Manassas National Battlefield Park Bypass Study

Fairfax County Board Transportation Subcommittee Update

September 20, 2004

Project History

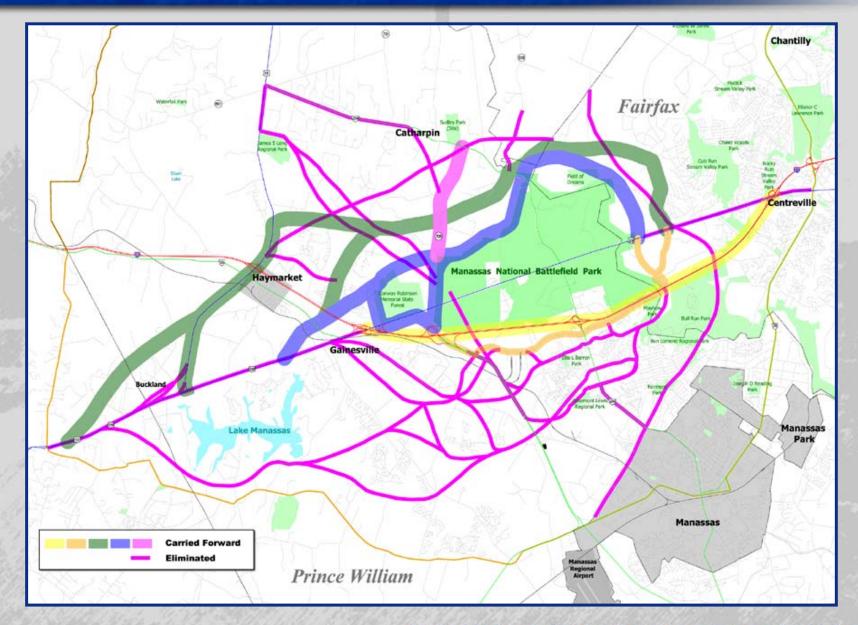
- Study Mandated by Manassas National Battlefield
 Park Act of 1988
- Joint Study Led by Federal Highway Administration and the National Park Service
- In Cooperation with Localities and Virginia Department of Transportation
- Draft Environmental Impact Statement Currently Being Prepared for Study to Meet National Environmental Policy Act Requirements

The purpose of this project is to develop alternatives that would allow for the closure of the portions of both Routes 29 and 234, which currently transect the **Manassas National Battlefield Park, and** to provide alternative means of transportation for traffic now traveling through the Park.

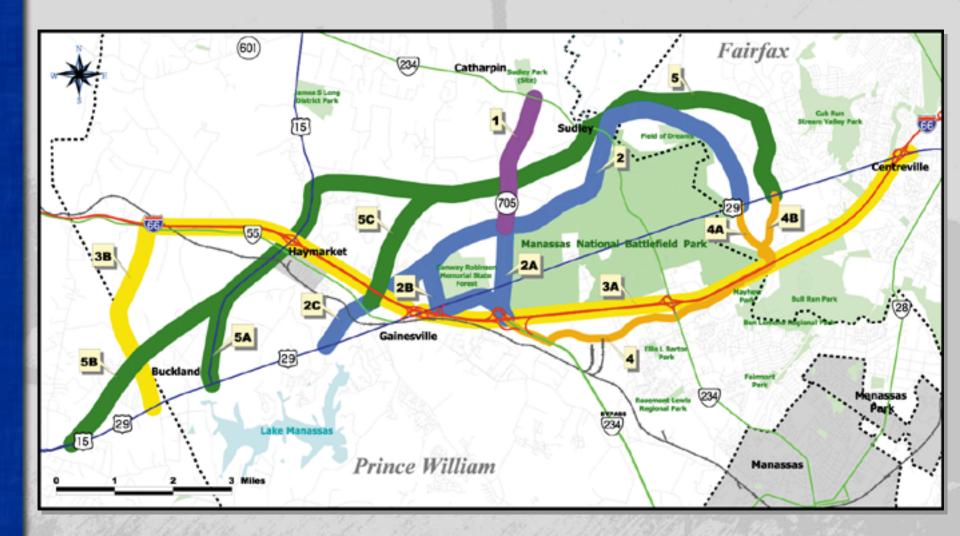
Alternatives Development Steps

- Statement of Purpose and Need
- Identify Preliminary Concepts
 - From Previous Studies
 - Develop Broad Concepts that Meet Purpose and Need
- Begin Screening Process
 - Are Alternatives Duplicative?
 - Environmental Trade-Offs
 - Input from Citizens Advisory Board, Agencies, Localities, Public
- Refine Alternatives Engineering, Traffic, and Environmental Analyses
 - EIS Will Assess 5 Candidate Build Alternatives & No-Action

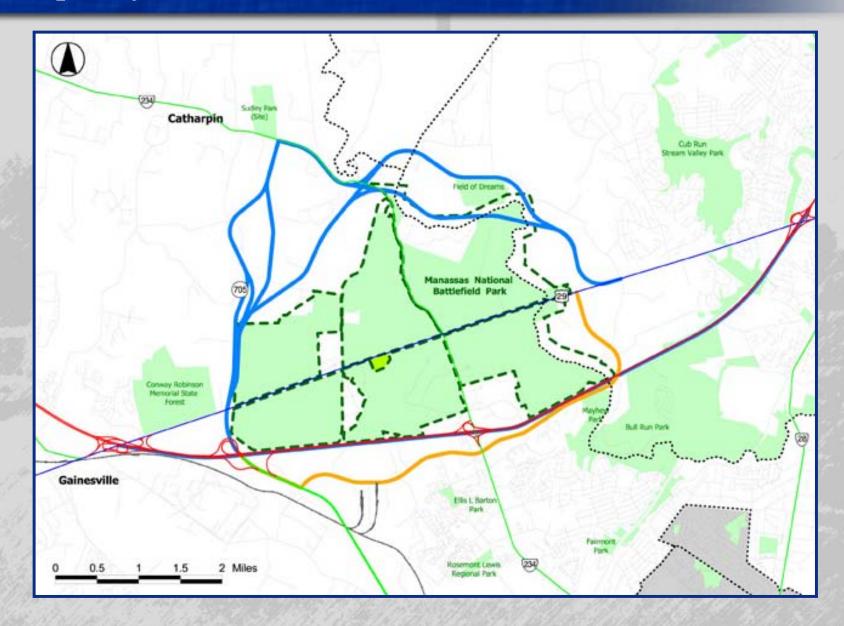
Concepts Studied (Including Those Eliminated)



Preliminary Concepts – Concept 3B Added



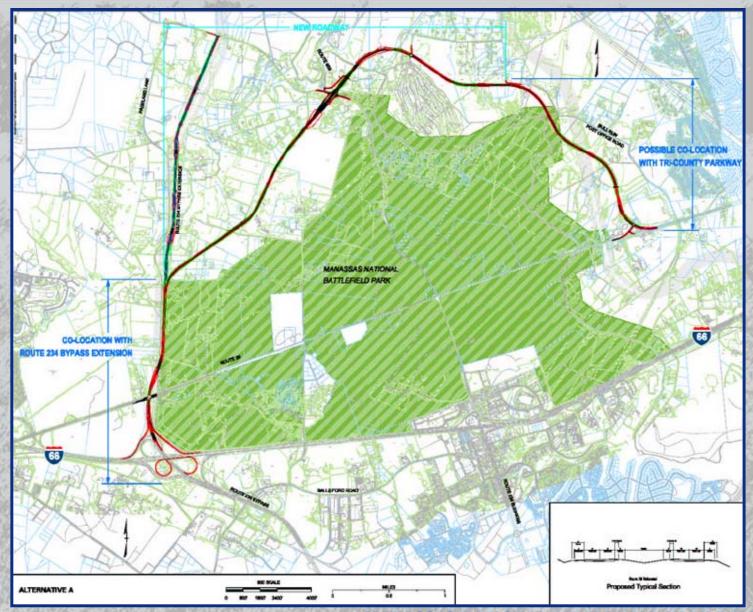
Concept Refinement – 250 Foot Corridors



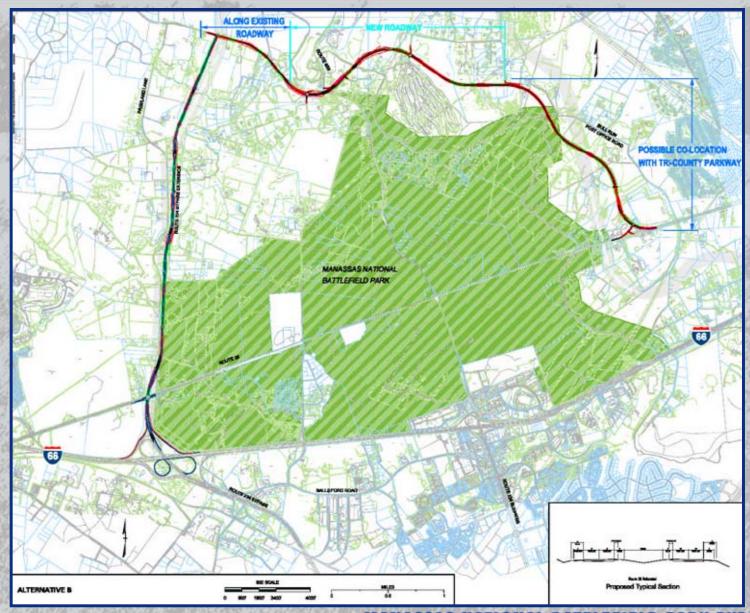
Set of Draft EIS Alternatives

- No-Action
- Candidate Build Alternative A
- Candidate Build Alternative B
- Candidate Build Alternative C
- Candidate Build Alternative D
- Candidate Build Alternative G
 - Including Design Option

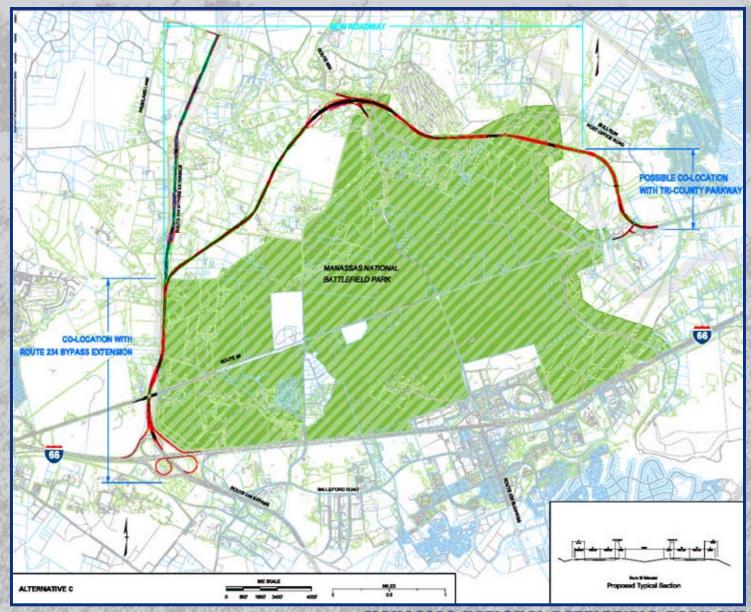
Alternative A



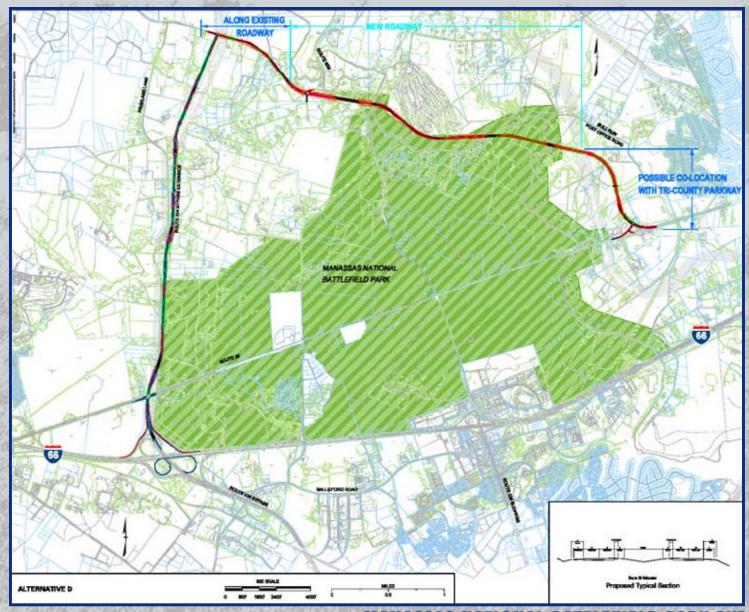
Alternative B



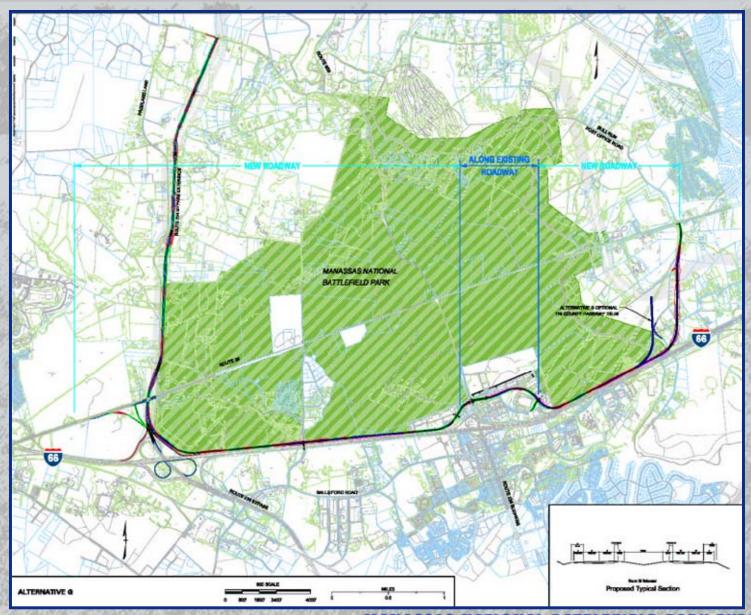
Alternative C



Alternative D



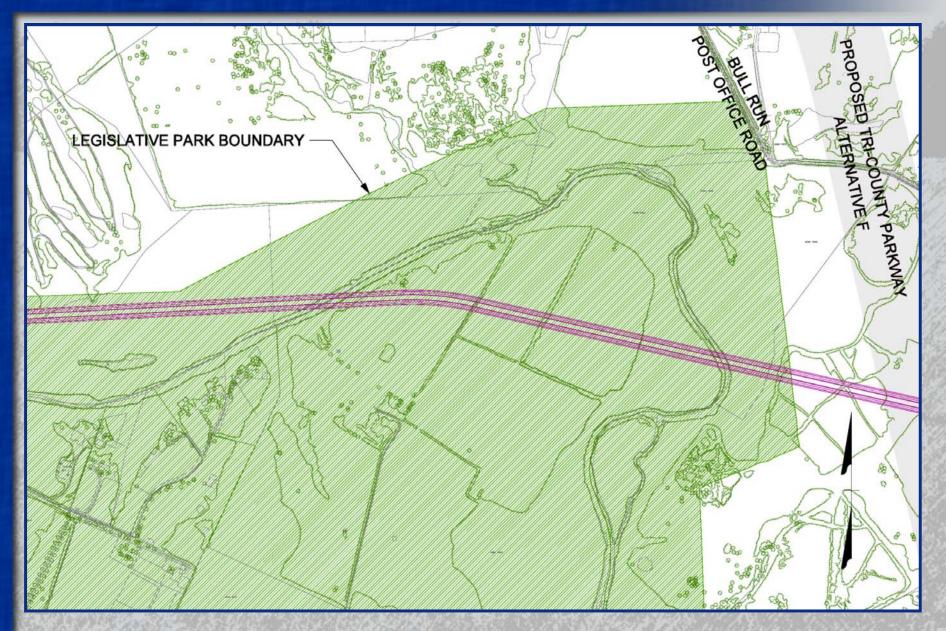
Alternative G



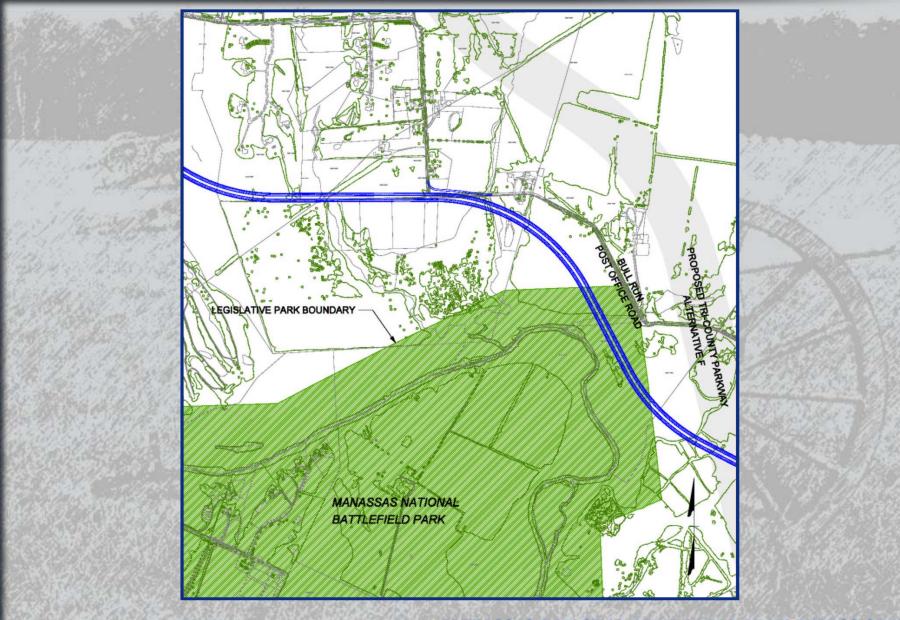
Preliminary Impacts – Displacements / Relocations

	No- Action	Alt. A	Alt. B	Alt. C	Alt. D	Alt. G
Residential	0	6	13	5	13	11
Businesses	0	1	1/~	1	17	2
Community Facilities	0	0	0	0	0	1
Total	0	7	14	6	14	14

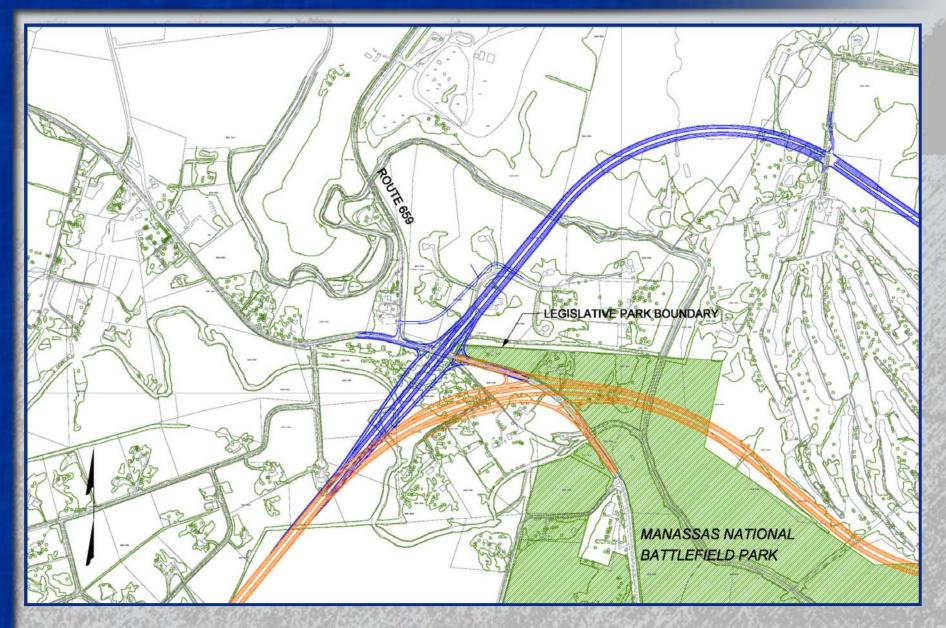
Northern Alternatives C and D – Interaction with Park



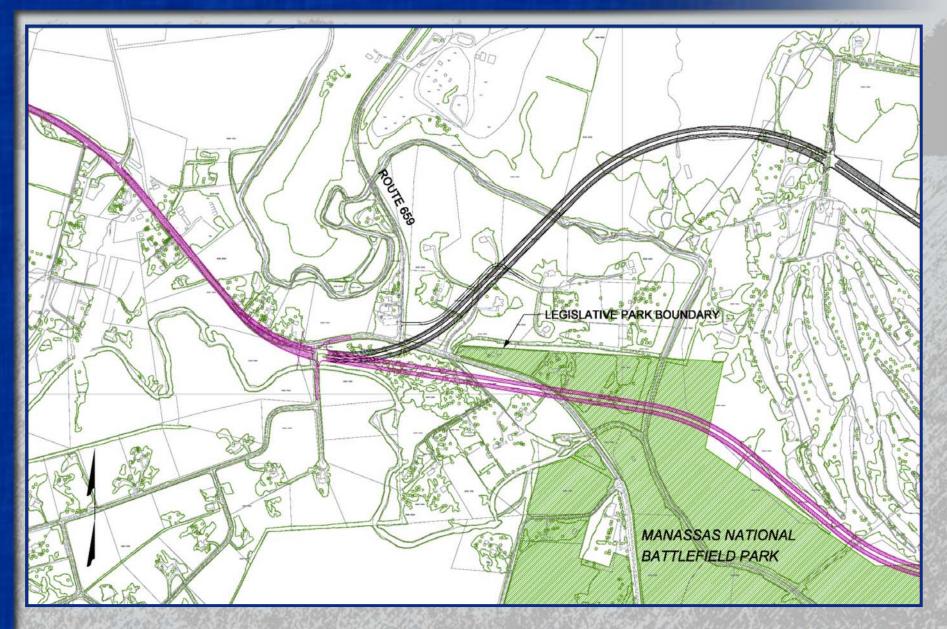
Northern Alternatives A & B – Interaction with Park



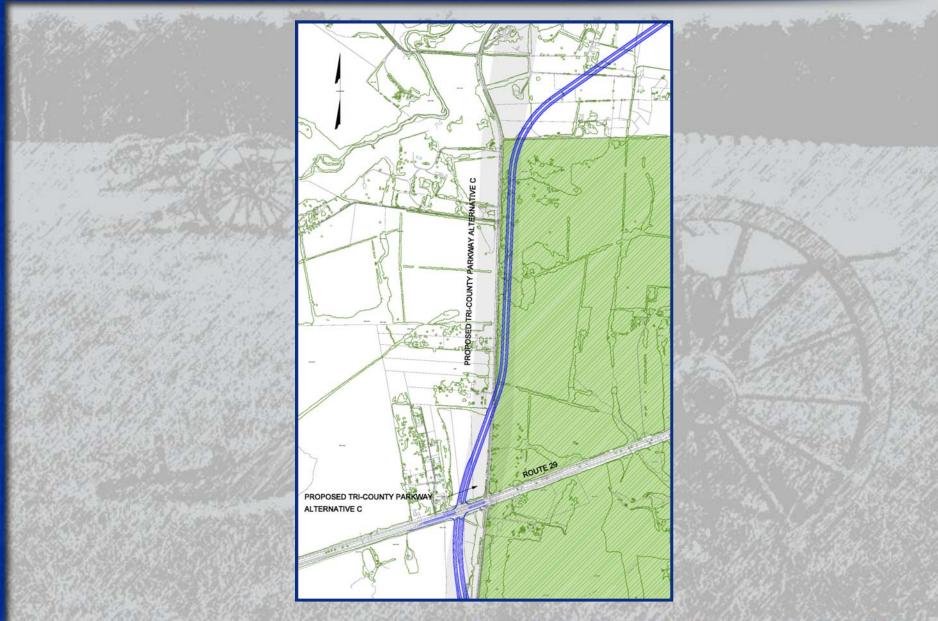
Northern Alternatives A& C – Sudley Springs



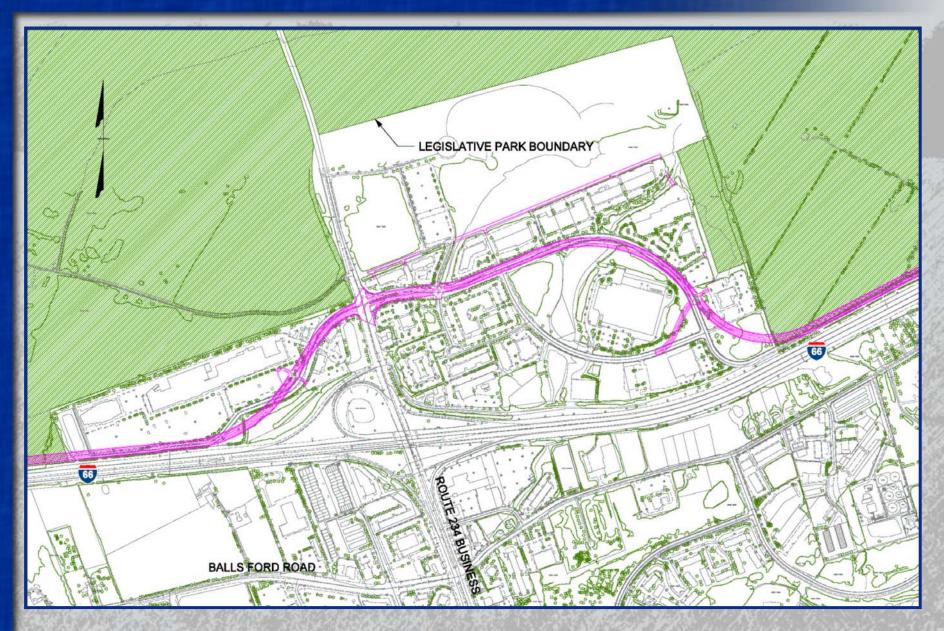
Northern Alternative B & D – Sudley Springs



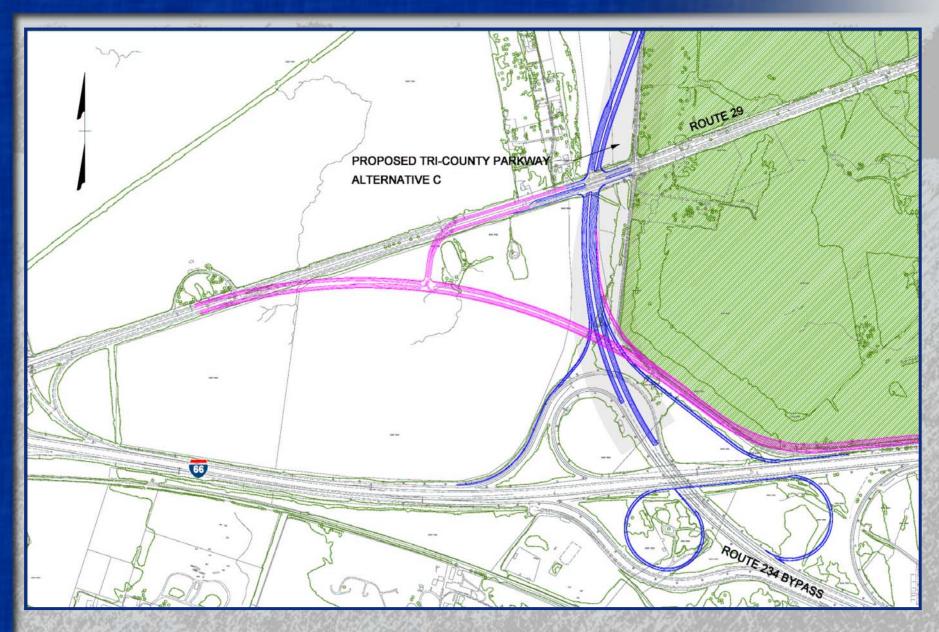
All Alternatives – Pageland Lane and Park Interaction



Southern Alternative – Battleview Park Interaction



Southern Alternative – Connection to Route 29 W



Preliminary Traffic Impacts

- Traffic Volumes on Northern Alternatives (A D)
 - Northern Alternatives Add Between 2,400 to 3,600 Vehicles Per Day onto Proposed Tri-County Parkway if Located East of the Park
 - All Alternatives Add Between 5,000 to 10,000 Vehicles Per Day onto Proposed Route 234 North Bypass and Tri-County Parkway if Located West of Park
 - Northern Alternatives Vary from 10,000 to 16,000 Vehicles north of Park, Basically the Same Volumes Currently Passing through the Park
- Traffic Volume on Southern Alternative G
 - Approximately 14,000 vehicles East of Route 234 Business, Indicating Use of Relocated Route 29 as bypass to I-66
 - Volumes Decrease West of Business Route 234

Preliminary Traffic Impacts

- Intersection Level of Service / Performance
 - Northern Alternatives Show Some Congestion at intersection of Proposed Route 234 North Bypass Extension and Existing Route 234
 - Southern Alternative G Requires Additional Capacity at Intersection of Route 234 Business and Battleview Parkway
- Generally, Alternatives Improve Intersection Performance in Comparison to the No-Action Alternative
- Alternative G Has Differing Traffic Operations That Require Additional Mitigation Relative to the Northern Alternatives

Preliminary Impacts – Alignment Costs and Lengths

- Preliminary Construction Costs (Not including ROW Acquisition, Design Enhancements and Mitigation Expenses)
 - Alternative A = \$117 million, 7.9 miles
 - Alternative B = \$126 million, 9.1 miles
 - Alternative C = \$118 million, 7.4 miles
 - Alternative D = \$128 million, 8.7 miles
 - Alternative G = \$153 million, 10.3 miles

Next Steps

- Continued Coordination with VDOT & Localities
- Selection of Preferred Alternative
- Complete Draft Environmental Impact Statement
- Public Hearing for Draft Environmental Impact Statement
- Final Environmental Impact Statement

For More Information

Contact Us At the Following Locations:

 Jack Van Dop, FHWA Project Director
 Eastern Federal Lands Highway Division
 21400 Ridgetop Circle
 Sterling, VA 20166
 703.404.6282 (phone)
 703.404.6217 (fax)

- Project Website www.battlefieldbypass.com
- Project E-Mail battlefieldbypass@parsons.com