



# FairfaxTimes.com

[Weather](#) [Traffic](#)
 [Search](#)
[Advanced Search](#)
**JOBS**
[Autos](#) [Homes](#) [Merchandise](#) [Services](#) [Announcements & Legals](#) [Place an Ad](#) [Calendar](#) [Coupons](#) [Contact Us](#) [FAQs](#) [RSS](#)

Thursday March 18, 2004

## Early impacts of battlefield bypass released

It appears all of the proposed routes in the Battlefield Bypass study will cut through sensitive archaeological sites, parkland and wetlands, and force the relocation of at least a half dozen homes.

Jennifer Cooper

[E-mail this article](#) \ [Print this article](#)

At a meeting held Tuesday night at Stonewall Jackson High School in Manassas, the routes and preliminary environmental, cultural and neighborhood impacts were outlined in a massive matrix. The draft environmental impact statement (DEIS) is still in the works and will be released later this spring in time for a public hearing.

The matrix showed a side-by-side comparison of the five proposed routes, labeled alternatives A, B, C, D, and G, along with the no-action option.

Alternatives A, C, and G have been estimated to cost \$94 million while B and D would cost roughly \$66 million and \$68 million respectively.

All but Alternative G would begin at Route 29, west of Luck Stone Quarry, and head northwest, co-locating in part with a proposed alignment for the Tri-County Parkway.

From there, those options would skirt the northern edge of the park before alternatives A and C head southwest and co-locate with the Route 234 Bypass Extension.

Routes B and D would continue west along the existing Route 234 north of the battlefield.

Alternative G would also leave Route 29 west of the quarry but would then travel along the southern edge of the battlefield park parallel to Interstate 66.

Each of the options, including that of no action, would impact both portions of the battlefield and area neighborhoods. The no-action alternative shows impacts because it takes into account other area road projects, such as the Route 234 Bypass Extension.

In the end, the federally-mandated study must determine whether the benefits

of building a bypass outweigh the negative impacts and costs. Once the study is complete, the final decision will be made by the National Park Service, the Virginia Department of Transportation and local jurisdictions including Prince William County.

Ken Mobley, a planner with Parsons, the firm that is conducting the study, said that since the last public meeting, several routes have been abandoned, including an option that would have co-located Route 29 with I-66. Instead, Alternative G, which runs parallel to I-66 was proposed.

The study will also look at a

four-lane cross-section instead of just a two-lane cross-section.

After the brief presentation Tuesday, Mobley answered questions, which had to be submitted in writing at the start of the meeting. He pointed out that though most of the field evaluations have been complete, the environmental impacts are still being studied.

Further, detailed traffic, noise and cultural resource impacts are not yet complete.

**CENTREVILLE CROSSING**  
**TOWNHOME-STYLE**  
**GARAGE CONDOS**  
**FROM THE \$280s**

**CLOSING COSTS PAID\* CLICK HERE NOW!**

\*restrictions apply

**RYLAND HOMES**  
Live Life. Even Better.™

### FEATURED AUTOS

2005 ALTIMA Nissan of Chantilly  
 2008 COBALT Pohanka Chevrolet  
 2010 MALIBU Pohanka Chevrolet  
 2009 CUBE S/SL/KROM Nissan of Chantilly

[See all auto ads](#)

### TOP JOBS

Tow Truck Driver Exp'd drivers only. Local...

CUSTOMER SERVICE REPRESENTATIVE Drive Your...

ANIMAL LOVERS Tired of your stuffy job? A large...

DENTAL ASSISTANT Full-Time Needed for Fairfax...

[See all jobs](#)

**Safford**  
CHRYSLER JEEP DODGE OF SPRINGFIELD

**CHRYSLER**  
**Jeep**  
**DODGE**

**Click Here**

**The Area's Best Selection of New Chrysler, Jeep, Dodge, and Ram vehicles.**

**CALL TODAY!**  
**800.713.9037**

**Home of the Safford Loyalty Program**  
\*No charge Oil & Filter Change - VA State Inspection For 5 years, 100,000 miles with purchases. \*\*See Dealer For Details

### Business Directory

Do you want more local customers to be able to find your business in Fairfax, VA? Sign up for your premium business listing TODAY!

[Fairfax Fitness](#)
[Centers](#)
[Fairfax Beauty Salons](#)
[Fairfax Contractors](#)
[Fairfax Weddings](#)
[Fairfax Restaurants](#)

"Those detailed impacts will go in the draft environmental impact statement," he said.

What is available today, are what he called "footprint impacts." Some of the questions suggested that the study was unwanted and would not solve area transportation problems but Mobley disagreed.

"Congestion will continue to grow," he said. "This will provide some transportation benefit to the network as a whole."

In response to a question as to why the study is still going forward, when there is no money to build the road, Jack Van Dop, project director with the Federal Highway Administration, told the roughly 50 people present at the meeting that the study has been federally mandated by Congress. He noted that \$30 million has also been authorized for the project, though those monies have not yet been appropriated.

Resident Keith Webster suggested that the study is playing those living at the north and west of the study area against those living in the south and east.

"It's become very divisive," Webster said. He noted that proposed routes A and B would go directly through his house in the Bull Run Overlook area.

Jeff Parnes, who represents Sully District on Fairfax County's Transportation Advisory Council, said from his perspective alternatives C and D seem to most equitably share impacts and benefits between neighborhoods and the park. Alternative G, which would directly impact several Fairfax County homes, he said, leaves the least room open to accommodate traffic growth.

"I'm supporting C, and I could live with D," he said.

That said, some at the meeting questioned that support for closing the roads exists outside the National Park Service. Mobley said he has received some 500 e-mails from across the country in support of the concept of closing

roads through the park, largely from battlefield and park conservation groups.

He said there would not be a survey of local residents. Instead, they are urged to attend the public meetings and submit their comments in writing. So far, few written comments have been received from the public meeting process. In the end, Mobley said, Parsons hopes to come up with a route that will offer something all sides can support.

Comments will be accepted at any time, but the public record for this phase of the project will remain open until March 30.

Comments should be directed to Jack Van Dop, FHWA project director, Eastern Federal Lands Highway Division, 21400 Ridgetop Circle, Sterling, VA 20166 or to [battlefieldbypass@parsons.com](mailto:battlefieldbypass@parsons.com) . Call 703-404-6282 or visit <http://www.battlefieldbypass.com> .

[Fairfax Travel](#)

[Fairfax Attorneys](#)

[Fairfax Pet Supplies](#)

[Fairfax Doctors](#)

[Fairfax Shopping](#)

Browse the [full business directory](#)  
Powered by [Local.com](#)

Affiliated Sites:

[Gazette.Net](#) | [Homes.Gazette.Net](#) | [dcmilitary.com](#) | [SoMdNews.Com](#)

Copyright © 2010 Post-Newsweek Media, Inc./FairfaxTimes.com  
Contact Us | About Us | Privacy Policy | FAQ | Place Classified Ad