

# THE MANASSAS NATIONAL BATTLEFIELD PARK ANOTHER CHANCELLORSVILLE IN THE MAKING?

## THE PROBLEMS:

- I. Delays in appropriating funds now could cost us the opportunity to construct the MNBP bypasses:
  - A. Area development and traffic will continue to grow. If additional roads are not constructed, it will eventually become politically impossible to close any through connectors - including US 29 and VA 234 within the Battlefield.
  - B. Factors beyond our control could prevent funding the bypasses:
    - Virginia and the local governments do not have funds for the bypasses.
    - Federal funding could be precluded by high priority expenditures (e.g.: the War or providing access to a permanent Homeland Security Headquarters).
    - Further violations of the Clean Air Act in Northern Virginia could divert any Federal transportation funds to mass transit.

## II. The MNBP Is Threatened by Major Road Proposals and Development:

- A. Proposals that would wrap the MNBP in multi-lane highways:
  - Locating US 29 bypass north of the MNBP.
  - Extending VA 234 as a 4-6 lane highway onto Pageland Lane.
  - Locating the TCP on the eastern border of the MNBP.
- B. Proposal to extend VA 234 as the major new N-S corridor instead of the TCP.
- C. Massive development west and north of the MNBP.
  - Present: Linton Hall Road, Gainesville to Haymarket, Fauquier and Loudoun Counties.
  - Future: Gainesville (commercial), bordering MNBP (commercial and residential).

## THE SOLUTIONS:

- I. Locate MNBP bypasses to relieve existing traffic congestion, and NOT to provide infrastructure for new development on the border of the Battlefield.
  - A. Locate US 29 bypass SOUTH of the MNBP.
  - B. Locate VA 234 onto Pageland Lane, but as a TWO LANE road.

II. Construct the Tri-County Parkway as the new major N-S transportation corridor instead of an extension of VA 234 north of I-66 along Pageland Lane.

Advantages of the TCP:

- The TCP will provide an alternate route for the Gum Spring Road traffic that is now using VA 234 through the MNBP.
- The TCP will much more efficiently relieve existing area traffic congestion than will a N-S corridor west of the MNBP.
- The TCP will not serve as an incentive for residential and commercial development west and north of the MNBP, development that would increase commuter traffic past the Battlefield.

Objections to VDOT's proposed route for the TCP:

- The TCP would be located along the eastern border of the MNBP, and would become a distraction for Park visitors.
- US 29 traffic accessing and exiting the TCP would be in conflict with the Luck Quarry truck traffic.
- The TCP would literally bisect the Bull Run Regional Park, irrevocably degrading the BRRP as a recreational facility and wild life refuge while disrupting the existing watershed. (This is the most important objection in terms of numbers opposed to the proposed TCP route.)

Bob Moler's proposed modified TCP route would address all of the above objections:

- A. From the confluence with Flat Branch, the bridge over Bull Run would be extended about 3000 feet over BRRP to the Upper Occoquan Sewer Authority. The modified TCP would then utilize an existing 200 foot right-of-way through the Sewer Authority, to intersect I-66 just west of Compton Road.
- This modified route dramatically reduces the BRRP land committed to the TCP and the TCP / I-66 interchange.
  - Does not displace any permanent BRRP facilities.
  - Does not impede movement of hikers, equestrians or wildlife within the BRRP.
  - Does not disrupt natural drainage within BRRP.
  - This route could also support mass transit.

- B. The modified TCP route north of its interchange with I-66 is designed to minimize the TCP's impact on western Fairfax, the Occoquan watershed and associated communities.
- The modified TCP would no longer border the MNBP.
  - Relocating the TCP / US 29 intersection east of Luck Quarry would avoid traffic congestion at the quarry entrance.

You can help us by making the following appeals to Congressmen Frank Wolf and Tom Davis:

- Advocate placing Federal funding of the bypasses on the fast track.
- Support locating the US 29 bypass south of the MNBP.
- Advocate limiting the VA 234 bypass on Pageland Lane to two lanes.
- Support the modified TCP as the new N-S transportation corridor.

#### Frank Wolf Offices

##### **Washington DC**

241 Cannon Building  
Washington, DC 20515  
(202) 225-5136  
(202) 225-0437 fax

##### **Herndon District**

13873 Park Center Rd Ste.130  
Herndon, VA 20171  
(703) 709-5800 or  
(800) 945-9653 in state  
(703) 709-5802 fax

##### **Winchester District**

110 N. Cameron St.  
Winchester, VA 22601  
(540) 667-0990 or  
(800) 850-3463 in state  
(540) 678-0402 fax

#### Tom Davis Offices

##### **Washington DC**

2348 Rayburn Building  
Washington, D.C.  
20515-4611  
(202) 225-1492  
(202) 225-3071 fax

##### **Annandale District**

4115 Annandale Road  
Suite 103  
Annandale, VA 22003  
(703) 916-9610  
(703) 916-9617 fax

##### **Prince William District**

13546 Minnieville Road  
Woodbridge, VA 22192  
(703) 590-4599  
(703) 590-4740 fax

To review both Bypass Proposals made by the Friends of MNBP, please visit our web site:  
<http://www.fmnbp.org> and click on Bypass Proposal under Manassas Battlefield.