

NEWS

Will Bypass Handle Traffic?

By DAVID LERMAN

THE CONNECTION

The Springfield Bypass is being planned as a four-lane road, but it will have to be six lanes to handle projected traffic, some area transportation planners fear.

The concerns were expressed after a round of public meetings last week at which the first detailed designs of the long-planned road were shown.

While some planners are worried that the Bypass won't have enough lanes, citizens who live near the right-of-way are concerned that their neighborhoods will be overrun with traffic because there aren't enough entrances to the limited-access road.

The Bypass is being publicly billed by its designers as a parkway, not a major highway. But some transportation planners say that concept clashes with what will be traffic reality: heavy traffic all day long, much of it headed to, from and through

rapidly urbanizing western Fairfax County.

"The [traffic] numbers they were showing seemed awfully high for the road they were building," said Cary Vick, a planner for Callow Associates Inc. and chairman of the Reston Board of Commerce Transportation Committee.

The Bypass is expected to be carrying 64,000 vehicles daily between the Dulles Toll Road and Rte. 50 by the year 1995, said William Jones, staff engineer for Byrd, Tallamy, MacDonald and Lewis, which did a traffic study for the road.

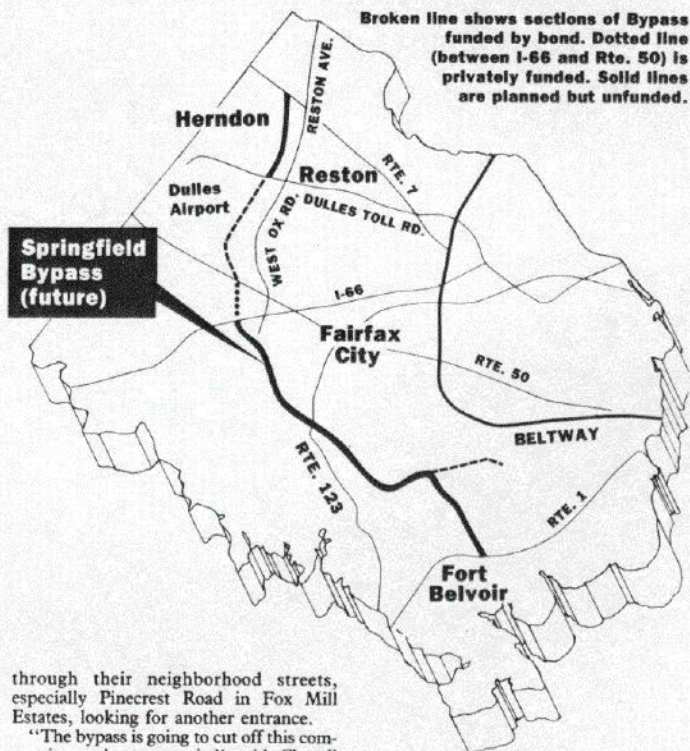
By way of comparison, the Dulles Toll Road is carrying 60,000 vehicles daily. The Toll Road is so crowded that the state is taking initial steps to build a third lane in both directions.

In 1982, county officials had committed themselves to a four-lane Springfield Bypass based on traffic projections that were completed in the late 1970s, according to Eric Foster, chief of project planning for the county's Transportation Office. The state updated traffic projections in April, but its revised Bypass design keeps the Bypass at four lanes.

"We're admitting to the possibility that [the Bypass] might have to be extended to six lanes in the future," Foster said. State officials said the median strip could be used to build additional lanes later.

The \$200 million, 35-mile Bypass will stretch down across Fairfax County from Rte. 7 in the northwest, over I-95 to Rte. 1 in the southeast. Only two portions of the road are funded: a 5-mile segment from the Dulles Toll Road to Rte. 50 and a 3-mile link between Rolling Road and Beulah Road in the Burke-Springfield area.

At last week's meetings on the road's design, residents of communities south and west of Reston along the Bypass right-of-way called for Bypass entrances at its intersections with Fox Mill Road and the future East-West Connector road at Reston Town Center. They said if those entrances aren't built, through-traffic would snake



Roundup

■ **Bullet Fired at House**—A bullet was fired into a Franklin Farm home June 3, according to Fairfax County Police.

Police said a woman living in the 12700 block of Franklin Farm Road heard a loud noise at about 3:15 p.m. A bullet was discovered lodged in a bedroom wall. Police said they have no leads in the case.

■ **Object Thrown From Bus Injures Teen**—An object thrown from a school bus window wounded a 15-year-old Reston teenager in the head Monday afternoon, requiring 11 stitches.

through their neighborhood streets, especially Pinecrest Road in Fox Mill Estates, looking for another entrance.

"The bypass is going to cut off this community and separate it," said Cheryl Pease, chairman of the Fox Mill Homeowners Association Roads Committee. "No one will give us an answer as to why it can't intersect."

State highway department planner Robert Atherton, answering complaints, said the state decided against an intersection connecting the Bypass to Fox Mill Road because, he said, area residents in 1981 opposed it at a public hearing.

Broken line shows sections of Bypass funded by bond. Dotted line (between I-66 and Rte. 50) is privately funded. Solid lines are planned but unfunded.

"We all want that exit," said Linda Singer, chairman of the Reston Transportation Committee. "I don't know anyone who doesn't want it."

Atherton said the intersection would require an overpass that would cost an additional \$1 million. He said it would also re-

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quire taking more property from homeowners for the right-of-way.

Reston community leaders and Reston Land Corp. officials disapproved of the design for the Bypass segment between the Toll Road and Baron Cameron Avenue because it doesn't have an intersection with the main road into the future Town Center. The Bypass would intersect Sunset Hills Road and Baron Cameron Avenue.

"At this point, we don't agree with what they've designed," said J. Hunter Richardson Jr., Town Center project manager. He

said the East-West Connector road that will cut through the Town Center has been on the county master plan since 1962, and will relieve traffic congestion on Sunset Hills and Baron Cameron.

The state's Atherton countered that the third intersection would increase traffic tie-ups on the Bypass. "From an engineering standpoint, you don't get a good flow of traffic," he said.

Some Franklin Farm residents said they felt cheated out of the chance to review plans because construction on their portion of the Bypass from Stringfellow Road to Franklin Farm Road has already begun

under an agreement between the county and Cavalier Land Development Co.

"It forces the community to forgo the design review process were were told we could have," said Wayne Maybach, chairman of the Franklin Farm Transportation Committee. "We have been somewhat misled by the way this has happened."

Maybach said his community's prime concern is to reduce the median strip from 42 feet to about 18 feet in width, eliminating the possibility of adding two more lanes in the future.

Ronaldo Nicholson, project engineer for the county, said the county has gotten

"verbal approval" from the state to narrow the median in the Franklin Farm area.

Issues such as noise barriers, construction schedules and speed limits are expected to be addressed at a public hearing before the state highway board in October.

A formal design could be approved as early as December, but officials said more time will probably be needed. Construction on the Toll Road-Rte. 50 segment could begin in late 1987 or early 1988.

The Reston Transportation Committee will meet with county and state officials to discuss design concerns Monday, June 23, at 8 p.m. at the Reston Community Center.
