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Mr. Douglas B. Fugate
Commissioner
Department of Highways
Richmond, Virginia 23219

Dear Mr. Fugate:

As suggested in your letter of 7 March 1968, Mr. William H. Metcalf was contacted in an attempt to secure an easement agreement whereby the Trowbridge family would have access to Route 123 through the Metcalf property. As you will remember, this easement would simplify removal of the obstructing corner at the intersection of Routes 120 and 123 near Chain Bridge and permit a short right-turn traffic lane to Route 123 during the morning rush period. Unfortunately, Mr. Metcalf was not willing to make this concession; consequently, creation of a separate right-turn lane at this intersection will apparently necessitate relocating the Trowbridge exit in accordance with the originally contemplated proposal.

During the course of recent conversations between Mr. L. E. Brett, Jr., Resident Engineer, Fairfax, Virginia, and engineers from this Agency, an alternate proposal was suggested which, on the basis of a limited analysis, would appear to effect a significant reduction in the congestion of Washington-bound Virginia residents on Route 123 while simultaneously affording satisfactory relief to the traffic attempting to enter Virginia via Route 123. It was proposed that the Washington, D. C., and Maryland traffic entering Virginia via Chain Bridge be denied direct access to Glebe Road during the period 7:45 a.m. to 8:15 a.m. This concept permits an uninterrupted flow of traffic in both directions on Route 123 during the peak rush period while inconveniencing an extremely small proportion of the overall traffic using the intersection.

The above proposal would appear to offer several advantages including negligible costs, significant reduction in traffic congestion for the several thousand Virginia residents entering Washington, D. C., via Route 123, inconvenience to only a relatively few Maryland and Washington, D. C., residents entering Virginia via Glebe Road, and reversibility in that the proposal could be introduced on a trial basis and, if proven unsatisfactory, discarded with no resultant change in traffic conditions or significant loss of funds.

Mr. Brett, who has been of great assistance in this and other Agency traffic problems, has advised us that he will forward the proposal through Department of Highways channels for consideration and possible traffic engineering analysis.

Please accept our sincere appreciation for your continuing efforts and those of your staff to relieve traffic conditions for our personnel.

Sincerely,

R. L. Bannerman
Deputy Director
for Support

cc: Mr. D. B. Hope
District Engineer
Department of Highways
Mr. L. E. Brett, Jr.
Resident Engineer
Department of Highways

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