

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



Manassas National Battlefield Bypass

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Manassas National Battlefield Bypass
- | | Prefix | Route | Name | Modifier |
|------------------|--------|-------|--------------------------------------|----------|
| 4. Facility: | US | 29 | Manassas National Battlefield Bypass | |
| 5. From (_ at): | US | 29 | West of Centreville | |
| 6. To: | US | 29 | East of Gainesville, via VA 234 | |
7. Jurisdiction(s): Prince William and Fairfax Counties
8. Description: Close Routes 29 and 234 through the Manassas National Battlefield Park to through traffic and provide alternative means to accommodate the traffic displaced due to these closings. The preferred alternative, in the draft environmental impact statement, proposes a four lane bypass in three segments. These segments are described in item 31 below.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 8.9 miles
11. Project Manager: Jack Van Dop
12. E-Mail: jack.j.vandop@fhwa.dot.gov
13. Project Information URL: <http://www.battlefieldbypass.com>
14. Projected Completion Year: 2020
15. Actual Completion Year: _____ Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost: \$133 million
18. Remaining cost (in Thousands): _____
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds

CLRP PROJECT DESCRIPTION FORM

Manassas National Battlefield Bypass

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

National Park Preservation and Use

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments: This project will join with the planned Tri-County Parkway and Route 234 North that are already included in the CLRP. Cost for Segment 1: \$85 million, Cost for Segment 2: \$48 million.