

PW Estimates \$320 Million Pricetag for William Buyout

By RICHARD LEIGH
JM Staff Writer

The cost of the William Center land is only one of many items that would have to be paid for if the federal government purchases the property, according to Prince William County estimates.

Other items include the value of the onsite improvements, eviction of six families living on the site, restoring the land to pre-development status, and others, according to an Oct. 6 letter from Board of County Supervisors Chairman Kathleen Seefeldt to members of the Senate.

"What we're getting into here is very much unknown," said Seefeldt Monday. "I do not think members of Congress fully understood the reality" of the proposed taking and its costs to U.S. and Prince William taxpayers. "They were swept away with the emotion and desire to confiscate 542 acres of land."

According to estimates by county Legislative Liaison Pierce Homer, the total cost to the federal government and to Prince William taxpayers, including the value of the land, onsite improvements and

other factors, ranges from \$155.1 million to \$320.8 million.

Most estimates, quoted by members of Congress during debate that has raged since spring, have cited a cost of \$100 million.

Mall opponents have held a large regional shopping mall on land bordering the Manassas National Battlefield Park would harm the park with visual intrusion and traffic. Mall supporters and county officials have said the William Center and its mall would provide an economic boon to the county.

During the Sept. 8 hearing in the Senate Subcommittee on Public Lands, National Parks and Forests, Sen. James McClure, R-Idaho, said taking the entire property would cost too much.

In one of only two legislative takings thus far, estimates to buy land in connection with the California Redwoods were \$300 million when it passed in 1978. The land is not yet paid for, and estimates of the cost of the land now exceed \$1 billion, Seefeldt pointed out Monday.

Members of Congress, notably Sen. John Warner, R-Va., have said the William buyout would exceed the entire land acquisition budget for the National Park Service for an entire year.

Based on recent sales data, the commercial sections of the development would range from \$46.4 million to \$131.1 million, according to Seefeldt's letter. The residential sections would range from \$11.8 million to \$24.3 million. Total land values alone would range from \$58.2 million to \$155.4 million.

But several factors must be added to that, according to the letter.

- The value of onsite improvements, including houses, roads, curbs and gutters, are \$7 to \$8 million.

- The eviction of up to six families now living on the site would range in cost from \$450,000 to \$1 million.

- The condemnation and relocation of major electrical line easement would range from \$4 to \$8 million.

- The value of the public amenities offered by the developer, the Hazel-Peterson Cos., is \$9.6 million. Among these are land for a fire station and a commuter parking lot.

- The cost of restoring the land to its condition before the improvements were made would range from \$6 to \$9 million.

- Federal contributions to the proposed Va. 234 bypass would be \$30 million. This is based on a provision in the House bill for \$30 million toward studying replacements for U.S. 29 and Va. 234. The House bill also would close these roads through the park.

- Interest to be paid to Hazel-Peterson, estimated at five years at

See PW Estimates on A-2.

MP School Project \$250,000 Over Bond

By MARGO TURNER
JM Staff Writer

The proposed multi-purpose/cafeteria at Manassas Park High School is estimated to cost \$1.3 million, which exceeds the funding allocated in the city's bond package by \$250,000.

The bond package, which totals \$5 million, includes \$750,000 for a multi-purpose/cafeteria. The \$250,000 increase was made to cover the cost of ceiling height, a complete kitchen facility and the use of masonry walls and exterior brick facade.

The cost for the entire project is "as close as I can get it," said Don Meeks, senior architect with Gannett Fleming, civil engineers in Chantilly.

"I feel it is a realistic, workable budget," Meeks added during a work session of the City Council and School Board officials Monday.

The council voted to have City Manager Jerry Davis proceed with finalizing the engineering and architectural drawings and bid specifications. Bids are to be let in January.

The multi-purpose/cafeteria would be located between the existing gymnasium and industrial arts building, Meeks said. It would have two music rooms, a stage and a "working kitchen." There would also be a central lobby area to accommodate the existing gymnasium and the multi-purpose room.

The cost of the project includes
See School Project on A-3.

Candidates Face off



Law Obeyed

Buck Best—The Journal Messenger

Area police say most trucks, like the one shown above driving across Ravenswood Bridge, have been com-

plying with the new laws requiring truck loads to be covered to quell the hazard of flying debris.

Truck Safety

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service," said Stopper. "That shows the lack of knowledge."

Stopper, who retired early from the Fairfax Police Department to devote time to the institute, is one of just five instructors in Virginia certified to teach a motor carrier safety course.

"I really feel strongly about this," said Stopper, who noted that law enforcement officials need the training as much as trucking officials.

"There are some companies that are very committed to this stuff," said Stopper. But abiding by limits on load, speed and road time can be costly, he added. "The company that is (in compliance) is going to be penalized if there is no enforcement."

Tredway came up with the idea for the institute two years ago upon the urging of the Heavy Construction Contractors Assoc. While training and safety programs are around for interstate truckers, there is virtually nothing for smaller companies that use trucks to deliver milk, fuel or construction equipment.

Many trucking company owners are not aware of all the federal regulations, said Tredway. "We're

trying to supply a way for them to know about them so they can be in compliance."

Howard Adrian, safety director for Labyrinth, a Chantilly-based trucking company, requires all new drivers and older drivers with seven or more points on their licenses to go through the institute.

"I think it's a very valuable course," said Adrian, who especially liked the unit on braking times and distances. "There's a lot of drivers don't realize. Even for the older drivers, it's a good refresher course."

"All my drivers will go through the course," said Chris DeCarlo, owner of Fairfax Propane. DeCarlo has paid the \$60 fee for five drivers to take the course so far, because, he said, the course helps truck drivers understand even the most involved regulations.

"Dave Stopper is a real good instructor," DeCarlo added. "He's well informed of what causes truck drivers' problems."

Other corporations which have sent drivers or safety coordinators through the institute include Texaco and Safeway.

Both courses are offered several times each quarter through the Of-

fice of Continuing Education. Schedules may be obtained by calling 368-0184, ext. 272.

Tredway believes that in 10 years such courses will be required of all truck drivers. Future plans for the institute include adding a behind-the-wheel component. Tredway also is looking at incorporating courses that deal with wreck recovery and fleet maintenance.

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PW Estimates

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10 percent, would range from \$39.8 to \$99.8 million.

The property is "neither suitable nor affordable" for addition to the park, Seefeldt's letter said. The land is "virtually inaccessible" from the existing park, separated from the Brawner Farm by four-lane U.S. 29, and from the rest of the park by the residential subdivision on Groveton Road and Gen. Longstreet's Line.

Few park visitors would make a separate trip to the land, Seefeldt's letter said. "People visit battlefield parks to see where battles were fought. No battles were fought on the

William Center site."

Killing the project would deprive the county government of \$260 million in revenues and 8,500 jobs over the next 20 years, the letter said.

If a taking does become law, county officials will strive to ensure that a federal funding ban on an interchange on Interstate 66 for the proposed Va. 234 bypass would be deleted from the federal transportation spending bill.

This funding ban has been included in transportation appropriations bills passed by both houses of Congress.

Fire