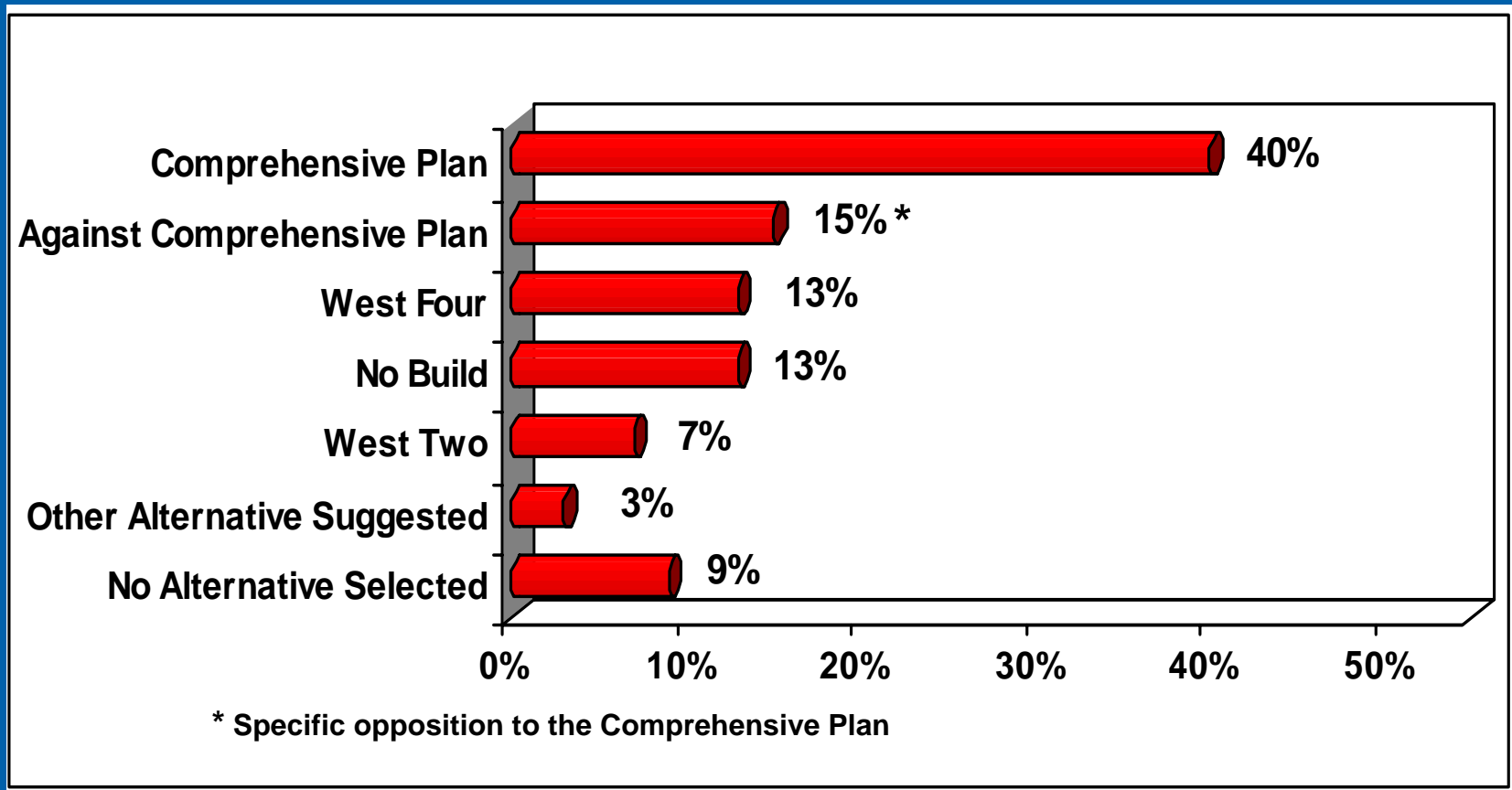
- Comments received April 1, 2005 - May 21, 2005 and three public hearings held May 9-11.
- 795 responses were received via: Email, postcards, letters, oral comments, and comment surveys.

## Response by Locality



Base = 795

## Stated Preference Alternative among ALL Participants (Base = 795)



## Preferred Alternative by Locality

Locality	Base	No-Build	West Two	West Four	Comp Plan	Against Comp Plan	No Response/ Other Response	Total
Fairfax County	331	13%	12%	18%	31%	19%	7%	100%
Prince William County	225	8%	4%	13%	54%	7%	14%	100%
Loudoun County	108	25%	5%	5%	43%	11%	11%	100%
Overall	795	13%	7%	13%	40%	15%	12%	100%

## Summary of Results

- Comprehensive Plan was favored overall.
- 15% of all responses opposed the Comprehensive Plan, of which over half of the respondents reside in Fairfax County.
- Prince William County respondents particularly supportive of the Comprehensive Plan.
- West Four Alternative was selected by 13% of all participants, most of which reside in Fairfax County.
- West Four and the No-Build were the second most favored alternative.



## State Agencies and Local Government

- Department of Historic Resources
- Northern Virginia Regional Park Authority
- Fairfax County Park Authority
- Prince William County
- Fairfax County
- Loudoun County
- City of Manassas

Expect each locality to provide their position prior to CTB action.

## Federal Agencies

- Federal Transit Administration
- Environmental Protection Agency - Region III
- Army Corps of Engineers - Norfolk District
  - Comp Plan is not the Least Environmentally Damaging Practicable Alternative (LEDPA)
- Federal Highway Administration
  - Segment E of the Comp Plan not supported due to Section 4(f) impacts

- CTB Action
- Final EIS
- Issuance of Record of Decision

