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Approved For Release 2001/09/04 : CIA-RDP86-00244R000200050013-6

16 February 1970

MEMORANDUM FOR THE RECORD:

SUBJECT: Transportation

TRIP FRI, 13 FEB

1. Mr. Earl Long, Fairfax County Planning Division, phone 691-2641, made available the Virginia Department of Highways six year projections of highway construction which could have some effect on our traffic patterns.

2. Mr. Long advised that at the present time the projection is for Route 193 to be made into a dual lane arterial-rural highway from Route 123 to Interstate 495 by 1985 and would handle a projected 14,600 cars per day. Plans for the 1970-1976 period do not include provisions for improving Route 193.

3. The 1968 Virginia Department of Highways traffic survey of Route 193 depicts the road handling 5,145 cars per day with 514 of them during the peak rush hour. The present rush hour capacity is 600 cars.

4. The survey revealed that the 5,145 vehicles were broken down as follows:

- 3850 Virginia licensed passengers cars
- 910 Other licensed passengers cars
- 385 Trucks and Buses

5. Mr. Long advised that the priorities of the Virginia Department of Highways are subject to change due to such factors as accident rate, fatalities, and volume increase. Traffic volume is counted every two years for secondary roads with 193 scheduled to be recounted this year.

6. Mr. Long advised that the traffic count for Interstate 495 in 1968 revealed the following:

- 61,000 Vehicles per day at Cabin John Bridge
- 49,000 Vehicles per day between Route 123 and Dulles access road
- 49,000 Vehicles per day between Dulles access road and Route 193
- 63,000 Vehicles per day between Route 193 and George Washington Memorial Parkway
- 61,000 Vehicles per day George Washington Parkway to Cabin John Bridge

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7. Mr. Long advised that if the second beltway and other major Virginia road improvements (Northern Virginia Expressway, Pinmit Run Expressway, etc.) were not completed, the projected vehicle rate for Interstate 495 at Cabin John Bridge is 204,000 vehicles per day by 1985; however, if they were completed, then the projected 1985 figure is 89,200 vehicles per day.

8. In a follow-up telephone conversation, Mr. Long provided definitions of the four currently used road classifications. These classifications are (1) freeways and expressways, (2) arterial highways, (3) collectors streets, and (4) local streets. Freeways were defined as having strictly controlled access; examples would be the interstate system and Shirley Highway. Expressways have controlled access to a somewhat lesser degree along the lines of say Route 50 highway through Fairfax County. Arterial highways are facilities carrying through traffic without limited access but where some degree of access control (i.e., driveways) is exercised and for which there are established minimums such as intersection widths, etc.

9. Mr. Long expressed his personal opinion that construction of the Pinmit Run Expressway facility is unpalatable to a great number of citizens living in the vicinity. It is his opinion the citizen opposition may well prevail and an alternate solution to carry the traffic will have to be determined. He mentioned the possibility that Route 123 might well be upgraded from its present classification as an arterial highway to the freeway classification. This would mean that Route 123 would have six to eight lanes divided, that the circle near Gate 1 would have to be eliminated, and that it might be necessary for the Agency to make provisions for personnel entering the "campus" from some point other than directly off Route 123. He suggested that we contact the county prior to making firm plans for any changes to Langley site access involving either Routes 193 or 123.

10. Mr. Long suggested that we contact the Fairfax County Residency of the Virginia Department of Highways for more specific details regarding Route 193. Mr. Long suggested that we contact either Mr. Lew Brett or Dave Camper, telephone number 273-0666.

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Building Planning Staff, OL

Distribution:

Orig - OL/BPS/Subject File - Transportation (External)
1 - OL/BPS/Chrono

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(18 February 1970)

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