



MANASSAS NATIONAL BATTLEFIELD PARK BYPASS (ROUTES 29 & 234)

For More Info:

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Other Project Websites:
Tri-County Parkway Location Study
(www.virginia.gov/projects/tcp.asp)

Manassas National Battlefield Park GMP
(www.nps.gov/mana/index.htm)

**WE
ARE
HERE**



**Manassas National Battlefield Park Bypass Study
c/o Parsons
10521 Rosehaven Street, 2nd Floor
Fairfax, Virginia 22030**

Draft Environmental Impact Statement Completed

The Federal Highway Administration (FHWA), in conjunction with the National Park Service (NPS), has completed a Draft Environmental Impact Statement (DEIS) for the proposed closure of US Route 29 and VA Route 234 within the boundaries of the Manassas National Battlefield Park and to provide an alternative means of accommodating the traffic that is currently using those two routes within the Park. The closure of Route 29 would include more than 4 miles, extending from the bridge over Bull Run to Page-land Lane west of the Park; the closure of Route 234 would include approximately 3 miles, extending from the southern Park boundary to the area known as Sudley Springs north of the Park. A full range of transportation improvements have been considered, involving detailed engineering, environmental, and operational analyses as well as public participation and agency coordination. FHWA and NPS have identified five Candidate Build Alternatives. In each of these Build alternatives, the roadways would be closed within the Park to commuter traffic and these relocation routes would be re-designated as Routes 29 and 234. Your input has been invaluable as part of the public involvement and agency coordination process.

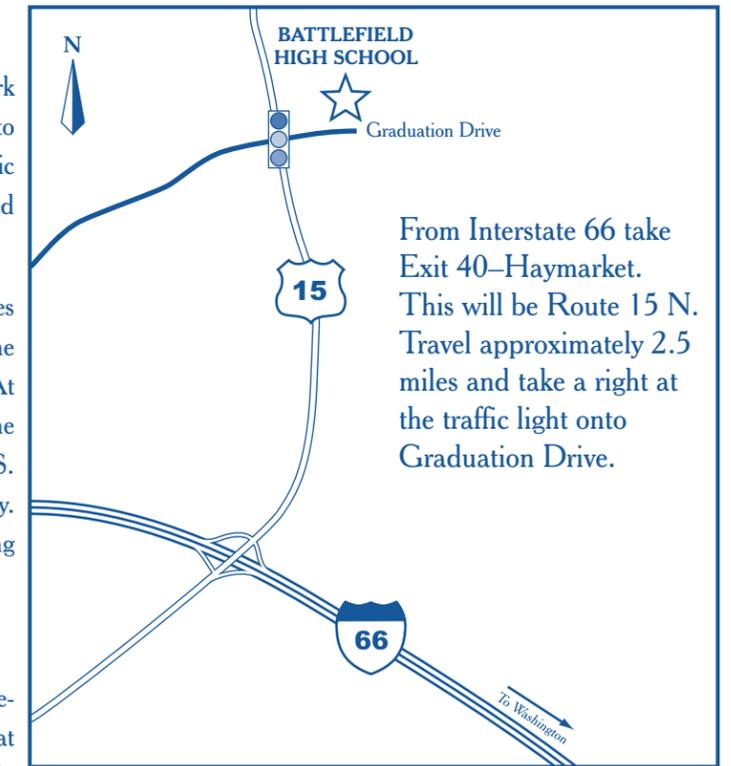
Public Hearing to be Held in May

A Public Hearing for the Manassas National Battlefield Park Bypass DEIS will be held Thursday, May 5th from 6:30 p.m. to 9:30 p.m. The purpose of this hearing is to provide the public with detailed information and solicit comments on the proposed closure and potential relocation of Routes 29 and 234.

Your input is critical to selecting a solution that best balances the need to close and relocate these routes while minimizing the impacts to surrounding communities and the environment. At this hearing, you will have the opportunity to review plans for the proposed closure as well as the findings discussed in the DEIS. This is also the time for the public to provide formal testimony. Get involved in the Manassas Park Bypass Study by attending this Public Hearing.

Public Hearing Date and Time

A brief presentation will be made by FHWA and NPS representatives at 7:00 p.m., followed by a public comment period that will last until 9:00 p.m. Citizens may register at the door to speak; there will be no pre-registration. (Due to anticipated participation, citizens will need to limit their comments to 3 minutes.) In addition, a verbatim reporter will be available to record individual oral comments throughout the hearing. Public comments on the DEIS must be submitted to FHWA by June 6, 2005.



From Interstate 66 take Exit 40-Haymarket. This will be Route 15 N. Travel approximately 2.5 miles and take a right at the traffic light onto Graduation Drive.

**Thursday, May 5, 2005
6:30 p.m. to 9:30 p.m.
Battlefield High School
15000 Graduation Drive
Haymarket, VA 20109**

Update on the Study Process

The Manassas National Battlefield Park Bypass Study has reached a major milestone. The DEIS has been completed and approved for public review by FHWA and NPS. The environmental document presents the operational and environmental effects that will result from the implementation of each of the proposed closure and potential relocation of Routes 29 and 234.

After the Public Hearing, findings from the DEIS and public comment will be presented to localities and the Commonwealth Transportation Board (CTB). FHWA and NPS will coordinate with the localities and CTB in making the final National Environmental Policy Act (NEPA) decision on what changes, if any, will be implemented.

Alternatives Evaluated in the DEIS

A wide range of improvement alternatives was considered for this project. Reasonable alternatives were identified and evaluated based on engineering, traffic, and environmental concerns, in cooperation with citizens, localities, and state and federal agencies. Except for the No-Action Alternative, alternatives deemed not reasonably capable of meeting the identified needs were eliminated from further consideration. As required by NEPA regulations, the No-Action Alternative was studied in detail because it serves as a baseline for comparing the other alternatives.

NO-ACTION ALTERNATIVE

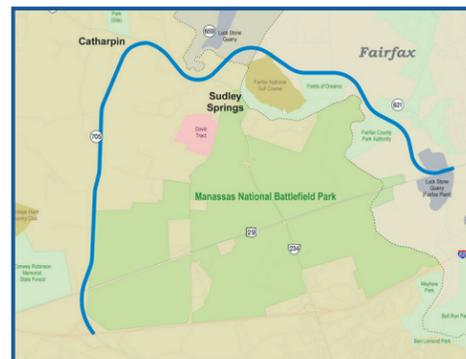
The No-Action Alternative provides no improvements or relocation of Route 29 or Route 234 except for periodic maintenance of the roadways along the existing corridors, with Routes 29 and 234 remaining open in the Park. However, other planned improvements to the regional roadway and transit network, as outlined in The Long-Range Transportation Plan for the National Capital Region, were assumed to be in place by the design year (2025) for purposes of traffic forecasting, including the extension of the Route 234 North Bypass and the Tri-County Parkway. It should be noted that the No-Action Alternative would be inconsistent with the legislative mandate that implements this study.

CANDIDATE BUILD ALTERNATIVES

The project corridor was evaluated using engineering design along with environmental and operational analyses to provide a full range of transportation improvements. Five alternatives were carried forward for detailed evaluation: Candidate Build Alternatives A, B, C, D, and G. In each of these alternatives, the roadways would be closed within the Park to commuter traffic and the relocation routes would be re-designated as Routes 29 and 234.

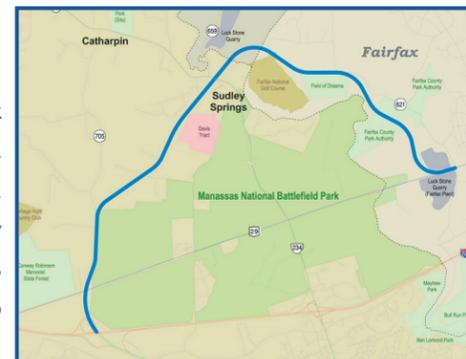
Candidate Build Alternative A

This concept begins either on an independent alignment to the west of the Luck Stone quarry on Route 29 or would be co-located on the Tri-County Parkway and then travel to the north of Fields of Dreams and the Fairfax National Golf Course, cross Bull Run, and head south along the western boundary of the Davis Tract and along Stony Ridge. The alternative is on new location to the east of Pageland Lane and then is located within the western edge of the Park where it would connect to Route 29 and I-66 at the Route 234 Bypass.



Candidate Build Alternative B

This alternative is on the same location as Candidate Build Alternative A to a point in Sudley Springs where it would connect to Business Route 234 northwest of the Park. A section of existing Route 234 would be improved under this alternative to a point just east of the Sudley Park site in Prince William County. The alternative then would be co-located with a planned segment of the Route 234 North Bypass Extension that is proposed to the west of Sudley Mountain Estates. This alternative then is located to the east of Pageland Lane within the Park boundaries on a similar alignment as Alternative A.

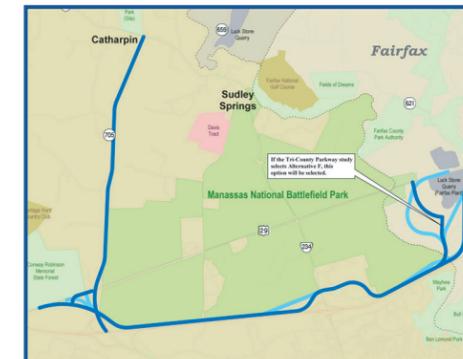


Candidate Build Alternative C

East of the Park, this alternative is similar to Candidate Build Alternatives A and B and could be co-located with the Tri-County Parkway. Unlike the previous alternatives, this alternative bisects the northeast corner of the Park and crosses Bull Run in three locations. This alternative is located to the south of the Fields of Dreams and proceeds between Bull Run and the Fairfax National Golf Course. After the alternative crosses Bull Run into Prince William County, it travels to the south, avoiding the Bull Run Overlook neighborhood, and it is on the same alignment as Alternative A.

Candidate Build Alternative D

East of the Park, this alternative follows the same alignment as Alternative C located south of the Fields of Dreams to a point near Sudley Springs where it would connect to Business Route 234. A section of Route 234 would be improved under this alternative to a point just east of the Sudley Park site. The alternative then would be co-located with a planned segment of the Route 234 North Bypass Extension.



Candidate Build Alternative G

This alternative would consist of a facility parallel to I-66 between Centreville and Gainesville. It would begin along the east side of the Luck Stone quarry on Route 29, travel southwest, and cross Bull Run close to I-66 where it would be located just to the north of I-66. It would continue to parallel I-66 until reaching the east side of the Battleview Business Park near the existing Route 234 interchange where it would run along an improved Battleview Parkway and intersect with existing Route 234. This alternative would then travel parallel to I-66 to the Route 234 Bypass interchange. At the Route 234 Bypass interchange, options to connect to the interchange or to Route 29 via fly-over ramps and/or an intersection have been developed. A design option has also been developed east of the Park that would be co-located with a section of the Tri-County Parkway south of Route 29. This alternative also includes a corridor along the proposed Route 234 North Bypass Extension to provide Route 234 movements.



PREFERRED ALTERNATIVE

The Preferred Alternative included in this DEIS is Candidate Build Alternative D. Alternative D, because it is located partially within the Park boundaries in the northeast corner, minimizes impacts to residential areas such as Fairfax National Estates, Bull Run Overlook, and Sudley Mountain Estates. Alternatives A and B have greater community impacts to residential areas and are not preferred due to community impacts. Alternative D has the lowest acreage required from within the Amended Historic District, and lower cumulative effects than other alternatives because it co-locates more specifically with planned improvements along Route 234 Bypass North and the Tri-County Parkway. Many of the impacts associated with Alternative D may actually be part of these initiatives. Alternative D also has the least impact on visual resources in the study area because it requires less structure in the sensitive area of Sudley Springs.

Although Alternative D has been identified as the Preferred Alternative, revisions may be incorporated into the Final Environmental Impact Statement (FEIS) based on comments received by the close of the public comment and review period and through continued coordination efforts with federal, state, and local agencies. Measures to further minimize impacts will be assessed in the FEIS and any mitigation commitments will be incorporated into the design phase of this project, if a Build Alternative is selected.

