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Alexandria officials have disclosed that they are seriously considering a proposal to replace U.S. Rte. 1 in the city with a toll expressway.

The turnpike proposal is one of several plans being considered by the City Council as alternatives to the present road, which carries 55,000 cars a day through the heart of Alexandria's predominantly black inner city residential area.

Rte. 1 begins in the city at its intersection with the Beltway to the south, follows Patrick and Henry Streets until the Monroe Street Bridge lifts it over the Potomac Railroad Yards and connects it with Jefferson Davis Highway, which ends at the 14th Street Bridge into Washington.

Because it carries thousands of commuters a day through residential areas, and because the residents of those areas are complaining about the disruption, plans to relocate the road have been proposed.

The most appealing aspect

of a toll road, officials say, is that it probably could be built within about five years. It might take twice that long to begin construction of a free road as part of the state highway network because state funds are committed to other projects.

As now envisioned the toll road would begin at the Virginia end of the 14th Street Bridge and follow the Richmond, Fredericksburg and Potomac Railroad tracks through Arlington and Alexandria to Fairfax County, where it would tie into the Capital Beltway or again pick up U.S. Route 1.

City Manager Wayne F. Anderson said in an interview that Virginia Highway Commissioner Douglas Fugate raised the toll road as a possibility in recent discussions of the future of Route 1 in Alexandria.

"I view it as a serious proposal," Anderson said. "We were given no hope by the state highway people for funding Rte. 1 reconstruction within the next 10 years, even as a special demonstration

project for handling commuter traffic in an urban area. Toll road financing could permit construction in about five years."

Councilman H. Winfield McConchie Jr., said that at present, "Rte. 1 is nothing but a service to Fairfax County commuters and the D.C. employment center. It has no constituency in Alexandria.

"If a reconstructed Rte. 1 finally appears to be the only solution to the commuter traffic, one possibility is to let the commuters who use it pay for it."

Joseph Alexander, a Fairfax County supervisor from the area south of Alexandria, said any toll expressway would be confined to the city. "I am confident we will not approve a new expressway in the country," he said.

"I sympathize with the desire of Alexandrians to get Fairfax County commuter traffic off their streets, but the only way to do it is to complete Metro and put the commuters on the train," he added.

While they look to Metro as

a partial solution to their commuter traffic problems, Alexandria officials have predicted that Rte. 1 traffic will continue to increase even after the transit line is in operation.

The City Council has been agonizing over the Rte. 1 problem for two years, but a new sense of urgency has overtaken its considerations for several reasons.

First, the Council has committed itself to coming up with a permanent solution to design of Alexandria's Rte. Metro transit corridor before its term in office ends, and it has only one year left.

Second, city officials including some councilmen are anxious to provide good road access to new office buildings in the Eisenhower Avenue commercial-industrial district on the city's south side. Their proposal to tie Eisenhower Avenue into Rte. 1 has strong opposition from black citizens groups.

Thirdly, the Monroe Avenue Bridge, a four-lane overpass that is 40 years old has become seriously weakened and

may even have to be closed before an alternate route is built.

Three months after it took office two years ago the Council narrowly approved replacement of the bridge with two three-lane spans that once built, would make it impractical to relocate Rte. 1.

Shortly before the bridge vote, trucks weighing more than 15 tons were banned from the deteriorating Monroe Avenue span and sent over a bypass that takes them through Rosemont and Del Ray, two middle class residential neighborhoods.

The four councilmen who voted for the enlarged bridge said it promised the only quick solution to the bypass problem.

Since then, however, construction has been delayed by high bids, land acquisition problems and a lawsuit recently filed by a group called LIFE (Live in a Favorable Environment). The suit charges that the state and federal highway authorities acted improperly in approving the bridge and would

take unnecessary parkland for the construction.

Faced with these obstacles to construction and under new pressure from Rosemont and Del Ray residents to rid their streets of heavy trucks, the Council Friday night ordered engineering studies to determine if the bridge can remain open even to light traffic and if it can be strengthened sufficiently to carry heavy trucks again.

As a permanent Rte. 1 solution, the Council is considering such possibilities as a depressed limited access road along the present route south of the Monroe Avenue Bridge or an elevated expressway alongside Richmond, Fredericksburg and Potomac Railroad. The latter route would closely parallel the proposed Metro rapid transit line.

The plans are advanced as a permanent means of ridding inner city and other east end streets of commuter and truck traffic, but they also have been attacked because they would require the taking of some housing during construction.