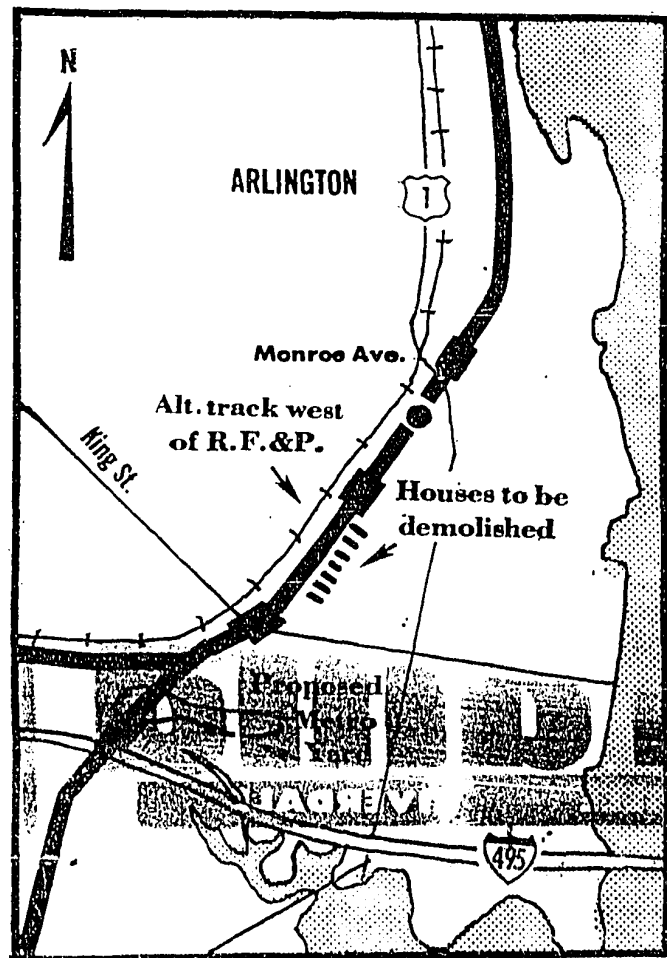


Metro Rejects Alexandria Line Shift

By Jack Eisen Washington Post Staff Writer

The Washington Post, Times Herald (1959-1973); Jul 21, 1972; ProQuest Historical Newspapers The Washington Post (1877 - 1990)

pg. C2



By Joseph Mastrangelo—The Washington Post

Black squares indicate proposed stops along Metro line in Alexandria. Still to be decided is the fate of car storage yard and shops Metro says it needs.

D.C. Route Changed

Metro Rejects Alexandria Line Shift

By Jack Eisen

Washington Post Staff Writer

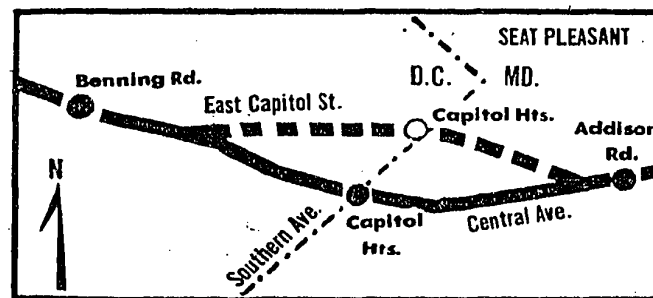
A proposal to move Alexandria's Metro line closer to the downtown business district has been rejected after a year-long study that already has delayed the start of service on the line until 1977 at the earliest, the Metro board was told yesterday.

At its weekly meeting, the board also voted to build a subway line at Washington's eastern edge under East Capitol Street instead of under Central Avenue SE, as approved earlier. The change, proposed by the city government, still requires a public hearing.

On the Alexandria issue, the board decided to take no action until after the City Council debates the question Aug.

The location of a station to serve Del Ray and adjacent Alexandria residential neighborhoods and the fate of a controversial car-storage yard remain to be decided by the Council and the Metro board.

Because of the time already lost and the time still needed to design the route, service originally scheduled to begin through Alexandria to Huntington in Fairfax County in



By Joseph Mastrangelo—The Washington Post

Broken line shows proposed new route for Metro line along the eastern edge of the District to replace the earlier route planned along Central Avenue SE.

September, 1975, cannot start until at least March 1977, Metro general manager Jackson Graham reported.

When the study began, Alexandria officials wanted the line moved from the originally approved location alongside the Richmond, Fredericksburg & Potomac Railroad tracks onto a route farther east, nearer downtown.

Last month, Metro officials and city officials agreed, after the year-long study, that the RF&P alignment is still the best and cheapest, and rejected the business district.

However, they left undecided where Alexandria's northernmost station will be located—just south of the Monroe Avenue bridge across the RF&P, or just north of the nearby Braddock Road underpass beneath the tracks. Both would serve Del Ray and adjacent neighborhoods.

Since the Monroe Avenue location would require a section of subway costing several million dollars, Graham said Metro officials favor the Braddock Road site.

Also unresolved is the fate of a car-storage yard and

maintenance shop Metro wants to put on the Alexandria Scrap Co. property near the Capital Beltway. The scrap company and the city oppose this plan. Graham said yesterday that there is no other place to put the yard if service is to start in 1977.

The relocation of two miles of the eastern Washington line would shift the route eastward from Benning Road from under narrow, meandering Central Avenue to the wider, straight East Capitol Street. On the new alignment, the subway would be tunneled by machine, eliminating disruptive cut-and-cover construction required along Central Avenue.

Under the new plan, about 20 to 30 homes at the southeast corner of Southern Avenue and East Capitol Street, just inside Prince George's County, would be demolished to provide parking at the Capitol Heights station.