

GOVERNMENT OF THE DISTRICT OF COLUMBIA

EXECUTIVE OFFICE

-----X
: Public Hearing, In Re: :
: :
: DESIGN - INTERSTATE ROUTE 266 :
: :
-----X

OFFICE COPY
RETURN TO
PLANNING RESEARCH SECTION
OFFICE OF PLANNING AND PROGRAMMING
DEPT. OF HIGHWAYS AND TRAFFIC
FILE NO: 31. ⁵¹ ~~374~~

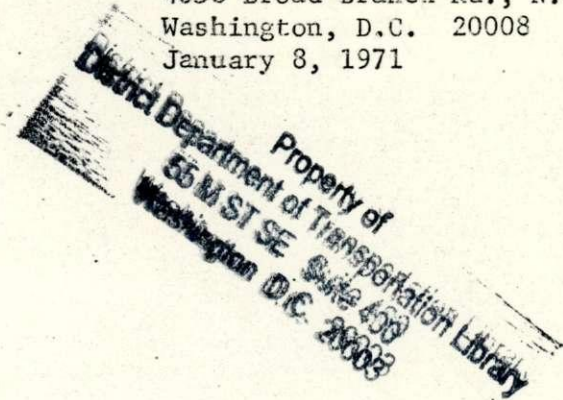
STATEMENTS SUBMITTED FOR THE RECORD
IN LIEU OF PERSONAL APPEARANCE
TO SUPPLEMENT
Statements of:

Monday, December 14, 1970
Tuesday, December 15, 1970
Wednesday, December 16, 1970

Washington, D. C.

WARD & PAUL
410 FIRST STREET, S. E.
WASHINGTON, D. C. 20003

4630 Broad Branch Rd., N.W.
Washington, D.C. 20008
January 8, 1971



Mr. Julian R. Dugas
c/o Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
13th & E Streets, N.W.
Washington, D.C.

Re: Joint Design Public Hearing-
Proposed Interstate 266

Dear Mr. Dugas:

You may recall that at the hearing on December 16, 1970, Mr. Airis requested that Dr. C. Michael Hogan supplement his statement by providing additional information concerning certain mathematical formulae. I enclose a one-page addendum to Dr. Hogan's prepared statement with the information requested. We respectfully request that it be included in the hearing record.

Very truly yours,

A handwritten signature in cursive script that reads "Robert M. Kennan, Jr.".

ROBERT M. KENNAN, JR.
Chairman, Roads Subcommittee
Committee of 100 on the
Federal City

cc: Dr. C. Michael Hogan

To augment the testimony of ESL Incorporated rendered upon the proposed I266 highway on December 14, 1970, the following facts are introduced.

The noise map calculations were based upon experimentally validated procedures set forth in the publication, "Prediction of Urban Noise Pollution," by C. Michael Hogan and Harry Seidman, ET11, ESL Incorporated, Sunnyvale, California, July 1970.

The carbon monoxide predictions were based upon the diffusion model techniques recommended by the National Air Pollution Control Administration. The following three references provide an appropriate description:

D. Bruce Turner, Workbook of Atmospheric Dispersion Estimates, U.S. Department of Health, Education and Welfare, Environmental Health Series, PB191482, 1970.

Meteorology and Atomic Energy. U.S. Atomic Energy Commission, 1968.

N. F. Islitzer, Short-Range Atmospheric Dispersion Measurements from an Elevated Source, Journal of Meteorology, 18 (4), 1961, pp. 443-450.

Since calculations were executed by means of computer, the output is rather bulky and is available for public examination at ESL Incorporated, Sunnyvale, California.

November 29, 1970

Mr. D. B. Hope, District Engineer
Virginia Department of Highways
Culpeper, Virginia

Dear Mr. Hope:

This letter is in reference to the public hearing on the location of Routes 266/66 scheduled for December 14, 1970. I do not wish to testify, but I would like to go on written record in opposition to the construction of these freeways and the Three Sisters Bridge.

The addition of more freeways has not appeared to abate transportation problems, but rather has created more problems: parking space shortages, traffic congestion, more accidents with the resultant deaths, injuries and higher insurance rates.

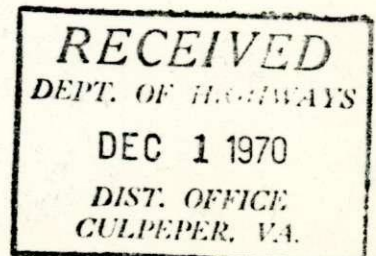
Recently, ecological issues have also emerged: serious pollution from auto exhausts, and the reduction of surface land by the roadways themselves. This reduced useable surface land effects water run-off and eliminates green vegetation that both cools and purifies air.

I believe there are many valid reasons to question our need for more freeways.

Sincerely,

Richard R. Flannelly

Richard R. Flannelly
6229 N. 27th St.
Arlington, Virginia 22207



2

COMMITTEE OF 100 ON THE FEDERAL CITY
1307 NEW HAMPSHIRE AVENUE, WASHINGTON, D.C. 20036

FOUNDED 1923

November 30, 1970

The Honorable Walter E. Washington
Mayor-Commissioner, District of Columbia
Room 520, District Building
14th & E Sts., N. W.
Washington, D. C. 20004

Re: Joint Design Public Hearing -
Proposed Interstate 266

Dear Mayor Washington:

On November 13, 1970, the District of Columbia Department of Highways and Traffic and the State Highway Commission of the Commonwealth of Virginia published a notice of a "Joint Design Public Hearing" on the Three Sisters Bridge portion of proposed Interstate 266. The notice stated that the hearing will be held at the Department of Commerce Auditorium on December 14, 1970 "in accordance with Title 23, U. S. Code, Section 128 and U. S. Department of Transportation Policy and Procedure Memorandum 20-8 dated January 14, 1969." I am writing on behalf of the Committee of 100 on the Federal City to urge you to postpone the hearing.

The hearing should be postponed (1) until a final judicial determination is made in the pending Three Sisters Bridge lawsuit, D.C. Federation of Civic Ass'ns. v. Volpe, and (2) until the corridor public hearing required by PPM 20-8 has been held for the entire Interstate Highway project in Virginia designated Interstate 66, between Interstate 495 (the "Capital Beltway") and Theodore Roosevelt Bridge.

As you know, the Committee of 100 is a plaintiff in the Three Sisters Bridge lawsuit. Among other things, the plaintiffs have alleged that a corridor public hearing on I-266, including the Three Sisters Bridge, is required by PPM 20-8 and that the Secretary of Transportation has not

DEDICATED TO MAKING WASHINGTON A GREAT NATION'S CAPITAL AND A BETTER PLACE TO LIVE

O F F I C E R S & T R U S T E E S

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ROBERT M. KENNAN, JR.

MRS. JAMES H. ROWE, JR.

DAVID N. YERKES, FAIA

given the approvals required with respect to that project by Sections 134 and 138 of the Federal-Aid Highway Act of 1956, as amended. The lawsuit is now before the United States Court of Appeals for the District of Columbia Circuit, and the court will decide these issues in the near future. As a result of the court's decision, the location of I-266 may be reconsidered and changed, or it may be decided not to construct I-266 at all. In any event, if the court holds that a corridor hearing must be held it would be necessary to hold a new design hearing. With the Three Sisters Bridge lawsuit in its present posture, holding the joint design hearing on December 14 will be futile and useless, requiring an unnecessary expenditure of time and money by governmental officials and persons wanting to testify.

A public hearing on the design of part of I-66 in Virginia from the Capital Beltway to Theodore Roosevelt Bridge was held on September 29, 1970 and apparently will be continued on December 7, 1970. The most recent previous public hearing on I-66 was held in October, 1958. PPM 20-8 requires that "[A] corridor public hearing . . . must be held, or an opportunity afforded . . . with respect to each Federal-aid highway project that . . . would have a substantially different social, economic or environmental effect. . . ." (Section 6a.) I-66 as proposed today would obviously have substantially different social, economic and environmental effects than I-66 as proposed in 1958. PPM 20-8 therefore appears to require a corridor public hearing on I-66. If such a hearing is not held it is likely that there will be litigation concerning I-66.

The location of I-66 in Virginia cannot be determined in advance of a corridor public hearing. Such a hearing must be held "before the route location is approved and before the State highway department is committed to a specific proposal," and the purpose of such a hearing is "to ensure that an opportunity is afforded for effective participation . . . in the process in determining the need for, and the location of, a Federal-aid highway." (Section 4a.; emphasis added.) As a result of the hearing, the Virginia Highway Commission may decide that I-66 is not needed or that another location is preferred. Another location for I-66, of course, would affect the need and location for I-266. Before a corridor public hearing is held on I-66 in Virginia, holding the design hearing on I-266 would be futile and useless.

If a public hearing is held on the specific location and design of I-266, it should include the specific location and design of the portion of I-266 along the Georgetown waterfront.

The official notice for the hearing on December 14 states that it will be conducted "to consider alternative designs for proposed Interstate Route 266 between a point near the intersection of Canal Road and MacArthur Boulevard in Washington, D. C., and a connection with the proposed Interstate Route to near Lorcom Lane in Arlington County, Virginia, including a proposed bridge across the Potomac River in the vicinity of the Three Sisters Islands." (Emphasis added.) The "point near the intersection of Canal Road and MacArthur Boulevard in Washington, D. C." appears to correspond to estimate section B2 on page 26 of the District Highway Department's 1970 Interstate Cost Estimate. The portion of I-266 that is excluded from the hearing includes the connections and approaches to the Bridge and is approximately 1.2 miles long, between estimate sections B2 and B4. No detailed design information has been made available to the public with respect to the excluded portion.

The excluded portion is an integral part of the Federal-aid highway project designated "Interstate 266." It was considered as part of that highway project at previous public hearings on I-266 in 1961 and 1964. In the pending lawsuit, Judge Sirica ruled that the Bridge project covered by his injunction includes the connecting roadways and approaches. There is no rational basis for excluding the design of part of I-266 from the public hearing on December 14.

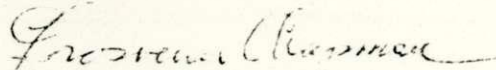
If the design of part of I-266 is excluded from the public hearing on December 14, those preparing testimony for the hearing (including the Committee of 100) will be seriously prejudiced. It will be impossible for us to address ourselves to the economic, social and environmental effects of the design of the excluded portion or of I-266 as a whole. Furthermore, if construction begins on one portion of I-266 before a public hearing is held on the specific location and design of the remainder, the specific location and design of the remainder becomes, as a practical matter, a fait accompli. The second public hearing would be a meaningless formality.

For example, the Committee of 100 on the Federal City has urged that the Whitehurst Freeway be razed and an interstate highway constructed as a tunnel under the Georgetown

waterfront, with connections to MacArthur Boulevard and Foxhall Road. This proposal would require a substantial change in the design of I-266 shown schematically in Figure 2 on page 3 of the pamphlet titled "I-266 Design Hearing Information" and in the maps and models on display in the District Building. Others may wish to express views on the adequacy or utility of proposed connections between the excluded portion of I-266 and local streets in the District. Although these suggestions might materially affect the design of the approaches to Three Sisters Bridge, design information with respect to the excluded portion of I-266 is not now available in sufficient detail to permit members of the public to make meaningful suggestions.

For these reasons, we urge that the public hearing on December 14 be postponed and that any hearing on the specific location and design of I-266, if it is held, include the specific location and design of the portion of I-266 along the Georgetown waterfront.

Sincerely yours,



Grosvenor Chapman
Chairman

cc: Hon. Gilbert Hahn, Jr.
Members of the D.C. City Council
Thomas F. Airis
D. B. Hope
Julian R. Dugas

The Calendarium

HOME OF
UNIVERSAL CALENDAR SOCIETY, INC.
A NON-PROFIT ORGANIZATION
5060 MACARTHUR BOULEVARD., N.W.
WASHINGTON, D. C. 20016

December 2, 1970

PROF. WALTER F. ROTHE
DIRECTOR-PRESIDENT

The Commissioners of the
District of Columbia
Washington, D. C.

Department of Transportation

Gentlemen:

The Transportation squabble, which now runs into many years without any progress, certainly has become a disgrace, calamity, a real tragedy for the District of Columbia.

Today we are the Capital of a nation of 50 States along with its 205 million people.

It is the place where each of the 50 States send their respective Representatives, Congressmen, Senators and others to congregate in specially build structures of great size, such as the Capitol, Senate and House Office Buildings. In the last few years many more new buildings have been erected. Still many more, some of enormous size are under construction.

Many private groups, national organizations and industrial firms have begun to relocate their headquarters in our city. The growth of the inner city is truly spectacular.

Being the nations Capital, we are the Mecca of millions of visitors from all the States as well as foreign countries. In addition we are harboring Embassies and Legations from every country in the world. They invite their share of visitors and tourists from the four corners of the globe.

With such a world-wide traffic converging on our nations Capital, one would assume, that authorities in question, would do their part to meet such an influx of people.

Needless to say, the almost fantastic growth of the inner city with its many thousands of additional people working and living in these areas, require necessary thoroughfares as well as bridges for the thousands of commuters which will be compelled to live in the suburbs.

According to Ripley's "Believe it or Not", London, the Capital of a nation of ca. 50 million people, has a total of 546 bridges in its borders. Other capitals of lesser nations have hundreds of bridges.

Here we are, the capital of a nation of 205 million, known as the richest on earth, with predictions of doubling our population in the next 30 years, yet today, with automobile traffic converging from the four corners of the world, we still have only 4 or 5 bridges to cross a rather famous river. What's more, there are people today, who argue that there is no need for additional bridges !!!

Commissioners of the District of Columbia

Ladies and Gentlemen, let us act as adults and face realities as they really are, in taking facts and figures into consideration, we should proceed at once with the correction - adjustment of traffic arteries and bridges to modern, up to date requirements of a greatly enlarged inner city, not to mention the additional requirements of the next 30 years, when the population will be double today's.

Moreover, as citizens of this capital of 50 States, (indeed a most unusual piece of Real Estate) we have no right to be selfish, we must accommodate our visitors from the other 50 States, we must, and they expect it from us, that we provide roads of access, bridges to cross our famous river Potomac, so they can get into the heart of their pulsating nations Power-house, which makes our Democracy tick, preserves our way of life, and most of all, preserves the Union of the 50 States.

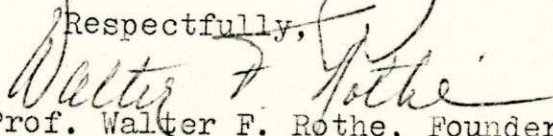
Originally our founding fathers provided an area of 10 by 10 square miles, for the purpose of establishing a Capital for the original 13 States with a population of only a few million people.

Today, with a population of over 205 millions, the area of the District of Columbia is less than half the original area.

As a 35-year tax paying citizen of this city, as one who has brought great honor and prestige to his fellow citizens, (see "Leaders in American Science", "Dictionary of International Biography", "The Two Thousand Men of Achievement" London, WHO'S WHO, etc.) I urge the responsible Executives of this Metropolis, to take the necessary steps without further delay and proceed with long overdue work to provide badly needed transportation facilities for this long neglected nations Capital.

No doubt, some of our fellow citizens may be temporarily inconvenienced, however we happen to be citizens of the Capital of the 50 States and its 205 million people, the sacrifices that a few hundred or so people will have to bring, will be greatly appreciated not only by today's millions, but foremost by the next 400 million which will live in this country 30 years from now.

We are not going to allow future generations to call the present an incompetent do-nothing generation - we will prove to them that we have the courage and stamina to do a long overdue obligation.

Respectfully,

 Prof. Walter F. Rothe, Founder

III

The Commissioners of the District of Columbia

P.S. As an afterthought I would like to refer to an episode which occurred during our late President Roosevelt's tenure in office.

I wish to refer to a letter which I forwarded to the late President at the urgency of the late Senator O'Mahoney from Wyoming;

After the Senator had asked me as a regular young driver - what my solution would be to our traffic woes of that period, I gave him a 45 minute lecture, with all details, facts and figures. It impressed him so that I'd like to state his very remarks, quote: "Your solution seems to be the most practical, sanest and sound one I ever heard"

Today I would like to repeat some of my suggestions;

The Lesson of London, its Underground, which saved hundreds of thousands of Londoners during the German blitz.

Russia, Sweden, Norway did not waste any time in getting busy and building subways the kind that are bomb and radiation proof, deep underground. Moscow even provided mosaics as well as chandeliers to make a longer stay underground more bearable.

Sweden blasted an entire city through solid rock for just such an emergency .

It is my assumption our own architects and experts in the field have taken these matters under consideration and provide a safety zone for many of our citizens, just as we provide today an outlay of nearly 52 billion Dollars a year for the protection of our shores.

The fact that the District of Columbia is the headquarters of both military as well as civilian government, it deserves all the protection and safety devices that modern man has at his disposal.

Thank you for your attention.

W. F. R.

BLAKE T. NEWTON, JR.
277 PARK AVENUE
NEW YORK, N.Y. 10017

PRESIDENT
INSTITUTE OF LIFE INSURANCE

December 3, 1970

Honorable D. B. Hope, District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

Dear Mr. Hope:

It has come to my attention that a hearing is to be held on December 7 at the Washington-Lee High School auditorium in Arlington on the subject of design and location of I-66 and the Three Sisters Bridge. I am the owner of a farm at Centreville, Virginia and am therefore very substantially interested that the present design of I-66 and I-266 be approved and construction commenced without delay.

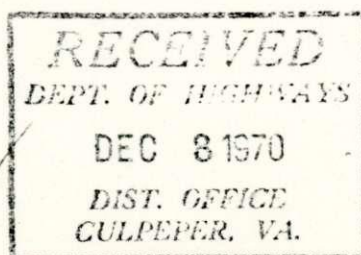
The construction of I-66 from the Beltway to Roslyn, Virginia is of inordinate importance to those citizens of northern Virginia who have need for ready and sufficient access to the District of Columbia. This program of construction has already been delayed and therefore I hope it will be the disposition of the Department to proceed promptly, including in the plan whatever additional screening and pollution abatement that can be added without causing further delay in construction.

I will greatly appreciate any efforts that you make to facilitate this program and I would ask that my letter be made a part of the public hearing record to be held on December 7.

I am enclosing an additional copy of this letter with the request that it be made a part of the record of the hearing on the Three Sisters Bridge on December 14 at the Department of Commerce auditorium at 10:00 a.m. I fully approve the design selected by the Fine Arts Committee, and I very much hope that the bridge can be constructed without any further delay.

With every good wish, I am

Sincerely,



Blake T. Newton, Jr.
Blake T. Newton, Jr.

Adelbert W. Lee & Son APPRAISERS



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ADELBERT W. LEE, A. S. A.
ROBERT A. LEE, A. S. A., S. R. A.

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WASHINGTON, D. C. 20020

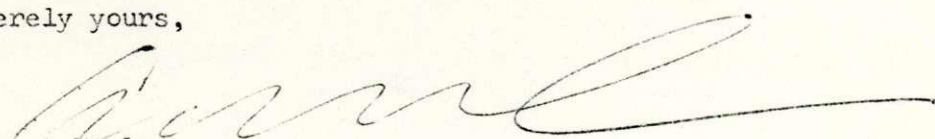
Dec.
3rd
1970

Dear Mr. Schaller:

Please consider this letter an endorsement of the Three Sisters Bridge Project. With the continued growth of traffic and the congestion of the bridges between the District of Columbia and Virginia, it is imperative that the earliest possible construction be started on the Three Sisters Bridge.

I am aware this project has been the source of controversy for some time, but in the interest of D. C. motorists who need some relief in the present traffic congestion, it is sincerely hoped that after the meeting scheduled for December 14th on the afore-said subject that favorable action will be taken.

Sincerely yours,


Adelbert W. Lee

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor - Walter Washington
Room 528, District Building
Washington, D. C. 20004

AWL:lc

DEC 0 2 0 PM '70

6

RENAH F. CAMALIER
ATTORNEY AT LAW
1200 EIGHTEENTH STREET, N. W.
WASHINGTON, D. C. 20036
TELEPHONE (202) 223-1320

December 4, 1970

Mr. Martin K. Schaller,
Executive Secretary,
Office of the Mayor-Commissioner,
Government of the District of Columbia,
District Building, Room 528,
Washington, D.C. 20004

My dear Mr. Schaller:

While it was my privilege to serve as a Commissioner of the District of Columbia a few years back I became aware of the ever-increasing hazards incident to the failure of properly moving traffic in this city and bringing together the areas which surround the District of Columbia into closer relationship trafficwise.

The Three Sisters Bridge is a project which has been under consideration for many years and has now reached the point where not only is it a desirable construction but it is one that is required to meet the ever-rising needs of Washington and its area residents.

Please do not consider this a letter born of pressure on the part of anyone but an earnest effort on my part to have the Mayor, and the others who are responsible for this needed addition to our traffic facilities, aware of the fact that if this project is not now completed it will eventually have to be completed and delay this time would only mean a postponing of something which is a genuine necessity.

I offer my best wishes to the Mayor and trust you will advise him of my feelings in the matter of the Three Sisters Bridge.

Very truly yours,

Renah F. Camalier

RECEIVED
OFFICE OF THE
SECRETARY
D.C. GOVERNMENT
DEC 8 1970

7
J. Arthur Milburn
3918 North Upland Street
Arlington, Virginia 22207

December 5, 1970

The Honorable D. B. Hope
District Engineer
Virginia Highway Dept.
Culpeper, Virginia 22701

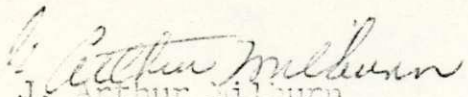
Re: Interstate 66 & 266

Dear Mr. Hope:

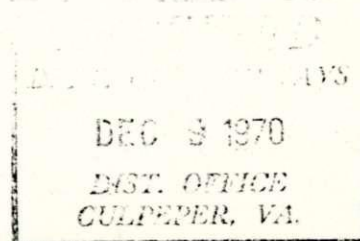
With reference to the above captioned highway construction, I wish to go on record as being highly in favor of immediate plans for completion of Route 66 through Arlington as presently purchased and chosen as the route for 66.

I believe the entire state will benefit measurably by this project and that further delay is an impediment to progress.

Very truly yours,


J. Arthur Milburn

JAM:eem



8
NATHANIEL H. LUTTRELL

5400 POOKS HILL ROAD

~~BETHESDA, MARYLAND 20014~~

#1 Farmington Court
Cherry Chase MD 20015

December 6 1970

Honorable D. B. Hope
District Engineer
Virginia Highway Dept.
Culpeper, Va 22701

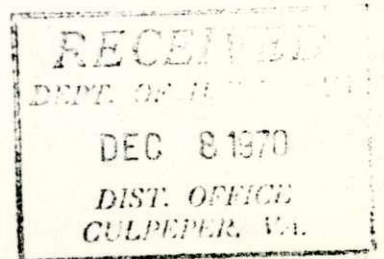
Dear Mr Hope

I am the owner of a farm outside Centerville Va. It is my earnest hope that the present design of I-66 and I-266 be approved and that additional screening and pollution abatement which will not cause delay in construction be approved. I would like to request that this letter be made part of the public hearing record held on December 7th.

If you would be kind enough I would like you to send a copy of this letter requesting it to be made a part of the record of the hearing on the Three Sisters Bridge on December 14th. I approve the design selected by the Fine Arts Commission and hope the bridge is constructed without delay.

Very truly yours,

Nathaniel H. Luttrell





9
POST OFFICE BOX 172
9251 LEE AVENUE, MANASSAS, VIRGINIA 22110
TELEPHONE (703) 368-8136

December 7, 1970

Virginia Department of Highways
Culpeper
Virginia

Re: Public Hearing I-266

Gentlemen:

In connection with the Design Hearing scheduled for December 14, 1970, at the District Building, Washington, D. C., I would like to fully endorse this plan and urge that it be approved.

This is in keeping, I believe, with the general recommendations of various agencies and groups that have endorsed the 3 span concept. This design would be the better of the two as a gateway to Washington, D. C. from Virginia. The road design factors, based upon my information, seem to be in proper prospectus for the roads connected by this section of roadway. I would, therefore, endorse the plans subject to any change which would facilitate the flow of traffic. Should recommendations be made for changes to improve the aesthetic situation, I would certainly be in favor of them subject to their being within a reasonable expense factor.

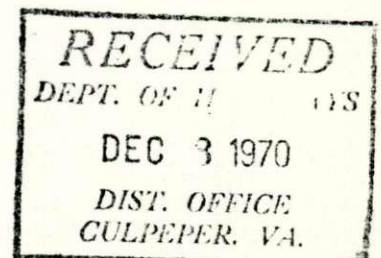
The immediate approval of this span is necessary, and will be a strong influence in the economic development of the Northern Virginia Region. The Dulles International Airport and its environ should benefit greatly when this road is completed and it is needed to facilitate the economic development of the area around the Dulles International Airport.

The commuting time to Washington for Virginia residents should be greatly reduced and likewise, the economic situation of Washington, D. C. should greatly benefit by being readily accessible from the outlying Virginia area.

Respectfully,

Edward B. Wright

EBW:ml





ARLINGTON PUBLIC SCHOOLS

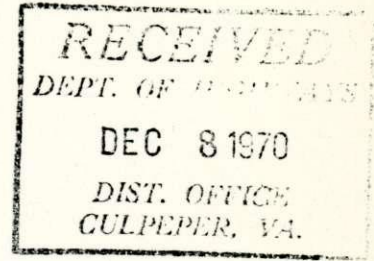
Office of the School Board

1426 NORTH QUINCY STREET • ARLINGTON, VIRGINIA • 22207

Ernest E. Saulmon, Chairman
Homer Lee Krout, Vice-Chairman
St. J. FitzGerald
n M. Graham
Reed Spicer

December 7, 1970

10



Mr. D. B. Hope, District Engineer
Department of Highways
Box 671
Culpeper, Virginia 22701

Dear Mr. Hope:

The Arlington County School Board has directed that I acknowledge your letter of November 19th re Route 266 project near the Three Sisters Bridge.

The Board has indicated that its primary interest in this matter is directed to the fact that the proposed construction could interfere with the well established sport of crew racing on the Potomac River. The Arlington schools see this sport as one that has great value for the youth of this area, but one that has a limited geographical area in which it can be conducted.

The Board sincerely hopes that your Department will keep the needs of Arlington and other school systems in mind as you give consideration to this project. Specific information relating to the needs of crew racing as it relates to the Bridge design may be obtained from several sources, including the principal of the school that has engaged in this sport for the greatest period of time in this area -- Washington-Lee High School. Additional sources of information and needs will be willingly supplied by the staff of the Arlington Schools.

Sincerely,

E. E. Saulmon, Chairman

EES:b/m.

cc: Dr. Chisholm, Superintendent of Schools
Mr. Johansen, Principal, Washington-Lee
Mr. Youngblood, Director of Athletics, Washington-Lee
Members of the Board



MAIN STORE AND MAILING ADDRESS:

3241 M ST., N. W.
WASHINGTON, D. C. 20007
FE. 3-8373

December 7, 1970

The Honorable D. B. Hope
District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

Dear Sir:

I am in favor and support the immediate construction of I.66 from the beltway to Rosslyn Virginia. I also favor the completion of I.266 and the Three Sisters Bridge in it's present design.

I would like a copy of this letter to be made part of the record of the hearing on the Three Sisters Bridge December 14, 1970.

Sincerely,

M. Frank Meenehan

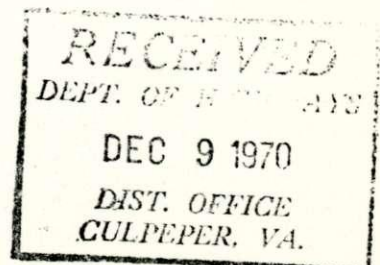
GEORGETOWN STORE
3241 M ST. N. W.
WASHINGTON 7. D. C.

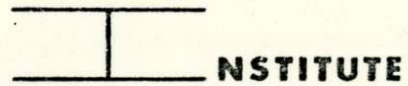
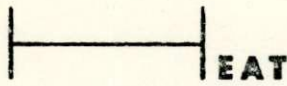
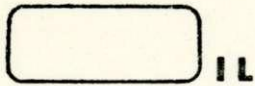
VIRGINIA STORE
6447 ARLINGTON BLVD.
FALLS CHURCH, VIRGINIA

RESTON STORE
LAKE ANNE VILLAGE
RESTON, VA.

MARYLAND STORE
4877 INDIANHEAD RD. S. E.
WASHINGTON 21, D. C.

GLENMONT STORE
12351 GEORGIA AVE.
GLENMONT, MARYLAND





OF GREATER WASHINGTON



HEAT
HOT WATER
TOTAL ENERGY
AIR CONDITIONING

1500 MASS. AVE., N.W.
SUITE 21
WASHINGTON, D.C. 20005
202/223-2571

December 7, 1970

Mr. Martin K Schaller, Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
14th and E Streets, N. W.
Washington, D. C. 20004

Dear Mr. Schaller:

In regards to the Design Public Hearing for the 3-Sisters Bridge to be held on December 14, 1970. please insert the attached statement in the hearing record.

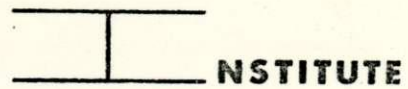
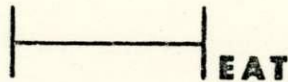
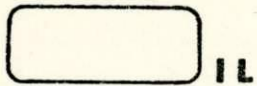
Sincerely,

James M. Windsor
Executive Vice President

Copy to: Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

JMW/fk

1-10-1000-010
DEC 9 4 56 PM '70
RECEIVED



OF GREATER WASHINGTON



HEAT
HOT WATER
TOTAL ENERGY
AIR CONDITIONING

1500 MASS. AVE., N.W.
SUITE 21
WASHINGTON, D.C. 20005
202/223-2571

STATEMENT FOR THE RECORD IN REGARDS TO THE DESIGN PUBLIC HEARING FOR THE 3-SISTERS BRIDGE

My name is James M. Windsor, and I am the Executive Vice President of the Oil Heat Institute of Greater Washington. I am making this statement for 51 member fuel oil companies, 13 of which are headquartered in the District of Columbia and 15 of which are headquartered in northern Virginia.

The local fuel oil industry wishes to go on record as being in favor of construction of the 3-Sisters Bridge and urges that construction of the bridge be continued using the design that was originally approved and under construction at the time work was halted pending further public hearing.

James M. Windsor
JAMES M. WINDSOR
Executive Vice President

5819 Potomac Avenue, N. W.
The Palisades
Washington, D. C., 20016
December 7, 1970

57
13

Mr. Martin K. Schaller
Executive Secretary
D. C. Office of
Mayor-Commissioner
14th & E Streets, N. W.
Washington, D. C., 20004

Dear Mr. Schaller:

Please make this letter a part of the hearing on Interstate Highway 266 (Three Sisters Bridge) on December 14, 1970, since we will not be able to attend to testify.

As long-time members and former officers of The Palisades Citizens Association, we disagree with its stand of opposing the building of that vital crossing. We support the design and the location at the foot of Foxhall Road.

Since the design has the approval of the Fine Arts Commission for appearance, and of the engineers for structural strength, we laymen naturally favor it too. Having canoed and even swum in the Potomac at that site for many years, we like the single span for beauty and practically no interference with recreation. We were members of the Potomac Boat Club for many years.

We urge that the design of the ramps on the District of Columbia end of the bridge be so arranged that the Palisades residents have access between MacArthur Boulevard and the Bridge in both directions. We want to be able to use it. Also, we recommend that a connection be continued between MacArthur Boulevard and the riverfront freeways leading to downtown. We now have that convenience thru Whitehurst Freeway, and don't want to lose it.

Sincerely,

Carl E. Bean
Hilda M. Bean

Mr. and Mrs. Carl E. Bean

DEC 9 1970

GREYHOUND AIRPORT SERVICE

EXECUTIVE OFFICE
(202) 783-3215

Washington National Airport
Room 290
Washington, D.C. 20001

December 8, 1970

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th & E Streets, N. W.
Washington, D. C. 20004

Dear Mr. Schaller:

In regards to the forthcoming hearing of the Three Sisters Bridge, I desired to make personal testimony as to the necessity of the completion of this project. However, due to pressing business there is a very real possibility that I will be out of town at that time. Therefore, I am writing this letter in lieu of making a personal appearance.

It is our considered opinion that the Three Sisters Bridge will not only reduce the travel time to Dulles International Airport from the District of Columbia but will greatly reduce the congestion now encountered and save many valuable minutes for the traveling public. This reduction in travel time, making Dulles more easily accessible, will be most advantageous to visitors and residents of the Washington Metropolitan Area.

Many more reasons could be cited regarding this much needed and most beneficial project but most are already on record. It is, by this letter, the desire of Greyhound Airport Service, Inc. to go on record as supporting, most vigorously, the construction of the Three Sisters Bridge.

Sincerely,

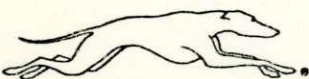
Allan O. Falls

Allan O. Falls
President

AOF:mjv

DEC 10 1970
WASHINGTON, D.C.

DEC 8 1970





Handwritten initials and the number 15

December 8, 1970

The Executive Secretary
District of Columbia
District Building
14th & E Streets, N.W.
Washington, D.C.

Dear Sir:

This letter is transmitted as a written statement for inclusion in the record of the Hearing to be conducted by the D.C. Government on the design of the Three Sisters bridge December 14, 1970, under the duress of a Federal law which I consider unwise.

I oppose the Three Sisters Bridge. I will always oppose the Three Sisters Bridge, regardless of its design. And because I have no interest in the design of any such bridge I will not be at the hearing.

If elected Delegate I believe I can be instrumental in persuading Congress to remove I-66 from Georgetown and I-95 from Brookland, among other things. That is my purpose, remembering as one prominent supporter of the 1965 Civil Rights Act observed, "the oilcan is mightier than the sword."

Very truly yours,

Handwritten signature of John A. Nevius

John A. Nevius

JAN:c

ICE OF THE
SECRETARY
GOVERNMENT

DEC 8 1970

Dear Sir

Dec. 9

I should like to go on record
as being very much opposed
to the completion of the Three
States Bridge, + the building
of approaches there to -

Why cannot the money +
effort be put into the subway,
for the benefit of commuters +
D.C. Taxpayers - yrs - E. Merrill
1521-31st NW -

Dec. 9, 1970



FE. 7-2656

3051 Q STREET, N. W.
WASHINGTON, D. C. 20007

Dear Mr. Schale -

I wish to enter my
strong protest to the
proposed Freeway + Three
Lifted Bridge system of
highways - Other cities,
such as San Francisco, +
New Orleans have been
successful in avoiding
this sort of thing - + I
think it would be
disastrous for the Nation's
Capital to go ahead with
this in the face of
opposition from most of the

Dear Mr. Schaller -

This is to register
my strenuous opposition
to the Three Sisters Bridge
project which, with
attendant freeways, would
go far in helping to destroy
Georgetown - where we
live and own our houses,
add to congestion and
pollution - I would like to
attend the hearing by myself

19

RALEIGH STORES CORPORATION

WASHINGTON, D. C. 20004

December 10, 1970

ADDRESS REPLY TO
EXECUTIVE OFFICE

Mr. Julian R. Dugas
District of Columbia Government
District Building
14th & E Street, N. W.
Washington, D. C. 20004

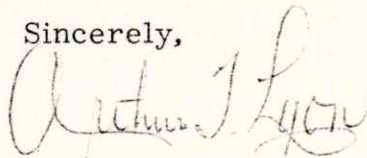
Dear Julian:

This is just a note to put in my two cents in reference to the upcoming hearing on the Three Sisters Bridge.

I would certainly hope this project will become a reality, without further and continuing delays, so that some progress can be finally made toward making this area an updated and model community.

Good luck and best regards.

Sincerely,



Arthur T. Lyon
Executive Vice President

ATL:mel

EXCLUSIVELY OURS IN THE NATION'S CAPITAL

Hart Schaffner & Marx

Hickey-Freeman



20

Courtesy Associates

1629 K STREET, N.W. WASHINGTON, D.C. 20006 (202) 296-8100
CABLE COURTESY

December 11, 1970

Mr. Julian R. Dugas
District of Columbia Government
District Building
14th and E Streets, N. W.
Washington, D. C. 20004

Dear Mr. Dugas:

On Monday, December 14, 1970, at 10:00 A. M. you will conduct the very important hearing on the design and related matters for the Three Sisters Bridge.

May I take this opportunity to register my support for the Three-Span Alternative approved by the Fine Arts Commission. The report prepared for the hearing seems to indicate that all ecological aspects have been considered in the design and the economic benefits to commuters, consumers and employers make a favorable decision on the construction of the bridge most desirable.

Thank you for your careful consideration of this subject.

Sincerely,

COURTESY ASSOCIATES, INC.

Jane E. Marilley
Jane E. Marilley
President

JEM:nm

2306 N. Vernon St.
Arlington, Virginia 22207
12 December 1970

Mr. Julian R. Dugas, Director
Department of Economic Development
14th and E Streets, N.W.
Washington, D.C. 20004

Design Hearings, I-266 and
Three Sisters Bridge

Dear Mr. Dugas:

I am sending to you in your capacity as hearing officer for the design hearings on I-266 and the Three Sisters Bridge a copy of comments also addressed to the Commissioner of the Virginia Department of Highways, so that both jurisdictions may have them available in the record of the hearings.

Very truly yours

George L. Chesnut, Jr.
George L. Chesnut, Jr.

2306 N. Vernon St.
Arlington, Virginia 22207
12 December 1970

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

Design of I-266, Arlington
County
Attn: Mr. Goldiron

Dear Commissioner Fugate:

Will you please include the following comments on the proposed design of I-266 in Arlington and the Three Sisters Bridge in your record of the design hearing opening on 14 December?

The design includes many awkward and hazardous features. These result from many successive ramp entries, merges, crossovers, and road separations within less than a mile on the Virginia side.

Some approximate measurements and the estimates of the design engineers for 1990 traffic are shown in the accompanying table.

When one compares the ramp and crossover lengths with those that are well known to be overloaded during rush hours today, it becomes quite clear that the lengths are simply not enough to accommodate the queues that develop. Hazardous backups will develop on the through sources, and hazardous jockeying among drivers in the crossovers will be common.

These hazards are the natural result of the mistake of trying to duplicate a useful existing road in a narrow valley. The design is bad because the location is bad.

Probably, the design would carry all bridge approaches on the Virginia side under the existing arch of the eastbound lane of George Washington Parkway, and over the existing westbound lane of Spout Run Parkway. The engineering possibilities may exist. The psychological effect of a 3-decker system in slowing up drivers may or may not be great, but it is likely to be unequal and to add hazards of unequal speed.

In any case the effect of such a bizarre system in marring the lines of the Virginia palisades, added to that of the Three Sisters Bridge itself, will be substantial and displeasing.

In considering any design, we should all bear in mind that the location is part of the design and the purpose is the reason for the design. If the purpose is to move long-distance trucks into Washington, what distributing center is found in the Georgetown area? If it is to move commuters, where can their cars be stacked? Rather than to diffuse and multiply individual cars on more and more roads that eat up houses, businesses, and open space, does it not make more sense to plan systems to move more people per vehicle? A broad restudy of the whole transportation problem is surely in order.

Very truly yours,

George L. Chesnut, Jr.

Representative traffic estimates
on ramps and crossovers

Location	Length in feet	Source traffic	Ramp traffic (cars per day)	Lane entered
EBL I-66 into EBL-266 and Ramp H	500	50,630	17,250	22,700
Ramp H (Lee Hwy. into EBL-266	640	22,730 plus 22,730	5,450	22,700
Ramp H--EBL 266 into EBL 266--Ramp K crossover	1700	22,700 (both sources)	22,700	17,250 plus 5,450
EBL 266 to Spout Run	800	17,250	17,250	48,950
EBL 266--Spout Run crossover	1000	31,750 plus 17,250	48,950	43,450 plus 5,500
Spout Run to George Washington Pkwy.	625	48,950	5,500	19,970 minimum
WBL 266 to Spout Run	200	43,450	26,200	31,700

Source: 1990 traffic estimates, design plan

Some existing conditions, for comparison

Key Bridge into WBL GW Parkway	1000	32,064	est. 11,000	24,970
Pentagon Mixing Bowl (each way)	600	19,250 plus 37,250	58,750	19,450 plus 33,300

(no balance counts taken at remote points)

Source: 1969 counts, Arlington Co.

Dept. of Transportation

22

PALMER AND BAKER ENGINEERS, INC.

CONSULTING ENGINEERS
ARCHITECTS

2233 WISCONSIN AVE., N.W.
WASHINGTON, D. C. 20007
CABLE ADDRESS: PALMBAKE
Dec. 14, 1970

Mr. Julian R. Dugas
District of Columbia Government
District Building
14th and E Street, N. W.
Washington, D. C. 20004

Subject: I-266 Three Sisters Bridge Design Hearing

Dear Mr. Dugas:

We have reviewed the booklet "I-266 Design Hearing Information." In the interest of maintaining the viability of our community by accommodating increasing commuter, visitor and tourist traffic from Virginia and the west, bound for the business and monumental sections of our city and in order to minimize delays caused by traffic congestion, lessen accidents, improve the environment by lessening pollution of slow moving vehicles, reducing transportation costs in time savings yet in no way adversely affecting the use of the Potomac River for recreational purposes, we concur with the Fine Arts Commission that the proposed bridge design is aesthetically attractive and will be an asset to our National Capital.

The three span design is our first choice, the six span design our second choice.

Very truly yours,

PALMER AND BAKER ENGINEERS, INC.

By *Hamilton B. Reese*
Hamilton B. Reese, Vice Chairman

HBR:r

PYLES LUMBER CO.
6210 ~~5750~~ Allentown Road, S. E.
Washington ~~20~~, D. C. 20023

XXXXXXXXXX
Jordan
449-5111


Camp Springs, Md.

December 12, 1971

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Sir:

I feel the park land is more important than the
Three Sister's Bridge. I am against the Three Sister's
Bridge.

Respectfully yours,

Glen O. Pyles

SPRING VALLEY • WESLEY HEIGHTS
Citizens Association 24
Washington, D. C.

December 8, 1970

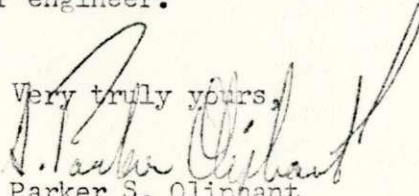
Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor Commissioner
District Building
Room 528
Washington, D. C.

Dear Mr. Schaller:

Pursuant to the notice of a design public hearing on the Three Sisters Bridge, as Vice President and Chairman of the Zoning Committee of the Spring Valley-Wesley Heights Citizens Association, but not being qualified to voice an opinion on the design of the Three Sisters Bridge I would like on behalf of our Association to state that our Association is vehemently opposed to any design which would allow traffic from the Three Sisters Bridge to flow into our area.

Our Association insists that traffic leaving the Three Sisters Bridge and entering the District of Columbia be fed in an easterly direction, toward the west leg of the proposed inter-loop. The road should be fed into a tunnel as soon as possible, as determined by your engineer.

Very truly yours,


Parker S. Oliphant
Vice President and
Chairman, Zoning Committee
Spring Valley-Wesley Heights Citizens Association

cc: T.F. Airis, Director
District of Columbia
Department of Highway Traffic
District Building
Washington, D. C.



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

25

IN REPLY REFER TO

Mr. Schaller -

Stop the freeway s.

Stop the madness before

there is nothing left to

recognize as a city.

R.W. LONGSTRETH

LTC (USN2)

26

4906 Tilden St., NW
Washington, D. C. 20016
December 10, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
Washington, D. C. 20004

Dear Mr. Schaller:

I am grateful that a hearing is belatedly scheduled on the subject of the proposed Three Sisters bridge. As a tax-paying resident and property owner in this city, I object that there has not been a public hearing as to whether or not the bridge should be built and, if so, where it should be located. Therefore this letter, which I hope will be included in the hearing record, will deal not only with design, but with my reasons for opposing construction of the bridge altogether.

(1) As for design, I don't believe any man made structure could improve on the unfettered view upriver from Georgetown.

(2) The quality of life in the city cannot but further deteriorate as a result of additional automobile traffic using the proposed bridge and connecting freeways. The air we breathe is already noxious.

(3) Construction of the subway system may obviate the need for the bridge. Instead of succumbing to Congressional blackmail, the city should proceed with the subway and defer construction of the bridge and proposed freeways. If, after completion of the subway system, there is still a demonstrable need for additional freeways and bridges, the case can be reopened. The example of Los Angeles should be enough to convince anyone of the folly of deferring mass transit in favor of ever more freeways.

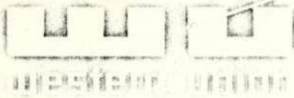
(4) Where will the suburbanites drawn to Washington by easier access park their cars? The same Congressmen who deny us home rule deny us public parking facilities. The lack of public parking space is already a scandal and a critical cause of downtown business failures with their resultant loss of jobs and tax revenues.

I hope the Court that required this hearing will duly consider these and other objections to the bridge raised by concerned citizens.

Sincerely,

Patty A. Tirana
Mrs. T. W. Tirana

27



Telegram

LLA098 WAO11

DEC 14 AM 4 49

(LL) GM NL PDF WASHINGTON DC 13

MARTIN K SCHALLER, ROOM 528 DISTRICT BLDG, DLY 75

14 AND 3 ST NORTHWEST WASHDC

NO THREE SISTERS BRIDGE NO MORE CONSTRUCTION THAT IS DESTRUCTION
WE BELONG TO THE WASHINGTON CANOE CLUB ANOTHER BRIDGE WOULD
DESTROY CANOEING UP THE RIVER THREE SISTER ARE HISTORIC LANDMARKS
IN BEAUTIFUL NATURAL SCENE WE HAVE A PAINTING FROM THE FAMOUS
OLD PRINT OF GEORGTOWN SHOWING THIS VIEW FO THE RIVER AND THE
THREE SISTERS SAVE THEM FROM POLLUTION AND NOISE OF AUTOMOBILE
TRAFFIC. NO BRIDGE REPEAT NO BRIDGE

GLADYS AND HARRY JONES 13 10 34 ST NORTHWEST WASHDC.

13 10 34.



U.S. GOVERNMENT PRINTING OFFICE

Telegram

LLE114 WA021

(LL) AE PDF 4 EXTRA WASHINGTON DC 14 222A EST

MARTIN K SCHALLER, EXECUTIVE SECTY DLY 75

OFFICE OF THE MAYOR COMMISSIONER RM 528 DISTRICT BLDG 14

& E STS NORTHWEST WASHDC

I HEREBY REGISTER STRONGEST DISAPPROVAL OF THE THREE SISTERS

BRIDGE. IT WILL TURN GEORGETOWN WHICH HAS BEEN DESIGNATED

A NATIONAL LANDMARK INTO A NATIONAL NIGHTMARE. I AM A GEORGETOWN

HOMEOWNER AND TAX PAYER. SINCERELY

RUTH R K MANLEY 1324 34TH ST NW.

DEC 14 AM 8 37

(824)



Telegram

DU

LLA 194 WA085

(LL) AV PDF WASHINGTON DC 14 1120A EST

MARTIN K SCHALLER, DLY 75

RM 528 DISTRICT BLLT WASHDC

WE WISH TO RECORD OUR OPPOSITION TO CONSTRUCTION OF THE THREE
SISTERS BRIDGE

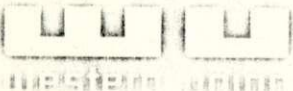
MR AND MRS HANS A KLAGSBRUNN.

3700 Q St. N.W. (2000)

(200).

1970 DEC 14 PM 2 25

30



Telegram

LLF032 WA125

(LL) GP NL PDF WASHINGTON DC 14

MARTIN K SCHALLER, DLY 75, EXECUTIVE SECRETARY

OFFICE OF THE MAYOR-COMMISSIONER ROOM 528 DISTRICT BLDG 14

AND E STREETS NORTHWEST WASHDC 20004

WE AS PROPERTY OWNERS VOTE FOR NO REPEAT NO BRIDGE AT ALL AND

PRESERVATION OF LIMITED NATURAL BEAUTY STILL EXISTING BETWEEN

CHAIN BRIDGE AND GEORGETOWN

JOAN AND BILL BLUE, 3316 N ST NORTHWEST WASHINGTON DC 20007.

3316 20007.

DEC 15 8 44 AM '70
RECEIVED

31

2800 University Terr. NW
Washington, D.C. 20016
13 December 1970

RECEIVED

DEC 15 2 00 PM '70

Dear Mr. Schaller,

I am sending you this letter to voice my strong opposition to the Three Sisters Bridge project. It is absurd to stimulate more traffic by building such a highway and its connections into the beautiful city of Washington. All that will result is more traffic congestion, noise and air pollution, and the loss of land better devoted to other uses.

1970 man must turn to other sources to carry commuters into the downtown areas. High-speed rail transportation, underground, is a more sensible and humane answer to the traffic problem. I, my husband, and many many of our friends urge you to help stop the desecration of the landscape, STOP THE THREE SISTERS NOW.

Sincerely,

Mrs. Robert T. Lewit

Dear Mr. Schaller,

Dec 13, '70

DEC 13

32

I am strongly opposed
to construction of the
Three Sisters
Bridge & any other freeway
etc. projects leading to
Washington D.C. fr. suburbs.

You've heard all the arguments
in opposition & there's no
sense in repeating them.

I agree with all these
arguments. But I think
perhaps insufficient emphasis
has been placed on the public
service Congressman Datcher
is holding the District ransom
as it were for his pet freeway

projects

2c

I commute to HC
every Sun, using Park Creek
Road. It gets jammed up
routinely - but I'd rather
suffer the slight delays encoun-
tered than see the Park destroyed.
However, I feel it would make
sense to extend the Metro
out Connecticut Ave. some
day. Certainly, the Metro
is the only sensible long
term answer Repres. Katchen
& his silly ideas to the
contrary notwithstanding!

Sincerely yours
J. F. Prince III

The Wilderness Society — 729 FIFTEENTH STREET, N.W., WASHINGTON, D. C. 20005 —

Mr. Seabell,

326

December 10, 1970

*This is the letter that prompted
the enclosed. AP*

To: Members and Cooperators of The Wilderness Society
in the Washington Area

On Monday, December 14, starting at 10 a.m. and continuing into the evening, a combined District of Columbia-Virginia Highway Department hearing will be held on the subject of the Three Sisters Bridge project between Spout Run in Arlington and Georgetown in Washington. (Additional hearing sessions may be scheduled on Tuesday and Wednesday, December 15 and 16.) The hearing location is the Commerce Department Auditorium, Fourteenth Street between Constitution Avenue and E Street N.W.

This hearing has been scheduled because of a recent U. S. District Court injunction order which temporarily halted initial construction work on the bridge. The hearing has been announced as a "design hearing." Many, however, believe the construction of any bridge at this unspoiled location on the Potomac River a serious error in terms of preserving the beauty of the river, the parklands on both river shores, the historic C & O Canal on the District side, and environmental values generally.

Many thoughtful citizens also believe it a serious mistake to stimulate more traffic growth -- with its attendant congestion, air pollution, noise, and preemption of land better devoted to other uses -- by building still another interstate highway into Washington.

AN ALTERNATIVE -- RAIL TRANSIT

A high-speed rail rapid transit line will soon be constructed near the Three Sisters Islands, and another at Fourteenth Street just a little down river. Each of these rail lines will be capable of carrying many thousands more commuters between downtown Washington and the suburbs -- and carrying them far more quickly and efficiently -- than additional lanes of pavement. And rapid transit will do so without marring the historic Potomac, since it will be in tunnels.

The Three Sisters Bridge, if it is built, will menace residential areas, parklands, and our environment far beyond its immediate location. The bridge would be a huge dagger pointing traffic pressure up Glover-Archbold Park -- which Washington highway planners long have wanted to take over for a connecting superhighway route. The bridge's Virginia approach would supplant the spur of the George Washington Memorial Parkway now traversing wooded Spout Run (part of the national park system, like the riverside parklands and Glover-Archbold) in Arlington.

Moreover, highway planners hope to use the bridge as the trigger for developing a huge Intermediate Loop Expressway, which would not only thrust through Glover-Archbold Park and up Spout Run but also cut through parks

(OVER)

350
along Arlington's Four Mile Run and Rock Creek Park in Washington. The bridge would also shunt tremendous new traffic flows toward the proposed North Central Freeway which threatens Maryland's Montgomery County as well as central and northern Washington. And it would increase the blighting traffic load on the projected Interstate 66 through Arlington which is being bitterly opposed by many citizens.

In terms of sound transportation and total planning, many consider the Three Sisters project utterly lacking in any genuine justification. They consider it ill-planned, costly, and destructive, an obsolescent answer to the commuting problem.

WHAT CAN BE DONE?

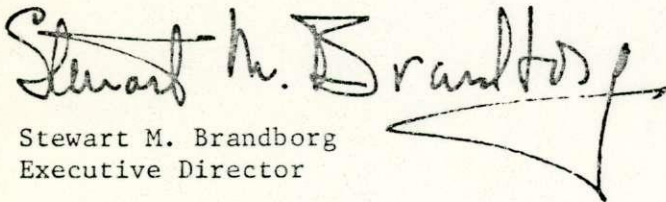
What can we as thoughtful, environment-minded citizens do in this situation?

The Wilderness Society, which joined with nine other conservation organizations in a friend of the court brief pointing out the lack of proper public hearings on Three Sisters, believes it highly important that citizens take full advantage of the opportunity offered by next week's hearing. This is a chance to speak out for sound public planning, for protecting our parklands and the Potomac, and for the environment.

Citizens have been invited to appear and testify at the hearing. Those not registered in advance will be heard, after scheduled witnesses.

Written statements will also be accepted, both at the hearing and by mail. Mail statements can be sent in for 10 days after the final hearing adjournment. (See addresses below.)

It is vital for us as citizens to express ourselves on this major environmental issue, in order to impress highway officials, other officeholders, and Congress with the growing public insistence that environmental needs be put first instead of last in highway and similar decision-making. Three Sisters is a nationally significant issue. This is the time to be heard on it.


Stewart M. Brandborg
Executive Director

WHERE TO SEND WRITTEN STATEMENTS:

Washington and Maryland residents -- Mr. Martin K. Schaller, Executive Secretary, Office of the Mayor-Commissioner, District Building, Washington, D. C. 20004

Virginia residents -- Mr. D. B. Hope, District Engineer, Virginia Department of Highways, Culpeper, Virginia 22701

14 December 1970

Dec 15 2 06 PM The Georgetown Garden Club

33

WASHINGTON 7, D. C.

MEMBER
GARDEN CLUB OF AMERICA

Mr. Martin K. Schaller, Executive Secretary
Office of the Mayor-Commissioner
Room 528 District Building
14th and E Streets N.W.
Washington 2004

Dear Mr. Schaller,

The Georgetown Garden Club, which has about seventy-five members active and sustaining, voted unanimously to oppose the building of the Three Sisters Bridge no matter what the design. By "design," we are to understand "aesthetic appeal" surely the river and the parkland shores and the Three Sisters rocks themselves are far more lovely than any bridge.

However the first three definitions of "design" in the Dictionary have to do with "intent, purpose or plan." The intent appears to be to link a projected road in Virginia to a projected road on the District side which will funnel traffic into Georgetown. The Virginia people are opposed to destroying their riverfront, and a number of quite substantial

The Georgetown Garden Club

WASHINGTON 7. D. C.

MEMBER
GARDEN CLUB OF AMERICA

houses, for an unwanted highway. The Georgetown people feel no need for such a bridge and feel that it will kill all our plans for improving our waterfront and spoil the canal and the Frederickbold Park. The subway will take the place of the bridge and the highways and destroy nothing.

The baffling thing to us is why such a bridge, and its endless cement connecting is even being considered - we have never heard anyone from the District or Virginia who saw any need for it. The important thing for everyone is to save and improve the few remaining Parks and rivers.

Sincerely yours

Patry Day
(civic chairman)

MRS. HENRY B. DAY
3252 - OSt. N. W.
Washington
20007

8512 Pelham Road
Bethesda, Md. 20034

34

RECEIVED
DEC 15 2 06 PM '70

December 11, 1970


Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

Dear Mr. Schaller:

Like many other residents of Washington and the surrounding area, I am seriously concerned with the potential and irreparable damage to the scenic and recreational value of the area which probably would result from the highway development project which includes constructing the Three Sisters Bridge.

It seems to me that the rapid transit alternative is in the long term interests of protecting the area from further deterioration and in making Washington a more attractive city in which to work (as I do) and to shop (which I would do more of if rapid transit provided easy access).

Sincerely yours,



Robert I Owen

We are concerned Greenwood
Residents - STOP THE THREE
SISTERS BRIDGE!

Ms. Mrs. Alfred Ross

2:07 PM '70

36

Mrs. Gerard J. Scarano
4449 Greenwich Parkway, N. W.
Washington, D. C. 20007

December 13, 1970

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner, Room 528
District Building, 14th and E. Sts. NW
Washington, D. C. 20004

Dear Mr. Schaller:

Re: Public Hearings on
Design of Three Sisters Bridge

I wish to state my opposition to the building of the Three Sisters Bridge for the many reasons which will be given by witnesses who can be present to testify. The design matters not - it is what the building of this bridge will do to both sides of the Potomac - all of these answers have not been given as yet. It is difficult to imagine all of McArthur Boulevard and Foxhall Road traffic being channelled down M Street to downtown - and downtown needs us.

Sincerely yours,
Eleanor Gay Scarano
(Mrs. Gerard J. Scarano)

My husband joins me in opposing this construction.
Gerard J. Scarano

37

MRS. MURRAY PRESTON
4001 THORNAPPLE STREET
CHEVY CHASE, MARYLAND 20015

December 13, 1970

Mr. Martin R. Schaller
Office of the Mayor-Commissioner
District Building
Washington, D.C., 20004

Dear Sir:

I want to join the thousands of people from Greater Washington who are protesting the building of the Three Sisters Bridge. We don't need more cars in the city; we need less. We don't want to destroy parklands; we want to protect them. This is an ill-conceived project; and in light of our new interest in the environment, it is completely out-of-date.

Let's use rapid rail transit instead.

Sincerely yours,

Elizabeth MCB. Preston

3102 N. Street, N.W.
Washington, D.C.
13 December 1970 2 07 PM '70

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor - Commissioner
District Building
Washington, D.C.

Dear Mr. Schaller:

I wish to record my strong opposition to the construction of an additional bridge across the Potomac. This bridge is neither wanted nor needed by the District. It is opposed by every responsible citizen of the District whom I know. Any need for the expanded means of transportation across the river should be satisfied by underground railway.

Sincerely,

Frank Richardson
Frank E. Richardson, III

Henry B. Day
3252 O Street, N.W.
Washington, D.C. 20007

RECEIVED

DEC 15 2 07 PM '70

December 13, 1970.

Mr. Martin K. Schaller, Executive Secretary,
Office of the Mayor-Commissioner,
Room 528, District Building,
14th and E Streets, N.W.,
Washington, D.C. 20004.

Dear Mr. Schaller: Three Sisters Bridge Hearings

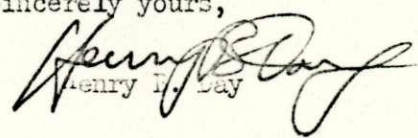
After living for 18 years in Georgetown and talking often with residents of the District, I think I am justified in believing the following views are widely held although they are not presented for any organization.

As a premise it is assumed that the Court ordered a hearing on design with the intent that the authorities should hear views on the plan of something to be done, that is, on the purpose and the means proposed to achieve it. It seems ridiculous to suppose that the court intended that there should be a hearing on whether a form as revealed in drawings would be aesthetically pleasing and an improvement on the existing scene since it is plain that the site as it now exists is more beautiful than it would be with any bridge.

A second premise is that the purpose of the bridge is to provide more way, along with connecting highways, for truck and automobile traffic between Fairfax and Arlington counties in Virginia and downtown in the District, and more especially to connect Route 66 in Virginia with downtown.

The means proposed to achieve this end could fail. They are not necessary. There are better alternatives. The bridge would form part of a detour in lieu of a direct route. The additional time of travel must entail more congestion than on a direct route. The highways that would have to be built would needlessly ruin a residential area and parkland in Virginia, part of a residential area in the District, plans for the Georgetown waterfront, and, ultimately the Grover Archbold Park. This detour is unnecessary because a more logical direct route is feasible. Passenger vehicles from Route 66 could travel on a connection with the Jefferson Davis highway and the Theodore Roosevelt bridge. Trucks, which cannot use the T.R. bridge, and passenger cars can reach the 14th Street Bridge via the Jefferson Davis highway and a section of the Shirley Highway (See map J, National Capital Transportation Agency report of November 1, 1962.). Ultimate use of the Roosevelt bridge by trucks should not be excluded from alternatives. The Metro system and its future extension will provide transportation facilities between the Virginia counties and the District that will relieve the pressure for massive and drastic bridge and highway construction.

Sincerely yours,


Henry B. Day

RE

DEC 15 7 1970

December 12, 1970

OFF
SEC

Mr. Martin k. schaller, Exec. Secy.
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

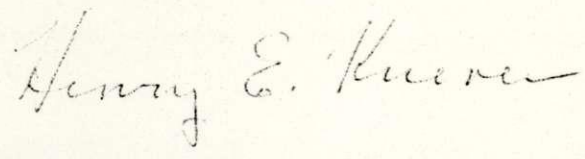
Dear Mr. Schaller:

As a member of the Wilderness Society, I would like to express my opposition to the continued work on the Three Sisters Bridge project.

It is the opinion of many people that construction of the bridge and connecting highways would seriously impair this scenic stretch of the river and the historic C & O Canal.

There have been alternatives to this destructive and much opposed plan. I think they should be considered.

Sincerely yours,



Henry E. Kuever
7246 Donnell Place
Forestville, Maryland
20028

Henry A. Jorgensen

2908 Fort Baker Drive
Washington D.C. 20020

12 Dec 70

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Dec 15 2 7 PM '70

OF
SE
D.C.

41

Mr Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner

District Bldg
Washington D.C. 20004

Dear Sir :

This letter is in regard to the three sisters bridge hearings, starting 14 Dec 70.

I AM AGAINST THE THREE SISTERS BRIDGE BEING BUILT!

The Rail Transit system is the best alternative, and should have been approved, built and in operation long before now as anyone who has to fight thru D C traffic can attest to. Further more, any interstate highway links should bypass the entire city area, thus alleviating city traffic congestion instead of adding to it!

I am a lifelong resident of the District, and have seen most of my neighbors leave the District in disgust over ill proposals like the Three Sisters Bridge becoming a fact; however, at least this time we are afforded a hearing and I am to this end thankful.

Sincerely

Henry A. Jorgensen

RECEIVED

Dec 15 2 07 1970

OFFICE OF
SECRETARY
D. C. GOVERNMENT

42

1241 33rd Street, N. W.
Washington, D. C. 20007
14 December 1970

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner, Room 528
District Building, 14th & E Streets, N. W.
Washington, D. C. 20004

Dear Mr. Schaller:

I am unequivocally opposed to the construction of the Three Sisters Bridge.

One more bridge to Washington will serve no earthly good. The city already has more cars, more fumes, more noise and more congestion than it is equipped to cope with. To provide another channel into the District, an area which is overcrowded, overburdened, and unable to handle the growing traffic jam, is a thoughtless and senseless act. Washington citizens--and the environment--deserve better.

From purely an aesthetic reaction, the view up the Potomac River from Key Bridge is a beautiful one. To construct another bridge will scar and blemish this view. There is no human cosmetic that can cover the ugliness of the Three Sisters Bridge. The landscape will be disfigured and marred beyond repair. And for what purpose?

Mr. Schaller, I urge you not to permit the construction of this bridge.

Sincerely,

Pickett R. Hulley

Pickett R. Hulley
(Mrs. John C. L. Hulley)



GEORGE C DENNEY JR
2604 36TH ST NW
WASHINGTON DC 20007

DEC 15 2 11
OFFICE
SEC
December 13, 1970

Mr. Martin Schaller

Office of the Mayor

Dear Sir:

I cannot attend the hearing on the 3 Sisters Bridge, but I should like to have the record show that I think it would be better to hold a hearing first on where a bridge should be located, prior to having a hearing on the design of the bridge. It makes no sense the other way around.

Yours,

G.C. Denney, Jr.

Miss Emily P. Brown
3510 O St., N. W.,
Washington, D. C. 20007

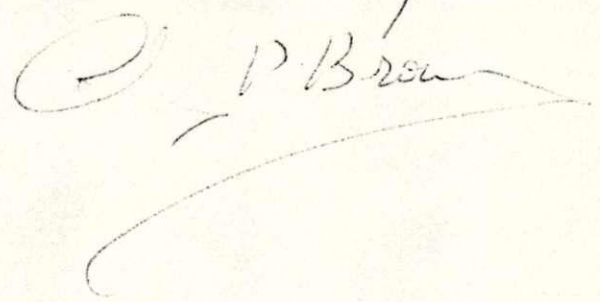
13 Oct 1970

Dear Mr Schaller:

As a household owner
at the above address I protest
vehemently of the building of the
Three Sisters Bridge.

Also strongly support
yours and everyone's efforts to
stop the building of it.

Yours sincerely,

 E. P. Brown

45

RECEIVED

DEC 15 2 06 PM '70

1417 Foxhall Road, N.W.,
Washington, D.C. 20007
December 13, 1970

SECRET
D.C. GOVERNMENT

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner
Room 528, District Building
14th & E Streets, N.W.,
Washington, D.C. 20004

Re: Public Hearings on Design of
Three Sisters Bridge

Dear Sir:

We as owners and occupants of the dwelling situate 1417 Foxhall Road, N.W., Washington, D. C., are OPPOSED to the construction of the Three Sisters Bridge or continuation of Route 266 through the City of Washington. Since the City is unable nor built to accommodate the mass volume of cars and trucks, there is little need to build more bridges or highways to bring them to the city limits for more traffic jams. The bridge will ruin the parks and waterfront of Georgetown which are attractions to our City. we believe that Metro should be given a chance before building more bridges and highways.

Very truly yours,

Rae Frances Ehrhardt
Rae Frances Ehrhardt

Virginia Rose Ehrhardt
Virginia Rose Ehrhardt

P.S. We are now spending over \$8000 per year
in Real Estate Taxes to the District of Columbia.

Mrs. J. Burke Wilkinson

1344 30th Street N.W., Washington, D. C. 20007

Mr. Martin K. Schaller Gen. Sec. DEC 12 1970
Office of the Mayor, Commission Room 528
District Bldg. 1400 S Street D.

Dear Mr. Schaller,

We have lived in Georgetown since
1943, entirely because we like it here.

If the Three Sisters Bridge
is built we may not like it at all.
A highway between us and the river
would remove many of Georgetown's
pleasant aspects.

May I suggest that the

• 3345 QUE STREET N. W., WASHINGTON, D. C. 20007

December 12, 1970

MRS. ROBERT NEWBEGIN

Mr. Martin Scheller

Dear Sir —

As a resident of Washington and Georgetown, I am opposed to the Three Sisters Bridge or any other bridge in this area, and its connecting highways. Let us live in our houses and take care of the transportation problem by more and better public transportation.

Sincerely yours,

Katherine S. Newbegan

48

RECEIVED 11 Dec 70

DEC 15 2 10 PM '70

Mr. Martin K. Schaller;

OFFICE
SECRET
D.C.

I am unalterably opposed to the building of the Three Sisters Bridge, or Route 266. Please don't further ruin our city by building cement overlays. Let us keep our city for people and not highways.

The District has been my home for 35 years, I love it and don't want to have it ruined because Rep. Natcher and Rep. Kluczynski like cement grass.

Yours truly,

(Mrs.) M. V. Tanner
3507 N Street, NW

3343 STUYVESANT PLACE, N. W.
WASHINGTON, D. C. 20015

Dec 12 - 1970
I want to protest ^{urgently} ~~the~~ ^{the} building of the ~~Three~~ ^{Three} Sister
Bridge. It is a serious mistake
to stimulate more Traffic growth
and I can't bear the menace to
park areas like our valuable
Rock Creek Park!

Helen R. Yegorant

December 11, 1970

Mr. Martin K. Schaller, Executive Secretary
Office of the Mayor
District Building
Washington, District of Columbia 20004

Dear Sir:

I am writing in regard to the hearing on the Three Sisters Bridge project scheduled for December 14, 1970. As a new resident of the District of Columbia, but also a very concerned one, I believe that this project should be halted permanently.

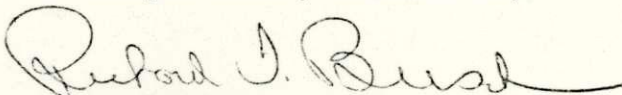
As you know the plight of the District is a peculiar one politically, and I am not sure that my one letter will help much in this specific case, but I must try. In short, and to repeat myself, the bridge should not be built. The destruction of some of the scenic beauty along the Potomac River and the Chesapeake and Ohio Canal is a very immediate reason to halt construction. So is the fact that if the bridge is finished, the many District residents who now use the canal towpath will have to go a little farther to leave the city behind them.

A much stronger case can be made however against the bridge if one considers the future ramifications. Once the bridge is completed, where would the traffic go? There is no doubt in my mind that additional highway construction would have to take place in the Spout Run area of Arlington. This would amount to another expressway running through a national park. But the effect on the District area would be disastrous. Certainly the traffic from the District end of the bridge could not be dumped onto Canal Road, MacArthur Blvd., and M Street west of Key Bridge as they now exist. The bridge in reality is a first step toward a super-highway system running through one of the few remaining natural areas in the District. We hardly need the creation of another expressway through a park area such as now exists in Rock Creek Park.

I believe that a strong case can be made in favor of the proposed Metro system as a viable answer to the bridge construction. The Metro would move more people into and out of the District faster than another bridge across the Potomac could ever hope to do. It goes without saying that the Metro will also be a big push in the direction of cleaner air, something the bridge would only aggravate.

To me sir, the permanent halt in construction of the Three Sisters Bridge and more emphasis on Metro construction is the only sound answer to a major problem. This is the direction in which you, as the representative of Mayor Washington, should lead the District of Columbia.

Respectfully submitted,



Richard T. Busch
1508 Columbia Road N. W.
Washington, D. C. 20009

51

W. A. McCUTCHEON
4879 POTOMAC AVENUE, N. W.
WASHINGTON, D. C.

December 10, 1970.

Mr. Martin K. Schaller,
Executive Secretary, Office of the Mayor Commissioner,
Room 528, District Building,
Washington, D. C.

Dear Mr. Schaller:

I have carefully examined the brochure titled 1-266 Design Hearing Information prepared for the District of Columbia Department of Highways and Traffic and the Virginia Department of Highways by Howard, Needles, Tammen and Bergendoff, Consulting Engineers.

As a property owner I recommend that either a pre-stressed concrete or steel box girder bridge be constructed as proposed over the Three Sisters Islands. Since part of the foundation footings have already been started the entire project should be completed promptly to provide capacity to relieve the present overcrowding of Key and Chain Bridges.

Mrs. McCutcheon joins me in this recommendation.

Yours very truly,

W. A. McCutcheon

2872 W. George Mason Road
Falls Church, Virginia 22042
December 5, 1970

Honorable B. B. Hope
District Engineer
Virginia Highway Department
Culpeper, Va. 22704

Dear Mr. Hope:

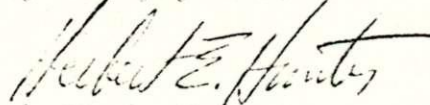
I request that you approve the present design of I-66 and also I-268, to be screened in any way reasonably consistent with good planning, so that the Virginia Highway Department can get on with the business of constructing this very much needed access to Washington.

As you know, access to Washington from suburban Virginia is becoming more and more difficult with each passing day and construction of this highway is long over due.

I would appreciate a copy of this letter being made a part of the public hearing record of December 7, 1970, and also being included in the hearing record of the Three Sisters Bridge on December 14, 1970.

I approve the design selected by the Fine Arts Commission for the construction of the Three Sisters Bridge, and I desire that construction should proceed without delay.

Very truly yours,



Herbert E. Hunter

2802 W. George Mason Road
Falls Church, Virginia 22042
December 5, 1970

Honorable D. B. Hope
District Engineer
Virginia Highway Department
Culpeper, Virginia 22711

Dear Mr. Hope:

I urgently request that you approve the present design of I-66 and I-66B, to be screened in any way reasonably consistent with good planning, so that the Virginia State Highway Department can get on with the business of constructing this very much needed access to Washington, D.C.

As you already know, access to Washington from suburban Virginia is becoming more and more difficult with each passing day and construction of this highway is long overdue.

I would appreciate a copy of this letter being made a part of the public hearing record of December 7, 1970.

I also approve the design selected by the Fine Arts Commission for the construction of the Three Sisters Bridge, and I desire that construction should proceed without delay. Please, also, include a copy of this letter in the record of the Three Sisters Bridge hearing which will be held on December 14, 1970.

Very truly yours,

Julia C. Hunter
(Mrs.) Julia C. Hunter

HAZEL, BECKHORN AND HANES

ATTORNEYS AT LAW

P. O. BOX 547

10409 MAIN STREET

FAIRFAX, VIRGINIA 22030

54

AREA CODE 703
273-6644

December 4, 1970

T. HAZEL, JR.
HE W. BECKHORN
AYSON P. HANES
JUL C. KINCHELOE, JR.
FREDERICK R. GARNER, JR.

The Honorable Douglas E. Fugate
Commissioner of Highways
Virginia Department of Highways
Richmond, Virginia 23219

Dear Mr. Fugate:


Re: I-66 and Three Sisters Bridge hearings,
December 7 and 11, Arlington County

As a manager of Fairfax County and on behalf of a number of clients, I wish to enthusiastically endorse immediate construction of both the referenced projects. The entire planning and development process in Fairfax County, and certainly to the east of Fairfax is dependent upon the immediate completion of these long-delayed projects. Traffic, of course, has become an almost unbearable local burden.

As we all recognize, there is a small, vocal and usually belligerent group in Northern Virginia which, for one reason or another, pretends to represent the people of Fairfax County with the completion of these projects. This small group resists primarily on an ill-considered basis of fear, misunderstanding and confusion to accomplish their particular purposes, whatever those purposes might be.

I take courage and confidence in the long history of sound judgment and careful decision of the Highway Department and can be convinced that a small minority group, no matter how loud they might sound, can neither planning and orderly development remains intact over several decades.

Very cordially,


John F. Hazel, Jr.

JTH/cy

cc: Mr. L. E. Brett, Jr.
Mr. Leroy Latta, Jr.

Honorable S. P. Hope,
District Engineer,
Virginia Highway Dept
Culpeper Virginia, 2901,

1500000000
Gardnersville VA
29070

55

Dear Mr Hope,

I take this opportunity to express my views
on I-66 I-266 and 3 sisters Bridge.

I approve in essence the design of I-66. I-266
I support the immediate construction of I-66
from the cut way to Rossign & I-266. With
what ever additional reworking & Protection
obtainment that can be added with out causing
any delay in construction. and I request
my letter be made Part of the Public
Reading record held on Dec. 7th.

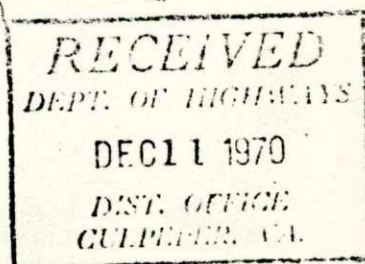
To delay construction will create more
Traffic Hazards than its long but now.

I approve the concept of the three sisters
Bridges. and desire that the Bridge be constructed
with out any further delay

I also request my letter be made a
Part of the record of the Reading on 3
sisters bridge held the 14th,

Very Truly

Mark E. Young



Honorable D. B. Hoop,
District Engineer,
Virginia Highways Dept.,
Culpeper Virginia 22701

56

Dear Mr Hoop,

I take this opportunity to express my self on the urgency of completing I-66, I-266 and the three lanes Bridge at the earliest possible date.

The completion is sorely needed for quick access from Centerville, Dulles, area to Washington D.C.

I approve present design of I-66 and I-266 with whatever additional screening and Pollution abatement that can be added with out causing any delay in construction, I also request that my letter be made part of the Public Hearings record held on Dec. 7th.

I also stress the three lanes Bridge is sorely needed for quick access from Centerville, Dulles airport area to Washington D.C.

I approve the design selected by the fine Arts Commission and desire the budget to be constructed with out any further delay, and request that my letter be made a part of the record of the hearing on 3 lanes bridge on Dec. 14th.

Very truly yours
Frank B. Young

RECEIVED
DEPT. OF HIGHWAYS
DEC 11 1970
DIST. OFFICE
CULPEPER, VA.

December 14, 1970

STATEMENT - FEDERAL CITY COUNCIL

Three Sisters Bridge Design Hearings

We want to reaffirm the Federal City Council's support for the Three Sisters Bridge as a link in a balanced transportation system.

We would like to point out that although the Council has supported a balanced transportation system, it has never spoken to a specific route, or a specific design, for freeways, or Metro, for that matter. We feel that those decisions are best left to the engineers, planners, and architects, and trust that they will be made in the best interests of the community.

As to the design of the Three Sisters Bridge, the subject of this hearing, we would only point out that the Fine Arts Commission has already given its approval to the Three-Span-Prestressed Concrete model on page 6, figure 8, in the prepared brochure. We feel that body is the most qualified to speak to aesthetics and design, and it has. On the question of safety, we would again yield to the engineers, and must accept their conclusions. Only they can conduct the research and analyze the data available on this question.

As a result of Judge Sirica's decision, the questions of location and need are not relevant to these proceedings.

We trust that once these hearings are concluded, the necessary decisions on safety and design will be made so that construction of the bridge can proceed promptly.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HIGHWAYS AND TRAFFIC
415 12TH STREET, N. W.
WASHINGTON, D. C. 20004

Lynn Ab.
Inclusion in
Record!
W

ADDRESS REPLY TO
DIRECTOR OF HIGHWAYS AND TRAFFIC



December 10, 1970

58
59

Honorable W. C. Dan Daniel
U. S. House of Representatives
Washington, D. C. 20515

Dear Mr. Daniel:

This will acknowledge receipt of your December 1, 1970, letter containing an expression of support by Virginia members of Congress for the Three Sisters Bridge and the connecting I-266 spur. Your support of a balanced transportation system including the I-266 facility is most gratifying.

I would particularly like to thank you for your expression of confidence in the ability of the Virginia and District of Columbia highway departments to give full consideration to the environmental values in the design and construction of the bridge and its connecting spur.

With your permission, the statement will be submitted in the record of the Design Public Hearing to be conducted on December 14, 1970.

With kind regards, I am

Sincerely yours,

T. F. AIRIS, Director
Department of Highways and Traffic, D. C.

W. C. "DAN" DANIEL
5TH DISTRICT, VIRGINIA

COMMITTEE:
ARMED SERVICES

Congress of the United States
House of Representatives
Washington, D.C. 20515

December 1, 1970

Mr. Thomas F. Airis, Director
Department of Highways and Traffic
for the District of Columbia
Presidential Building
415 - 12th Street
Washington, D. C.

Dear Mr. Airis:

We, the undersigned members of the Congress from the Commonwealth of Virginia, believe that construction of the Three Sisters Bridge and the connecting Interstate 266 spur in Virginia is essential if the Washington metropolitan area is to have an adequate, balanced transportation system, and it should proceed without additional delay.

The Highway Department of Virginia and the District of Columbia, the former United States Bureau of Public Roads, and the present United States Department of Transportation have clearly indicated that traffic forecasts point to an overwhelming need for a bridge over the Potomac River in the Three Sisters area.

Such a clearly demonstrated need led to the inclusion of the bridge and Interstate 266 as parts of the interstate highway system in 1960. In subsequent years it has become increasingly evident that this bridge-and-highway facility is a must, if the needs of all the citizens of the Commonwealth of Virginia -- and especially those living in the areas adjacent to the District of Columbia -- are to be adequately served. The well-known present traffic congestion in this area is expensive to Virginia motorists, and it adds substantially to the costs in the delivery of goods within this area.

In March of 1968 the General Assembly of Virginia adopted the attached resolution, expressing its desire for a prompt authorization of the Three Sisters Bridge and pointing out that the additional Potomac River crossing in the

DISTRICT OFFICE:
202 POST OFFICE BUILDING
DANVILLE, VIRGINIA 24541
TELEPHONE: 792-1280
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OFFICE OF THE
DIRECTOR
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DEPT. OF
HIGHWAYS & TRAFFIC
D.C.

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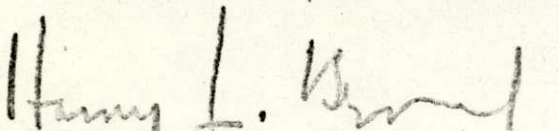
Mr. Thomas F. Airis
Page Two

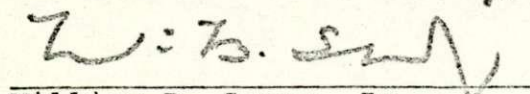
December 1, 1970

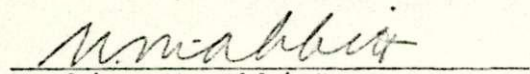
Three Sisters area as a part of the interstate system was a basic factor in the decision that Interstate 66 would provide a satisfactory connection between Washington and the Dulles International Airport. If the bridge is not constructed, Dulles traffic will find the Potomac crossing a bottleneck so severe as to substantially nullify the high-speed, limited-access connection between Washington and the airport.


It should also be borne in mind that in 1968 the Congress of the United States specifically expressed its desire that the Three Sisters Bridge be constructed promptly.

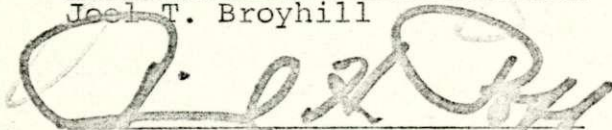
It is, of course, imperative that environmental values receive careful consideration in the design and construction of the bridge and the connecting spur route. We feel that there is sufficient concern and competence in the Virginia and District of Columbia Highway Departments and the United States Department of Transportation to assure full consideration of these values, and we reiterate our desire that these projects move forward without further delay.

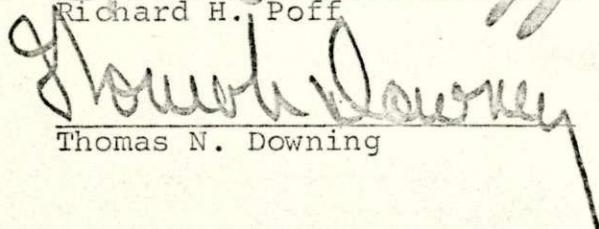

Harry F. Byrd, Jr.



William B. Spong, Jr.

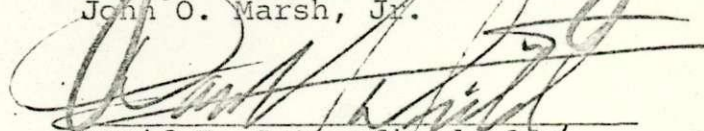

Watkins M. Abbitt



Joel T. Broyhill

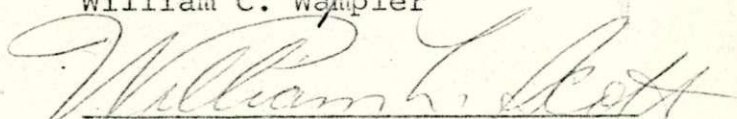

Richard H. Poff

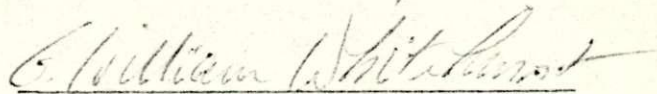

Thomas N. Downing



John O. Marsh, Jr.


David E. Satterfield, 3d


William C. Wampler


William L. Scott


G. William Whitehurst


W. C. (Dan) Daniel

60
December 17, 1970

Mr. William F. Blocher, Jr.
2000 L Street, N. W.
Washington, D. C. 20036

Dear Mr. Blocher:

The Mayor wishes me to thank you for your December 11, 1970 letter indicating support for the single arch alternative of the two designs that were presented at the Three Sisters Bridge Design Hearing.

Your views will be incorporated in the hearing record.

I wish to personally thank you very much for your participation in the solution of this important problem.

Sincerely yours,

T. F. AIRIS, Director
Department of Highways and Traffic, D. C.

TFA:ps
cc: Exec. Secretary

604

WILLIAM F. BLOCHER, JR.
2000 L STREET, N. W.
WASHINGTON, D. C. 20036

December 11, 1970

The Honorable Walter E. Washington
Mayor - Commissioner
Washington, D. C.

Dear Sir:

I would like to take a moment to comment on the design of the Three Sisters Bridge and I-266 as proposed by the Virginia and D. C. Districts of Highways. After reviewing the plans, it appears to me that the more expensive design which has been approved by the Fine Arts Commission is the most desirable design.

Furthermore, as a native of Washington, I would like to take this opportunity to urge you to complete this project as soon as possible. This bridge and the highways which are proposed for it are an integral part of a balanced transportation system for the metropolitan area. This city needs the bridge and its related highways.

Sincerely yours,
WFBloch Jr

William F. Blocher, Jr.

WFB, JR:og

H. 2. / Dir
12-22-70
Dir. Reply
2/Sec, Mayor

DEPT. OF
HIGHWAYS & TRAFFIC
D.C.
RECEIVED
OFFICE OF THE
DIRECTOR
9 32 AM '70



Telegram

LLG156 WB089

(LL) CI PDF WASHINGTON DC 16 302P EST

MAYOR WALTER WASHINGTON, DLY .75

DISTRICT BLDG WASHDC

1970 DEC 16 14 3 37

IN VIEW OF THE FEELINGS EXPRESSED AND THE FACTS PRESENTED AGAINST THE CONSTRUCTION OF THE THREE SISTERS I URGE THAT YOU POSTPONE ACTION ON THE BRIDGE UNTIL SUCH TIME A FINAL DECISION HAS BEEN RECHED BY THE COURTS. I HAVE LIVED ALMOST ALL OF MY 60 YEARS IN WASHINGTON AND HAVE BEEN A HOME OWNER AND REALTOR FOR OVER 25 YEARS IN GEORGETOWN I DEEPLY CARE ABOUT ITS FUTURE AND JOIN THE 100'S WHO SHARE MY BELIEF THAT THE BRIDGE MUST NOT BE BUILT

MRS HOWARD RIPPLEY MCPECK HOWARD R MCPECK AND CO 1656 33RD ST NORTHWEST.

60 25 100'S 1656 33.(317)

4-2. (circled)
12-28-70
Dir. Reply
2/Sec, mayor

62


Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

Dear Mr. Schaller:

Regarding the Three Sisters Bridge project, I would like to make my appeal against it as I feel there are other alternatives, such as a rail line. All around us there is depletion of land and living areas for nonhuman entities. We cannot destroy what little is left, for the future inhabitants of this planet.

Please put my plea against this project with the many others that I know will be coming in.

Sincerely,


R. O. Bartz
Bethesda, Maryland

DEC 21 1 14 PM '70

63

8206 Old Georgetown Road
Bethesda, Maryland 20014
December 18, 1970

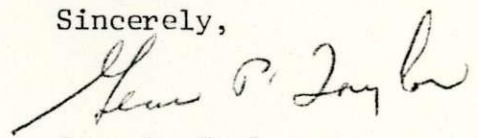
Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th and E Streets, N.W.
Washington, D.C. 20004

Mr. Schaller:

As a concerned citizen engaged in business activities in the Metropolitan Washington and Winchester, Virginia areas, I wholeheartedly support the Three Sisters Bridge project.

In my view, the bridge would allow for greater access to Dulles International Airport. When the airport was placed in Loudoun County there was a general agreement that a connecting limited-access highway would tie the airport in with the Washington Metropolitan area. With the forecast increases in cargo and passengers for Dulles in the next ten years, I feel it is imperative we meet this commitment.

Sincerely,



Gene P. Taylor

D.C. GOVERNMENT
SECRETARIAT
OFFICE OF THE
DEC 21 1 32 PM '70
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64

December 18, 1970

RECEIVED

DEC 21 1 34 PM '70

DEPT. OF THE DISTRICT OF COLUMBIA
SECRETARIAT
D. C. GOVERNMENT

Mr. Martin K. Schaller
Executive Secretary
Office of the Major-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

I wish to record my strong opposition, as a permanent Washington resident, to the building of the Three Sisters Bridge. The imposition of this additional span and the highways it would generate would sadly disfigure the beauty, and disrupt the environment, of a large portion of the city of Washington.

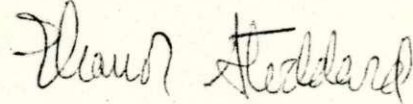
This is the time to decide that we do not need more automobiles pouring in and out of the city. We do not need more bridges and freeways. We need alternative means of transportation, worked out under the guidance of a long-range plan. The subway is one instrument in such planning. Its building should be the first order of business, and more thinking should be done along these lines.

I happen to live on the edge of Glover-Archbold Park, so I have a direct interest in keeping that area green and alive and in preventing any increase in air pollution, traffic roar, and concrete sterility in my immediate surroundings. But the Three Sisters Bridge issue extends far beyond Glover Park. It is of national importance.

The whole Three Sisters-freeway idea works against the basic function of a city, which is to bring people together so that things can happen. The bridge will work toward dispersion and disunity. If the bridge is built, I can only foresee an increasingly dismal future for Washington--and the loss of an opportunity to plan creatively and to encourage other cities in the nation to do the same. Washington will become less and less the proud and beautiful symbol of our country.

We needn't mindlessly capitulate to the automobile, but we should use it and all of technology with intelligence. The Three Sisters Bridge, whatever its design, is not an intelligent use of technology.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Eleanor H. Stoddard".

Eleanor H. Stoddard

P. S. I should like to ask that you include this letter in the record of the design hearings on the Three Sisters Bridge, held the week of December 14, 1970.

MRS. GOETZ BRIEFS
Big Heavans, Mt. Weather Road
Bluemont, Virginia 22012

Dec. 15, 1970

65

Re: Three Sisters' Bridge and Glover Archbold Park

Dear Sirs,

I should like to express my absolute amazement that apparently, after so much discussion and exposition of the facts, there is still serious thought of "solving" the District's traffic problems by funnelling truck traffic, via Three Sisters' Bridge and Glover Park, deeper than ever into the city.

I thought that the citizens of Washington were serious about the need to create more and better parks for the growing needs of Washingtonians--not only distant ^{park areas} ~~ones~~, but every possible green and restful spot available to those who live in cities and do not have the means to reach distant areas. The idea that parks within the District are to be destroyed to make way for trucks right through a residential and hospital area sounds too fantastic for credence.

Please add my name to your list of most violent objectors to any solution that does not coincide with the wishes of the majority for a long-overdue rapid transit system linked with a network of commuter trains.

Yours sincerely,

Elinor C Briefs

Elinor Briefs

DEC 21 1 51 PM '70

RECEIVED

66

Edith Ray Saul
3632 Prospect St., N. W.
Washington, D. C. 20007

17 December 1970

Mr. Martin K. Shaller, Exec. Sec.,
Office of Mayor,
District Building,
Washington, D.C.

Dear Mr. Shaller,

RE Three Sisters Hearings

In the brochure prepared for these hearings, at great expense in our financially embarrassed city, there is included a "study" of churches in the vicinity of the bridge. This is not necessary. When the K Street underpass was constructed at Washington Circle to enable Virginians to get home more quickly every church was badly affected but this callous disregard of resident neighborhoods is not a threat to Georgetown churches, as such.

Since this unnecessary padding had to be added why were only white Protestant churches considered? We have a synagogue, two Roman Catholic churches and three Negro churches - all serving D.C. residents, many of whom belong to families who have lived in the District for many generations.

This bit of trivia is not unimportant. I hope the District Building will not turn over our city to suburban-based highway departments to become a concrete depot for suburban cars - with no honest regard for the people living here.

Since the District owns the river to the Virginia shore I suppose the local money for the bridge will be D.C. tax money, not Virginia tax money? We will pay for destroying ourselves?

When it was quite evident that street cars were on the way out the D.C. government built the Dupont Circle disaster. Now when it is quite evident that there must be a reevaluation of how many cars should be permitted into a core city every day surely the D.C. government will not allow the Three Sisters to destroy our central city?

Very truly yours,

Edith Ray Saul

D.C. GOVERNMENT
SECRETARY
OFFICE
DEC 21 1 34 PM '70

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Displacement of families or businesses is not anticipated because of this project.

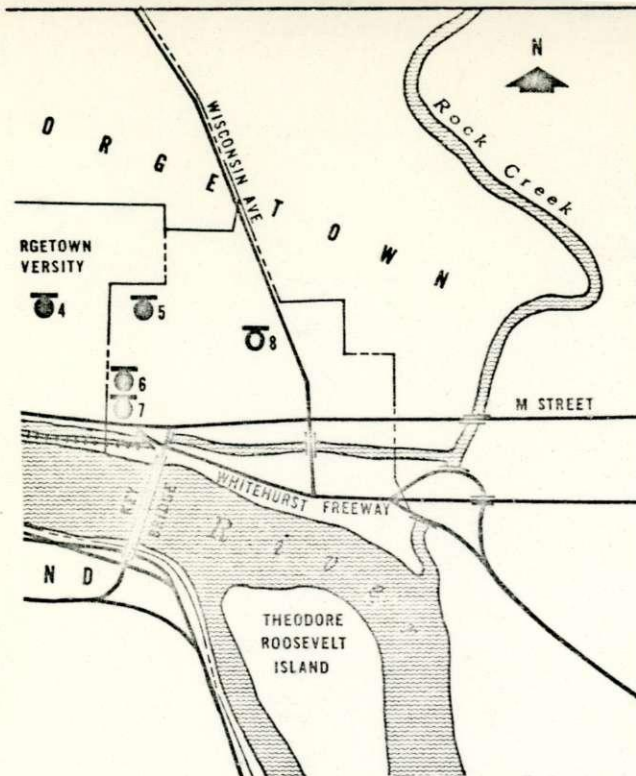
ENGINEERING, RIGHT-OF-WAY AND CONSTRUCTION COST OF THE PROJECT AND RELATED FACILITIES

The cost of this project is estimated to be as follows:

	3-Span Bridge* and Approaches	6-Span Bridge† and Approaches
Construction	\$27,900,000	\$21,400,000
Right-of-Way	2,000,000	2,000,000
Engineering	2,400,000	1,700,000
Total	\$32,300,000	\$25,100,000

* Prestressed Concrete. † Steel.

The total estimated cost for the Three Sisters Bridge and its approaches is \$32,300,000 if the three-span prestressed concrete bridge is built, and \$25,100,000 if the six-span steel alternate is selected. The



66.0

1502 44rth Street, N.W.
Washington, D.C. 20007
December 10, 1970

Mr. Martin K/ Schaller, Exec. Sec.
Office of the Mayor-Commissioner, Room 528
District Building, 14th and E Streets, NW
Washington, D.C. 20004

Dear Mr. Schaller:

The public hearings now in progress on the design of the Three-Sisters Bridge is reportedly to consider whether the one-span concrete bridge is to be decided upon over the cheaper and uglier steel bridge, the maintenance costs of frequent painting of the latter not having been mentioned.

As a property owner whose HOME is in the Foxhall Village threatened by this project, this is to enter a strong protest against the designs.

Instead of either of the proposed designs, the design to be accepted should be that of the natural scenic riverside at this spot, simply with NO bridge. There then would not be the degrading of the economic values to contiguous property endangered by the designed bridge; the social degrading in the destruction of recreational facilities - river-bank use, present boat houses and clubs, footpaths and jogging trails, picnic sites, etc.; and the deleterious effects on the environment that will occur as the traffic on the bridge and approaches (delete "approaches" as this is technically not to be considered) will bring a tremendous increase in air and noise pollution.

In the meantime, the present hideously unsightly structures, stockades, equipment, piles of rusting iron, etc., should be removed or at least hidden from view of both sides of the Potomac. And, the threat of dogs to pedestrians' access to public river and public river banks should be eliminated.

The wise Judge Sirica's restraining order, now in effect, against work on bridge construction must not only be commended but encouraged and continued. He is basically upholding several constitutional rights - including due process of law and the system of checks and balances of the three branches of government.

First in line is due process. The proposal and hearings on the design is required by law; and now at last belatedly, it is actually taking place. However, it was not until the construction stoppage order went into effect that a design was even prepared. If it had not been for the courts, the Executive (pushed by the Legislative) would have ridden roughshod over, not only the citizens' rights, but over our historically hard-fought-for constitutional principles. The fact is that the design was not prepared until about six weeks ago, yet the construction was started nearly two years ago. This fact was brought to light in a statement by a member of the Highway Department before a meeting of the Foxhall Village Citizens' Association on December 3 at the Hardy School Recreation Center. He said that evening that the design plan was done "about a month ago". At least there is now, at last, a design plan. At previous meetings of the Foxhall Association and the Potomac Palisades Citizens Association there were plans shown for the Freeway, but no answer could be given prior to this December 3 meeting as to how the Three Sisters Bridge would fit into the over-all plan. --The same way that now the Bridge and Freeway plans remain incomplete - from public knowledge at least - as to how Freeway plans are to corrupt and link up with interstate systems as they pass through our formerly beautiful Nation's Capital.

How is it possible to build a bridge -- or anything else for that matter -- without a design??? And how it has been possible to have construction under way for two years on an undesigned bridge is nothing short of fantastic! We are certainly grateful to the ~~ix~~ courts -- not only for upholding the law, but for sheer good common sense.

Second to the violation~~x~~ of due process ~~ix~~ that has been attempted is the roughshod riding by the legislative branch, and more particularly by a handful of legislators in Congress, over the executive branch, and -- up to now unsuccessfully -- over the judicial.

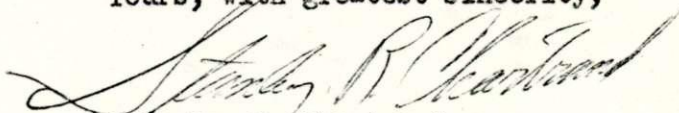
While the hearings now going on are purportedly to be only on the design of the bridge to nowhere, and not on access routes or the rest of the Freeway system it is supposed to serve, this makes the business of "design" even more ridiculous. Out West in Utah there is a Natural Bridges National Monument with three beautiful natural stone arches standing rather alone against the sky -- God-made and monuments to His handiwork. Perhaps this is what the Three-Sisters Bridge is secretly intended to be, just a monument; but because of the genie, not genius, who is pushing it, it will be a monument to the handy footwork and fast finagling of a specific Congressman. It should not be called the Natcherel, but the Natcherile Bridge, spelled "r-i-l-e", because of the way it has, and may continue to, annoy so many if it is built in the way now contemplated. If it is to be built as presently un-planned, it will indeed be a monument to a legislator who in his own eyes becomes as great as the Architect of the Utah natural bridges. God forbid that it become a fact in contempt for other conscientious legislators, executors, and judiciaries. But, it may happen if the people prove powerless to prevent this perpetration of personal pride and arrogance.

In short, these designs of the Three-Sisters Bridge should be defeated and destroyed.

As this condemning of the design is a matter for the courts, the designs (and therefore the Bridge) should in the name of justice be condemned also because of the manner of presentation; and particularly by condemning the blackmail tactics of denying funds for the vital mass transportation project of the long overdue subway system.

In conclusion, as an American citizen who voluntarily entertains a number of international visitors -- most of them discerning graduate students -- I should like to be able to be rid of this anachronism which presents an embarrassment constantly in trying to explain our form and operations of government of the ~~ix~~ rule of law in a free society. Hoping for the success of the courts in exercising exemplary justice, it will be gratifying to later tell the story's sequel as one of success, proving that "the price of liberty is eternal vigilance" and that it is worth all of the time, effort and enthusiasm of the citizens that it costs.

Yours, with greatest sincerity,


Stanley R. Chartrand

Dear Mr. Schaller

-10 69

I missed the public hearing because I was "shut-in," but hope it isn't too late to put my two cents toward the non-construction of the Three Sisters Bridge. I'm part of the silent majority that voted in the November 1969 Referendum against it.

Please call on me if you need some more noise -

Right on!!

Seasons' greetings,

Mary B. Wallen

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69

1236 - 33rd St., N.W.,
Washington, D.C., 20007
December 18, 1970

Mr. Martin K. Schaller
Office of the Mayor-Commissioner, Room 528
District Bldg., 14th & E Sts., N.W.,
Washington, D.C., 20004

Dear Mr. Schaller:

As a tax-paying property owner and resident of Georgetown I wish to register the statement that I am unalterably opposed to the proposed construction of the Three Sisters Bridge.

Very truly yours,

Gertrude B. Smalley
Gertrude B. Smalley

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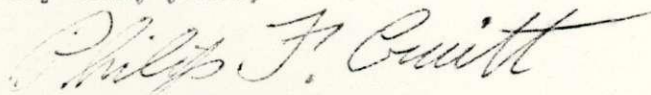
2110 Huidekoper Place, N.W.,
Washington, D.C., 20007
December 18, 1970.

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner, Room 528
District Building, 14th & E Sts., N.W.,
Washington, D.C., 20004.

Dear Sir:

As a property owner and tax-paying resident of Glover Park, I wish to state that I am unalterably opposed to construction of the Three Sisters Bridge.

Very truly yours,



Philip F. Cruitt

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National Audubon Society

71

AUDUBON HOUSE
1130 FIFTH AVENUE • NEW YORK, N. Y. 10028 • ENright 9-2100

Publisher of Audubon Magazine

December 17, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

Attached is our statement for the record on
the Three Sisters Bridge proposal.

We ask that it be included in the printed record
of the hearing, and we appreciate your assistance.

With best wishes,

Sincerely,


Cynthia E. Wilson

Cynthia E. Wilson
Washington Representative

REC

DEC 21 1 34 1970

Washington Office: 1001 - 15th St., N.W., Rm. 78, 20005



National Audubon Society

AUDUBON HOUSE
1130 FIFTH AVENUE • NEW YORK, N. Y. 10028 • ENright 9-2100
Publisher of Audubon Magazine

December 17, 1970

STATEMENT FOR THE HEARING RECORD ON THREE SISTERS BRIDGE

The National Audubon Society appreciates this opportunity to comment on the Three Sisters Bridge. We are a national non-profit conservation-education organization with more than 100,000 members, and this proposal has long been of concern to us.

Because Washington is the Nation's Capital, its environment is of interest to our members around the nation, as well as to our members who live in the metropolitan area. Washington should be a model for the rest of the Nation; in this case we hope the bad example set here is not repeated in other parts of the country for this controversy illustrates everything that is wrong with our system of planning highways.

This bridge and the related freeway system are an affront to the environment and a link in the chain of events which is making Washington more and more unlivable. Rather than solving problems, the Three Sisters Bridge will inevitably only increase them. For example, the additional 26,000 cars per day will increase air pollution and congestion within the city itself. Once the cars get here, the streets will be even more jammed, and one wonders where all the extra cars are going to park. Will we have to pave over even more parks for more roads and create more ugly parking lots which charge exorbitant rates?

Building this bridge continues the vicious circle--another bridge will encourage more people to drive, and more cars will create more congestion which in turn will create more demand for more roads and more bridges. But the city's and the people's ability to withstand more pavement and more pollution, more noise and congestion, is limited, and we are playing a dangerous game of brinkmanship if we think we can continue encouraging individual automobile transport ad infinitum.

Undeniably, many suburbanites drive to work and complain about tie-ups on existing bridges. However, if they had any reasonably efficient alternatives to driving, many people would gladly leave their cars at home. But as anyone who lives in Virginia knows, the bus service is terrible and expensive, so people continue to drive.

Instead of building Three Sisters Bridge, we should be devoting our tax money -- and it is all of our tax money that is used for these projects -- to building the mass transit system which would move more people, create far less pollution and less disruption to the environment. Instead, we are planning to blight a scenic stretch of the Potomac River, pave over a considerable area of parkland, and dump more cars onto already overburdened city streets.

It is obvious that Three Sisters Bridge and its connections pose a future threat to Glover Archbold Park, for given the engineering mentality which prevails, once the Bridge is built plans will miraculously appear to extend its connections through the park.

Perhaps the most distressing part of this whole controversy is the fact the Congress has dictated what the city of Washington should do. This would not have happened in any other place, but since the District is a stepchild of the Federal government it is at the mercy of the Public Works Committee and the Highway lobby. But suburbanites are just beginning to realize that they too are threatened. It is well known that the Bridge is the key to the whole freeway system, and once the Bridge is built the pressure to complete the freeway system will be increased. Then the neighboring states of Maryland and Virginia will find themselves having to tailor their own road systems with the District freeways whether they like it or not.

The 1970's have been proclaimed the Environmental Decade by many politicians, who make fine speeches about ecology and fighting pollution. Unfortunately, much of this talk is rhetoric for when it comes to the crunch-- when hard decisions and a rethinking of our concepts of transportation is desperately needed -- our decision-makers revert to the same destructive policies which have been playing havoc with the environment and our health all along.

We are well aware of the pressures to build this bridge, but we firmly believe it is ill-advised and against the best interests of the people of metropolitan Washington and the nation. We urge you to put an end to this destructive plan now.

Cynthia E. Wilson
Washington Representative

72

ROBERT LEIGHTON BARNES
3332 VOLTA PLACE N.W.
WASHINGTON, D. C. 20007

Dec. 17th, 1970.

Mr. Martin K. Schaller, Exec. Sec.,
Office of the Mayor-Commissioner, Room 528
District Building, 14th and E. Sts. N.W.
Washington, D.C. 20004

My dear Mr. Schaller:

I have not been able to attend the full hearings on the Three Sisters Bridge of course but I have heard enough, I am sure, to convince me that

I WANT TO BE RECORDED AS OPPOSED TO THE THREE
SISTERS BRIDGE

There were times when the opponents almost turned me into a supporter but there are extremists and fanatics on both sides and to me the weight of the evidence is strongly against the proposal.

Even if the financing is 90-10 we could use our 10% creatively and not to degrade the city. One important way is of course the subway. Why not stop all Interstate construction until we get the subways in operation and then look at the situation to see what new population and traffic patterns will have developed to see if we need to destroy more of Washington.

I do indeed hope that Mayor Washington and the Council can stop the project cold.

Sincerely yours,

Robert H. Barnes

P.S. I should take this opportunity to say that I think he is doing a splendid job on almost insoluble problems.

D. L. BARNES
3332 VOLTA PLACE N.W.
WASHINGTON, D. C. 20007

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LAW OFFICES
OF

IVINS, PHILLIPS & BARKER

1700 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D. C. 20006

JAMES S. Y. IVINS (1885-1960)
PERCY W. PHILLIPS (1892-1969)
RICHARD B. BARKER
KARL R. PRICE
JOHN C. REID
JAY W. GLASMANN
JOSEPH E. McANDREWS
H. STEWART DUNN, JR.
CARROLL J. SAVAGE

ERIC R. FOX
WILLIAM C. GIFFORD, JR.
WILLIAM L. SOLLEE
CAROL K. NICKEL
MICHAEL J. McINTYRE

73
AREA CODE 202
TELEPHONE 223-5900

CABLE: PHILBAR
WASHINGTON, D. C.

December 17, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Re: Three Sisters Bridge Project

Dear Mr. Schaller:

As citizens of the District of Columbia, we object most vigorously to the further implementation of the Three Sisters Bridge Project. Aside from the evident unsoundness of the bridge's design, completion of the project would destroy the unparalleled beauty of that part of the Potomac River. We have driven many times on the George Washington Memorial Parkway and have marveled at the natural setting of the Potomac River and its surroundings in the area where the project is scheduled to be erected. The building of the bridge, together with the roads and other aspects of construction, would irrevocably destroy this setting. Since the beauty of the surroundings has evidently been preserved much as it was 200 years ago, the construction would be a complete disaster from an environmental point of view.

We hope that this project will be dropped completely as soon as possible.

Sincerely,

Mr. & Mrs. W. L. Sollee

Mr. and Mrs. W. L. Sollee

WLS:ra

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DEC 21 1 31 PM '70
D. C. GOVERNMENT



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

D30-NCP(GSP)

DEC 15 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

The National Park Service would appreciate having these comments included in the record of the public hearing scheduled for December 14, 1970, on the design of the proposed Route I-266. This roadway will include the Virginia approaches along Spout Run Parkway, the Three Sisters Bridge over the Potomac River and connections in the District of Columbia over the Chesapeake and Ohio Canal.

We have a vital interest in the design of this project because of the direct affect I-266 will have on lands under our jurisdiction. A particular aspect of the design on which we wish to comment concerns the connections between the proposed Spout Run roadways and the George Washington Memorial Parkway as shown on the preliminary plans now before this hearing. These proposed connections conflict with our understanding of the terms of an agreement signed May 25, 1966, by the National Park Service, the Virginia Highway Department, and the District of Columbia Department of Highways and Traffic, as supplemented by the agreements between the National Park Service, Arlington County and the State of Virginia. These agreements related to the planning and development of highway facilities involving lands or projects administered by each of the signatories.

One of the provisions of the 1966 agreement states:

"The Virginia Highway Department agrees to re-evaluate the need for connections to the parkway at Spout Run when the new crossing is completed."

The subsequent agreement provides, among other things: That the Commonwealth of Virginia facilitate traffic movements between portions of Virginia and the District of Columbia, by providing for the reconstruction and widening of Lee Highway and that new ramps be provided in the vicinity of Key Bridge to interconnect I-66 via Lee Highway with the George Washington Memorial Parkway.

DEC 21 1 21 PM '70

The purpose of these conditions was then, and still is, to disperse traffic to other arteries rather than perpetuate and perhaps increase the congestion of the Spout Run Parkway and the stretch of the George Washington Memorial Parkway from Spout Run to the Theodore Roosevelt Bridge. The present traffic conditions here, particularly during rush hours, present a serious traffic management problem. The adverse impact on the parkway would be compounded by continuing access between I-266 and the George Washington Memorial Parkway at this point.

Therefore, in keeping with these agreements the National Park Service objects to the design plans presented at this hearing that call for continuing ramp connections to the George Washington Memorial Parkway at Spout Run.

Sincerely yours

Director

cc:
Hon. Thomas F. Airis
Director, Department of Highways
and Traffic
D. C. Government
Washington, D. C. 20004

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

SMITH-MAYFLOWER

SMITH'S TRANSFER & STORAGE CO., INC.

"Don't Make a Move Without Calling Smith's"

Executive Offices



~~XX~~

611 South Pickett Street, Alexandria, Virginia 22304 (703) 751-6000

D. C. Branch 2155 Champlain St., N.W. Washington, D. C. 20009 (202) 265-9700

Maryland Branch 10590 Metropolitan Ave. Kensington, Md. 20795 (301) 933-2100

Virginia Branch 5702 Edsall Road Alexandria, Va. 22304 (703) 354-6000

December 14, 1970

Mr. Martin Schaller
 Executive Secretary to the Mayor
 District Building
 14th & E Streets, N. W.
 Washington, D. C. 20004

RECEIVED
 DEC 21 1 31 PM '70
 D. C. GOVERNMENT

Dear Mr. Schaller,

In regard to the proposed design of the Three Sisters Bridge, I would like to add my support for the Three Span Alternate Design.

Highway transportation in this area is coming to a standstill with the number of years that have been spent in discussing the merits and demerits of the proposed highway system. I feel that the basic system is essential, and that the Three Sisters Bridge is a definite component in this link.

With the order to build that was included in the 1968 Highway Act, and in line with the subsequent City Council action, I feel that we should allow the Highway Department to proceed posthaste.

The Highway Departments of the District of Columbia and Virginia should be congratulated for coming up with a facility that takes into consideration all safety factors, esthetics, recreation, and noise pollution to such an extent that in my opinion provides the best in design.

I would appreciate your submitting this letter into the official record of this hearing for me.

Sincerely,

SMITH'S TRANSFER & STORAGE CO., INC.

Arthur Clarendon Smith, Jr.
 Arthur Clarendon Smith, Jr.
 President

ACSJ/CH



December 15, 1970

76

Mrs. Martin K. Schaller
Secretary
Office of Mayor-Commissioner
District Bldg.
Washington, D.C. 20004

RECEIVED
DEC 21 1 31 PM '70
OFFICE OF THE
SECRETARY OF
D.C. GOVERNMENT

Dear Mrs. Schaller,

I would like to address to you my strong objection to the present plan for construction of a bridge at Three Sisters Island between Spent Run in Virginia and Georgetown in Washington.

For whatever alleviation of the traffic problem this may provide, the price in terms of despoliation of the immediate locality and of the extended environment as well as change of the city itself makes the decision indisputable.

No bridge!

Sincerely,

(Mrs.) Mary Gilbert

3711 Huntington St NW
Washington

December 4 77

Dear Mr. Schaller,

We want to add our strong plea to those of many other citizens that the proposed Three Sisters bridge idea be abandoned entirely. There is no need to bring more automobile traffic into the city, and especially not by way of some of the scarce remaining lovely riverside, park and residential area. The bridge and its connections will ruin any possibility of renewing the Georgetown waterfront, and for no sensible reason.

The environment and the city as a place to live are going to be sacrificed, without economic or social gain, if this plan goes through. Please listen to the people affected, and not to Congressman Natcher.

Virginia Paul
3320 N Street N.W.

FOXHALL COMMUNITY CITIZENS ASSOCIATION

FOXHALL ROAD AND Q STREET, N. W.

WASHINGTON, D. C. 20007

11 December 1970

78

Mr. Julian R. Dugas
c/o Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
14th and E Streets, N. W.
Washington, D. C.

Dear Mr. Dugas:

This letter summarizes the views of the Foxhall Community Citizens Association concerning the proposed Three Sisters Bridge. It is submitted to be entered into the record of the public hearings on the design of this bridge which are to be conducted under your jurisdiction commencing 14 December 1970.

The views expressed in this letter have been discussed and debated at a number of Citizens Association meetings, most recently, 3 December 1970, and are representative of the thinking of the vast majority of the Citizens in the Association area.

It should be said at the outset that the Foxhall Community Citizens Association is opposed to the construction of the Three Sisters Bridge under any circumstances independent of any particular design considerations. The Association is a party to a lawsuit now in courts sponsored primarily by the Committee of 100 for the Federal City, with the objective of stopping the construction of the bridge. The Association has supported this lawsuit not only by its resolution but also financially.

The Association's opposition to the bridge is based on three simple conclusions. Number 1: We have been unable to find any convincing evidence that the construction of the Three Sisters Bridge will lead to an improved transportation system for the District of Columbia. Indeed, we suspect that building of additional expressways into the District of Columbia will contribute to chaos and confusion in the center of the city. Number 2: We are extremely concerned that the building of the Three Sisters Bridge as an interstate route will lead to increases in vehicular traffic through the fringes of the Foxhall area, much of this traffic passing through the city only as a matter of convenience and not headed for metropolitan destinations at all, which will in turn lead to a serious, even catastrophic, degradation in our living environment.

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This degradation will be contributed to both by air pollution and by noise. Number 3: We are deeply concerned that the Three Sisters Bridge, if built, will serve as the hinge point for an ever-expanding network of interstate freeways through the District of Columbia. This foot in the door tactic has been characteristic of highway builders and planners not only in the Washington metropolitan area but also in many other parts of the country.

If, however, the Three Sisters Bridge is to be built, it is quite clear that this bridge and the associated access roads will lead to major changes in the traffic patterns on the D. C. side of the river. These changes will undoubtedly have a substantial impact on the Foxhall community. Unfortunately, the subject of the hearings is confined to the bridge itself and the section of the proposed I-266 connecting the bridge to the downtown area is only schematically defined, and in any case is not the subject of this hearing. It appears on the surface that the construction of the bridge and its proposed connecting links will not only cut off the Foxhall community from easy access to the downtown areas but also lead to substantial increases in the Georgetown, M Street congestion. Furthermore, the overall traffic patterns could be dramatically influenced by access and highway pattern decisions made on the Virginia side of the river. These, too, are not the subject of this hearing. We understand, for example, that consideration is being given to a major relocation of I-66 through Arlington.

Any or all of the above issues could have an impact on the Three Sisters Bridge project. Furthermore, the citizens of this community find it very difficult to review and comment on the design of the bridge itself without at the same time reviewing and understanding the major links to that bridge, particularly those links on the D. C. side of the river. In short, under these lamentable circumstances, we find it impossible to offer constructive comment to this hearing.

In summary, it is the view of the Foxhall Community Citizens Association that this hearing should properly conclude that further expanded hearings are required if full compliance with the relevant codes and procedures regarding public hearings on highway projects are to be fulfilled. These expanded hearings should address at a minimum the entirety of I-266 and include a careful consideration of the impact of the design of I-266 on local D. C. traffic patterns.

Please be assured that this entire matter is of the utmost importance to the citizens of this area and we urge your careful consideration of the issues raised in this testimony.


Leslie C. Dirks
President

Foxhall Community Citizens Association

BANKERS GUARANTY CORPORATION

79

1745 L STREET, NORTHWEST • WASHINGTON, D.C. 20036 • 296-0400

December 17, 1970

Mr. Julian Dugas
Hearing Officer,
Three Sisters Bridge Design,
District Building,
14th & E Street,
Washington, D. C. 20004

Dear Mr. Dugas:

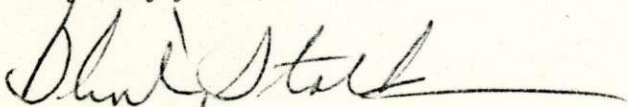
This is to request that the records of the current hearings on the design of the Three Sisters Bridge reflect my vote of approval of the design passed by the Fine Arts Commission.

It is time this bridge was built and time to stop the interminable talking and haggling which has gone on these many, many years. I realize the necessity of the current hearings, but hope they are not permitted to be bogged down by endless side issues, to the detriment of the city as a whole by further delaying this vital project.

Washington and the suburban communities need the bridge, we need better access to Dulles and the design will in no way detract from the city as it now stands.

Thank you for your attention to this opinion.

Very truly yours,



Glen L. Stalker
President

GLS:jc

D.C. Highway Dept.
Three Sister Hearings.

Dear Sis:

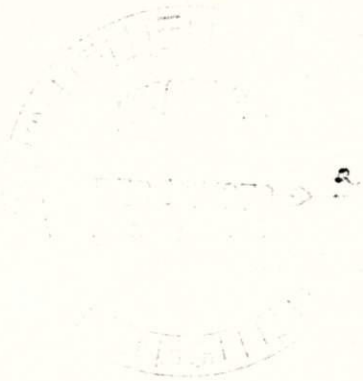
As a long time, tax paying
property owner in the District of
Columbia, I wish to register my
strong objection to the way the
3-sisters Bridge and the North Central
Freeway (fee for whom??) are
being forced on the defenseless
citizens of this city.

Congress, the Highway Dept.

and the various planning bureaus
seem to take delight in flouting
not only the wishes of District
residents, but even the laws
of the land.

Yours truly,

Mary C. Sims



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NORTH FOXHALL ROAD ASSOCIATION
WASHINGTON 7. D. C.

November 29, 1970

The Hon. Walter Washington
Mayor of the City of Washington
District Building

Dear Mr. Mayor:

This letter concerns the hearing to be held on December 12th with regard to the design of the Three Sisters Bridge. Your fellow citizens of this association long fought against the construction of the Three Sisters Bridge on the basis, primarily, that it was unnecessary and unduly costly to build such a bridge at this point for the purpose of bringing commercial traffic via Route 66 into the District of Columbia at a lovely and unspoiled, purely residential section of the city. We still feel this way, but the decision seems to have been taken despite the wishes of the citizens of this area of Washington.

We would, however, appreciate your putting this letter on the record for the above hearing. Since the decision has been taken, we do wish to enter a plea that the design of the bridge and its D.C. approaches should be approved so as to:

- a) Guarantee the absolute minimum change or disturbance to this lovely, natural area;
- b) Should maintain and preserve the attractive one-family homes which characterize this lovely forested area of the district;
- c) Should preserve the current high-tax basis of this area for the District and not debase it by ignoring a and b above and reducing its value.

In other words, to achieve the above the design of the Bridge when it reaches the district shore should turn immediately east with its roadbed and approaches and proceed east, going underground at the first opportunity.

The citizens of this association respectfully request that their desires be made known and given full consideration.

Very Respectfully,

Henry B. Bradford

President, North Foxhall Road Ass'n

EM. 2 3583

NORTH FOXHALL ROAD ASSOCIATION

WASHINGTON 7, D. C.

December 15, 1970

The Hon. Walter Washington
Mayor of the City of Washington
District Building

Dear Mr. Mayor:

On November 29th, the same day I left on a business trip to Europe, I wrote you on behalf of the citizens of this area requesting that our opposition to the Three Sisters Bridge be made a part of the record of the hearings scheduled for December 14th.

I returned from Europe earlier than expected and spent a large portion of the 14th at the hearings, finally speaking and reading the November 29th letter. After reading the letter, I added the following comments on behalf of the association and would appreciate your making sure these comments are added to my earlier letter and also carried in the official records. I quote, from memory:

"I should like to add the following comments to those contained in the above letter, as fortunately I returned to Washington on time to be able to attend these hearings in person. What I did not know when I wrote the original letter was that these design hearings would not take up the question of the approaches or access roads of the Three Sisters Bridge on the D.C. side of the river. It has, in fact, from these hearings become clear that no specific or approved planning has been made for the D.C. side -- considerably less even than the hotly contested Arlington side. My associates feel like aviation engineers asked to concur in the safe operability of an aircraft whose specifications show it with only one wing. We all know what happens to aircraft which attempt to fly on only one wing. In short, the members of this association cannot approve a design which is very incomplete and actually represents a costly bridge arising from nowhere and definitely going nowhere in the District. Only when we know the details of the total bridge/approaches and road systems on both sides can a meaningful comment be made.

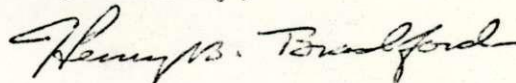
"We also concur with several speakers who have indicated that these highways, while strangling the inner city and causing the evacuation of tax-paying businesses and families, will not really bring additional business from the suburbs to the inner city. Rather it will expedite the exodus to the suburbs for living and shopping of those tax-payers who can afford it -- reducing the D.C. tax base -- while penalizing more than ever that large group of ghetto D.C. citizens who cannot -- by and large -- afford cars and who will not readily be accepted in the suburbs.

"We are constantly hearing pleas~~e~~ for a balanced transportation system, yet all the balance is on freeways and highways. There is no rapid transit and will not be for years. The bus system is sick and dying. All priority goes to the highways of which we have plenty. This unneeded bridge personifies the continuing efforts of the D.C. and Virginia Transportation Departments to stangle the inner sity and closer suburbs with more roads, more parking lots, more cement (or tar), more air pollution. This is not a solution but a long-range aggravation of the problem. If we are to have balanced transportation, then we must give priority (Congressman Natcher and special interests notwithstanding) to reviving the buses and putting in at least the beginnings of a Metro system. Then we can study to see if, and where, further freeways are needed. In other words, at best this costly and useless bridge is not needed now and merely siphons off millions of dollars of desperately needed funds from other more immediate and pressing requirements. Its detailed study and proposed construction at this time is clearly premature. We strongly oppose its construction."

Mr. Mayor:

The citizens of this association appreciate the opportunity to express their opinions on this vitally important subject and respectfully request that their views be placed in the public record.

Very Respectfully,



President, North Foxhall Road Ass'n

December 16, 1970

DEC 17 4 09 PM '70

SECRET
D. C. ...

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor
Room 528
District Building
Washington, D.C.

Dear Mr. Schaller:

Please include the following statement as a part of the record of the Three Sisters Bridge Hearing commencing December 14, 1970. On behalf of the Greater Washington Chapter of the Americans for Democratic Action, I strongly endorse the position of the Metropolitan Washington Coalition for Clean Air regarding the proposed Three Sisters Bridge, presented by Executive Director John S. Winder, Jr. on December 14, 1970.

Pursuant to the National Environmental Policy Act, and in light of the potential social, economic, and environmental effects of this proposed bridge and resulting arterries, the comprehensive air pollution/health effects study requested by the MWCCA is clearly required.

Thank you for your attention.

Very truly yours,



Anthony Z. Roisman
Chairman
Greater Washington Chapter
ADA

AZR:bh

cc: John S. Winder, Jr.

RECEIVED 83

Dear Mr. Schaller; - Count me as one
more against the Three Sisters Bridge.
The C & O Canal & Glover Archbold
Park are near my home, and I
enjoy tranquil walks with friends
(and our dog) in both places. To
destroy them by the Three Sisters
Bridge makes me sad - there
surely is a better way to get
people into D.C.

Help preserve the beauty of the
Potomac, the historic canal,
and park lands in Va. by
supporting some other means of

transportation than another ¹³⁵
bridge - Can't the trolleys be
returned - or some form of rail
transit? It would mean less
congestion in downtown D.C., less
pollution, less parking headaches.

I thank ^{you} for reading this -

Yours very truly
Bernie H. Foster

RECEIVED

DEC 17 4 59 PM '70

3051 Idaho Avenue, N. W.
Washington, D. C. 20016
December 15, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

It is my firm conviction that constructing the proposed Three Sisters Bridge will not only further mar the beauty of the Potomac River but will bring into Washington unwanted traffic which will add to air pollution in the nation's capital and will further congest our already overcrowded city streets. The emphasis should be rather on improving and extending mass transportation systems and restricting the use of private cars in the metropolitan area.

Will you please include in the record of the hearings on the Three Sisters Bridge my strong opposition to this proposed project.

Sincerely,

Emily Van Sickle

(Mrs. C. E. Van Sickle)

HOWARD S. PIQUET
CONSULTING ECONOMIST

RECEIVED
DEC 17 4 59 PM '70

85

OFFICE OF THE
SECRETARY OF
D.C. GOVERNMENT

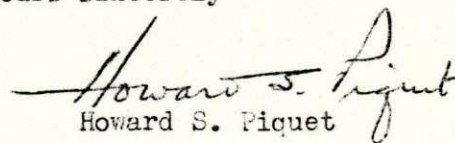
December 15, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

Dear Sir:

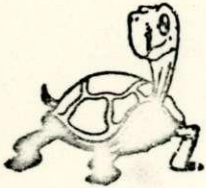
As a long-time (36 years) resident of the District of Columbia, I want to register my opposition to construction of the Three Sisters Bridge project between Spout Run and Georgetown. The beauty of the Potomac River, the parklands on both river shores, and the historic C and O Canal are far more important than adding to the monstrosity of our super-highways. High-speed rail rapid transit is the answer to most of our local transit problems. We certainly do not need more expressways, which only add environmental ugliness to congestion in the inner city.

Yours sincerely


Howard S. Piquet

Canoe Cruisers Association
of
DEC 17 4 59 PM '70
GREATER WASHINGTON, D. C.

86



C. C. A.

December 15, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

I am writing in the name of the 1,154 members of our organization, which as you know is one of the amici curia in the "Three Sisters Bridge case." I regret that a representative of our organization has not been able to testify in person at the recent hearings, however, I request that this letter be made part of the record of those hearings.

The Canoe Cruisers Association of Greater Washington D.C. is made up of canoers, conservationists and others who use, respect and wish to preserve our natural environment. We are particularly interested in rivers and especially in the Potomac River. As an organization, our association has been active and involved for ten years in the cause of preventing the degradation and destruction of the splendid natural environment associated with the Potomac River and its adjacent basin lands. Our members know the River better than most since we spend a good deal of time on it and in it, twelve months a year, from its source all the way to the site of the proposed Three Sisters Bridge.

We start from the premise that one of our highest social priorities should be to preserve what remains of our shrinking natural environment from the inroads of industrialized society. This does not mean preservation for preservation's sake; rather it means recognizing the true scarcity value of what is becoming a very scarce resource. Neither does it mean that preservation of our natural environment should be confined only to wilderness areas and

national parks, as desirable as that may be; it means to us that in all areas, our cities as well as our countryside, we should take pains to cherish and protect what remains and to assure that man-made incursions are to the maximum extent possible harmonious with the natural surroundings.

We object strenuously to the construction of the Three Sisters Bridge for several reasons:

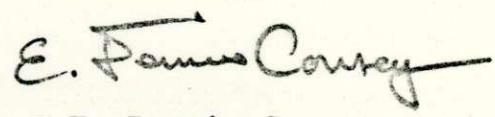
- it is an inefficient means of transporting the masses of commuters who will be its principal users.
- it is premature since construction of the already authorized rapid rail transit system will alter existing commuting patterns and probably eliminate any need for additional freeway connections.
- it will not only directly impinge on one of the few remaining spectacular vistas on the river, but it will intrude into the natural areas of the shoreline at Spout Run and Glover Archbold Park degrading these areas.
- it will encourage additional use of automobiles as a means of travelling to the center of Washington at a time when we are trying desparately to reduce such travel to combat air pollution and cut down traffic congestion.
- it will immediately begin to generate pressures for additional connective freeways in a part of Washington where such roadways will wreak immense damage to parks and delightful residential areas.

In short the Canoe Cruisers Association believes that this bridge should not be constructed at all because there are better alternatives to meet the needs of commuters that will not require the destruction of irreplaceable natural values.

In addition, I would like to comment on the question of bridge design. We have two bridges of artistic merit and design distinction crossing the Potomac in the Key Bridge and the Memorial Bridge. In addition we have a series of architectural

monstrosities--eyesores really--in the 14th Street Bridges and the Roosevelt Bridge, not to mention the Chain Bridge and the hideous Beltway crossings. If the decision to build a bridge is irreversible can we not at least build a bridge of genuine beauty and distinction? The design for a steel bridge with a pier in mid-river proposed by the highway engineers is in the tradition of mediocracy they have so well established. Can we really accept the idea that the only consideration is to get the maximum number of vehicles across the river for the lowest cost? Anyone who has ever looked at the exquisite bridges of Paris can never accept such a proposition. A great bridge, like any public building or facility serves multiple functions. If we and our descendants are going to be condemned to look at this unnecessary bridge from now until eternity at least let us take sufficient pains and spend sufficient money so as to make it a beautiful bridge.

Sincerely,


 A handwritten signature in cursive script that reads "E. Dennis Conroy". The signature is written in dark ink and has a long, sweeping horizontal line extending to the right.

E. Dennis Conroy
 Chairman

RECEIVED

DEC 17 4 59 PM '70

4422 Greenwich Pkwy. N.W.
Washington, D.C. 20007
December 15, 1970

Mr. Martin K. Schaller
Rm. 528
District Building
14th & E
Washington, D.C. 20004

Dear Mr. Schaller:

As a District resident I want to register my opposition to the construction of the abominable Three Sister's Bridge.

My opposition is based on three reasons;

- 1.) It is not needed. There are ample traffic lanes into the District. What is needed is better public transportation to take one-driver one-passanger cars off the road. A waste of tax payer's money.
- 2.) It contributes to the continuing ruination of the Potomac, the Georgetown waterfront, the C&O Canal, Glover-Archibald Nature Trail, and directly endangers every District neighborhood in which it infringes, or to which it channels traffic.
- 3.) It has been opposed by every local citizen's organization, the Mayor, two-former-Presidents of the U.S., the Planning Council, and the only person who seems to want it is Mr. Nacher and the highway interests.

And as far as the best design available----it should be one which goes underground-----a big black tunnel.

Please, Mr. Schaller, unite with the citizens of the District, and help stop the concrete invasion and Congressional blackmail embodied in this project.

Sincerely,

Terrance P. Lindemann
Terrance P. Lindemann

IDA C. MASON

and Mary L. Collins

520 N ST., S. W., APT. S-511, WASHINGTON, D. C. 20024

DEC
December 15, 1970

Mr. Martin K. Schaller,^{D.}
Executive Secretary, Office of the Mayor - Com-
munity Building
Washington, D.C. 20004

Dear Mr. Schaller:

We wish to go on record as
opposed to the construction of the
Three Sisters Bridge.

A Rapid Transit Line is what
Washington needs and not more
multiple-lane highways to disfigure
the natural landscape. The latter
are an obsolescent attempt to solve
the commuting problem.

Sincerely,
Mary L. Collins

MRS. SAM A. EDWARDS
1518 31ST STREET, N. W.
WASHINGTON, D. C. 20007

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DEC 17 4 59 PM '70

Mr. Martin K. Schaller,
Office of the Mayor-Commissioner, Room 528
District Building, 14th & E Sts, NW
Washington, D.C. 20004

OFFICE OF
SECRETARY
D. C. GOVERNOR

Dear Mr. Schaller:

As a resident-homeowner
living in Georgetown and as a
taxpayer in the District, I wish
to protest the erection of any
Three Sisters bridge.

The environmental effects
from the automobile pollution from
such a highway particularly when

close to the built up area of ^{ESA} Georgetown which has enough traffic and pollution would be most detrimental.

Furthermore it is not more highways, but more economic use of existing transportation networks that is necessary. It is not how many cars are using a highway - but how many people.

I am opposed, therefore to the Three Sisters Bridge regardless of design.

Sincerely yours

S. A. Edwards

Dec. 15th 1970

CAPTAIN J. F. CROWE, JR., U.S.N. (RET.)
4431 VOLTA PLACE, N.W.
WASHINGTON, D. C. 20007

RECEIVED

90

Mr. Martin K. Schaller, Exec. Sect.
Office of the Mayor Commissioner, Room 5258
District Building, Washington, D.C.

Dear Mr. Schaller:

Subject - Three Sisters Bridge Hearings and associated freeways.
I, J. F. Crowe and I are opposed to construction of the Three Sisters Bridge and the proposed associated freeway. The answer to traffic problems lies in mass transit, busses and subway, as well as a campaign for car pools. Eighty to ninety percent of the Virginia and Maryland cars headed downtown have only one passenger (the driver) in rush hours. I'm talking specifically about the rush hour traffic on MacArthur Boulevard, Foxhall Road and Reservoir Road, passing thru the Foxhall Village area where we have lived for 28 years.

The Three Sisters Bridge is entirely unnecessary and an imposition for the taxpayers. The Virginia Congressmen and many others who want it pay no taxes in the District. Mr. Abris, our Highway Director who wants it lives in Potomac, I believe and pays no DC taxes.

In the 1969 Citizens Referendum, 85% of the 12,000 voters opposed the Three Sisters Bridge and its connecting freeway system.

Mr. Watcher and some other Congress-

men have held our needed subway program hostage for the freeways and have shown us the top payers about as little consideration as a non-member of the Communist party gets in Russia.

The social, economic and environmental effects of this ill conceived project include disruption of Foxhall Village, where I live. Further, the routing of more cars and trucks with their attendant fumes into our city should not be tolerated. As you know, the Arthur D. Little survey of 1966, among other things, recommended that for the health of the city, no action should be taken on the then-existing freeway plans.

In summary, Mrs. Crowe and I are completely opposed to the Three Sisters Bridge project as unnecessary and not the answer. Mass Transit is the answer, busses, subway and car pools.

Very Truly Yours,
John F. Crowe Jr
Crisis L. Crowe

MRS. ROBERT B. KNIGHT

4464 GREENWICH PARKWAY N. W., WASHINGTON, D. C. 20007

Dec. 16, 1970.
DEC 17 4 53 PM '70

Mr. Martin K. Schaller
Room 528, District Building
Dear Mr. Schaller

I very much regret that I am physically unable to attend these meetings about Three Sisters Bridge and am writing to urge whoever can stop this bridge, to do so.

Mr. Natcher, the Illinois Representative and others are showing a callous and, I fear, a self-serving disregard for the welfare of the citizens of the District.

I understand it would ruin the lower end of Foghall Village where I have lived for 35 years, close off much of Northwest Washington to access to Whitehurst Freeway and thus make traffic through Georgetown a nightmare.

It would spoil Foundry Park which the District authorities promised the Glover-Archbold donors would be kept intact as a park and not a Freeway. And beautiful Spout Run would be spoiled.

MRS. ROBERT B. KNIGHT

4464 GREENWICH PARKWAY N. W., WASHINGTON, D. C. 20007

9/9

Even worse, it would funnel many more automobiles into the already overburdened parking areas in the District. And Heaven help the atmosphere! It is chokingly difficult to breathe now.

What we need is some free rapid transit into the District. Many people would not need their cars at all to come to work or to come in for shopping. (It should be an inducement to shop in the downtown area.) And others could fringe-park.

As I said, I have lived in Foghall Village many years and know many people. I do not know of anyone here who wants Three Sisters Bridge. Surely the citizens of the District should have something to say about it.

yours truly
Gladys T. Knight

Sir:—
The Three Sisters Project is all planned,
costly and destructive, and
I am against it.

L. J. Hiltschlag

Dec. 18
MRS. HUGH N. JACOBSEN 1352 - 28th Street, N.W. Washington, D. C. 20007

Dear Mr. Schaller,

Citizen opposition to "Three Sisters" bridge is overwhelming on both sides of the river. I wish to add my ^{own} voice, ^{and that} of my husband, to that opposition.

Sincerely Mrs. H. Jacobsen

14 December 1970

DEC 16 10 5 AM '70

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Martin Schaller
Room 528
District Building
1350 E Street NW
Washington, D. C. 20004

Dear Sir:

I would like to request that the following brief statement be included in the record of the District of Columbia--Virginia Highway Department hearings on the Three Sisters Bridge:

I am a new resident of Virginia, having lived at 2344 North Dickerson, Arlington, for the last six months. I live in the area that would be most affected by the building of Three Sisters Bridge, and I can honestly say that I do not believe the advantages of having the bridge outweigh the disadvantages.

My husband and I both work in the District, and we commute by bus because we can see no advantage to driving our own car. It costs far more to drive, both in terms of personal expenditure and damage to the environment, than to use public transportation. Over 90 per cent of the pollution in the D. C. area is caused by automobiles; why make it possible for more one-passenger cars to be driven into the city every day? Building another bridge would increase access to the city but it would not lessen the congestion on the overburdened downtown streets and parking lots.

I am also against the bridge because I am against any extension of I-66 through Arlington. I have seen what a mess I-95 is in Alexandria; I am against anything that would create such an ugly monster in my new hometown.

Automobiles are expensive and dangerous, and super-highways are ugly. It seems to me we ought to be concentrating on improving public transportation and on safeguarding the beauty of the Potomac and the Virginia countryside. I am therefore opposed to the Three Sisters Bridge.

Sincerely yours,

Peggy Speece Farney
Peggy Speece Farney

4450 VOLTA PLACE, NORTHWEST
WASHINGTON D. C.

20007 WED
DEC 13 1970
December 14, 1970.

FILE OF
SECRET
C. 037

Dear Sirs:

I wish to register my, and my husband's strong feelings against the building of the Three Sisters Bridge.

we are an elderly couple living within two blocks of the proposed access roads to the proposed bridge and cannot attend the hearings. We cannot conceive of adding any more traffic to that already coming down Foxhall Road and MacArthur Blvd during rush hours. These roads were not built for that kind of a load.

The first priority should be the subways and a tunnel beneath the river. This method exists in many many cities all over the Western world. We personally have used them and can vouch for their great

RI

DEC 16 1970

OFF
SEC
D.C.C

2916 N Street, NW
Washington, DC 20007
December 14, 1970

Mr. Martin K. Schaller,
Office of the Mayor-Commissioner, Room 528
District Building
14th and E Streets, NW
Washington, DC

Dear Sir,

I should like to record my protest to the building of the Three Sisters Bridge and associated highways. Transportation requirements must be met, but surely experience shows that more roads bring in more traffic, to the point where a city permits itself to become choked and asphyxiated. A Metro system is a better solution.

Wouldn't it be a fine thing if Washington, the capital city, took the lead in wise city planning and in protection of a still scenic area (which, once destroyed, can never be restored)? And wouldn't it be equally fine if the wishes of a majority of concerned residents were heeded?

Sincerely,

Nancy Perkins

Nancy Perkins

DEC 16 10 5 AM '70

OFF
SEN
D.C. 2035 Trumbull Terrace NW
Washington, D.C. 20011
December 14, 1970

Mr. Martin Schaller, Executive Secretary
to the Mayor
Room 528, District Bldg.
1350 E St. NW
Washington, D.C. 20004

Dear Mr. Schaller:

Since I am unable to attend the hearings in person,
I am writing to ask you to include this written statement
in the record on the Three Sisters Bridge.

I am opposed to construction of this bridge and
indeed of any more routes into the city until an adequate
public transit system is constructed and in operation.
This is the only way to avoid taking land which belongs
to the people of the whole United States for the benefit
of a few residents of Virginia and Maryland.

Yours truly

Mary Anglemeyer
Mary Anglemeyer

REC

DEC 15 1970
GEORGETOWN UNIVERSITY ROWING ASSOCIATION

GURA

SEC
D. C. GO'

December 14, 1970

Mr. Martin K. Shaller
Executive Secretary
Office of Mayor-Commissioner
District Building
Washington, D. C.

Re: Three Sisters Bridge Hearing

Dear Sir:

The stretch of water between the Three Sisters islands and the Water Sports Center has provided an excellent race course for Georgetown University rowing teams since 1957. The construction of something other than the single span bridge at the present site will render our present race courses useless and greatly burden Georgetown University teams in attracting intercollegiate competition. I know of no other acceptable courses on the river.

The negative impact of the proposed double span bridge will be borne by the ninety young men who annually participate and benefit from intercollegiate rowing. In this day of commercialism and professionalism in athletics, rowing remains purely amateur with the oarsman himself being the purpose of the sport. At Georgetown the athletes themselves must provide the financial basis for our operation, and the loss of this fine race course will greatly penalize these young men who are already burdened with responsibilities far above that expected of students.

Sincerely,

Frank Benson

Frank Benson
Head Coach of Rowing
Georgetown University

dm

DEC 16 1970

2700 Wisconsin Ave., N.W.
Washington D.C. 20007

December 13, 1970

Mr. Martin K. Schaller
Executive Secretary,
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

Dear Mr. Schaller,

I am writing to you--as a citizen and long-time Washington D.C. resident--to express my deep concern about another threat to our natural environment and unequalled beauty of our Capital City: the construction of the Three Sisters Bridge.

I am convinced--after having studied the question from various viewpoints--that its construction would be a disastrous mistake, with very serious consequences. Moreover, since there are alternatives (the planned high speed rail line at 14th Street bridge, through tunnels--) which make such a mistake avoidable without drawbacks for traffic, etc., I hope and trust that the bridge will not be built.

I hope that our voices will be heeded, and that our beautiful river and Towpath area will remain unspoilt, for us and for future generations.

Yours very truly,

Hanna De Vech

Member, Wilderness Society

Member, Audubon Naturalist Society

REC

DEC 16 1970

OFF
SE
D.C.

4898 MacArthur Blvd. N.W.
Washington, D. C. 20007
December 14, 1970

Mr. Martin K. Scholler
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
Washington, D. C.

In re: Three Sisters Bridge Hearing

Dear Sir:

As a resident and home-owner in an area that may be affected, I offer the following opinions:

1. The bridge should be built at the proposed site as promptly as possible.
2. I favor the six-span design.
3. If possible, the access roads should be designed to permit passage of traffic originating in the southern part of the MacArthur Blvd. area into Georgetown and/or the western part of Washington.
4. I feel that in designing the bridge, consideration should be given first to safety, next to cost, and then to esthetics.
5. I feel that the special interests of the MacArthur Blvd. area should be subordinated to the interests of the city as a whole.

Respectfully submitted,

Irving R. Richards
Irving R. Richards

DEC 16 1970

5430 Carolina Place, N.W.
Washington, D. C. 20016
December 15, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
Washington, D. C. 20004

Dear Mr. Schaller:

That the Three Sisters Bridge will be built is beyond question. I leave to the engineers the safety aspects and to the Fine Arts Commission the esthetic aspects.

To me the most important points to be considered in the design of the bridge are that residents of the D. C. Palisades area have

- 1. Access to the bridge from ramps at its terminal point near Canal Road and MacArthur Boulevard.
- 2. Access to the Potomac River Freeway from Canal Road so that they will be able to go downtown on whatever is built to supersede the Whitehurst Freeway.

It is inconceivable to me that any one involved in designing this bridge should fail to provide access to it and to the connecting Potomac River Freeway from our area.

* * * * *

One of the most maddening things to me at the present time is my inability to make a left turn from Arizona Avenue to Canal Road during the rush hours. Indeed, many times about 9 a.m. I cannot make a left turn from Carolina Place to Arizona Avenue--my only avenue to downtown--because of the unending stream of Virginia cars turning into Arizona Avenue from Canal Road. Why not give the District residents a little consideration? (Of course, I know the answer--our colonial status!)

Sincerely,

Ruth Aull Cerick

(Mrs.) Ruth Aull Cerick

DEC 16 10 5 AM '70

2035 Trumbull Terrace NW
Washington, D.C. 20011
December 14, 1970

Mr. Martin Schaller
Room 528, District Bldg.
1350 E St. NW
Washington, D.C. 20004

Dear Mr. Schaller:

Since I believe there is still an opportunity, I want to put on record my opposition to the Three Sisters Bridge. This bridge would not only immediately increase traffic into the city with the well-known attendant problems but would also menace other stretches of park land, specifically Clover-Archbold and would destroy Spout Run. I think our need for preserving open space in this area is far greater than our need to provide a few more minutes of speed to commuters.

I request this statement be added to your record.

Yours truly

Katharine Anglemyer
Katharine Anglemyer

REC

DEC 16 10 5 1970 December 14, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

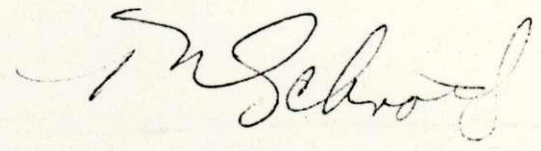
OFFICIAL
SECRET
D.C. GOV

Dear Mr. Schaller:

Please add my voice to those who deplore plans to build the Three Sisters Bridge. Unnecessary and thoughtless. Modern mass transportation can and will solve the people-movement problems involved. You know all the arguments. Please make one more vote

AGAINST the Three Sisters Bridge altogether.

Sincerely yours,



T.N. Schroth
5655 Bent Branch Road
Washington, D.C. 20016

PECE

DEC 16 10 5 79

SECRET
D. C. GOVE

2716 O St., N. W.
Washington, D. C. 20007
December 14, 1970

Mr. Martin K. Schaller, Executive Secretary
Office of the Mayor-Commissioner, Room 528
District Building
14th and E Sts., N. W.
Washington, D. C. 20004

Dear Mr. Schaller:

As a native Washingtonian, proud of his city, please add my voice to the many others who oppose the construction of the Three Sisters Bridge. A project less responsive to the needs of our community is difficult to imagine. The needs of our city in housing, education, and not least transportation are well known to you -- clearly this Three Sisters Bridge project, a multipollutant, can only increase our problems.

Please don't miss a unique opportunity to set aside narrow "special interests," to work instead for the wellbeing of our community as a whole -- consider the rewards of a planned, people-oriented development of the Georgetown waterfront. I urge you to disapprove all "designs" for the proposed bridge on the grounds that a bridge by any design is incompatible with the true transportation requirements of our city.

Sincerely yours,
David Powe
David Powe

HOUSE JOINT RESOLUTION NO. 168

1
2 *Memorializing the members of the delegation to the Congress of the United*
3 *States from Virginia to assure the prompt authorization of the pro-*
4 *posed Three Sisters Bridge across the Potomac River.*

5
6 Offered March 6, 1968

7
8 Patron—Mr. Daniel, W. C.

9
10 Referred to the Committee on Federal Relations

11
12 Whereas, the United States Department of Transportation is consid-
13 ering disapproval of the proposed Three Sisters Bridge across the Potomac
14 River connecting Arlington County and the District of Columbia area; and

15 Whereas, this bridge is an essential part of Interstate Route 266; and

16 Whereas, planning for this crossing has been underway since June
17 thirty, nineteen hundred sixty, when Interstate 266 with a bridge across
18 the Potomac was first approved by the United States Bureau of Public
19 Roads; and

20 Whereas, all traffic forecasts made by responsible highway authori-
21 ties indicate an overwhelming need for a bridge over the Potomac in the
22 Three Sisters area; and

23 Whereas, the interstate plan for Northern Virginia is entirely com-
24 patible with proposed mass transit facilities in that area, and is vital to
25 assure an adequate, balanced transportation system; and

26 Whereas, designation of an additional Potomac River crossing in the
27 Three Sisters area as a part of the interstate system was a basic factor in
28 the decision that Interstate 66 would provide a satisfactory connection
29 between Washington and the Dulles International Airport access road; and

30 Whereas, the Virginia Department of Highways has worked closely
31 with federal, regional and local agencies in developing plans for the pro-
32 posed river crossing and interstate connection; now, therefore, be it

33 Resolved by the House of Delegates, the Senate concurring, That the
34 General Assembly of Virginia urges that Virginia members of the Congress
35 of the United States exert all possible efforts to assure the prompt author-
36 ization for carrying out plans originally approved by federal authorities in
37 nineteen hundred sixty to construct these integral segments of the inter-

1 state highway system. The clerk of the House of Delegates is directed to
2 send to each member of the Virginia delegation to the Congress of the
3 United States a copy of this resolution.

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MRS. GERHARD A. GESELL
3304 N STREET, N. W.
WASHINGTON, D. C. 20007

Dec 16 1965 70

Dear Mr. Schaller:

Please correct me among those opposed to the building of ~~the~~^a Three Sisters bridge. Any bridge! The streets of Georgetown, now, do not accommodate the traffic jammed into them; the chaos, the noise, the stretch added by the enormous increase of cars using any such bridge gives one the horrors!

The views of those residents
most nearly affected by this
proposed bridge should indeed
be considered as important.

Very sincerely

Peggy Green

14 December

1970

B.V. Samoiloff -
1620 - 30 St NW -
Washington DC -
20007

Dec 12, 1970 ¹⁰⁶

Dear Mr. Schallger:

My
wife and I do vigorously ^{my} ~~not~~
pursue the construction of Three
Sisters bridge.

Sincerely
Bob Samoiloff

107

12#15-70

DEC 16 15 45 '70

Sirs:

I am definitely opposed to having any bridge built in the area of the "Three Sisters Islands", across the Potomac River in the Georgetown area.

Mrs E E Dodge

Mrs. E.E.Dodge
4470 Reservoir Rd. N.W.
Washington, D.C. 20007

RECEIVED
DEC 17 10 15 '70

4433 P Street, N.W.
Washington DC 20007
December 14, 1970

Dear Mr. Schaller,

Re: Three Sisters Project

As an 18-year resident of the area, I wish to register my emphatic protest to the proposed construction and creation of the "Three Sisters" bridge, or of any other bridge, or new freeways, along the Potomac River. Such construction would serve no desirable end to the District, and would completely wreck the Fostall Village.

Heavy additional traffic through the area is probably hundreds of cars and trucks each day, spewing their poisonous, noxious fumes in all directions - added to the heavy traffic on MacArthur Boulevard and Fostall Road, as well as that on 44th Street - a shortcut known to hundreds for quicker access ^{to} the Hospital of Georgetown University and the Wisconsin Avenue area - would be quite unbearable to the people of the area, and would certainly cause a heavy incidence of emphysema and other chest and respiratory conditions among the residents. The construction of the approaches to the bridge, as contemplated, would deal a death-blow to this lovely village and cause its disappearance as a sought-after in-town, livable community.

In the interest of the total environment, the health of its residents, and the maintenance of property values in the Fopshall area, I strongly recommend that all existing plans for the "Three Sisters" bridge be abandoned, and that no action whatever be taken on any proposals looking toward construction of an additional bridge to funnel ever more traffic - and pollution - through this area, and through Washington.

I trust that The Mayor, and his good offices, will exert every effort to nullify all proposals - present and future - for construction of another bridge in this general area.

Thanking you for your kindness and cooperation in this matter, I am,

Very truly yours,

Mary M. O'Brien (Mrs.)

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

(Build the subway! That's what's needed; not more automobiles, fumes, headaches, and illnesses.)

MRS. JOHN T. SMITH, II
3345 RESERVOIR ROAD, WASHINGTON, D. C. 20007

Dec 1, 5 12/14/70

Mr. Martin K. Schaller
Office of the Mayor - Commissioner,
Washington, D.C. 20004

Mr. Schaller:

I am writing to you to enter my opposition to the Three Sisters bridge into your hearing record. I am not only opposed to the location of the bridge, but to its existence at all. I am particularly concerned about its potential affect on the already overcrowded streets + heavy traffic in Georgetown. I can not think that this bridge is in any way in the public interest.

Yours sincerely,
Linda K Smith

DEC 16 10 5 AM '70

December 15, 1970

Mr. Martin K. Schaller, Executive
Secretary
Office of the Mayor-Commissioner
Room 528
District Building
14th & E Sts., N.W.
Washington, D.C. 20004

Dear Mr. Schaller:

I am writing to add my voice and the voices of the other members of my family to the opposition to the Three Sisters Bridge.

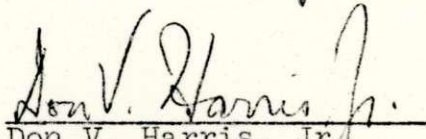
I support the position of the Citizens Association of Georgetown and The Wilderness Society in opposition to this bridge.

If we are ever to maintain a community it will be necessary that we stop placing reliance upon the individual automobile and catering to its needs in preference to the needs of individuals. The proposed approaches to the Three Sisters Bridge will inevitably result in destruction of several neighborhoods. The addition of thruways will only lead to a greater exodus to the suburbs, eventually leaving the District of Columbia only as a parking lot with an inner city slum.

Further, I have previously been informed that your own studies show that future traffic across the Three Sisters Bridge is overwhelmingly for destinations outside the District of Columbia and not within the District of Columbia. This bridge and highway program would have highly detrimental effects on the District overwhelmingly to benefit persons merely passing through.

I urge that the "design" of this project should be reconsidered in depth in terms of designing a community in which we can continue to live. This means abandoning the project as presently proposed.

Respectfully submitted,


Don V. Harris, Jr.
3330 N St., N.W.
Washington, D.C. 20007

14 Dec. 1970

111

Mr. Martin K. Schaller
Office of the Mayor - Commissioner
District Building

Dear Sir -

Please register my protest against
the Three Sisters Bridge and its
connecting freeway system. I am not
an ecologist or conservationist, but simply
love this city and would like to be able
to continue to live here.

Although I commute from my home
in Georgetown to Friendship Airport where
I am a Federal Government employee,
I deliberately, and at some personal
sacrifice, use public transportation rather

than my car. Let those coming into
the District use public transportation
and thus alleviate the appalling
congestion and pollution.

Sincerely yours.

Jean Helen Scott

1523 33rd St. NW

MRS. LIONEL C. EPSTEIN
5620 OREGON AVENUE, N.W.
WASHINGTON, D. C. 20015

DEC 16 10 45 AM '70

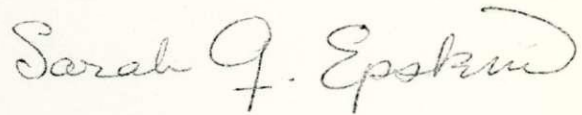
December 14, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D. C. 20004

Dear Mr. Schaller:

I am sorry I cannot get to the hearing on the Three Sisters Bridge. This is to record my hope that the Three Sisters Bridge will be defeated! I hope that alternative mass transportation will be effectively supported so that people but not cars can easily get in and out of our city. Please record me as against the construction of this bridge.

Most sincerely,



Sarah G. Epstein

SGE:kg

113
MRS. SAM A. EDWARDS
1518 31ST STREET, N. W.
WASHINGTON, D. C. 20007

Dec 16
Dec. 13, 1970

Mr. Martin K. Schaller, Exec. Sec.
Office of the Mayor-Commissioner, Room 528
District Building, 14th and E Streets, N.W.
Washington, D.c.

Dear Sir,

I am writing in opposition to the Three Sisters Bridge. Very few people who live in the District want it. Our need is better and cheaper public transportation, not more highways and bridges. We should be trying to cut down on the cars in this area. We have enough pollution already.

Sincerely yours

Susan B. Edwards
Susan B. Edwards
(Mrs Sam A. Edwards)

D. L. CHANEY
1057 NATIONAL PRESS BUILDING
WASHINGTON, D. C. 20004

DEC 16 10 45 AM '70

December 9, 1970

Mr. Martin K. Schaller
Executive Secretary
to the Mayor-Commissioner
District Building
Washington, D. C.

With reference to the
Three Sisters Bridge
hearings, Dec. 14, 1970

Dear Mr. Schaller:

I endorse the proposed design of the Three Sisters Bridge and recommend its immediate construction. As an important link towards completion of the metropolitan Interstate highway program, the need is definite and urgent.

The structural design, consisting of long-span prestressed concrete, is an excellent solution for this location. It has the advantage of only two piers, widely spaced, which leave the main river channel completely free of obstructions, and provide an open view of the river.

Equally meritorious is the architectural treatment. A study of the model readily shows that the bridge will blend harmoniously with the landscape. Bridges have been an important part of man's landscape since earliest civilization. Not only are they a useful utility, but, when properly designed, they become points of interest which contribute attractively to a city's personality and its living art.

Although there are no designs of the same magnitude as the Three Sisters proposal existing in this area, structures of similar size and design have been used successfully elsewhere. Nearly forty years of my life was spent working with concrete design and construction, including prestressed concrete, and I do not hesitate to recommend the design now in question.

I have no business nor financial interest in the design and construction of this bridge. I testify simply as a local citizen, who feels that there is real and urgent need for this structure, and for the completion of the metropolitan highway system. Highway user taxes have been collected for the construction of this system since 1956, and collections will continue. The people are waiting for, and deserve delivery of the product for which they are being taxed.

Sincerely yours,

D. L. Chaney
D. L. Chaney

JAMES MOORE

PROPOSED FREEWAY

My number one anxiety regarding the freeway is my concern for the people who will be affected by the building of the freeway. In order to be fully free in America we must all be concern and share in the responsibility of helping to fight to protect all the neighborhoods that will be destroyed by the freeway. A good American is a true comrade when he willingly endeavors to defend the security not only in his own neighborhood, but is concern about the welfare of people in other sections.

The people in the District of Columbia pays taxes and should be granted the privilege to determine how any progressive development should be designed. Many District Officials as well as members of Congress who can speak out on behalf of the D. C. citizens' opposition to the freeway, seem to be tongue-tied. These people in high level positions can negotiate on other alternative grounds regarding the controversy over the freeway and simultaneously rebuke and demand that Messrs. Natcher, McMillan, et al., mitigate their outrageous adherence to withhold D. C. money merely because certain representatives can't stand defeat.

With over 25,000 people being displaced and communities destroyed, how can the freeway bring anything but discontent and mental agony to the people of D. C.

Representative William H. Natcher, Democrat, Kentucky, Chairman of the House District Appropriations Subcommittee, has refused to release subway funds until freeway building proceeds to HIS satisfaction. If Rep. Natcher can carry out such a proposal, then our Government is not run by the people, for the people. *See Rep. Broyhill below.

I am a citizen of the U. S., not limited to the District of Columbia and I am in favor of uprooting all the unjust people who attempt to control the country. These unjust people who run the Government are not genuinely concern with the security and happiness of all the people. Man means nothing to the unjust people, whereas progress and the material items are what really counts. However, God created man in His own image and for this reason, people are God's chosen creation.

(*Footnote) It was announced over the radio December 14, 1970, that after negotiations, Rep. Broyhill has decided not to withhold D. C. funds.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 38 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Jan Van Der Vate
P. O. Box 266
Vienna, Virginia 22180

Dear Mr. Van Der Vate:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 14
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

FROM THE DESK OF

JAN van der VATE P. O. Box 266 VIENNA, VA. 22180

December 14, 1970

Dear Mr. Hope:

As a longtime resident of Virginia, who is being overwhelmed by the spreading blight of urbanization, I wish to be placed on record as being opposed to both the extension of Interstate 66 and the building of the Three Sisters bridge. I am, however, strongly in favor of an adequate system of rapid transit facilities.

Yours truly,

Jan van der Vate

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 57 PM '70

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Thomas G. Crouch
Suite 604
Arlington Trust Building
1515 Court House Road, North
Arlington, Virginia 22201

Dear Mr. Crouch:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 15
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

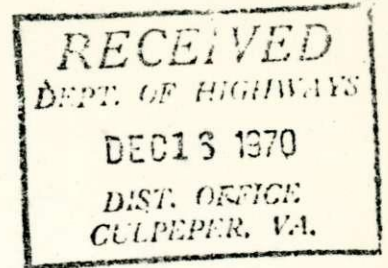
Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

CROUCH & CROUCH
ATTORNEYS AT LAW
SUITE 604
ARLINGTON TRUST BUILDING
1515 COURT HOUSE ROAD, NORTH
ARLINGTON, VIRGINIA 22201
(703) 525-0100



December 15, 1970

Hon. D. B. Hope, District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

Re: I-66 and Three Sisters Bridge
Design Hearings

Dear Mr. Hope:

I am sorry that I was not able to speak at the public hearing held on I-66 Design on the 7th of December, 1970. I was at the hearing on that date but did not get an opportunity to speak and was unable to attend the continuation of the hearing. I reside at 3300 North Glebe Road, Arlington, Virginia and am also the Chairman of Western Fairfax Progress Association, an organization of landowners, developers and residents of western Fairfax County representing approximately two-thirds of the acreage in the Bull Run Planning District.

I think it was an unfortunate choice to have held the hearing in a high school next to the proposed right-of-way for I-66 but it seems that no matter where the hearing was held, a large number of the residents of Arlington County would oppose its construction as it does have adverse effects on the persons who live near it and will cause some diversion of local traffic that must cross its path. From experience in living on Glebe Road for the last sixteen years, approximately thirty-five feet from the right-of-way, I believe those opposed to the highway over-emphasize the noise factor and certainly the pollution factor was misrepresented by these same interests as it appears that cars traveling the I-66 corridor at high speeds would be much, much less of an air pollutant than cars traveling at a much slower rate of speed on Lee Highway and Route 50 and other major commuting arteries in Arlington County.

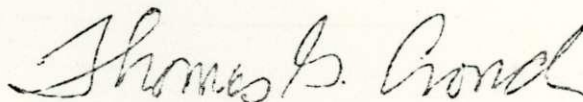
As to the opposition generally to the construction of I-66 and the Three Sisters Bridge, I believe that these people have not given due consideration to these two projects but if they have, they are certainly very selfish people and poor neighbors to others who will use I-66 and the Three Sisters Bridge. People of Fairfax County and the people in other areas of Virginia and the United States where interstate highways have been constructed have suffered the same inconveniences, and damages

to property that the opponents to I-66 complain of. Now that it has come to the time for the construction of an interstate highway through their community, they complain loudly forgetting that they use the interstate highways through other peoples communities for their convenience. I do not believe that the Highway Department should be swayed in the least by their opposition to the construction of I-66 and the Three Sisters Bridge.

I am in accord with the Chamber of Commerce that I-66 and the Three Sisters Bridge should be completed as soon as possible and that only those additions for noise abatement should be added to its design that can be added without delaying the completion of these projects. The reason I feel that these projects should be completed with all deliberate speed is that the commuter traffic through Arlington County at the present is almost intolerable because of the lack of an interstate highway and I believe that before I-66 and the Three Sisters Bridge are completed that the traffic situation will have reached a chaotic state.

I would like this letter to be made a part of the record of the I-66 Design hearing and a part of the record of the public hearing on the Design of the Three Sisters Bridge as approving the Fine Arts design for that bridge and I also ask that this letter be considered as expressing the views not only of me but also of the Western Fairfax Progress Association.

Sincerely,



THOMAS G. CROUCH

TGC/mb

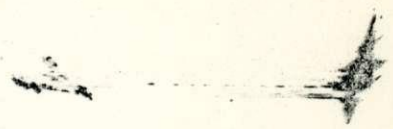
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

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DEC 21 1 37 PM '70

U.S. DEPARTMENT OF TRANSPORTATION
D. C. GOVERNMENT BUILDING

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970



Mr. James T. Richards, Jr.
9021 North Grant Avenue
Manassas, Virginia 22110

Dear Mr. Richards:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 12.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

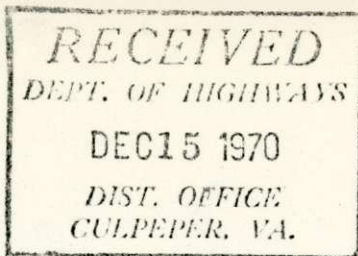
Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.



9021 N. Grant Ave
Manassas, Virginia

Dec 12, 1970

Mr. E. B. Hope
Va Dept of Highways
Culpeper, Virginia

Dear Mr Hope :

This is the first letter I have ever written to express a position or personal sense of values on an important public project. I suppose, however, that I along with friends and acquaintances do make up part of "the public."

The project I refer to is the proposed Three Sisters bridge across the Potomac.

Briefly, let me explain that I am a resident of Northern Virginia who daily commutes into Washington to work. My family and I love this area and would like to see the features preserved that make it a pleasant area in which to live. As you know, this is one of the fastest growing metropolitan areas in the country. As such, I believe it is especially important to consider the total impact of this growth upon the area and keep a sense of balance with regard to what represents real progress, and "progress" at the expense of pleasant surroundings for the future.

As a fellow Virginia citizen, and one whose children, along with yours, will inherit the future we help make, I ask

(over)

you to consider the total effect of The Three Sisters Bridge Project on the future environment.

I am not against progress - and better transportation systems. But I do think it is time for all those in positions of public responsibility to carefully consider all actions which will have a great effect on the quality of our surroundings and natural environment.

Viewed in this light, I am against The Three Sisters Bridge as an individual project. I do hope you will consider this as being offered in great sincerity - and only wish that you could be aware of the feelings of many others who do not take the time to express themselves. That is perhaps the greatest irony which exists, and which allows the future to come upon us by default as it were.

Respectfully,
James J. Richards Jr

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 57 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

OFFICE
SECRET
D. C. 20540

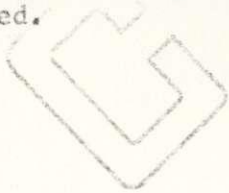
Dr. Richard L. Renfield
2200 Leeland
Falls Church, Virginia 22043

Dear Dr. Renfield:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 13.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.



Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

RICHARD L RENFIELD
2200 LEE LAND
FALLS CHURCH VA
22043

Dec. 13, 1970

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper
Virginia 22701

Dear Mr. Hope:

I am one of the many daily commuters by automobile from Virginia into D.C. I am accustomed, though not reconciled, to the wasting of much valuable time in stagnant, foul-smelling traffic jams. What an absurd, unhealthy way to live!

I have seen more and more roads built, along with the Roosevelt and Wilson and new 14th Street Bridges. And I have seen the traffic quickly negate the "progress" of the asphalt. And I have watched the air get more foul with auto exhausts.

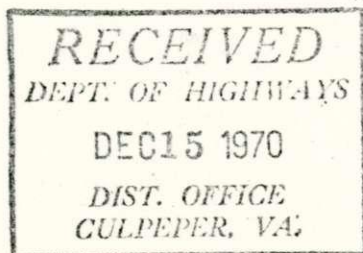
Let us stop this suicidal "progress!"
Bridges over the Potomac are only illusory aids. What they really do is attract more

Care and create more of the same obnoxious traffic jams and fill the air with still more fumes. In short what they really do, Mr. Hope, is kill us.

And at the same time they gouge out more of the oxygen-giving trees and more of the remaining natural beauty.

What we need is a rapid transit system to get tens of thousands of people to work without delay or pollution. Our eyes, our lungs, and our schedules cannot tolerate a Three Leaters Bridge. — whatever may be the desire of those who ^{are content} ~~want~~ to make money by destroying our environment.

Sincerely,
Dr. Richard L. Penfold



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

Dec 21 1 57 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. Jack Van Valkenburgh
1673 Preston Road
Alexandria, Virginia 22302

Dear Mr. Van Valkenburgh:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 13.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

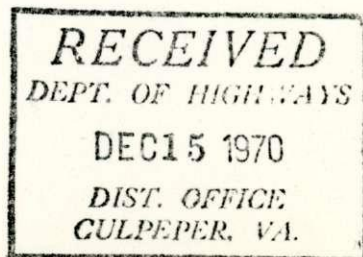
1673 Preston Rd.
Alexandria, Va. 22302
December 13, 1970

Mr. D. B. Hope
District Engineer
Virginia Dept. of Highways
Culpeper, Virginia 22701

Dear Mr. Hope:

I have been following developments concerning the Three Sisters Bridge for quite some time. The project appears to be an unjustifiable extension of the highway machine threatening this area. Highway after highway will not solve the transportation crisis. It is an endless game of catch-up. The Three Sisters Bridge would do great harm to the surrounding area, including residential areas, parklands, and even the environment far beyond its immediate location. Please work for the termination of this project.

Sincerely yours,
Jack Van Valkenburg



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

121
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OFFICE OF THE
SECRETARY OF
D. C. GOVERNMENT

XXXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. Harrison Mann
Attorney and Counsellor at Law
815 15th Street, N. W.
Washington, D. C. 20005

Dear Mr. Mann:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 11.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

HARRISON MANN

ATTORNEY AND COUNSELLOR AT LAW

815 15TH ST., N. W.
WASHINGTON, D. C. 20005
(202) 628-5383

December 11, 1970

Mr. D. P. Hope
District Engineer
Department of Highways
Culpeper, Virginia

Dear Sir:

Because of a series of business engagements on the 14th, I do not expect to be able to attend the hearing on that date relating to the design of the Three Sisters Bridge.


While I have no competence in the field of engineering and must of necessity leave such matters to the better informed, I note that the hearing is not confined solely to that feature, but includes as well social, economic and environmental effects of the design proposal.

As a person long active in the political and civic life of Arlington I have conversed with a great many people. While there are those who naturally feel they will be adversely affected and therefore can offer every reason for opposition, from environmental to esthetic, the vast majority of our citizens recognize the need for additional access routes to the District and Northern Virginia.

Of necessity, when the need for a road or a bridge is determined on, there must be a choice of location. While a member of the General Assembly of Virginia I reviewed all possible alternatives and from the standpoint of the Virginia shore and approach I cannot suggest a better location which will adversely affect fewer people, or interfere less with many of the considerations listed under the heading of "social, etc." effects.

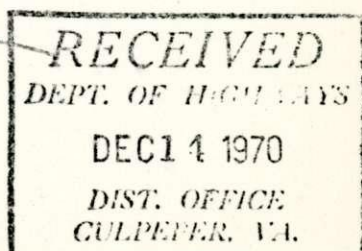
I trust that authorities will get on with the job as the traffic problem both from the standpoint of Virginia and the District becomes worse daily.

Very truly yours,



Harrison Mann

HM/ds



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

Dec 21 4 37 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. Glen O. Pyles
Pyles Lumber Company
6210 Allentown Road
Washington, D. C. 20023

Dear Mr. Pyles:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 12.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

Dec 21 1 57 PM '70

OFFICE OF THE DISTRICT ENGINEER
D. B. HOPE

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Gladys D. Schubert
604 Beverly Drive
Alexandria, Virginia 22305

Dear Madam:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 13.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

GLADYS D SCHUBERT
604 BEVERLY DR
ALEXANDRIA VA
22305

12-13-70

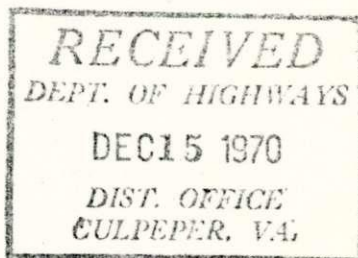
Dear Mr. Hoje,

This is to lend
my support to those who are
opposing the Three Sisters Bridge.

We cannot continue to
convert our precious open areas
& parklands into highways. The
remedy is in ^{expensive} subways which
can transport people so much
more efficiently & quickly.

Sincerely

Gladys D. Schubert



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 3 PM '70

D. B. HOPE

XXXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. Robert L. Montague, III
100 South Royal Street #3
Alexandria, Virginia 22314

Dear Mr. Montague:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 14.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

LAW OFFICE
ROBERT L. MONTAGUE, III
100 SOUTH ROYAL STREET #3
ALEXANDRIA, VIRGINIA 22314
TELEPHONE 703 549-2225

December 14, 1970

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

Dear Mr. Hope:

I write to offer my comments in connection with the proposed Three Sisters Bridge, which I understand you are presently soliciting statements on.

By way of identification, I am Chairman of the Alexandria Environmental Policy Commission and State Co-chairman of the American Bar Association's Environmental Quality Committee. I am also an officer of the Northern Virginia Conservation Council. It is not possible for me to appear in person at the hearing, but I do wish to express my personal opinion with respect to this project. I am not speaking officially for any of the aforementioned organizations.

I am convinced that it would be a serious error to further stimulate automotive traffic growth until Rapid Transit has been installed in the National Capital Area and been given an opportunity to prove its efficacy. I believe that the proposed bridge will menace residential areas, parklands, and our environment far beyond its immediate location. There will be a substantial adverse effect on the beauty of the Potomac River Gorge and the National Park Areas associated therewith. It would also trigger other freeway development in the National Capital Area and serve to increase the blighting traffic load on the projected Interstate 66 through Arlington County.

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DIST. OFFICE
CULPEPER, VA

In terms of sound transportation and total planning for this area, I am among those who consider the Three Sisters Bridge project utterly lacking in genuine justification at this time. I do not believe that the environmental impact has been given adequate consideration and I sincerely hope that you will do so before reaching a final decision with respect thereto.

Sincerely yours,



Robert L. Montague, III

RLM:mc

cc: The Hon. Harry F. Byrd
The Hon. William B. Spong, Jr.
The Hon. Joel T. Broyhill

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 37 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Leah J. Stevens
1201 S. Court House Road
Arlington, Virginia 22204

Dear Madam:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 14.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

125

1201 S. Court House Road
Arlington, Virginia 22204
December 14, 1970

Mr. D. B. Hope, District Engineer
Virginia Dept. of Highways
Culpeper, Virginia 22701

Dear Mr. Hope:

I would like to protest the construction of the Three Sisters Bridge and the creation of another interstate highway into Washington. Being a daily commuter into Washington from Arlington, I am quite aware of the traffic and exhaust fumes along highways which I have no alternative but to accept.

Construction of new roadways only encourages to heighten the number of vehicles, which are too numerous at present. People are not always responsible nor knowledgeable and inevitably take advantage of a new opportunity (or is it an opportunity?) to get out and drive.

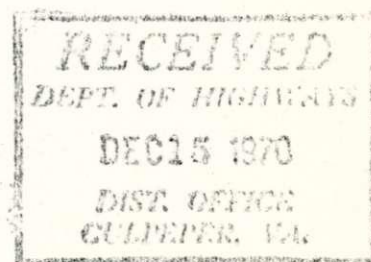
I suppose it is fate that I must accept not only irresponsible people's habits but also irresponsible legislators' whims, such as Natcher. I had hoped, with increasing interference by increasing population, take-over of residential areas by commercial, and increasing pollution, it would be otherwise. However, I fear not. Rapid rail transit doesn't seem to stand a chance.

Sincerely,

Leah J. Stevens

Leah J. Stevens

cc: Virginia Dept. of Sanitation
Governor Linwood Holton
Sen. Harry F. Byrd
Sen. William B. Spong
Natcher's Committee
Congressman Joel T. Broyhill



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

124
Dec 21 1 37 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mrs. William L. Benson, Jr.
3415 Halcyon Drive
Arlington, Virginia 22305

Dear Mrs. Benson:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 14.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

Mrs. William L. Benson, Jr.
3415 Halcyon Drive
Arlington, Virginia 22305

14 December 1970

Mr. D. B. Hope, District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

Mr. Hope:

I concur with the Wilderness
Society's opinion and suggestion
concerning the Three Sisters Bridge.

Sincerely,

Sigrid Benson
(Mrs. William, Jr.)

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

127

Dec 21 1 37 PM '70

XXXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. and Mrs. Harold W. Breedlove
1313 Congress Street
Woodbridge, Virginia 22191

Dear Mr. and Mrs. Breedlove:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 14.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

Mr. & Mrs. Harold W. Breedlove
 1313 Congress St.
 Woodbridge, Va. 22191
 Dec. 14th, 1970.

Mr. W. B. Hooper, Distr. Eng.
 Va. Dept. of Highways
 Culpeper, Va. 22701

Dear Mr. Hooper,

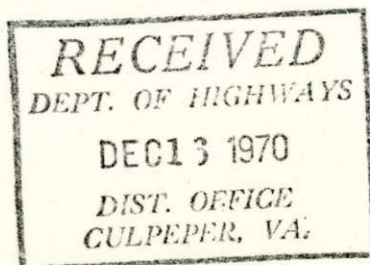
My husband and I would like to express our strenuous objection to the construction of the Three Sisters Bridge. We feel that it would create needless additional traffic congestion in Washington. We feel that a rail rapid transit system would ease the problem.

Washington and vicinity is blessed with trees and natural unspoiled areas which should be preserved from further destructive encroachments.

Let us strive to clean and preserve the natural beauties instead of polluting them and destroying them with mending ribbons of cement.

Very sincerely yours,

Mr. and Mrs. Harold Breedlove



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED

Dec 21 1 36 PM '70

D. C. H. S. 0-107

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Mr. Chester H. Gray
2017 No. Kensington Street
Arlington, Virginia 22205

Dear Mr. Gray:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 8.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

2017 No. Kensington Street
Arlington, Virginia 22205
December 8, 1970

Director
Virginia State Highway Department
Richmond, Virginia

Dear Sir:

As a resident of Arlington County for over 10 years, five of these as a home-owner, I write to indicate my support of the Three Sisters' Bridge, I-266.

With current inflation and political disagreements, the Washington Metro System is in some jeopardy. Even assuming full completion, however, the Bridge and I-66 are mandatory if the County is going to untangle its streets from all the through traffic that now burdens the road network.

Please be advised that I support responsible highway development in Northern Virginia.

Sincerely,

Chester H. Gray
Chester H. Gray

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DIST. OFFICE
CULPEPER, VA.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

Dec 21 1 5 1970

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 16, 1970

Ella R. Pfeiffer
2310 Ninth Street, North
Apartment 301
Arlington, Virginia 22201

Dear Madam:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 14.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

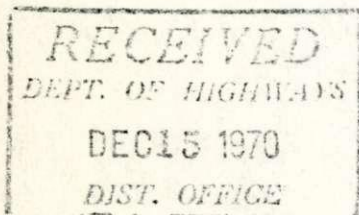
cc - Mr Martin K Schaller, with correspondence.

Sir: July Three Sisters Bridge Project ¹²⁹

I wish to make a statement for the
record on subject stated above
I am against the Project.

Ella R. Pfeiffer

Ella R. Pfeiffer
2310 Ninth Street, North, Apt. 301
Arlington, Virginia 22201



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

DEC 21 1 05 PM '70

D.L.

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mrs Duval H Tyler
Dover Dam
Middleburg, Virginia 22117

Dear Mrs Tyler:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 12.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C, for inclusion in the
record of the I-266 (Three Sisters Bridge) hearing.

Your interest in this matter is very much
appreciated.

Sincerely,

D B Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

MRS. DUVAL H. TYLER

DOVER DAM

MIDDLEBURG, VIRGINIA 22117

130

Dear Mr. Hope: The Three Sisters Bridge project is
utterly and indefensibly wrong.

Rapid Transit is the only solution to traffic congestion.

Dec. 12th. 1970

Sincerely
Mrs. Duval Tyler

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DEC 21 1 26 PM '70

Interstate 266
Design Public Hearing
Three Sisters Bridge

P.O. Box 129
Fairfax, Virginia
December 14, 1970

Mr. William F. Blocher, Jr.,
10224 Lawyers Road,
Vienna, Virginia.


Dear Mr. Blocher:

I wish to acknowledge your letter of December 11 setting forth your position concerning the proposed project for I-266.

Your letter is being forwarded for purposes of becoming a part of the official record and testimony for this project.

May I take this opportunity to express the appreciation of this Department for receiving your views.

Very truly yours,


L. M. ... Jr.
Resident Engineer

lcb/asr
Cy - Mr. D. B. Hope, District Engineer


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DEC 15 1970
DIST. OFFICE
CULPEPER, VA.

① 9-11-70

WILLIAM F. BLOCHER, JR.
10224 LAWYERS ROAD
VIENNA, VIRGINIA 22180

131

December 11, 1970

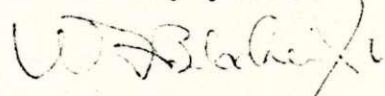
The Virginia Dept. of Highways
P. O. Box 429
Fairfax, Virginia 22030

Gentlemen:

I would like to take a moment to comment on the design of the Three Sisters Bridge and I-266 as proposed by the Virginia and D. C. Districts of Highways. After reviewing the plans, it appears to me that the more expensive design which has been approved by the Fine Arts Commission is the most desirable design.

Furthermore, as a resident of Virginia and a native of Washington, I would like to take this opportunity to urge you to complete this project as soon as possible. This bridge and the highways which are proposed for it are an integral part of a balanced transportation system for the metropolitan area. This state needs the bridge and its related highways.

Sincerely yours,



William F. Blocher, Jr.

WFB, JR:og

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DEC 14 1970
FAIRFAX RESIDENCY

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

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OFFICE OF THE
SECRETARY
D. C. GOVERNMENT

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Joseph C. Goulden
Member, Executive Committee
6412 - 22d Road North
Arlington, Virginia 22205

Dear Mr. Goulden:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 12
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

132
STEWART-TUCKAHOE PARENT-TEACHER ASSOCIATION
ARLINGTON 13, VIRGINIA

6416 - 22d Road North
Arlington, Va. 22005
December 12, 1970


Mr. D. C. Hope
District Engineer
Department of Highways
Box 671
Culpepper, Va. 22701

Dear Mr. Hope:

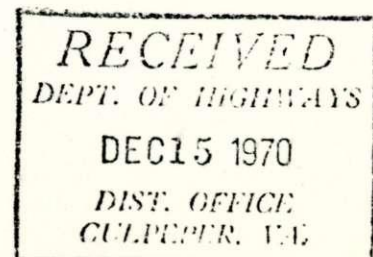
Submitted herewith are resolutions adopted by our association pertaining to (a) the Rosslyn-Glebe Road segment of I-66; and (b) the Route 266 project. It is the wish of the association that they be included in the record of the design hearings on each of these freeway projects. The Route 266 resolution incorporates the I-66 resolution by reference, and a carbon is attached for the department's convenience.

I am submitting these resolutions by authority of the unanimous vote of our executive committee at the meeting on December 8, 1970. The Stewart-Tuckahoe PTA has a membership of approximately 375 persons, mostly homeowners, residing in the East Falls Church and Overlee Knolls sections of North Arlington. For your information, our first public meeting this year was devoted to a presentation on I-66 and the metro by representatives of your department and the Arlington County Department of Transportation. As you will note from the resolutions, our citizens are by no means convinced of the wisdom of these projects, and feel they should be heard on a most basic question -- that is, are these freeways really necessary and desirable? I speak for the executive committee in stating that I am appalled at the testimony on the amount of air and noise pollution that will be brought to our county by these freeways.

Sincerely,



Joseph C. Goulden
Member, Executive Committee



Whereas, the present route of Interstate Highway I-66 was approved more than a decade ago, when negligible informed official and public thought had been devoted to the damage done to American communities by the air and noise pollution created by urban free-ways, and

Whereas, I-66 as presently designed constitutes a clear and present danger to the welfare and education of children of our school district who are and will be attending Swanson Junior High School, and

Whereas, the design of the I-66 segment from Rosslyn to Glebe Road threatens the very existence of Page and Jackson elementary schools and Washington-Lee High Schools, all integral parts of the Arlington County school system, and

Whereas, the design of the Rosslyn-Glebe Road segment of I-66 inescapably will affect the design of the remainder of I-66 in Arlington County, as well as other planned freeways, and

Whereas, no credible evidence exists that I-66 is essential to the relief of traffic congestion in Arlington County,

Be it hereby resolved: The executive committee of the Stewart-Tuckahoe Parent-Teacher Association urges in the strongest fashion that:

1. The Virginia Highways Department suspend immediately all work on I-66 in Arlington County, including acquisition of right-of-way;
2. The Arlington County Board take the initiative in securing new public hearings to solicit public opinion on whether construction of I-66 and other portions of the county freeway program is essential in view of (a) present traffic projections; (b) the availability of alternate means of transportation, including the Metro rapid transit system and the use of high-speed bus lanes; and (c) the grave environmental damage that invariably is caused by freeway construction.
3. The Washington Metropolitan Transportation Authority proceed with all possible speed to complete the rapid transit system to provide Northern Virginia residents with an alternative means of travel.

The Stewart-Tuckahoe Parent-Teacher Association shares the concern of other citizen groups over the air and noise pollution problems that would be caused by construction of I-66, and urges respectfully but firmly that our county and state officials have the courage to halt this freeway blunder in mid-course before it does irreparable harm to our community.

Adopted by unanimous vote on
December 8, 1970.

Whereas, the marginal utility of Interstate Highway 266 is dependent upon construction of its companion freeway, Interstate Highway 66, and

Whereas, the Stewart-Tuckahoe Parent-Teacher Association opposes the present design of I-66 for the reasons expressed in the attached separate resolution, and

Whereas, the intended design of I-266 involves damage to Spout Run and the Spout Run Parkway that charitably can be described as ecological vandalism, and

Whereas, no alternate designs have been submitted that would permit construction of a freeway in the Spout Run valley without wanton damage to the scenic conditions now existing there; and

Whereas, the Three Sisters Bridge is "necessary" only as a component of a totally unnecessary package,

Be it hereby resolved: The executive committee of the Stewart-Tuckahoe Parent-Teacher Association urges in the strongest fashion that:

1. The Virginia Department of Highways and the District of Columbia Department of Highways and Traffic abandon the I-266 and Three Sisters projects forthwith.

2. The Arlington County Board exercise the political leadership necessary to protect its constituent citizens from further encroachment by unnecessary and destructive freeway projects.

The Stewart-Tuckahoe Parent-Teacher Association shares the concern of other citizen groups over the air and noise pollution problems that would be caused by construction of I-266 under any design, and urges respectfully but firmly that our county and state officials have the courage to halt this freeway blunder in mid-course before it does irreparable harm to our community.

Adopted by unanimous vote on
December 8, 1970.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

153
Dec 21 1 36 PM '70

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Charles A. Higgins
2904 Madison Place
Falls Church, Virginia 22042

Dear Mr. Higgins:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

December 10, 1970

Honorable O. B. Hope
District Engineer
Virginia Highway Department
Culpepper, Virginia 22701

Dear Sir:

Having read and heard discussed the route of Interstate 66 from the Beltway to Rosslyn, and the construction of the Three Sisters Bridge, I wish to have the following request made a part of the Public Hearing records held on December 7, 1970 and December 14, 1970 respectively:

- (a) Be it known that I recommend approval of the present design of Interstate 66 and #266 with whatever additional screening and pollution abatement that can be added without causing any delay in the construction thereof.
- (b) I also recommend approval of the design of the Three Sisters Bridge, selected by the Fine Arts Commission, and further recommend completion of the construction without further delay.

Please make enclosed carbon copy a part of the public hearing of December 14th on the Three Sisters Bridge.

Thanking you in advance, I remain

Sincerely yours,

Charles A. Higgins

Charles A. Higgins
2904 Madison Place
Falls Church, Virginia 22042

CAH:eh

Encl: 1 carbon copy

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

Dec 21 1 16 PM '70

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Harry W. Bendall
6231 Leesburg Pike
Suite 206
Falls Church, Virginia 22044

Dear Mr. Bendall:

Subject: Route I-66, Arlington County
Project 0066-000-102,C506,C507

and Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 11
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

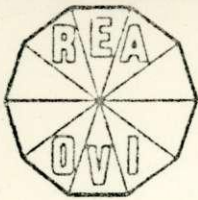
Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.



REAL ESTATE ASSOCIATES of Virginia, Inc.

6231 Leesburg Pike, Suite 206 • • Falls Church, Va. 22044

Area Code 703 • • 534-6040

134
President
PEYTON KLOPFENSTEIN

Vice President
PETE FLORES

Secretary-Treasurer
TOM L. BARROW

Senior Associate
HARRY W. BENDALL

Associate Brokers
GEORGE DEWEY, JR.
JAMES J. MACPHERSON

Associates
RUTH W. HILL
JUAN J. VALLDEJULI
EUGENE J. RICE
PETER G. ROUSHAKES
RICHARD C. DUNHAM

December 11, 1970

Mr. D. B. Hope
District Engineer
Virginia Highway Department
Culpepper, Virginia

Dear Mr. Hope:

I would like to express my favorable opinion for the completion of the plans, design and construction of both Route I-66 and the "Three Sisters Bridge."

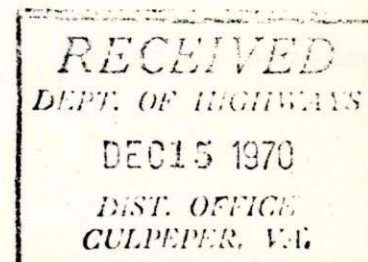
Through my many activities and personal contacts in Northern Virginia, such as Chairman of the Advisory Board of A.A.A., Transportation Committee of Northern Virginia Real Estate Board and other Civic Associations, all sophisticated, solid, and vitally interested people in the future of Northern Virginia are unanimous in the opinion that these projects are well over due!

Sincerely,

Harry W. Bendall

HWB/ag

cc: Mr. Douglas B. Fugate
Mr. Glen T. Lashley



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

135

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mrs David J Weltman
3936 Minnesota Avenue N E
Washington, D C 20019

Dear Mrs Weltman:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters) hearing.

Your interest in these projects is appreciated.

Sincerely,

DBH
pk

D B Hope
District Engineer

cc - Mr Martin K Schaller, with correspondence.

Mrs
DAVID J. WELTMAN
3936 MINNESOTA AVENUE N.E.
WASHINGTON, D.C. 20019

December 10, 1970

Hon. D. B. Hope, District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

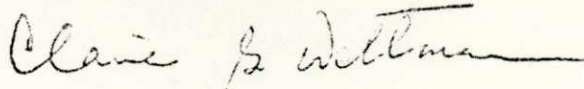
Dear Sir:

Please be advised that I wish to go on record as a large tax payer in the State of Virginia as approving the present design of I-66 and I 266. Will you kindly make this letter part of the public hearing record held on December 7th.

Also, the design selected by the Fine Arts Commission for the Three Sisters Bridge should be approved and progress not delayed in these essential developments for the State.

Thanking you,

Very truly yours,



Claire G. Weltman

RECEIVED
DEPT. OF TRANSPORTATION
DEC 14 1970
DIST. OFFICE
CULPEPER, VA.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

136

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Robert F. Feldman
1732 Westhill Boulevard
Westlake
Ohio 44145

Dear Mr. Feldman:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hops
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

1732 Westhill Blvd.
Westlake, Ohio 44145

December 7, 1970

Honorable D. B. Lope, District Engineer
Virginia Highway Department
Culpeper, Va. 22701

Dear Mr. Lope:

This letter is written in support of the present design of Interstate 66 and 266. I request that you make this letter a part of the record of the public hearing which will be held on December 7. I also request that a copy of this letter be made a part of the record of the December 14th meeting concerning the Three Sisters Bridge. I endorse the design selected by the Fine Arts Commission and I consider it essential that the bridge be constructed as soon as possible.

Every year that elapses before the completion of the highway system adds substantially to the cost of the system. Many dollars of Federal and State tax money have been spent on I-66 to date. These expenditures are not providing a proper rate of return because the most important segment of I-66 has been delayed by a minority group more interested in selfish interests than benefits to the entire community. In addition, a great many tax-producing properties have been removed from the tax rolls in order to provide a right of way. Arlington County is losing real estate tax funds, the citizens of the community are losing the convenience and travel cost reduction which could be provided by I-66 and everybody is faced with an increased cost of construction when the project is finally started.

The Three Sisters Bridge is essential to the successful completion of I-66. I believe that protracted arguments over the design of this bridge are completely unjustified. Anyone who supports the preservation of three ugly, useless rock collections in opposition to a highway system which would benefit all travelers in and around the community, has a distorted sense of values or ulterior motives.

I am a property owner and taxpayer in Northern Virginia and I am a concerned citizen. I suspect that the views expressed herein will not be the most popular spoken or read at the meetings. It is much more popular nowadays to be against something - anything, than to be in favor of it. On too many occasions in recent history the voices of the loud minority have outshouted the silent majority. In rendering your decisions on these matters, I request that you weigh the benefits to be gained for the travelers and taxpayers of the community and the country as a whole.

Yours very truly,
Robert F. Feldman
Robert F. Feldman

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

137

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

William T. Spence, M.D.
6001 Bull Run Post Office Road
Centerville, Virginia

Dear Dr. Spence:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

WILLIAM THORNTON SPENCE, M. D.

137

1234 NINETEENTH STREET
WASHINGTON, D. C. 20036

December 3, 1970.

Honorable D.B. Hope
District Engineer
Virginia Highway Dept.,
Culpeper, Virginia 22701

Dear Mr. Hope:

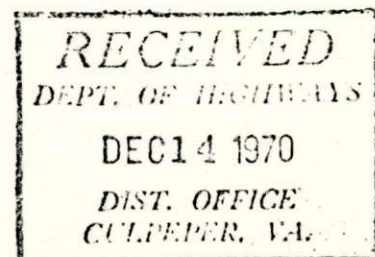
I want you to know that as a property owner (100 acres) on the outskirts of Centerville, Virginia, I am extremely interested in the present design of I-66 and I-266 be added without delay. I would be delighted that additional screening and pollution abatement could be added, and I would hope that this could be done without causing any delay in the construction of the road which has been delayed so long already.

I would like that this letter be made a part of the public record to be held on December 7th since I would be unable to be there due to pressing medical matters. I would also like to add that I am very much in favor of the design of the three sisters bridge as selected by the Fine Arts Commission. I request that the construction of this bridge be carried out without any further delay and that this letter become part of that hearing.

Very truly yours,

William T. Spence, M.D.
6001 Bull Run Post Office Road
Centerville, Virginia

WTS:br



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Edward T. Laios
3620 Highwood Drive, S. E.
Washington, D. C.

Dear Mr. Laios:

Subject: Route I-66, Arlington County
Project 0066-000-102,C506,C507

and Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D.C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

RECEIVED
DEPT OF HIGHWAYS
DEC 15 1970
DISTRICT ENGINEER
CULPEPER, VA

3630 Highwood Drive, S.E.
Washington; D.C.

138

December 9, 1970

Honorable D.B. Hope
District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

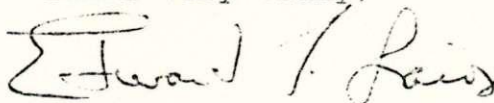
Dear Mr. Hope:

I am writing to express my concern over the delay in the construction of Rt. 66 and the Three Sisters Bridge. It appears that some of those who would be dislocated have joined forces with an unstable element that seeks notoriety by demonstrating for any reason. To my disbelief this unholy cadre has been able to stop the wheels of progress. The Fine Arts Commission has enthusiastically approved the current bridge design yet construction is halted when a group of to be dislocated, transients and malcontents claim that the design is not good enough for them.

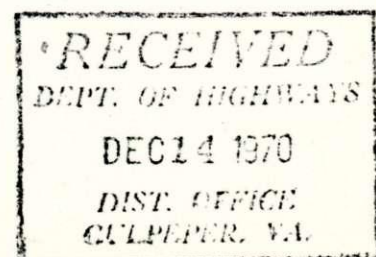
It is true that some people will be greatly inconvenienced by the construction of Rt. 66 and the bridge. This is nothing new. Governments have always possessed and exercised the right of eminent domain for the greater good of the majority of the people. I sincerely urge that construction of Rt. 66 and the Three Sisters Bridge begin without further unnecessary delays.

Please include this letter as a part of the public hearing record held on December 7, 1970 on the design and location of Interstate 66. Also I ask that a copy of this letter be made a part of the record of the hearing on the Three Sisters Bridge on December 14, 1970 in the Department of Commerce Auditorium.

Yours very truly,



Edward T. Laios



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

139

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Edwin Lynch, Trustee
Vernon M. Lynch Sons
Springfield, Virginia 22150

Dear Mr. Lynch:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

VERNON M. LYNCH SONS
SPRINGFIELD, VIRGINIA 22150

EDWIN LYNCH, TRUSTEE

P. O. Box 607

December 10, 1970

• Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

Dear Mr. Hope:

This letter is written to urge the completion of Route I-66 from the Beltway into Rosslyn as soon as possible, and also to urge the construction of the Three Sisters Bridge. I-66 has been planned and located for a number of years, and it does not seem wise at this time to give any consideration to relocation. The need is very great, and I hope the Highway Commission will proceed with its construction. The traffic situation at I-66 and I-495 is becoming very serious.

I am sorry I was unable to attend the hearing on this road, but I do hope you will make this letter a part of the hearing record.

Yours truly,

Edwin Lynch
Edwin Lynch, Trustee
Vernon M. Lynch Sons

EL:js

RECEIVED
DEPT. OF HIGHWAYS
DEC 14 1970
DIST. OFFICE
CULPEPER, VA.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Joseph E. Roop
13219 Moore Road
Clifton, Virginia

Dear Mr. Roop:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

13219 Moore Rd.
Clifton, Va.
11 December 1970

140

Honorable D.B.Hope
District Engineer
Virginia Highway Department
Culpepper, Va. 22701

Dear Sir:

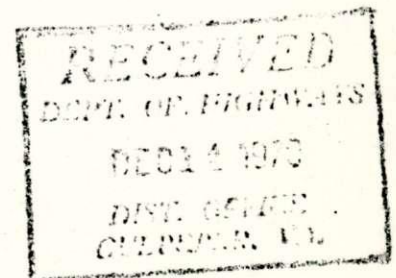
As a resident and landowner of Fairfax County, I want to say that this area needs and wants badly completion of I-66 and I266. We do not believe that the sentiment exhibited at the public hearings this week in Arlington are typical of the public attitude, and certainly not of the attitude of Fairfax County residents.

I also have no criticism of the design for these highways. It might be possible that the design could be improved, but at present the primary problem, in my opinion, is to get on with construction, which already has been too long delayed.

Please include my statement in the testimony obtained during the public hearings.

Very truly yours,

Joseph E. Roop
Joseph E. Roop



141

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 15, 1970

Mr. Warren C. Mitchell
7502 Ramblewood Court
Annandale, Virginia 22003

Dear Mr. Mitchell:

Subject: Route I-66, Arlington County
Project 0066-000-102, C506, C507

and Route 266, Project 0266-000-101, C501
0266-000-103, B605
Arlington County and Washington, D C

Thank you for your communication of December 10
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hops
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

7502 Ramblewood Court
Annandale, Virginia 22003
December 10, 1970

Honorable D. B. Hope
District Engineer
Virginia Highway Department
Culpeper, Virginia 22701

Dear Mr. Hope:

I am writing in support of the immediate construction of I-66 from the Beltway to Rosslyn, Virginia and the Three Sisters Bridge.

I believe the present design of I-66 and I-266 together with whatever additional screening and pollution abatement that can be added without causing undue delay in construction should be approved. I also approve the design selected by the Fine Arts Commission for the Three Sisters Bridge.

Please make my letter part of the public hearing record held December 7th, 8th, and 9th regarding I-66 as well as the forth coming December 14th hearing regarding the Three Sisters Bridge.

Yours truly,

Warren C Mitchell
Warren C Mitchell

RECEIVED
DEPT. OF HIGHWAYS
DEC 11 1970
DIST. OFFICE
CULPEPER, VA.

NATIONAL LAUNDRY & LINEN SERVICE

DEC 22 8 13 AM '70

OFFICE
SECRET
D.C. COVER

2035 W. VIRGINIA AVE. N.E.
WASHINGTON, D. C. 20002
LAWRENCE 6-2215

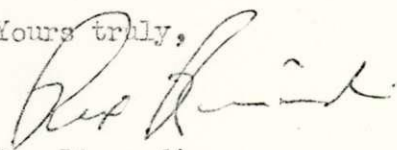
December 17, 1970

Mr. Julian Dugas, Hearing Officer
Three Sisters Bridge Design
District Building
14th & E Street, N.W.
Washington, D.C.

Dear Mr. Dugas,

This letter will serve as notice of my Company's complete accord with the position taken by the Metropolitan Washington Board Of Trade with reference to the design of the proposed Three Sisters Bridge.

We strongly believe that the aesthetics of the Three Sisters Bridge will do nothing to detract from the beauty of the District Of Columbia.

Yours truly,

Rex Riccardi
Vice President

PYLES LUMBER CO.

6210 ~~5750~~ Allentown Road, S. E.
Washington ~~20~~, D. C. 20023

~~XXXXXXXXXX~~
449-5111

Camp Springs, Md.


December 12, 1970

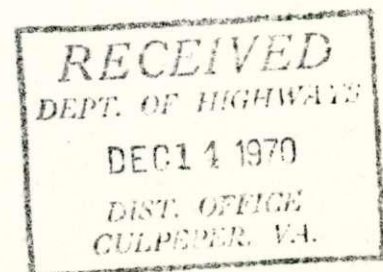
Mr. D. B. Hope
District Engineer, Virginia
Department of Highways
Culpeper, Virginia 22701

Dear Sir:

I feel the park land is more important than the
Three Sister's Bridge. I am against the Three Sister's
Bridge.

Respectfully yours,


Glen O. Pyles



MILES GLASS CO.

143

GENERAL OFFICES
8714 PINEY BRANCH ROAD
SILVER SPRING, MARYLAND 20901
PHONE 439-5111

MARYLAND AND VIRGINIA LOCATIONS
4340 LEE HIGHWAY, ARLINGTON, VA. 522-1234
8714 PINEY BR. RD., SILVER SPRG. MD. 439-5111

WASHINGTON D. C. LOCATIONS
4th at FLORIDA AVE., N. E., D. C. 546-1234
8th & VIRGINIA AVE., S. E., D. C. 544-1234

December 18, 1970

Mr. Julian Dugas
Hearing Officer
Three Sisters Bridge Design
District Building
14th and E Streets
Washington, D. C. 20004

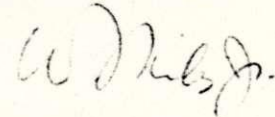
DEC 22 8 38 AM '70
D. C. DISTRICT COURT

Dear Mr. Dugas:

As a member of the Metropolitan Washington Board of Trade, I wish to voice my opinion on the construction of the Three Sisters Bridge.

My belief is that there has been too much haranging and unnecessary delay caused by the usual mal-content people that are prevelant in certain areas. These groups consistute a minority. These people should not stand in the way of the expedient construction of the bridge in the design generally accepted and progress should start again on said construction aiming toward the earliest possible completion. The benefits of such construction will be for the majority, not the minority.

Very truly yours,



WALTER MILES, JR.
President

WM/gk

- AUTOMOTIVE: • • • • • DECORATIVE • • • • • STRUCTURAL • • • • • SPECIALTIES: • • • • •
- | | | | |
|--|---|--|---|
| AUTO GLASS • AIR CONDITIONERS
CONVT TOPS • UPHOLSTERY REPAIRS
AUTOMATIC/RADIO STEREO TAPE
PLAYERS & TAPES | GLASS TABLE TOPS • WALL MIRRORS
CATHEDRAL GLASS • ANTIQUE MIRRORS
NON GLARE GLASS • CUSTOM MIRRORS
PLASTICS • FRAMED MIRRORS | CONTRACT GLAZING • ENTRANCE DOORS
STORE FRONTS • STORE FRONT
AUTOMATIC DOOR • REMODELING
OPERATORS • PLATE GLASS
EMERGENCY 24 HOUR SERVICE | SHOWER ENCLOSURES • PATIO DOORS
OVERHEAD GARAGE DOORS & OPERATORS
"SCOTCHTINT" SOLAR CONTROL FILM
GLASS FIREPLACE ENCLOSURES
CORNING LIGHTING WARE GLASS & PYREX
BULLET RESISTANT SEE-THRU SHIELDS |
|--|---|--|---|

GREENHOOT, INC.

425 - 13th STREET, N. W., WASHINGTON, D. C. 20004, TEL., 202-393-7000

December 18, 1970

DEC 22 8 57 AM '70

Mr. Julian Dugas
Hearing Officer
Three Sisters Bridge Design,
District Building
14th and E Streets, N.W.
Washington, D.C. 20004.

RE: Three Sisters Bridge

Dear Mr. Dugas:

When an individual approves a suggested project such as the Three Sisters Bridge, I think experience shows that he tends to sit back and let the happening occur.

On the other hand, dissenters seem to be much more vocal and therefore the opposition, which in my opinion is in the "minority" in this instance, appears to be the "majority".

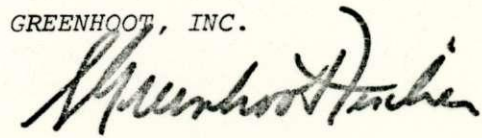
The purpose of this letter is to make my opinion a matter of record and voice my unanimous approval for construction of the project. I am a native Washingtonian, I live near the Shoreham Hotel in the north-west section of town and I am just as affected as those dissenters in Georgetown and along Key Bridge. However, I firmly believe for the benefit of the City that the Three Sisters Bridge is necessary and should be constructed.

I also speak from experience having been in the real estate business for some 20 odd years.

With personal regards, I am,

Sincerely yours,

GREENHOOT, INC.



S. Greenhoot Fischer

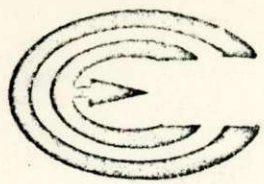


S. GREENHOOT FISCHER, President

STEVEN G. FISCHER, Vice President

JOSEPH DE YOUNG, V. P. Sales





WASHINGTON

Ecology Center

3256 Prospect St. N.W.

Washington, D.C. 20007

Gentlemen:

As Director of the Washington Ecology Center, I would like to raise some questions about the concept and design of the Three Sisters Bridge and the system of freeways to which it will connect.

First, as to the design of the bridge, have walkways and bikepaths been included in the plans for the bridge? In light of recent citizen enthusiasm for these modes of travel, I would suggest that these should be included.

What effect will the bridge, Palisades Parkway & Potomac River Freeway have on the natural beauty of the Potomac palisades and the historic value of the Georgetown waterfront area?

Has a truly comprehensive study of transportation in the Metropolitan been recently performed? Was consideration given to the Arthur D. Little report, that suggested that such a study was needed?

What is a balanced transportation system? Is over 300 miles of freeways and about 33 miles of rapid transit lines such a system? What impact will the proposed system of freeways have on the effectiveness of the Metro system? Has consideration been given to the fact that in other cities, freeways have not decreased traffic congestion, but have encouraged more people to use cars instead of mass transit, resulting in a more serious situation? Downtown Washington already has one of the highest concentrations of cars in the country--do we want to see this climb even higher? Over half of the area of downtown Washington is now devoted to the movement, maintenance, and storage

of automobiles--what will additional freeways do to this figure?

Will the new freeways really benefit national security, as is claimed in the laws that call for their construction?

Are the merchants who call for construction of these new roads aware of the fact that in other cities, such as Boston, inner city business has continued to decline in spite of considerable freeway construction, while other cities, such as San Francisco have had increased downtown business without building new freeways? Do these merchants realize that freeways tend to draw shoppers out of the inner city to shopping centers in the suburbs, rather than the opposite as they seem to believe?

In conclusion, have the benefits of the proposed bridge and freeway system, whatever they may be, been closely compared with the potential costs in terms of the welfare of the inhabitants of the city?

146

C. C. Goen
4507 Verplanck Place, N. W.
Washington, D. C. 20016

21 December 1970

D. C. GOVERNMENT

DEC 23 3 12 PM '70

Mr. Martin K. Schaller
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

Dear Mr. Schaller:

I write to register my opposition as a citizen to the Three Sisters Bridge and to further exploitation of the District of Columbia by the highway lobby. Apparently they will not rest until they have throttled the whole place with concrete spaghetti and paved over the rest for parking lots for suburban cars.

We hear a lot of talk about a "balanced transportation system," as if it is all starting from scratch. What seems ignored is that things are sadly out of balance now--and have been ever since the thoughtless abolition of the non-polluting trolley cars. The only way to redress this imbalance is to push full speed ahead with the subway system, and I urge you to use the full influence of your office in this direction.

Cordially yours,


C. C. Goen

1143 Filbert Street
San Francisco, California 94109
December 18, 1970

Executive Secretary
District of Columbia Government
14th and E Streets, N. W.
Washington, D. C.

DEC 23 9 12 PM '70
D. C. DEPARTMENT OF HIGHWAYS AND TRAFFIC

Dear Sir:

This statement is submitted for inclusion in the record of the hearing on the Three Sisters Bridge.

I contributed an affidavit to the plaintiffs in the suit against the bridge, in which I stressed that the impact of the bridge on traffic flow on both sides of the river had not been sufficiently considered.

I had hoped to submit a statement on this point at any subsequent hearing on the bridge. This statement would have been based on analysis of data on traffic flow across the river. Unfortunately, I am not able to submit such a statement, because I have been unable to obtain the necessary data from the D. C. Department of Highways and Traffic. Some of the data on which I wanted to base my statement were presented by the Department, in a rough graphical form, at a City Council hearing more than a year ago, so I know that the Department has these data. I sent three separate written requests for these data to the Department, in late 1969 and early 1970. They did not send me the data, or allow me to copy it in their offices (I was living in the Washington area at the time), nor did they explain their refusal to make the data available. Failing to secure a response to this request, I did not bother to request the rest of the data needed to support my analysis of the issue.

The Department's conduct in this matter is hardly surprising, since they have repeatedly refused to make available to their critics data collected with public funds. I had a similar experience several years ago, when the Department rejected a written request for data that I knew was in its possession and could easily be made available.

I started to proceed against the Department under the Freedom of Information Act, but I was advised by my attorney that this Act, which would compel a Federal agency to supply such information, does not apply to the D. C.

I regret that I will be unable to bring to your attention the facts and interpretations to which I alluded in my affidavit. Citizens of the Washington metropolitan area have been severely handicapped, in their attempt to secure rational decisions on transportation, by the imbalance between the tremendous informational resources of the highway agencies (data, computers, consultants) and the limited capabilities of a few citizens striving in their spare time to analyze and interpret such meager data as they can get their hands on.

Sincerely yours,

Henry Bain
Henry Bain

148



The National Law Center

December 18, 1970

Mr. Martin Schaller
District Building
1350 E Street, N.W.
Washington, D.C. 20004

DEC 23 3 12 PM '70

Re: Three Sister Bridge Hearing
December 14, 1970
Statement for the hearing

Dear Mr. Schaller:

I wish to record my objections to the Three Sisters Bridge. It is important that the bridge be redesigned to accomplish the following:

1. The bridge should be designed to reduce the total amount of traffic entering the District of Columbia;
2. The bridge should be designed so that it uses no parkland and no parkland is used for connecting highways. If parkland must be taken, non parkland of equivalent acreage should be purchased and converted into parkland prior to construction;
3. The bridge should be designed to reduce the air pollution of the District. This could be best accomplished by restricting access of the bridge to vehicles not using the internal combustion engine. Separate lanes should be provided for bicycle traffic.

With these design changes the impact of the bridge on the environment of the District could be substantially lessened.

Sincerely,

Arnold W. Reitze, Jr.
Professor of Law

AWR/lis

THE
GEORGE
WASHINGTON
UNIVERSITY
Washington, D.C. 20006



Northern Virginia Board of Realtors, Inc.

An Association of Realtors

P.O. Box 440 / 8408 Arlington Boulevard / Fairfax, Virginia 22030 / 560-7350



149

December 21, 1970

Mr. Martin Schaller
Executive Sec. to the Mayor
District Building
14th & E Streets, N.W.
Washington, D.C. 20004

Dear Mr. Schaller:

As a member of the Board of Directors of the Northern Virginia Board of Realtors, Inc., I respectfully submit my personal and professional opinion concerning the Three Sisters Bridge construction. I have appeared to testify on this matter and feel that an early decision and immediate implementation is vital to the orderly growth and development of northern Virginia.

It is noted that this facility will require the displacement of no one. This must be a prime consideration in the design of the access to the bridge. It should also be taken into consideration that this facility will allow for the free flow of traffic, thereby eliminating bumper-to-bumper traffic which increases the rate for certain air and noise pollutants. We commend the highway departments for placing this facility within the natural valley formed by Spout Run, thereby providing a natural barrier against noise pollution.

Employment must be a consideration of this facility. We note the design standards will allow for greater access and egress from Northern Virginia to the Washington Metropolitan Area and vice versa, thereby enhancing the opportunities on both sides of the Potomac River.

Sincerely yours,

Pete Floros
Director

PF/snf

DEC 23 3 12 PM '70
COMMUNICATIONS SECTION

MAKE AMERICA BETTER

MEMBER

VIRGINIA ASSOCIATION OF REALTORS ★ NATIONAL ASSOCIATION OF REAL ESTATE BOARDS

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Robert J. Salem

Vice Presidents
Jack Estes
Albert W. Highsmith
Daniel K. Macklin

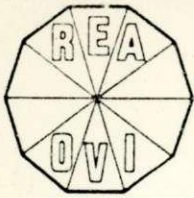
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Mrs. Chester Vosper
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Over Forty Five Years of Community Service



REAL ESTATE ASSOCIATES of Virginia, Inc.

6231 Leesburg Pike, Suite 206 • • Falls Church, Va. 22044
Area Code 703 • • 534-6040

150

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RICHARD C. DUNHAM

December 21, 1970

Mr. Martin Schaller
Executive Sec. to the Mayor
District Building
14th & E Streets, N.W.
Washington, D.C. 20004

Dear Mr. Schaller:

As the Executive Vice President of Real Estate Associates of Virginia, Inc., I respectfully submit my personal and professional opinion concerning the Three Sisters Bridge construction. I have appeared to testify on this matter and feel that an early decision and immediate implementation is vital to the orderly growth and development of northern Virginia.

It is noted that this facility will require the displacement of no one. This must be a prime consideration in the design of the access to the bridge. It should also be taken into consideration that this facility will allow for the free flow of traffic, thereby eliminating bumper-to-bumper traffic which increases the rate of certain air and noise pollutants. We commend the highway departments for placing this facility within the natural valley formed by Spout Run, thereby providing a natural barrier against noise pollution.

Employment must be a consideration of this facility. We note that the design standards will allow for greater access and egress from Northern Virginia to the Washington Metropolitan Area and vice versa, thereby enhancing the opportunities on both sides of the Potomac River.

Sincerely yours,

Pete Floros

PF/snf

RECORDED
DEC 23 3 12 PM '70
D. C. GOVERNMENT



The Executives Club

of the

Northern Virginia Board of Realtors, Inc.

8408 ARLINGTON BOULEVARD

FAIRFAX, VIRGINIA 22030

AREA CODE 703 560-7350



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President

PETE FLOROS
Vice President

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Secretary

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Directors
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ROBERT H. BUTLER
P. WESLEY FOSTER

December 21, 1970

Mr. Martin Schaller
Executive Sec. to the Mayor
District Building
14th & E Streets, N.W.
Washington, D.C. 20004

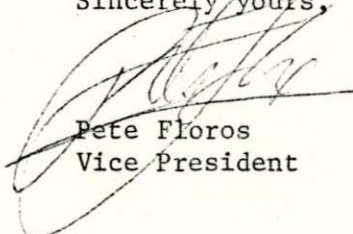
Dear Mr. Schaller:

As the Vice President of the Executives Club, I respectfully submit my personal and professional opinion concerning the Three Sisters Bridge construction. I have appeared to testify on this matter and feel that an early decision and immediate implementation is vital to the orderly growth and development of northern Virginia.

It is noted that this facility will require the displacement of no one. This must be a prime consideration in the design of the access to the bridge. It should also be taken into consideration that this facility will allow for the free flow of traffic, thereby eliminating bumper-to-bumper traffic which increases the rate of certain air and noise pollutants. We commend the highway departments for placing this facility within the natural valley formed by Spout Run, thereby providing a natural barrier against noise pollution.

Employment must be a consideration of this facility. We note from the design standards that it will allow for greater access and egress from Northern Virginia to the Washington Metropolitan Area and vice versa, thereby enhancing the opportunities on both sides of the Potomac River.

Sincerely yours,


Pete Floros
Vice President

PF/snf

Dec 23 3 12 PM '70
D.C. METRO AREA
RECEIVED



REALTY PROMOTION, CO.

152

Pete Floros
President

6231 Leesburg Pike
Suite 206
Falls Church, Va. 22044
Phone: 534-6040

December 21, 1970

8408 Arlington Blvd.
Fairfax, Va. 22030
"The Realtors Bldg."
Phone: 560-3222

Mr. Martin Schaller
Executive Sec. to the Mayor
District Building
14th & E Streets, N.W.
Washington, D.C. 20004

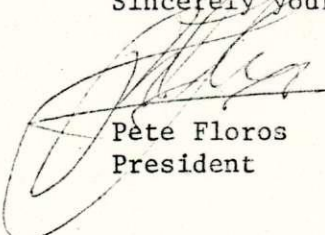
Dear Mr. Schaller:

As the President of Realty Promotion, Co., I respectfully submit my personal and professional opinion concerning the Three Sisters Bridge construction. I have appeared to testify on this matter and feel that an early decision and immediate implementation is vital to the orderly growth and development of northern Virginia.

It is noted that this facility will require the displacement of no one. This must be a prime consideration in the design of the access to the bridge. It should also be taken into consideration that this facility will allow for the free flow of traffic, thereby eliminating bumper-to-bumper traffic which increases the rate of certain air and noise pollutants. We commend the highway departments for placing this facility within the natural valley formed by Spout Run, thereby providing a natural barrier against noise pollution.

Employment must be a consideration of this facility. We note that the design standards will allow for greater access and egress from Northern Virginia to the Washington Metropolitan Area and vice versa, thereby enhancing the opportunities on both sides of the Potomac River.

Sincerely yours,



Pete Floros
President

PF/snf

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DEC 23 3 12 PM '70
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MAJOR REALTY, INC.

COMMERCIAL-INDUSTRIAL-ACREAGE-RESIDENTIAL

SALES
MANAGEMENT
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LISTING
SERVICE

"THE N.V.B.R. BUILDING"
8408 ARLINGTON BLVD.
FAIRFAX, VA. 22030
(703) 560-3221

December 21, 1970

Mr. Martin Schaller
Executive Sec. to the Mayor
District Building
14th & E Streets, NW.
Washington, D.C. 20004

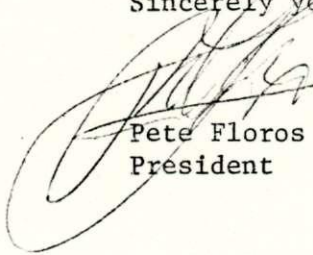
Dear Mr. Schaller:

As the President of Major Realty, Inc., I respectfully submit my personal and professional opinion concerning the Three Sisters Bridge construction. I have appeared to testify on this matter and feel that an early decision and immediate implementation is vital to the orderly growth and development of northern Virginia.

It is noted that this facility will require the displacement of no one. This must be a prime consideration in the design of the access to the bridge. It should also be taken into consideration that this facility will allow for the free flow of traffic, thereby eliminating bumper-to-bumper traffic which increases the rate of certain air and noise pollutants. We commend the highway departments for placing this facility within the natural valley formed by Spout Run, thereby providing a natural barrier against noise pollution.

Employment must be a consideration of this facility. We note that the design standards will allow for greater access and egress from Northern Virginia to the Washington Metropolitan Area and vice versa, thereby enhancing the opportunities on both sides of the Potomac River.

Sincerely yours,


Pete Floros
President

PF/snf

154
metropolitan

CONGRESS OF CITIZENS

1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6922

RECEIVED
DEC 23 3 12 PM '70
MENT
December 17, 1970

Executive Secretary
District of Columbia
District Building
14th and E Streets, N.W.
Washington, D.C. 20004

Re: Interstate Route 266
Three Sisters Bridge

Dear Sirs:

The Metropolitan Congress of Citizens requests that this statement be placed in the record of the Joint Design Public Hearing for the proposed design of Interstate Route 266 between a point near the intersection of Canal Road and Mac Arthur Boulevard in Washington, D.C., and a connection with the proposed Interstate Route 66 near Lorcom Lane in Arlington County, Virginia.

The Metropolitan Congress of Citizens has two categories of membership: (a) Representatives of established citizen, civic, business, labor, professional and like groups that are concerned with public affairs in the Washington Metropolitan Area; and (b) Individual citizens. The purpose of the Congress is to serve as a means of communication among its members and to sponsor, coordinate and facilitate non-partisan civic and citizen action for the common benefit of the residents of the Washington Metropolitan Area.

The Transportation Committee of the Congress of Citizens has studied the proposed design of this portion of Interstate Route 266, and has formulated this statement of position. The Board of Directors has voted to submit this statement as the official position of the Congress of Citizens.

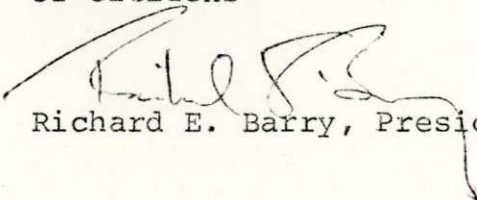
1. The 1962 Federal-Aid Highway Act prescribes that "the Secretary shall not approve....any program for projects in any urban area of more than 50,000 population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by states and local communities...." This process has not been employed in planning this proposed project. Instead, planning has proceeded as it did in the past, treating the highway system as the entire transportation system.

2. Policy and Procedure Memorandum 50-9 was issued on November 24, 1969. Even if this date is subsequent to adoption of the general corridor location, its principles are still valid, and in this case vital. This memorandum spells out the state-local cooperative nature of the continuous planning process, which is meant to determine whether specific highways are needed and, if so, the character of a highway and its general corridor location. Written memoranda of understanding with local communities are required to ascertain that planning decisions reflect the needs and desires of communities.

3. Policy and Procedure Memorandum 20-8 was issued on January 14, 1969. This requires two public hearings, the first being a corridor public hearing. The Congress of Citizens requests that such a hearing be held to determine whether the need for this proposed highway is great enough to overcome the objections to its construction. Such a hearing should be held only after the requirements of the Federal-Aid Highway Act of 1962 have been complied with, relating to comprehensive transportation planning.

4. The Congress of Citizens requests that it be notified of future hearings or official actions on this proposed project, and that it be invited to participate in the planning process for this and all other proposed major highway projects in the Washington Metropolitan Area.

Respectfully submitted,
Metropolitan Congress
of Citizens

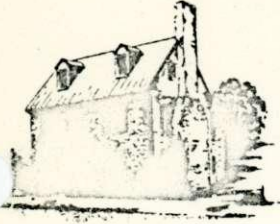

Richard E. Barry, President

cc: COG

155

The Citizens Association of Georgetown

2803 M Street, N.W. • Washington, D. C. 20007
(202) 337-7313



December 22, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of The Mayor-Commissioner
Room #528
District Building
14th & E. Streets, N.W.
Washington, D.C. 20004

Subject: Joint Design
Public Hearing on
Proposed Interstate 266

Dear Sir:

The Citizens Association of Georgetown understood originally that the above subject hearing concerned design only. However, the hearing subsequently covered other facets concerning the proposed Three Sisters Bridge.

Therefore, the Citizens Association of Georgetown submits this statement to point out that the Association is a plaintiff in U.S. District Court Civil Action No. 2821-69 against the bridge in accordance with a resolution passed at a membership meeting in October 1969. The Association has not changed its position since that time.

We request that this letter be made a matter of record of the Joint Design Public Hearing on subject.

Sincerely yours,

Stephen A. Trentman
Stephen A. Trentman
First Vice President

cc:Mr.Julian R.Dugas
Department of Economic Development
District of Columbia

RECEIVED
DEC 23 3 12 PM '70
D.C.

PUBLIC DEFENDER SERVICE

FOR THE DISTRICT OF COLUMBIA

310 SIXTH STREET, N.W.

WASHINGTON, D.C. 20001

TELEPHONE (202) 629-5179

BARBARA ALLEN BOWMAN

DIRECTOR

629-5021

NORMAN LEFSTEIN

DEPUTY DIRECTOR

629-5021

BOARD OF TRUSTEES

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ANDREW F. OEHMANN

SIDNEY S. SACHS

FRED M. VINSON, JR.

December 18, 1970

Mr. Martin K. Schaller,
Executive Secretary
Office of the Mayor-Commissioner
Room 528
District Building
14th and E Streets, N.W.
Washington, D.C. 20004

Dear Mr. Schaller:

Without boring you with the usual string of platitudes and/or invective relating to the Three Sisters Bridge, I would simply like to add my strong objection to the construction of the bridge at any site in any form.

Aesthetic and environmental considerations aside, the bridge is unnecessary and if built, would not substantially improve traffic flow any more than a better routing of the now existent one way rush hour streets and lanes.

While you've heard it all before, the political blackmail and lobbying which is forcing this project on both the citizens of the District of Columbia and the nation will no longer be tolerated peacefully. I trust that the inevitable bitterness and even violence which will flow from these events can be avoided through what is left of our "democratic system."

Yours truly,

John G. Perazich
John G. Perazich
Staff Attorney

91 7 0 37 300

JGP:bt

December 20, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building - Room 528
14th and E Streets, N.W.
Washington, D.C. 20004

Dear Sir:

If any sanity prevailed in the orderly conduct of government in this benighted country, it would not be necessary for citizens like us to register our UNQUALIFIED opposition to the Three Sisters Bridge or any other bridge that would result in the mindless routing of more cars and trucks into a city that is not equipped to handle half the present overwhelming numbers of cars already choking traffic and polluting the air of this hapless city.

The people do NOT want this bridge or any of the network of six-to-ten lane freeways connected with it. All effort should be directed to a system of rapid transit that would keep cars OUT of the city.

In this connection, we are appalled at the acceptance of the dictatorial behavior of Chairman Natcher of the Appropriations D.C. Subcommittee who has held our subway program hostage for the freeways. What place does such behavior have in a Democracy! One is daily reminded that the destruction of civilizations was never the result of invasion but of decay from within. It would appear that we are well on the road to such a fate.

Sincerely,

Eric G. Jones

For: Mr. and Mrs. Franklin W. Jones
1627-33rd Street, N.W.
Washington, D.C. 20007

RECEIVED
DEC 23 3 11 PM '70
D.C. GOVERNMENT
SECRETARY

158
2004 Dolphin Road
Lanham, Maryland 20801
Dec 14, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
Washington, D.C. 20004

DEC 23 3 11 PM '70

Dear Mr. Schaller:

This is an appeal to you to halt construction of the ill-conceived Three Sister Bridge. No "design" can recapture the Three Sisters once they have been blasted to oblivion by the mindless highway builders.

The very concept of the automobile is being shown to be outmoded. Rapid transit is the way to go.

The Potomac environment must not be sacrificed to this destructive machine.

Please make part of leaving record

Sincerely yours,

Robert F. Mueller

Dr. Robert F. Mueller
president "Citizens for a Better Environment"
of Prince Georges County

159

Dec. 21, 1970

DEC 23 3 1 PM '70

U.S. SECRETARY OF THE INTERIOR
U.S. GOVERNMENT

Dear Sir:

I would like to make known my opposition to the construction of the Three Sisters Bridge because of its detrimental effect on the environment.

Sincerely,

Joy Ridington

3123 DUMBARTON AVENUE, N. W., WASHINGTON, D. C. 20007

December 20, 1970

DEC 23 3 11 PM '70

Mr. Martin K. Shaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528 - District Building
14th & E Streets, N.W.
Washington, D.C. 20004

Dear Mr. Shaller,

I am a tax-paying, registered citizen of the Nation's Capital and I reside at the above address. Please enter this letter into the record for the Three Sisters Bridge design hearing.

Having read the Three Sisters Bridge material printed by the D.C. Department of Highways and Traffic, it remains impossible for me to discover any rational thinking behind the idea to build that bridge at all.

I find absolutely no logic in holding a design hearing on only part of a plan. The Bridge and its design involve so much more than just spanning the river.

Considering the two roadways leading from the bridge into the District, why are they both designed to propel more motor vehicles into two of the District's most overly-congested streets? How does the Department of Highways and Traffic justify cutting off citizens from the Georgetown Waterfront which is finally on the verge of its long-over-due redevelopment? And when will the Department of Highways and Traffic pause to consider the massive increase in air pollution that will pour off the bridge and gush from the streets receiving the traffic?

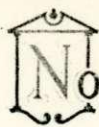
I respectfully request that the Department read the following carefully: "Opportunities to plan for the future protection of the area's air quality are also being neglected. Air pollution control is not just a matter of applying devices to keep pollutants out of the air. It also involves prevention of air pollution during the process of planning the area's future patterns of transportation, industrial development, and refuse disposal. I see little evidence that air pollution is receiving such consideration in the Washington area." (Testimony of Dr. John T. Middleton before the Joint Hearings of the subcommittee on Business and Commerce and the Subcommittee on Public Health, Education, Welfare and Safety - March 8-16, 1967. Quote found on page 6 of the Record.) As you may be aware, Dr. Middleton is the director of the Air Pollution Control Office of the Environmental Protection Agency.

The Three Sisters Bridge is not needed, now that we are constructing the Metro. Have a heart, gentlemen, and take a fresh look at the dire consequences the citizens of the District will suffer if you continue on your present course of highways, and more highways, and more highways.

Please: No Bridge.

Sincerely,

Nelse L. Greenway
Miss Nelse L. Greenway



Northern Virginia

Savings and Loan Association

5350 LEE HIGHWAY
ARLINGTON, VIRGINIA 22207

December 28, 1970

MARTIN L. SCHNIDER
PRESIDENT

AREA CODE 703
TELEPHONE: 536-7600

161

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th & E Streets, N.W.
Washington, D. C. 20004

Dear Mr. Schaller:

I wish to lend my support to the effort to construct a Three Sisters Bridge, as recommended by the District and Virginia Highway Departments.

Such a facility is needed for improved access to Dulles International Airport. The present facilities serving Dulles are not adequate and it is most important that the Three Sisters Bridge be constructed to tie into the limited-access Dulles highway and with other roads in the Washington metropolitan area. The predicted increase in passenger and cargo traffic in and out of Dulles makes it imperative that ground transportation facilities be constructed so that the airport will be adequately served.

Very truly yours,

Martin L. Schnider
M.L.S.

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RECEIVED



George N. Baum, Chairman
President's Cup Rowing Regatta
2001 Columbia Pike
Arlington, Va. 22204
December 26, 1970

162


Martin Scheller, Executive Secretary
Office of the Mayor-Commissioner
District Building
14th and E Streets
Washington, D.C. 20004

Dear Mr. Scheller:

I have been informed that the D.C. Highway Department is considering a six span bridge at the Three Sisters. The proposed bridge with a 350 foot arch over the main stream would destroy the present rowing regatta race course by locating its central pier directly on the course. Rocks between the pier and the D.C. shore preclude rerouting the course to avoid the pier. The rowing course is used for the President's Cup Rowing Regatta as well as numerous high school and college regattas.

The President's Cup Rowing Regatta Committee requests consideration that the span across the main stream have at least a 360 foot water width beneath it. Since the river bottom slopes sharply off the Three Sisters to a maximum depth exceeding 80 feet, a narrow span would present significant problems of bridge pier placement as well as rowing course placement. From this standpoint, a larger arch over the main stream has engineering benefits as well as preserving the rowing course.

Sincerely yours,



George N. Baum
President's Cup Rowing Regatta

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OFFICE OF THE
MAYOR-COMMISSIONER
D.C. GOVERNMENT

ENVIRONMENTAL DEFENSE FUND

162 OLD TOWN ROAD
EAST SETAUKET, N. Y. 11733
(516) 751-5191

WASHINGTON, D. C. OFFICE
1910 N STREET, N. W. 20036
(202) 833-1485

WASHINGTON December 24, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor
District Building
Washington, D.C. 20004

Written Statement of the
Environmental Defense Fund in Regard to the
Proposed Three Sisters Bridge Project and I-266

Dear Mr. Schaller:

Interested parties were invited to submit written comments on the proposed Three Sisters Bridge Project within ten days of the design hearings on the subject which ended December 16. Due to the holidays, our comments may be received by you a few days late, but we hope our tardy submission will nonetheless be accepted.

The Environmental Defense Fund ("EDF") is a national membership organization composed of upwards of 11,000 scientists, educators, lawyers, doctors, and laymen concerned about the environmental problems facing our country today. Many of our members live in the District of Columbia, and have asked us to make a statement as part of these hearings. We have appeared amicus curiae at earlier court sessions involving the proposed Three Sisters Bridge Project.

EDF is opposed to construction of the Three Sisters Bridge. The construction of any bridge at this unspoiled location on the Potomac River, especially since the creation of the C and O Canal National Park, would be a serious error in terms of preserving the beauty of the river, the parklands on both river shores, the historic C and O Canal itself, and environmental values generally. EDF believes it a grave mistake to stimulate more automobile traffic growth, with its attendant congestion, air pollution, noise, and preemption of land better devoted to other uses, by building still another interstate highway into Washington.

DEC 29 1970
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EDF has pending before the Mayor a petition outlining the extreme danger to District residents from lead poisoning due to automotive exhaust emissions, and requesting that he require use of lead free gasoline in the District. As part of the same concern for human health and environment, EDF supports the high-speed rail rapid-transit line as being more healthy, as well as quicker and more efficient, than additional bridges and lanes of pavement to encourage continued use of private cars. Furthermore, rapid transit will not aesthetically mar the historic Potomac, since it will travel largely in tunnels.

The Three Sisters Bridge, if it is built, will menace residential areas, parklands, and the District's environment far beyond its immediate location. The bridge would focus traffic pressure up Glover-Archbold Park on the District side, while the bridge's Virginia approach would supplant the spur of the George Washington Memorial Parkway now traversing wooded Spout Run in Arlington.

Moreover, the bridge would be only the beginning. It would be used as the key to begin developing a huge intermediate loop expressway, which would not only thrust through Glover-Archbold Park and up Spout Run, but also cut through parks along Arlington's Four Mile Run and Rock Creek Park in Washington. The bridge would also shunt tremendous new traffic flows toward the proposed North Central Freeway which threatens Maryland's Montgomery County as well as central and northern Washington. And it would increase the blighting traffic load on the projected Interstate 66 through Arlington, whose very existence and route, incidentally, are not yet verified. Surely no bridge-building should proceed until we see if this road - I-66 - is going to be built and if so, where.

In terms of sound transportation and total planning, the Three Sisters project is utterly lacking in any genuine justification. It is not only ill-planned, costly, destructive, and an obsolescent answer to the commuting problem, but also it would further Washington's decline into an environmental disaster area. If Washington continues to pave over her green expanses and parklands, it will become the very symbol of a nation heedless of its irreplaceable natural assets. The bridge and freeway proposals seem diametrically opposed to the National Capital Planning Commission's policy of expanding Washington's park system. Noise, air, and water pollution increases are inevitable, not only at the bridge site, but on all approaches.

In short, EDF wishes to go on record as thoroughly opposing the entire concept of the Three Sisters Bridge as environmentally harmful, and as constituting an ill-conceived response to commuter problems the new subway should solve. We hope these comments will be given careful consideration.

Sincerely,

William A. Butler

William A. Butler
Washington Counsel

MRS. GEORGE C. KEISER • 4344 FOREST LANE, N. W. • WASHINGTON, D. C. 20007

164

December 18, 1970

Mayor Walter Washington
The District Building
14th and E Streets NW.
Washington, D.C.

Dear Mayor Washington:-

As I was not able to go to the Hearings on the Three Sisters Bridge, I want, by this letter, to add my voice to those disapproving of the project.

I believe that before we add to the volume of people coming into the city by the construction of this bridge, that the transportation problems within the city itself should be solved. By this I am referring to the completion of the subway system and a greatly improved bus system so that people may get around the city easily without each one using his own car.

I also believe that the bridge should not be started until there are carefully thought out approaches planned for the District end.

Sincerely yours,

George C. Keiser

Mrs. George C. Keiser

165

RECEIVED
DEC 29 4 16 PM '70

BURTON W. MARSH, P.E.
CONSULTING ENGINEER • TRAFFIC AND SAFETY
3126 Rittenhouse St., N.W., Washington, D.C., U.S.A. 20015
Telephone: Area Code 202 - 966-6487

Mr. Julian R. Dugas
Hearing Officer, Three Sisters Bridge
and Route I-266 Hearing
c/o Mr. Martin K. Schallar, Executive Secretary, Office of the Mayor
Room 528 District Building, Washington, D.C.

26 December 1970

Sir:

This is a personal statement for the record on the Joint Design Hearing on Proposed Interstate Route 266. I submit it as a long-time resident of Washington, D.C. I am a traffic engineer, past president of the Institute of Traffic Engineers. I am also a past chairman of the Highway Research Board. Having recently retired as Executive Director of the Institute of Traffic Engineers, I am now a consulting engineer. I have resided in the District of Columbia for some 36 years.

Having only recently returned from a business trip to Brazil, I did not have enough time to prepare a statement for presentation during the hearings on 12-16-16 December -- hence this typed statement.

My comments will be presented from the viewpoint of a concerned citizen and traffic engineer.

REVIEW OF EVOLUTION OF THIS PROJECT. Before deciding to present a statement, I reviewed the history of this project. I was very favorably impressed with the depth and thoroughness of investigation, study and breadth of consideration by highway officials and others involved, before the proposals as to Route 266 in the area covered by the recent hearings, were decided on.

We citizens often fail to consider how very much time and thought are needed and are given by highway officials to such important projects. Studies to determine location and physical requirements of Route 266 in the D.C. metropolitan area began in the 1950s. Traffic investigations resulted in a 1959 report which even then affirmed the need for a highway and a river crossing in the vicinity of the Three Sisters Islands. In 1960, Route 266 was made part of the Interstate System. Three alternative locations for Route 266 were presented in 1964 at a public hearing. Virginia, District of Columbia and National Park Service agreed on a river crossing at the Three Sisters Islands location. The D.C. Department of Highways and Traffic in cooperation with the U.S. Bureau of Public Roads evaluated several bridge and four tunnel alternatives.

In 1967, the Secretary of the Department of Transportation concurred with the conclusion of a feasibility study in favor of a bridge.

That same year the Commission of Fine Arts unanimously approved a design concept for the bridge. That same year the Metropolitan Council of Governments made up of representatives of 15 local governments determined that the project was consistent with comprehensive planning in the region.

Later, various actions were taken including starting construction of the bridge in accord with a 1969 resolution of the District of Columbia City Council to comply with Section 23 of the Federal-Aid Highway Act of 1968.

FORECASTS. Seeking the best possible evidence, several careful studies have been made as to the volume of traffic which can be expected to use a bridge at the Three Sisters Islands location. 72,000 to 95,000 vehicles per day by 1990 were predicted. These forecasts took into account that a regional rail rapid transit system will be in operation in 1990.

HIGH COMMENDATION TO HIGHWAY OFFICIALS. The highway officials responsible for the proposals under discussion deserve high commendation. They have obtained necessary facts, made thorough studies, considered traffic needs, other transportation modes, safety, aesthetic and other environmental factors. Clearly they accept seriously their very heavy responsibilities. Decisions are moreover made by high quality, intelligent, experienced professionals with broad outlooks.

We should remind ourselves that the people by their travel desires and purchase and use of vehicles are basically the ones who create the needs which their public servants, the highway transportation officials, have the responsibility to provide for through highway facilities and services. To hear some objectors, one might think that those officials were the ones who created the problems.

Some objectors seem to believe that no highway improvement should be made. Some of these apparently believe that there is too much highway traffic and that public transportation is the answer.

There is no question but that adequate, expeditious, attractive, frequent public transportation service can cause many passenger car users to make certain of their trips -- often including peak hour trips -- by such public transportation.

Unfortunately, however, such public transportation service is all too generally not available -- and moreover the "metro" rapid transit system will not be completed for many years.

It is proper and very important that vigorous efforts be continued to provide greatly improved public transportation. Public pressure for such needed transportation service should be active, outspoken and persistent. Almost all highway and traffic engineers, leaders of almost all private organizations active in urban transportation

and most individuals who are students of metropolitan transportation needs, agree on the importance of such public transportation.

It is, however, unfortunate that many expect too much from the "metro" rapid transit system. It will indeed carry large numbers rapidly. But without supplementary services, "metro" can serve well only people in or near the "corridors" which it follows. And very large proportions of the residents in the Washington metropolitan area do NOT live in or close to a planned "metro" corridor. Hence the supplementary services which will greatly increase the effectiveness of "metro" are of very great importance. Beyond reasonable walking distances from "metro" stations, the supplementary trip service will be by bus or passenger car - or taxi - which will feed into "metro" stations. Such supplementary services will account for much larger portions of total trips than many persons realize -- and those portions of trips will be on highways.

Moreover, as study of any city having fixed rail public transportation will show, there are very large numbers of trips for which such public transportation is not the answer. Many trip purposes do not lend themselves to use of public transportation -- as for example trips involving a tripmaker delivering or picking up large or heavy packages or many packages, many visits to other persons, deliveries of goods, emergency or semi-emergency trips and services of numerous kinds, multiple-call trips such as salesmen make, and many others.

Hence, highway transportation continues to have major importance in metropolitan areas even with GOB public transportation of the fixed rail type. Indeed, though it may surprise some, highway transportation needs are not GREATLY changed by provision of fixed rail rapid transit, important as that service is. Our highway officials know this and hence recognize their responsibility to plan for highway trips which people will continue to make -- taking due account of shifts in transportation patterns and needs with all transportation improvements.

It is my judgment that street and highway transportation officials generally, and specifically as to the Route I - 266 project, have carried out their responsibilities very thoroughly, thoughtfully and objectively -- and deserve far more public appreciation and commendation than they have received!

DESIGN FACTORS. In the overall from the traffic engineering viewpoint, the design of Route I-266 is of high quality. However, I must admit having some question as to the adequacy of highway transportation facilities in the vicinity of Key Bridge to accept smoothly the inbound traffic in peak hours from Route I-266.

BRIDGE DESIGN. Traffic-wise, either bridge design is equally satisfactory -- both having the same major traffic characteristics. Both designs appeal to me as being pleasing in appearance, though I

claim no expertise on such matters. The apparent \$ 7,200,000 difference in engineering, right-of-way and construction costs of the bridge and related facilities represents a substantial saving if the 6-span bridge is selected. If choice of that design involves no substantial problems, I favor it.

TRAFFIC OPERATIONAL FACTORS. Lanes are adequate in width with increased width at merging and diverging ramps, shoulders in general are satisfactory in width, grades and curvatures are reasonable, median barriers are appropriate, sight distances are reported as being adequate, lighting on the bridge and approaches is being provided as is desirable. The overall freeway design permits expeditious movement at MUCH higher speed than on usual type urban arteries.

SAFETY FACTORS. All factors just mentioned will provide safety benefits. I am very pleased to note that apparently the concrete median barriers are to be of a design which will minimize the danger of serious accidents involving out-of-control vehicles which strike the barrier, considering the small angle at which most such vehicles will strike the barrier. The generally wide shoulders are also to be commended. The overall freeway design means much lower accident rates than for traditional urban streets.

ACCESSIBILITY OF "DOWNTOWN". The proposed I-266 will help considerably to keep "downtown" readily accessible. Such accessibility is very important to continuing economic health of "downtown" including its importance as an employment area.

AESTHETIC AND OTHER ENVIRONMENTAL FACTORS. High commendation is warranted for the concern of highway officials for the many aesthetic and other environmental factors involved in the Route I-266 designs. I am impressed with the attention which has been given to construction of hiking and bicycling trails, to bringing Fort Smith into public ownership, to attaining the recognized environmental benefits of a depressed freeway where feasible - including minimizing highway noise (1969 Highway Research Board finding). The intent to minimize cutting down of trees should please both area residents and I-266 users. Avoidance of intrusion of the C & O Canal strip is fine as is the attention given to minimizing any adverse effects on the Potomac Palisades and the George Washington Memorial Parkway. It is also fine that a primary planning objective as to the bridge was that it fit well into its attractive setting.

AIR POLLUTION. The Federal Highway Administration booklet "BENEFITS OF INTERSTATE HIGHWAYS" points out that vehicles on urban expressways emit 0.11 pounds of carbon monoxide per vehicle-mile compared to 0.42 pounds on central business district streets. Moreover, the hearing booklet points out that as vehicular speed increases and becomes uniform, there is a decrease in pollution emissions per vehicle-mile.

SUPPORT FOR ROUTE I-266 PROPOSAL. I support strongly the Route I-266 proposal presented by the highway officials before Hearing Officer Julian R. Dugas at the 14-15-16 December, 1970 hearings.

Furthermore, it should always be kept in mind, as I am confident that it will be in this instance, that a much greater proportion of persons with objections to a proposal, plan or program will take the time and trouble to speak in a hearing than of persons who approve a proposal, plan or program.

Burton W. Marsh

Burton W. Marsh

1031-31st St., N.W.
Washington, D.C. 20007
September 21, 1970

Hearing Officer
Three Sisters Bridge Design Hearings
District Building
Washington, D.C.

DEC 28 4 11 PM '70


Dear Mr. Dugas,

I am a resident/owner of a home at the above address. I am opposed to the construction - as well as the design alternatives presented at the recent hearings - of the Three Sisters Bridge.

Before it is built as presently planned or proposed I believe it critical to consider seriously the alternative possibilities of providing additional lanes on the George Washington Memorial Parkway between Spout Run and the Roosevelt Island Bridge along with a modern traffic interchange at Rosslyn Circle; or: a second deck on the Chain Bridge; or: additional crossings at 14th St.; or: a vehicular tunnel in connection with the subway crossing to Rosslyn; to name just a few! These are each viable design alternatives and "our" Highway Department should be directed to study these, and others, carefully, before proceeding with the Three Sisters Bridge. Has this been done?

Further, I must object to a "comprehensive Design Hearing" which carefully avoids discussion, or coverage, of one of the approaches to the proposed crossing! Why were there no proposals outlined for the Potomac River Freeway Design at these hearings? Has "our" Highway Department, once again, come up with a plan which is so outrageously out of keeping with the wishes of those most affected by it that it is postponing the inevitable showdown until the last possible moment? As I am assaulted by the almost constant barrage of noxious odors emanating from the infamous Hopfenmaier rendering plant I can only speculate on why it has been permitted to continue in operation long after it was to have been condemned by "our" Highway Department? A reminder that there are alternatives worse than the Three Sisters Bridge, perhaps?

I look forward to early hearings on the Potomac River Freeway location and design.

Sincerely,

Martin Heyert



E. A. AUDETTE

REALTOR

APPRAISALS - RENTALS - SALES

FE 8-1100

1212 WISCONSIN AVENUE
GEORGETOWN, D. C. 20007

OL 6-6369

December 22, 1970

Mr. Julian Dugas
Hearing Officer
Three Sisters Bridge Design
District Building
14th & E Street
Washington, D. C. 20004

Dear Mr. Dugas:

I wish to go on record as being in favor of the construction of the Three Sisters Bridge.

I feel that the bridge will add to Washington's beauty, and I understand that the Fine Arts Commission was most enthusiastic about the design.

Very truly yours,

E. A. Audette

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SECRETARIAT
DISTRICT OF COLUMBIA
DEC 28 4 06 PM '70



168

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MAE GARROTT

December 28, 1970

Mr. Martin K. Schaller, Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
Washington, D.C. 20004

Dear Mr. Schaller:

The Montgomery County Council wants to express its concern over the proposed design of the Three Sisters Bridge. The two designs presented by the District of Columbia Highway Department for the present hearings show six lanes across the Bridge to the vicinity of Canal Road, but fail to show how this heavy flow of traffic is to be accommodated within the District, particularly through Georgetown. Inquiry has revealed that present concepts of the D.C. Highway Department call for construction of eight lanes of tunnel and elevated freeway, utilizing in part the present Whitehurst Freeway, to serve not only Three Sisters traffic but also the flows from Canal Road (Chain Bridge) and the George Washington Memorial Parkway (Maryland side).

Even this huge project, however, will be inadequate to serve the traffic projected on the tributary roads and freeways. Our information indicates that at least ten lanes of freeway would be necessary to accommodate the traffic from a six-lane Three Sisters Bridge in addition to the four lanes of the George Washington Parkway. This makes no allowance for traffic from the present three-lane Chain Bridge, and also takes no account of the crowding of M Street which would result from cutting off the present access of Key Bridge and MacArthur Boulevard to the Whitehurst Freeway. Both of these problems might be very severe, and should be examined as part of the impact of the Three Sisters Bridge.

Thus it appears that the building of Three Sisters Bridge with six lanes must result either in cutting off Montgomery County's parkway to the District (even though most of it has already been built through our County), or in building an unacceptably large set of freeways and highways through Georgetown and other parts of the District.

A further unfortunate result of cutting off (or excessively congesting) the access of Maryland's George Washington Parkway to the District would be to increase pressure to build the North Central Freeway, to which both the District of Columbia City Council and the Montgomery County Council (and the County's Legislative Delegation) are opposed.

These considerations lead this Council to the conclusion that both the proposed Three Sisters Bridge designs are inadequate and improper and should by no means be adopted.

December 28, 1970

We were told by the staff of the Maryland-National Capital Park and Planning Commission that the D.C. Highway Department projections of 1990 average daily traffic for the area show no such congestion as we have envisioned above. The D.C. Highway Department's projections were given to us as follows:

Palisades Parkway (including both George Washington Parkway and Chain Bridge traffic)	40,000
Less: Diversion of traffic from Palisades Parkway onto Canal Road/ M Street	6,000
Equals: Net flow merging with Three Sisters traffic	34,000
Three Sisters traffic	72,000
Total average daily traffic on Georgetown freeways	106,000

The difficulty is that these projections for the George Washington Parkway/Chain Bridge traffic are incredibly low. Alan M. Voorhees and Associates, in A Transportation Study for Montgomery and Prince George's Counties (June 1970) projected approximately 100,000 vehicles per day on the George Washington Parkway at the D.C. line. (This might be reduced by the elimination of an assumed connection between Little Falls Parkway and George Washington Parkway, but it would be increased if the assumed Northern Parkway and the North Central Freeway were eliminated in Montgomery County, which now seems likely). We believe the Voorhees projections, as well as experience and common sense, indicate that the D.C. Highway Department projections for 1990 traffic on the Palisades Parkway are open to serious question and should not be used for highway planning until substantiated.

Thus it appears that construction of a bridge of over four lanes at the Three Sisters location will cause either severe congestion, a sharp cutback in design capacity, or elimination of the George Washington Parkway. The Montgomery County Council, therefore, opposes construction of the Bridge according to either of the proposed designs, as they are excessive in size, and out of harmony with a coordinated transportation plan for either the Potomac valley or the metropolitan area as a whole.

Sincerely yours,



Idamae Garrott, President
Montgomery County Council

IG/nn

cc: James Gleason, County Executive
Walter Bucher, State Roads Commission
David Fisher, State Roads Commission
Gilbert Gude, U.S. House of Representatives
Charles McC.Mathias, U.S. Senate
Joseph D. Tydings, U.S. Senate
J. Glenn Beall, Jr., Senator-elect
Mrs. T. Paul Freeland, Montgomery County Planning Board

WASHINGTON LEE HIGH SCHOOL
1300 North Quincy Street
Arlington, Virginia

December 28, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor - Commissioner
14th and Penn, N.W.
Washington, D. C.

Dear Mr. Schaller:

The design of the Three Sisters Bridge is most important to crew as a sport in the Washington area. Competition on a six lane course is an absolute necessity for the continuance of the sport on its present high level, as demonstrated by the outstanding record of the local boat club, college and high school crews. The local rowing organizations (involving over 500 young men) racing on the courses shown on enclosure 1 now include the following:

<u>Boat Clubs</u>	<u>Universities</u>	<u>High Schools</u>
Old Dominion	Georgetown	Fort Hunt
Potomac	George Washington	George Washington
	Howard	Hammond
		Jeb Stuart
		T. C. Williams
		Washington-Lee
		Yorktown

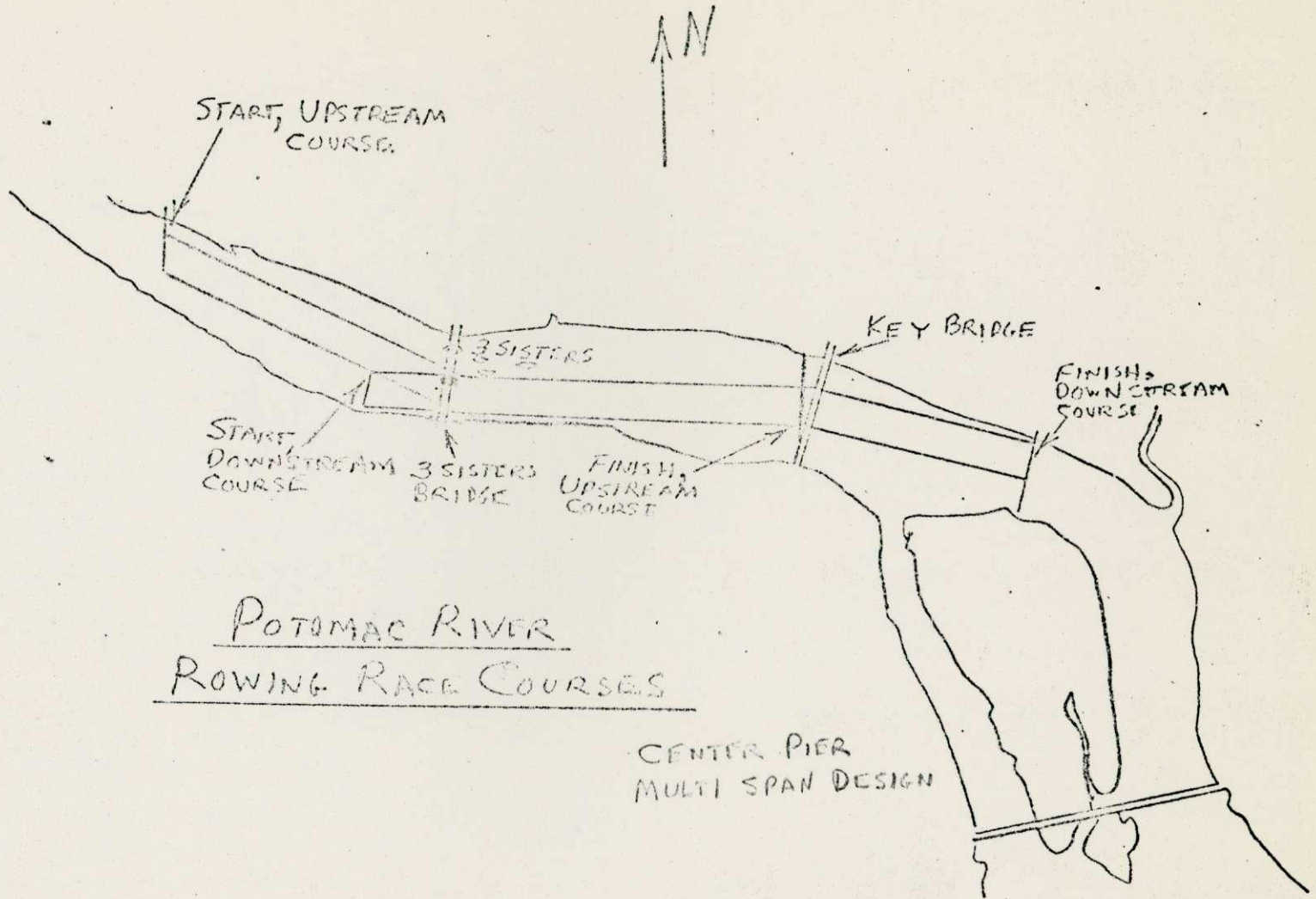
As an indication of the growth in recent years the greater Washington total rowing community in 1949 included only the two boat clubs, George Washington and Washington-Lee High Schools. More growth in the future is expected.

Major crew races in the Washington area have been held on every conceivable course on the Potomac River from below Alexandria to above the Three Sisters Islands. Races have also been held in the Washington Channel and on the Annapostia River off the Navy Gun Factory. Much experience, some of it quite bitter, has definitely proven that the two current 2000 meter courses in the Georgetown area (see enclosure 1) are by far the best. These courses compare very favorably with good rowing courses all over the U. S.. Both start above the Three Sisters with one finishing above Key Bridge and the other finishing at the foot of Wisconsin Avenue. Both courses are six lanes wide (each 60 ft.) plus a space in the middle to provide clearance for a pier of Key Bridge. As shown on enclosure 2 the courses now just barely fit through the Three Sisters area and there is no interference from the Three Span Alternate (long span) Bridge design. The design was located so it would not hurt our race courses. The multi-span alternate design would put a pier (indicated in red) in the middle of both of the race courses and would effectively destroy both race courses. We believe such a design to be completely unreasonable and hope that the bridge will be the Three Span Alternate Design now approved by the Fine Arts Commission.

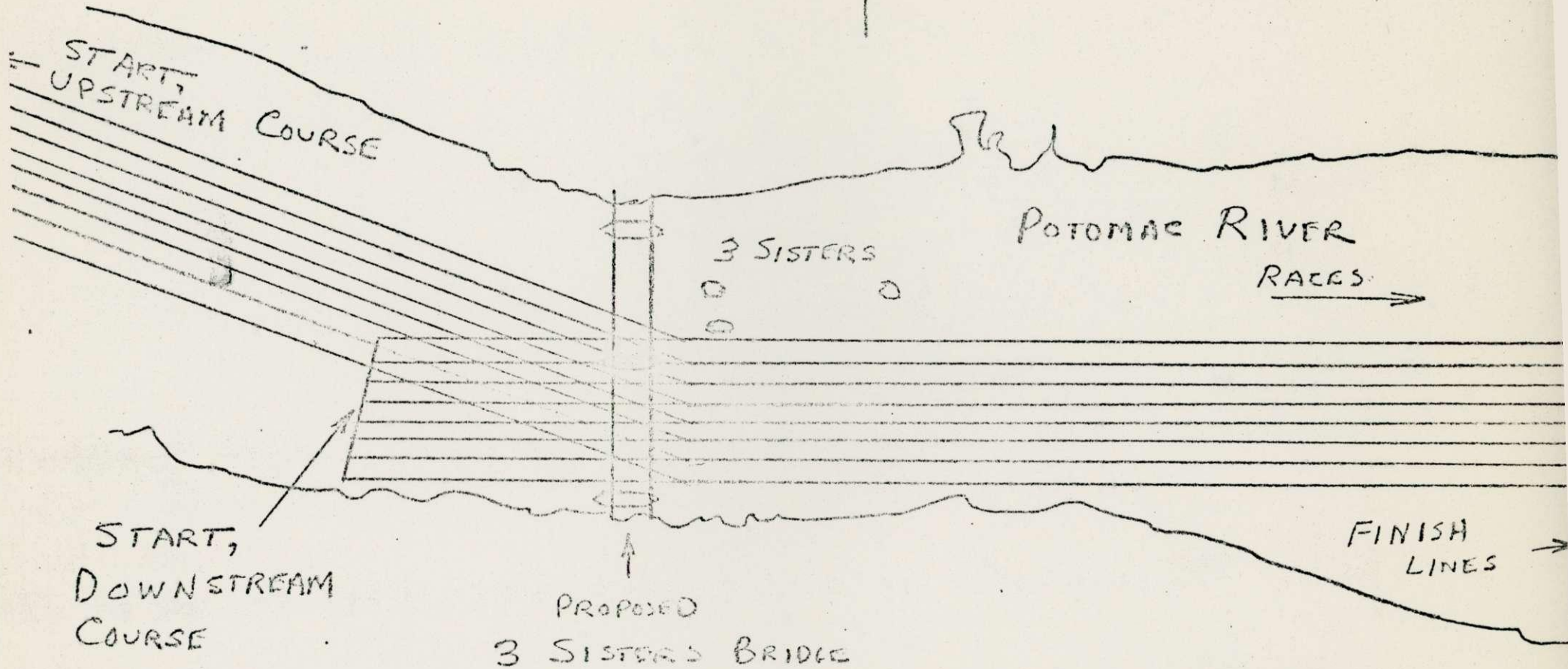
This is to supplement my testimony at the recent bridge hearings. We will be glad to provide any more data you might want. Thank you.

Very truly yours,

Charles S. Butt, Jr.
Charles S. Butt, Jr.
Crew Coach



12/27/70
ENCL 1



POTOMAC RIVER
ROWING RACE COURSES
IN 3 SISTERS AREA

CENTER PIER
MULTI SPAN DESIGN

ENCL. 2
12/27/70

4615 N. 37th Street
Arlington, Virginia 22207
28 December 1970

Mr. Martin K. Shaller
Executive Secretary
Office of the Mayor-Commissioner
District Building
14th & Pennsylvania Avenue, NW
Washington, DC

Dear Sir:

As an oarsman who has rowed on the Potomac River for 48 years, as a long time member and officer of the Potomac Boat Club, and as coach of the Yorktown High School Crew I would like to make a comment on the design of the proposed Three Sister Bridge.

We in the Metropolitan Washington area are most fortunate in having an outstanding six lane race course on the Potomac River. It would be a disaster if a bridge were built across this race course having piers in the river which would in any way impair it. Therefore, I favor, first a clear span which would have no piers in the river, and second, if this cannot be, the three span alternate with a center span of at least 750 feet.

Favorable consideration to the above would be very much appreciated.

Very truly yours,

William B. Stewart
WILLIAM B. STEWART

PHILIP R. HOGUE
ROBERT H. EWING

7801 NORFOLK AVENUE BETHESDA, MARYLAND 20014 301-657-2877

December 23, 1970

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th & E Streets, N. W.
Washington, D. C. 20004

Re: Three Sisters Bridge

Dear Mr. Schaller:

As a member of the Dulles Committee, it is my strong desire to see the Three Sisters Bridge become a reality.

In our view this facility would allow for greater access to Dulles International Airport. When the Airport was first designed and located in Loudon County there was general agreement that a connecting limited-access highway would tie the Airport in with the Washington Metropolitan Area. We feel that this is a commitment that needs to be met. With the passenger and cargo increases forecast for Dulles within the next 10 years it becomes imperative that ground transportation to this facility be enhanced.

Of the two alternative designs of the bridge recommending Interstate standards, we view this as another link in our National Interstate Defense System. Certainly, for the welfare of our country, we must complete this proposed project.

Let's all hope that 1971 will be the year to complete this most worthwhile project.

Happy Holidays.

Sincerely,

Robert H. Ewing
Robert H. Ewing

RHE:k

D.C. GOVERNMENT
SECRETARIAT
OFFICE OF THE
DEC 28 1 08 PM '70

Potomac Boat Club

ORGANIZED JULY 6, 1869

3530 Water St., N. W.

Washington 7, D. C.

DEC 28 1 23 PM '70

December 23, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528, District Building
14th and E Streets, N.W.
Washington, D. C.

Dear Mr. Schaller:

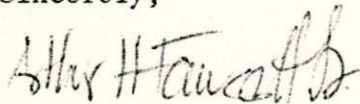
This is to supplement my oral statement in the Design Public Hearing on the Three Sisters Bridge on December 14, 1970.

The Potomac Boat Club is located just upstream from Key Bridge, on the District of Columbia shore. We have over 100 members, who are of course residents of the District of Columbia and its suburbs.

We urge most strongly that, if a bridge must be built in the vicinity of the Three Sisters Islands, its design be the "three-span alternative" approved by the Fine Arts Commission. Two race courses, used annually by several hundred oarsmen, from local high schools and colleges as well as this boat club, pass through this section. These two courses, one laid out by the U.S. Coast and Geodetic Survey in 1969, are among the finest natural rowing courses in the world. The "six-span alternative," or any other design which includes bridge supports in the water between the Three Sisters Islands and the Virginia shore of the river, would seriously obstruct these courses, destroying much of their value. Many American and European cities spend millions of dollars dredging out race courses, many of which are no better than this one; and the recreational benefits clearly outweigh the financial advantages of an inferior bridge design.

Graphic materials relating to the effect of the bridge on the race courses have been submitted by Mr. Charles Butt of the Washington-Lee High School.

Sincerely,



Arthur H. Fawcett, Jr.
President

AHF:bs

LAW OFFICES OF
LEBLANC AND SHUR
1000 VERMONT AVENUE, N. W.
WASHINGTON, D. C. 20005

ROBERT E. LEBLANC
HENRY SHUR
LEONARD F. STOLL
LAWRENCE A. HOFFMAN
RICHARD G. BESHA
DONALD C. CASEY

TELEPHONE
783-2420
CABLE - RELSHURPAT

23 December 1970

Mr. Martin Schaller
Executive Secretary
Office of the Mayor-Commissioner
Room 528 District Building
14th and E Streets, N.W.
Washington, D.C.

DEC 28 1 03 PM '70
RECEIVED
D.C. DISTRICT COURT

Re: I266 Design Hearing

Dear Mr. Schaller:

As a member of the Potomac Boat Club, and as one interested in the preservation of the Potomac river for aquatic sports and other recreational activities, I would like to add my comments to those presented orally at the above mentioned hearing.

In order to preserve maximum unobstructed water area for competitive rowing and canoeing, it would be decidedly preferable that the three span alternative for the Three Sisters bridge be adopted. In my opinion, the six span alternative would create a serious obstruction of the waterway and would have a seriously adverse effect on the value of the river for racing.

I therefore urge that if the Three Sisters bridge is constructed, the three span alternative should be employed.

Very truly yours,
Lawrence A. Hoffman
Lawrence A. Hoffman

LAH:ar

5050 Fulton Street, N. W.
Washington, D. C. 20016
December 23, 1970

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th & E Streets, N. W.
Washington, D. C. 20004

DEC 20 1 08 PM '70
D.C. GOVERNMENT
HARRISON

Dear Mr. Schaller:

Will you please make this letter a part of the hearing record on The Three Sisters Bridge? As a resident of The Palisades, D. C., I wish to differ with the testimony of The Palisades Citizens Association. I favor the building of The Three Sisters Bridge so that the people of Washington and Arlington will have better transportation and communication.

As to the design, if the Fine Arts Commission and the highway engineers have approved the one long arch, I should think that all lay people should go along with it.

If the design features include the approaches, I urge that you provide access to and from the bridge to The Palisades area at the foot of either MacArthur Blvd. or Foxhall Road. I also desire to-and-from access to the future Palisades Parkway at the foot of Arizona Avenue.

As a housewife, the future convenience and service of this proposed bridge in relieving traffic around Key and Chain Bridges and for making downtown Washington more accessible to tourists and suburban shoppers, is very apparent and obvious. Why cannot "City Hall" and our civic leaders see the future benefit to the public of this badly needed new crossing of the Potomac?

Sincerely yours,

Lida Ruth Gray
Lida Ruth Gray

REC'D

DEC 28 1 10

1 Washington Circle, NW
Washington, D.C., 20037

December 24, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of the Mayor's Commission
District Building
14th and E Streets, N.W.
Washington, D.C.

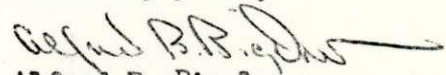
Dear Mr. Schaller:

I wish to express my support for the construction of the three span alternative bridge across the Potomac River at the site of the Three Sisters Islands. The three span alternative is much more favorable to recreation on the river (rowing, crew races, canoeing, kayaking, boating, etc.) because a bridge with a greater number of arches will constrict the free passage on the river and create additional currents and tides to the detriment of boating activities.

Last year several national crew, canoe and kayak races were held in this section of the Potomac. Such races would not be possible with a multi-arch bridge, but they would still be possible with a three span or arch bridge. If national crew, canoe, and kayak races are to continue to be held in Washington, and note that these events draw favorable attention and tourists to the city, the city must insure that conditions on the river will be such as to encourage and attract these activities in the future.

For these reasons, I support the three span alternative bridge across the Potomac, and urge that you and the District Government do likewise.

Sincerely yours,



Alfred B. Bigelow
Member of the Potomac Boat Club

Dear Sir - "DESIGN OF 3 SISTERS"

The following concerns the
proposed construction of the "3 Sisters"
Bridge

12/29/70 1 03 PM '70

1. I am in favor of it
2. I implore you to ~~ensure~~ the
"3 SPAN ALTERNATE" since
3. This design will not affect
the 6 lane rowing course on the
River - this course is used for
NATIONAL & INTERNATIONAL CHAMPIONSHIPS
John W. Garry

3421 "N" Street, North West, Washington, D. C. 20007

Dear Mr Scheler —

As a Christmas present
to Washington and the Nation,
why don't you press for
discouraging more traffic
congestion by eliminating
any thought of a Three Sisters
or other bridge?

Each bridge or highway
we construct encourages
more traffic instead of less —
Mary Davis
(Mrs Ross J.)

RECEIVED

5314 Chevy Chase Parkway, N.W.
Washington 15, D. C.

20 December 70

OFFICE OF THE COMMISSIONER

Mr. Martin K. Schaller
Executive Secretary, Office of the Mayor-Commissioner,
District Building
Washington, D.C.

Dear Mr. Schaller:

I could not attend the hearing on the Three Sisters Bridge proposal last week, but I would like to attest my protest against continuing construction of the bridge. After receiving a master's degree in landscape architecture, a 4-year graduate school training, I studied toward a doctorate in urban and regional planning at Harvard University. On the basis of my professional training and work, as well as more than 25 years residence in the District of Columbia, I can think of no worse location for spanning the Potomac than in the Three Sisters area. I know there are many grounds for objections to this bridge. Mine are primarily the unnecessarily destructive construction required for approaches to the bridge and the completely inadequate provision for dispersal of traffic on both sides of the river if this unfortunate project is completed. Sincerely,
Dorothy May Anderson.

2507 North Pollard Street
Arlington, Virginia 22207
December 21, 1970

Mr. Julian Dugas
Hearing Officer
Three Sisters Bridge Design
District Building
14th and E Streets,
Washington, D. C. 20004

Dear Mr. Dugas:

As natives of the District of Columbia, residents of the District for over thirty-four years, and Virginia residents who have been commuting daily from Virginia to the District of Columbia for the past eighteen years, we want to strongly urge that the design of the Three Sisters Bridge (which has already been approved by the Fine Arts Commission) be accepted and the bridge completed at the earliest possible date.

We can assure you, based on our personal experience in commuting, that this bridge is at least ten years overdue already.

Sincerely,

Eldridge D. Kendrick

Eldridge D. Kendrick

RECEIVED
OFFICE OF THE SECRETARIAL

Elva M. Kendrick

Elva M. Kendrick (Mrs.
Eldridge D. Kendrick)

cc: The Honorable Walter E. Washington
The Honorable Harry F. Byrd, Jr.
The Honorable William B. Spong, Jr.
Mr. Ned R. Thomas, Chairman, Arlington County Board

180

LAW OFFICES
JOHN F. HILLYARD
HEURICH BUILDING
1627 K STREET, N. W.
WASHINGTON, D. C. 20006
628-1262

December 21, 1970

MARYLAND ASSOCIATE
ROBERT L. HILLYARD
4641 MONTGOMERY AVENUE
BETHESDA, MARYLAND 20014
656-3800

Mr. Julian Dugas, Hearing Officer
Three Sisters Bridge Design
District Building
14th and E Sts., N.W.
Washington, D.C. 20004

Dear Mr. Dugas:

I fully support the Board of Trade's contention that the aesthetics of the THREE SISTERS BRIDGE will do nothing to detract from Washington's Beauty.

The Fine Arts Commission was most enthusiastic about the design and many other experts have endorsed it.

I hope we don't get in a mess like the building of the second bridge across the Chesapeake Bay. The delay cost the State millions of dollars extra.

We need the Three Sisters Bridge and let us get on with the erection thereof.

Sincerely,

hj

RECEIVED
DEC 21 1970
OFFICE OF THE SECRETARIAT



Bob Duncan
Real Estate-Insurance

TELEPHONE
KING
8-8015

322 SOUTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22313
P. O. Box 986

December 9, 1970

Mr. Julian R. Dugas
District of Columbia Government
District Building
14th and E Street, N. W.
Washington, D. C. 20004

Dear Mr. Dugas:

The design information provided in the study identified as "I-266 Design Hearing Information" (undated), which was prepared for the District of Columbia Department of Highways and Traffic and the Virginia Department of Highways in cooperation with the Federal Highway Administration of the U. S. Department of Transportation, has been reviewed with interest.

Not-with-standing selection of the three-span bridge by the Commission on Fine Arts, I recommend that the alternate six-span bridge design be selected for I-266. The bulkiness of the supporting members (including piers) of the three-span design blocks out more of the Potomac Palisades and tends to draw attention to, or focus the eyes on the bridge rather than on the Potomac River, the shoreline and the Palisades rising upward therefrom. Whereas, the six-span design is of slender structure, elegant, more graceful and does not detract from the up-river view of the Potomac and the Palisades.

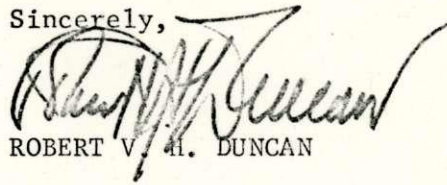
Naturally, selection of the six-span design will save the taxpayers \$7,200,000. based upon the accompanying estimates which is subject to change upward due to spiralling costs of labor, materials, etc.

RECEIVED
DEC 24 1970
OFFICE OF THE SECRETARIAT

RECEIVED
OFFICE OF THE SECRETARIAT

In summary, the Six-Span Alternate shown on Page 7 of the design study would be my choice for any bridge that may be approved for erection across the Potomac River in the vicinity of the Three Sisters Islands.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert V. H. Duncan". The signature is written in a cursive style with a large, sweeping initial "R".

ROBERT V. H. DUNCAN

THE CITIZENS ASSOCIATION OF GEORGETOWN
2803 "M" Street, N. W.
Washington, D. C. 20007

Mr. Julian R. Dugas ✓
Department of Economic Development
District of Columbia

182

December 22, 1970

Mr. Martin K. Schaller
Executive Secretary
Office of The Mayor-Commissioner
Room #528
District Building
14th & E. Streets, N.W.
Washington, D.C. 20004

Subject: Joint Design
Public Hearing on
Proposed Interstate 266

Dear Sir:

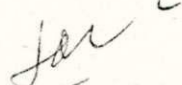
The Citizens Association of Georgetown understood originally that the above subject hearing concerned design only. However, the hearing subsequently covered other facets concerning the proposed Three Sisters Bridge.

Therefore, the Citizens Association of Georgetown submits this statement to point out that the Association is a plaintiff in U.S. District Court Civil Action No. 2821-69 against the bridge in accordance with a resolution passed at a membership meeting in October 1969. The Association has not changed its position since that time.

We request that this letter be made a matter of record of the Joint Design Public Hearing on subject.

RECEIVED

Sincerely yours,



Stephen A. Trentman
First Vice President

cc:Mr. Julian R. Dugas ✓
Department of Economic Development
District of Columbia

OFFICE OF THE MAYOR-COMMISSIONER

The Riggs National Bank
of
Washington, D. C. 20013
(202) 783-5600

L. A. JENNINGS
CHAIRMAN OF THE BOARD

December 9, 1970

Mr. Julian R. Dugas
District of Columbia Government
District Building
14th and E Street, N. W.
Washington, D. C. 20004

Dear Mr. Dugas:

I am delighted to learn that you will be serving as Hearing Officer to receive the views of the committee on the design for the Three Sisters Bridge. This hearing is required as a result of a judicial decision which found that a hearing to cover the design of the Three Sisters Bridge had not been held. I have reviewed the booklet entitled 1-266 DESIGN HEARING INFORMATION and it would appear the hearing will cover some areas which, in my opinion, are not directly related to design. These areas involve aesthetics, safety, noise, air pollution and the like.

It is my strong view that the bridge design meets very adequately all aesthetic requirements, and particularly Figure 8, the Three-Span Alternate - Prestressed Concrete Bridge, which appears on Page 6 of the brochure. I cannot believe that the bridge would create an air pollution problem as it is fundamental that the bridge would speed up traffic rather than create slowdowns. Certainly the bridge would reduce traffic congestion. I could go into other areas of the matter but I think it is sufficient to say that I am most hopeful that your design hearing will remove a roadblock standing in the way of construction and creation of the Three Sisters Bridge. I am wholly in favor of the project.

I hope you will make this letter a part of your hearing record.

Kindest regards.

Sincerely,
L. A. Jennings
Chairman of the Board

RECEIVED
DEC 9 1970
OFFICE OF THE SECRETARIAT

Eleanor M. McPeck
Chairman

Noël Clark Miller
Secretary-Treas.

ADVISORY COMMITTEE:

Grosvenor Chapman
Robert M. Kennan, Jr.
Edward Terhune Miller
eRoy Tuttle Morgan
harlton Ogburn, Jr.
Mrs. James Rowe, Jr.
Nicholas Satterlee
Paul Lyon Sitton

December 23 1970

Mr. Martin Shaller
Executive Sec.
Office of the Mayor Commissioner
The District Building
Washington, D.C.

Dear Mr. Shaller:

The Dec. 14 -16 Design hearings have no legitimate basis, since no proper location hearing with respect to the Three Sisters Bridge and the attendant road system has ever been held by the District. Nor have the residents of the District approved the concept of a bridge at the proposed location.

We seriously question the legitimacy of the Dec. 14 - 17 Design hearings and request that new hearings be held at some future date. We recommend that a full study be conducted on the environmental impact of the proposed bridge on adjacent residential and park properties. Finally we recommend that all Bridge and road construction be suspended until such information is made available to the public.

We enclose a copy of The Concrete Invasion, describing in full our reasons for opposing the construction of the Three Sisters Bridge, and ask that it be included as part of the public record of the Dec. 14 - 17 Design hearings, together with this letter.

Sincerely,

Eleanor M. McPeck

Eleanor M. Mc Peck
Chairman

Noel Clark Miller
Noel Clark Miller
Sec. - Treasurer.

DEC 29 9 52 AM '70

To Whom It May Concern:

I am writing this as a private citizen who has lived in the District of Columbia for 18 years, owned property and paid taxes here and would like to continue to do so. I am fond of the Georgetown community where I live and would like to see it retain its "human size" dimension and character. The proposed Bridge and its freeways will undoubtedly have a number of proponents but none of them will care very much about our community or its historic relationship with the Potomac River.

Although I consider the so-called "design hearing" called by the D.C. and Virginia Highway Departments illegal in view of the fact that a court case is pending, I listened to the proceedings for the good part of two days.

It was not until the second day that I became aware that no explanation other than the brief statement by the Head of the D.C. Highway Department at the opening session and the superficial information in the public relations type brochure available to the public was to be supplied by the Highway Departments. The topics that should have been discussed in depth and supported by full justification and proof by the testimony of experts were absent from the oral statement and touched upon lightly in the printed brochure.

No architect, no competent technicians in the engineering or safety fields, no environmental specialists, no transportation planners, no city or land use planners, no city official other than the Highway Department and the Hearing Officer even addressed the audience in support of this project. No scale model, no architectural drawings were presented to the public. We were to judge our preference on the basis of an artist's sketch. Before I list a sampling of the type of inadequate coverage of the factors noted of legitimate concern by Judge Sirica, I would like to ask the Highway Department a few questions that I believe are pertinent to the unfortunate situation in which the District of Columbia finds itself.

Why were we having a design hearing on a bridge to which no rights of way on the Virginia side have been obtained?

How can you defend a bridge designed to bring even more automobiles and trucks into an already choked city?

How can you defend this dependence on the automobile for urban transportation when most urban planners recognize the devastating destructiveness to economic, social, health and environmental aspects of urban life of continued proliferation of freeways, private automobiles and parking lots?

Opponents of the bridge and its freeway plans pointed out repeatedly the ill effects of such a project. Obviously it can not exist in isolation and to be forced to consider it in such a context is ridiculous. No speaker in favor of this project has presented sufficient argument that its construction will provide easy, safe, efficient transportation; rejuvenate downtown Washington; improve the quality of life for residents of the District; lessen the problem of noise, air and water pollution; not infringe upon or dominate natural or historic monuments, recreational activities and park lands; and not continue to thwart the completion of the linkup between the Dulles and Potomac intercepts (a shocking health hazard that has been delayed for a number of years already).

In view of these omissions at this late juncture, I wonder on what basis the Congressmen added Section 23 to the 1968 Highway Act? Specifically, I would like Mr. Aires to provide us with information as to the materials and justifications for this and related projects upon which the Public Works Committee and Mr. Natcher relied. For I can not believe that even the most unreasonable of men could have come to such a major decision if they had been provided with full, current, accurate documentation and objective transportation planning goals upon which to base their judgement. If they did receive such data, then I don't see why it has not been submitted here. Evidence of a most substantive nature to the contrary has been overwhelmingly and persuasively presented by a varied number of witnesses testifying in opposition to this and its related projects. I feel that an amendment to the Highway Act of 1970 should remove Section 23 from the Highway Act of 1968 on the grounds that it was included on the basis of insufficient information.

I would also like an answer to these questions.

To whom is Mr. Aires responsible?

By what right was he able to circumvent the transportation plan for the District of Columbia as passed by the appropriate authorities, namely the City Council and the National Capital Planning Commission, who omitted this particular project as well as others related to it? Can he explain how this action was taken?

Such action would appear to be inconsistent with the orderly functioning of government. His actions, whether or not so intended, resulted in the tragic "blackmailing" of the District with which we are all too familiar. That a project of such magnitude and of such ultimate destructive impact on the quality of life in the Nation's Capital can be forced upon a helpless city that all of us would like to see become a viable community is, quite simply, a disgrace. If Congress can not save us from this, then, pray God, the Courts can.

Respectfully submitted:

Elizabeth La Branche

Elizabeth La Branche
Private Citizen

3335 Dent Place, N.W.
Washington, D.C. 20007

12/20/70

THE FOLLOWING QUESTIONS ARE DIRECTED SPECIFICALLY AT THE I-266 DESIGN HEARING INFORMATION BROCHURE:

"Traffic investigation in 1959 affirmed the need for a highway and a river crossing in the vicinity of the Three Sisters Bridge."

Since these studies are eleven years old, let us have current investigations and studies which up-date this data and justify the location of this bridge. Studies and recommendations by outside consultants should also be submitted.

"Measurable benefits to users of the Interstate Highway System occur in the form of time savings, reduced operating costs, and fewer accidents."

What would be the cost for an automobile driver to use this bridge to get down town to work and back home? From 5 miles out, 10 miles out, 20 miles out etc. including parking costs.

What will happen to the flow of traffic at high speeds on the proposed bridge if an accident occurs or an automobile or a truck breaks down during a peak period? What will result during rain, sleet or snow conditions?

"No unique or significant biological communities are present in the project area. Most of the indigenous wildlife will relocate to adjacent natural areas and no endangerment to any species is expected."

Please produce experts on the environment to substantiate these claims and to answer any questions other experts might have.

"What is the status of right-of-way acquisition? No right-of-way has been acquired for this project."

Why is there a hearing on a bridge that goes nowhere? Would you explain the method used and justification for the National Park Service to trade off these limited parklands near the Potomac River on both its shores?

"An important feature of this solution is the manner in which it frames a calm stretch of river broken only by the natural outcroppings of the Three Sisters Islands."

Would you indicate how this is accomplished rather than the more obvious smothering of the natural outcroppings of the Three Sisters Islands?

"Construction operations and the movement of equipment will be controlled to preserve existing vegetation and to avoid erosion which might result in deposits of sediment in the Potomac River."

Would you please submit all details and specifics as to how this is to be safeguarded.

"Pavement runoff from the bridge and the D. C. approach will not be permitted to drain into the C&O Canal."

Where will it drain?

"These forecasts predict that 72,000 to 95,000 vehicles per day would be experienced by 1990."

If your estimates on the increased number of vehicles using this facility are correct, how are they to be accommodated when they pour onto local streets to park? In peak periods how will they be absorbed on local streets?

Figure 2 of your brochure indicates that the existing ramp onto the Whitehurst Freeway from the Virginia approach will be shut off.

What are your estimates on increased traffic using M Street from Virginia as well as from MacArthur Boulevard and Palisades Parkway?

What would be the traffic problem, the air pollution problem and the effect on the quality of life in this predominantly residential community?

Elizabeth La Branche

Elizabeth La Branche

3335 Dent Place, N.W.
Washington, D.C. 20007

12/20/79

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

78C

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 17, 1970

RECEIVED
DEC 21 1970
OFFICE OF THE SECRETARIAT

Mr. & Mrs. Jerry Hill
1722 N. Glebe Road
Arlington, Virginia 22207

Dear Mr. & Mrs. Hill:

Subject: Route I-66, Arlington County
Project 0066-000-102,C506,C507

and Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 15
regarding the subject projects.

Your original letter will be made a part of the
record of the I-66 hearing. A Xerox copy of your letter
is being sent to the Office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

December 15, 1970

186

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Fulpeper, Virginia, 22701

Dear Mr. Hope:

We earnestly request the State authorities to reevaluate the necessity for Route 66 and any other super highways within the metropolitan area.

There must come a time when an ever increasing population thinks of better ways to travel within cities than by automobile. The air pollution on Arlington highways now is such that it is uncomfortable to travel at all. It is not too late to try to improve the situation and to reeducate ourselves to another way of living that will not endanger health. This means public transportation and the use of subways.

We must stop dumping more and more cars into the city which is already incapable of handling them. The purpose of the beltway was to keep traffic out of the city. Should we not finish the beltway on our side of the river so that it is as large as on the Maryland side to further increase it's utility.

Cross-Arlington traffic will be a perpetual snarl if all the streets but a few are blocked to north-south traffic.

Spout Run Parkway is one of the last remaining beauty spots in Arlington. Lets not spoil it. The proposed bridge at Three Sisters Islands not only will despoil a beautiful scene, but will further congest Washington streets where they are already congested. To connect the whole mess up to a superhighway through Glover-Archbold Park and on out to Maryland gets traffic on out to the beltway where it should have been left in the first place. Why route it through our parks and city?

We attended the hearing on December 7 and failed to fill out the enclosed card, since we did not have our glasses and couldn't read it. We are sending it along now so you will know we cared enough to attend the hearing.

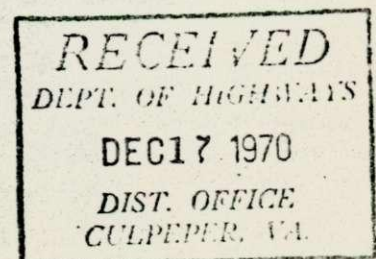
Respectfully,

Jerry Hill

Helen R. Hill
Helen R. Hill

Jerry Hill

1722 N. Glebe Road
Arlington, Virginia; 22207



M J

Three Sisters Bridge Project:

I would like to add my
vote against this project, which
would be very bad for me as an
Arlington resident.

Penelope Stafford

188
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 18, 1970

Mrs. Wellington F. Barto
3600 North 27th Street
Arlington, Virginia 22207

Dear Mrs. Barto:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 16, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266
(Three Sisters Bridge) hearing.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.

3600 north twenty-seventh street arlington, virginia 22207

188

December 16, 1970

Mr. D. B. Hope, District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

Dear Mr. Hope:

On behalf of my husband and myself, as home owners in Arlington, I am writing to express our deep dissatisfaction with any plan for construction of a Three Sisters Bridge. The beauty and dignity of the Potomac River and the parklands on its shores are irreplaceable environmental values.

Furthermore, the projected Interstate 66 through Arlington (long used as an argument for the building of another bridge), has the distinct environmentally destructive certainty of adding great quantities of pollution to the locality through the blighting traffic load it would bring.

The local commuting problem can and should be handled by high-speed rapid transit, in tunnels where necessary in order to preserve environmental and aesthetic values.

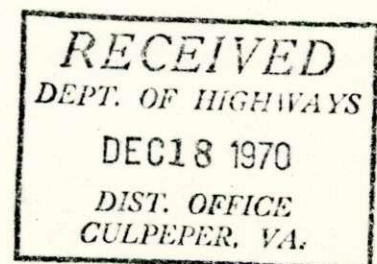
We consider the Three Sisters project utterly lacking in any genuine justification. It is ill-planned, costly, and destructive - an obsolescent answer to the commuting problem.

Environmental needs must now be put first in highways and similar decision-making.

Most sincerely,

Mrs. Wellington F. Barto

Mrs. Wellington F. Barto



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

189

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 21, 1970

RECEIVED
DECEMBER 21 1970
OFFICE OF THE SECRETARIAL

Mr. Thomas Martin
6501 El Nido Drive
McLean, Virginia 22101

Dear Mr. Martin:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 17, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

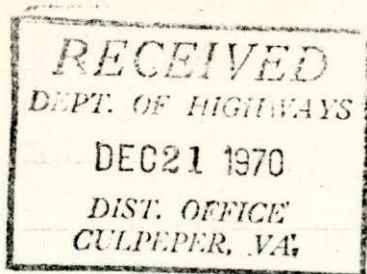
Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.



189

6501 Elmido Drive
McLean, Virginia
Dec. 17, 1970

Dear Mr. Hope

Being a concerned High School student in the Washington D.C. area, concerned with ecology I firmly believe you should oppose the building of the Three Sister's Bridge across the Potomac River. I think the funds needed to build a structure like this would be much more beneficial if used to repair the present highway system. A man of your intelligence can well see that our highways leave much to be desired as far as condition and safety are concerned. I hope you will give this your deepest consideration before making your decision concerning this facility. I sincerely thank you for your time and thought.

Sincerely,

Thomas Martin

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 21, 1970

Mr. Kerry Krutilla
6609 Beverly Avenue
McLean, Virginia 22101

Dear Mr. Krutilla:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 17, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

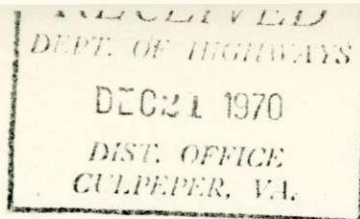
Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.



6609 Beverly Ave.
McLean Va. 22101
Dec 17, 1970

190

Dear Mr. Hope,

I read about your plans for building the Three Sisters Bridge with some alarm. This area of the Potomac River is one of the few scenic areas of Metropolitan Washington. It should be preserved at all costs. If you have to spend money on highway systems this money should go to improving our present one. For instance, 211, the road going from Warrenton to the Skyline drive, is severely overcrowded during the fall. If you would use your funds for widening this road it would improve traffic conditions drastically and help the tourist trade. I hope you will consider seriously what I have mentioned above.

Sincerely,
Jerry Kustalla

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

191

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 21, 1970

RECEIVED
DEC 24 1970
OFFICE OF THE SECRETARIAT

Mr. Robert N. Hislop
Attorney at Law
3600 North 25th Street
Arlington, Virginia 22207

Dear Mr. Hislop:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 19, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.

ROBERT N. HISLOP
ATTORNEY AT LAW
3600 NORTH 25TH STREET
ARLINGTON, VIRGINIA 22207

191

December 19, 1970

RECEIVED
DEPT. OF HIGHWAY
DEC 21 1970
DIST. OFFICE
CULPEPER, VA.

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, Virginia

Dear Mr. Hope:

Public Design Hearing - I-266

Thank you for your courtesy in arranging for a presentation by me at the public design hearings on I-266. Since it was impossible for me to appear as scheduled, I am submitting this written statement.

Will you please see that it is incorporated into the record of the hearings? Thank you very much for your consideration.

Yours truly,

Robert N. Hislop
Robert N. Hislop

Enclosure

Statement Submitted for Record
Regarding Design Hearing on I-266

by
ROBERT N. HISLOP

(December 1970)

S

I am Robert N. Hislop and reside at 3600 North 25th Street, Arlington, Virginia. I am a concerned citizen in the above matter and sought and was granted permission to make a presentation at the Hearing. Because of the pressure of other professional matters, it was not possible for me to appear at the public hearings, though I would have much preferred to do just that.

My two basic reasons for being concerned are: first, that I do not believe the hearing as scheduled and held was a proper hearing procedurally or substantively, and second, I do not believe a bridge at Three Sisters Islands is either necessary or desirable in the public interest.

As for point number one, I have been employed by the Federal Government for more than thirty years in the trial and hearing of administrative matters. Your hearing was not presided over by a qualified Hearing Examiner; no opportunity has been given participants to submit proposed findings of fact and supporting briefs and to present oral arguments in behalf of their positions subsequent to the hearing; no intermediate opinion is to be prepared by Mr. Dugas; and, most significant of all, there is no requirement that the deciding authorities give consideration to the facts developed at the public hearing.

Additionally, I agree with many of the witnesses appearing at the hearing, as reported in the press and on television, that the first and most important issue that needs to be decided on the basis of facts developed on a public record is the problem of whether there is a need for such a bridge.

My second point has apparently been rather fully covered heretofore at the public hearing. However, I wish to add my voice and give my support to the position that the bridge is neither needed nor desirable at Three Sisters Islands. Among other reasons, it is not needed because of the close proximity of the proposed site to Key, Memorial and Roosevelt Island Bridges. Finally, the Three Sisters Islands location would result in an unnecessary spoliation of the Potomac Palisades and the surrounding area (National Park lands); a devastation to the Georgetown water front; and a path for the future and further spoliation of the natural beauties presently embraced in Glover-Archibald Park.

Respectfully Submitted,
Robert N. Hislop
Robert N. Hislop

December 19, 1970
Arlington, Virginia

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

192

~~XXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 21, 1970

RECEIVED
DEC 24 1970
OFFICE OF THE SECRETARIAL

Mr. E. F. Rivinus
6826 Old Chesterbrook Road
McLean, Virginia 22101

Dear Mr. Rivinus:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 17, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.

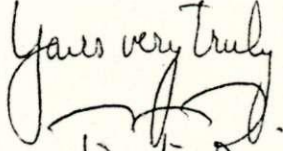
E. F. RIVINUS
R. D. # 3, HARNESS CREEK RD.
MINNAPOLIS, MARYLAND

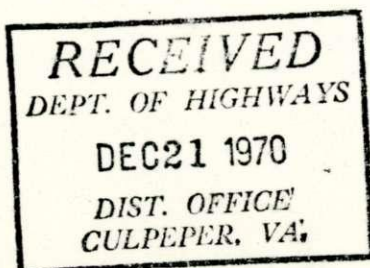
12/17/70 192

Mr D. B Hope
va Dept of Highways
Culpeper, Va

Dear Mr Hope -

I wish to associate myself with the positions of the Wilderness Society and The Audubon Naturalist Society in opposition to the Three Sisters Bridge project. The objections noted by both of these groups to the further expansion of traffic in this area appear to me fully persuasive, particularly since the Rail Transit Line is a feasible + desirable alternative, + since the Three Sisters Bridge development will result in the destruction or at least serious degradation of the park areas which contribute so much to making Washington the world's most attractive city.

Yours very truly -

E. F. Rivinus



E. F. RIVINUS
6826 OLD CHESTERBROOK RD.
McLEAN, VA. 22101

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

193

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 21, 1970

RECEIVED
DEC 24 1970
DIVISION OF THE SECRETARIAL

Mrs. Florence Farrell
205 Wesmond Drive
Alexandria, Virginia 22305

Dear Mrs. Farrell:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 15, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.

Dec 15 1970

193

Mr. J. B. Hape, District Engineer

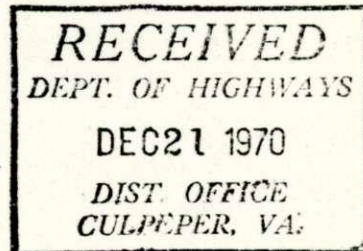
Dear Sir

I am very much opposed to the construction of the Three Sisters Bridge. I feel it would be most unfortunate to put another interstate highway into this area - especially as it would hardly be necessary for the Tri State residents. When the rapid transit system is completed.

I hope you will spare this
your attention

Fluence Farrell
205 Westmond Dr

Alexandria Va.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

194

XXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 21, 1970

RECEIVED
DEC 24 1970
OFFICE OF THE SECRETARIAT

Mrs. John V. Krutilla
6609 Beverly Avenue
McLean, Virginia 22101

Dear Mrs. Krutilla:

Subject: Route 266, Project 0266-000-101,C501
0066-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 17, 1970.
It is being forwarded to the office of the Mayor-Commissioner,
Washington, D C, for inclusion in the record of the I-266 (Three
Sisters Bridge) hearing.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH pk

cc - Mr Martin K Schaller, with correspondence.

194

6609 Beverly Ave.

McLean, Virginia

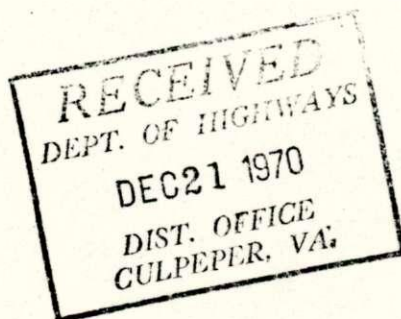
December 17, 1970

Dear Mr. Hope,

I want to express my strong feeling against
The building of the Three Sisters Bridge. What is
needed is more public transportation - rapid
transport - not more means of encouraging use
of automobiles.

Sincerely,

Mrs. John V. Krutilla



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

W. Schaller *Culpeper Dist.*
RECEIVED
DEPT. OF HIGHWAYS
DEC 17 1970
DIST. OFFICE
CULPEPER, VA.

195

December 16, 1970

I-266 Arlington County

Mr. George L. Chesnut, Jr.
2306 N. Vernon Street
Arlington, Virginia 22207

Dear Mr. Chesnut:

Mr. Fugate, our Commissioner, has handed me your letter dated December 12 concerning your design of I-266, Arlington County, Virginia.

As per your request, we are making comments contained in your letter part of the public hearing record to be considered by the Highway Commission in determining the design which will be utilized in this important segment of the Interstate System.

You bring up many astute observations in your letter. We are attaching a brochure which you may or may not have seen entitled "I-266 Design Hearing Information" which gives the design details in concise form. It also indicates the status of the Interstate System in Washington, D. C. Metropolitan area which would serve the traffic using I-266.

It will be the Commission's dedicated purpose to see that the environmental and social effects of Route 266 will be held to the highest form in aesthetics and compatibility with the surrounding area.

Thank you again for your letter and your comments.

Very truly yours,

P. S. Coldiron
P. S. Coldiron
Location and Design Engineer

PSC:mzw

- cc: Mr. Lo Roy Eakin, Jr.
- BC: Mr. J. E. Harwood
- Mr. A. K. Hunsberger
- Mr. D. B. Hope
- Mr. H. M. Shaver, Jr.

J

Mr. Coldiron
195

2306 N. Vernon St.
Arlington, Virginia 22207
12 December 1970

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

DEC 19 1970
Design of I-266, Arlington
County
Attn: Mr. Coldiron

LOC. & DES.

Dear Commissioner Fugate:

Will you please include the following comments on the proposed design of I-266 in Arlington and the Three Sisters Bridge in your record of the design hearing opening on 14 December?

The design includes many awkward and hazardous features. These result from many successive ramp entries, merges, crossovers, and road separations within less than a mile on the Virginia side.

Some approximate measurements and the estimates of the design engineers for 1990 traffic are shown in the accompanying table.

When one compares the ramp and crossover lengths with those that are well known to be overloaded during rush hours today, it becomes quite clear that the lengths are simply not enough to accommodate the queues that develop. Hazardous backups will develop on the through sources, and hazardous jockeying among drivers in the crossovers will be common.

These hazards are the natural result of the mistake of trying to duplicate a useful existing road in a narrow valley. The design is bad because the location is bad.

Peculiarly, the design would carry all bridge approaches on the Virginia side under the existing arch of the eastbound lane of George Washington Parkway, and over the existing westbound lane of Spout Run Parkway. The engineering possibilities may exist. The psychological effect of a 3-decker system in slowing up drivers may or may not be great, but it is likely to be unequal and to add hazards of unequal speed.

In any case the effect of such a bizarre system in marring the lines of the Virginia palisades, added to that of the Three Sisters Bridge itself, will be substantial and displeasing.

In considering any design, we should all bear in mind that the location is part of the design and the purpose is the reason for the design. If the purpose is to move long-distance trucks into Washington, what distributing center is found in the Georgetown area? If it is to move commuters, where can their cars be stacked? Rather than to diffuse and multiply individual cars on more and more roads that eat up houses, businesses, and open space, does it not make more sense to plan systems to move more people per vehicle? A broad restudy of the whole transportation problem is surely in order.

Very truly yours,
George L. Chesnut, Jr.
George L. Chesnut, Jr.

Representative traffic estimates
on ramps and crossovers

Location	Length in feet	Source traffic	Ramp traffic (cars per day)	Lane entered
EEL I-66 into EEL I-266 and Ramp H	500	50,630	17,250	22,700
Ramp H (Lee Hwy. into EEL I-266)	640	22,730 plus 22,730	5,450	22,700
Ramp H--EBL I-266 into EBL I-266--Ramp K (crossover)	1700	22,700 (both sources)	22,700	17,250 plus 5,450
EBL I-266 to Spout Run	800	17,250	17,250	48,950
EBL I-266--Spout Run Crossover	1000	31,750 plus 17,250	48,950	43,450 plus 5,500
Spout Run to George Washington Pkwy.	625	48,950	5,500	19,970 minimum
WBL I-266 to Spout Run	200	43,450	26,200	31,700

Source: 1990 traffic estimates, design plan

Some existing conditions, for comparison

Key Bridge into WBL George Washington Pkwy.	1000	32,064	est. 11,000	24,970
Pentagon Mixing Bowl (each way)	600	19,250 plus	58,750	19,450 plus 33,300

(no balance, counts taken at remote points)
Source: 1969 counts, Arlington County
Department of Transportation

1031 31st Street N.W.
Washington, D.C. 20007
December 28, 1970

196

RECEIVED
OFFICE OF THE
DIRECTOR
Hearing Office of the
Three Sisters Bridge Design Hearings
District Building
Washington, D.C. 42 AM '70

DEPT. OF
HIGHWAYS & TRAFFIC
D.C.

I am a resident/owner of a home at the above address. I wish to express my opposition to the construction of the Three Sisters Bridge and to the designs offered at the hearings, December 14, 15, and 16, 1970.

I was born in this city and have lived here most of my life. I remember when it was a clean, green, beautiful city. It now ranks high in the top ten most polluted cities in the country. To build this bridge will displace people and parklands and bring more exhaust fumes into the now over-polluted remains of this city. Is this the slow, painful, and tragic end we want?

How can a bridge be built when there are no approved connecting roads at either end? A decision should be postponed at least until this is decided. Also until the Metro is completed, to see what effects it has on transportation.

Please hear our plea, NO BRIDGE,
for the love of life and our city.

Very truly yours,
S. Bill Heyert
(Mrs. Martin Heyert)

Congress

House of Representatives

Washington, D.C. 20515

December 22, 1970

197

Mr. Thomas F. Airis, Director
Department of Highways and Traffic
District of Columbia Government
Washington, D.C.

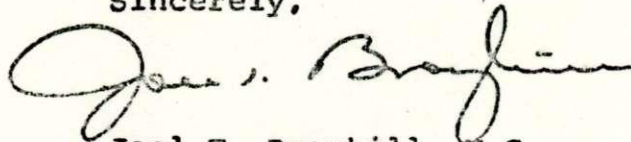
Dear Sir:

The attached communication, or pertinent extracts thereof, is sent for your consideration. Please investigate the statements contained therein and forward me the necessary information for reply returning the enclosed correspondence with your answer.

Any assistance you can properly render toward accomplishing the objective stated in the enclosure will be appreciated.

With best wishes, I am

Sincerely,



Joel T. Broyhill, M.C.

JTB:SSW

#154 Put name on

RECEIVED
OFFICE OF THE
DIRECTOR

DEC 23 11 50 AM '70

DEPT. OF
HIGHWAYS & TRAFFIC
D.C.

Washington-Lee Boosters - Crew

197

WASHINGTON-LEE HIGH SCHOOL
ARLINGTON, VIRGINIA

December 18, 1970

Honorable Joel Broyhill
House of Representatives
Washington, D. C. 20515

Dear Congressman Broyhill:

Washington-Lee High School in Arlington, Virginia, has one of the more outstanding rowing programs in the United States. This successful program would not be possible without the existence of the outstanding race course now available on the Potomac River in the Key Bridge-Three Sisters Bridge area. The program is highly beneficial to hundreds of youth, not only during each school year, but during the summer months as well. It is therefore of considerable concern to learn that the course might be displaced from its present site by one of the proposals for design of the Three Sisters Bridge.

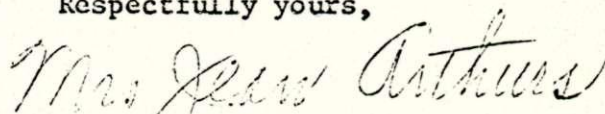
I am writing in behalf of the membership of the Washington-Lee Crew Boosters. We are justifiably proud of our crew program, and the boys in it, including those from competing schools. The crew program at Washington-Lee this year involves over one hundred boys competing and rowing, (as has been the case for over twenty years). Many other boys, and some girls, are involved, particularly during the summer months. The outstanding race course to run the 60 foot long shells, and many smaller ones, is essential if the program is to continue.

It is primarily for the boys in the crew program, and for the other youngsters involved, that we request your assistance and cooperation in securing the proper bridge design. It is absolutely essential that the "three span alternate" which does not affect our race course, and which has no pier or piers in the middle of the river, be adopted for the bridge design. All the good that was accomplished in 1962 by the removal of the old Aqueduct Bridge piers would be negated if this bridge is improperly designed and built. Our crew program can not continue without this race course.

The broad community interest in crewing is clear from the fact that six other Northern Virginia high schools, the local colleges, and other visiting crews, compete in races on this course.

Any assistance you can give us in securing the "three span alternate" design will be greatly appreciated. Thank you kindly.

Respectfully yours,



Mrs. Jean Arthurs
Washington-Lee Crew Booster Chairman

Dec 28 2 15 PM '70

Dec 24, 1970

DEPT. OF
HIGHWAYS & TRAFFIC
WASHINGTON, D.C.
Mr. Dugas, Esq.,
Hearing Officer, Design Hearing for
Three Sisters Bridge.
Washington, D.C.

Dear Sir:

Designing a bridge which is a major esthetic, environmental, and transportation feature of an important world capital is not a matter to be taken lightly. I appreciate the opportunity to comment upon this project. I offer more than 15 years experience - academic, occupational and civic - in transportation and planning affairs. I serve as Transportation and Planning Chairman of the North Bethesda Congress of Citizens Associations, but I write as an individual who has no pecuniary interest in this project or related projects, except as a citizen seeking a better life for residents of this metropolitan area.

As any sensitive visitor to Paris or London will attest, a well-designed bridge is a source of civic beauty. On this score, the proposed design of the 3 Sisters Bridge clearly merits approval. From all viewpoints, including service to the public using transportation facilities, the bridge is a clearly necessary project. Under the impression that Congress had legislated that it be constructed, and it would be permitted by the federal judiciary, Covington & Burling, and similar authorities would permit it to be built.

Respectfully,

Robert L. Saloschin

COMMONWEALTH OF VIRGINIA

199



DOUGLAS B. FUGATE, COMMISSIONER
G. L. BAUGHAN, LURAY, VA.
DOUGLAS G. JANNEY, FREDERICKSBURG, VA.
W. FRED DUCKWORTH, NORFOLK, VA.
EARL A. FITZPATRICK, ROANOKE, VA.
THOMAS R. GLASS, LYNCHBURG, VA.
RUFUS T. HAIRSTON, BRISTOL, VA.
LE ROY EAKIN, JR., McLEAN, VA.
ROBERT S. WEAVER, JR., VICTORIA, VA.

JOHN E. HARWOOD,
DEPUTY COMMISSIONER & CHIEF ENGINEER
A. B. EURE, DIRECTOR OF ADMINISTRATION
A. K. HUNSBERGER, DIRECTOR OF ENGINEERING
J. V. CLARKE, DIRECTOR OF OPERATIONS
W. S. G. BRITTON,
DIRECTOR OF PROGRAMMING AND PLANNING

DEPARTMENT OF HIGHWAYS
RICHMOND, VA. 23219

P. B. COLDIRON
LOCATION AND DESIGN ENGINEER

December 24, 1970

IN REPLY PLEASE REFER TO

Interstate Route 266
Arlington County and Washington, D. C.

Joint Design Public Hearing

Mr. Leonard A. DeGast
Assistant Director
Office of Planning and Programming
415 12th Street, N. W.
Washington, D. C. 20004

Dear Mr. DeGast:

Attached are copies of correspondence from Mr. F. C. Turner and Senator Harry F. Byrd, Jr., concerning the above described project.

Please include this correspondence in your public hearing record.

Yours very truly,

P. B. Coldiron
Location and Design Engineer

JMT/clc

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

199

December 24, 1970

Interstate Route 266
Arlington County and Washington, D. C.

Joint Design Public Hearing

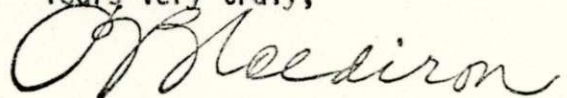
Mr. Leonard A. DeGast
Assistant Director
Office of Planning and Programming
415 12th Street, N. W.
Washington, D. C. 20004

Dear Mr. DeGast:

Attached are copies of correspondence from Mr. E. C. Turner and Senator Harry F. Byrd, Jr., concerning the above described project.

Please include this correspondence in your public hearing record.

Yours very truly,



P. B. Coldiron
Location and Design Engineer

JMT/clc

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

199

OFFICE OF THE ADMINISTRATOR

DEC 11 1970

Honorable Harry F. Byrd, Jr.
United States Senate
Washington, D. C. 20510

Dear Senator Byrd:

This will acknowledge receipt of your letter of December 1, signed by all members of the Congress from the Commonwealth of Virginia, urging the early construction of the Three Sisters Bridge and the connecting segments of Interstate Route 266 in Virginia.

I share your concern over the delays in this construction and assure you of our intention to move as promptly as possible, both in Virginia and in the District of Columbia, toward completion of these Interstate route segments following the resolution of current legal questions which are now under consideration in the courts. Public hearings now scheduled by the District Government and by the Commonwealth of Virginia are expected to clear the way for advancement of the Three Sisters Bridge toward completion.

I appreciate very much your support for this program as evidenced in the letter you signed.

Sincerely yours,

F. C. Turner
Federal Highway Administrator

(Identical letter sent to each of the ten Congressmen and one Senator on the attached list.)

RECEIVED

DEC 18 1970

CONSTRUCTION DIV.

Honorable William B. Spong, Jr.
United States Senate
Washington, D. C. 20510

Honorable Watkins M. Abbitt
House of Representatives
Washington, D. C. 20515

Honorable Joel T. Broyhill
House of Representatives
Washington, D. C. 20515

Honorable Richard H. Poff
House of Representatives
Washington, D. C. 20515

Honorable Thomas N. Downing
House of Representatives
Washington, D. C. 20515

Honorable John O. Marsh, Jr.
House of Representatives
Washington, D. C. 20515

Honorable David E. Satterfield, 3d
House of Representatives
Washington, D. C. 20515

Honorable William C. Wampler
House of Representatives
Washington, D. C. 20515

Honorable William L. Scott
House of Representatives
Washington, D. C. 20515

Honorable G. William Whitehurst
House of Representatives
Washington, D. C. 20515

Honorable W. C. (Dan) Daniel
House of Representatives
Washington, D. C. 20515

RECEIVED

DEC 18 1970

CONSTRUCTION

Congress of the United States

House of Representatives

Washington, D.C. 20515

2015
F470

December 1, 1970

Mr. Francis C. Turner, Administrator
Federal Highway Administration
Department of Transportation
400 Sixth Street, S. W.
Washington, D. C. 20591

Dear Mr. Turner:

We, the undersigned members of the Congress from the Commonwealth of Virginia, believe that construction of the Three Sisters Bridge and the connecting Interstate 266 spur in Virginia is essential if the Washington metropolitan area is to have an adequate, balanced transportation system, and it should proceed without additional delay.

The Highway Department of Virginia and the District of Columbia, the former United States Bureau of Public Roads, and the present United States Department of Transportation have clearly indicated that traffic forecasts point to an overwhelming need for a bridge over the Potomac River in the Three Sisters Area.

Such a clearly demonstrated need led to the inclusion of the bridge and Interstate 266 as parts of the interstate highway system in 1960. In subsequent years it has become increasingly evident that this bridge-and-highway facility is a must, if the needs of all the citizens of the Commonwealth of Virginia -- and especially those living in the areas adjacent to the District of Columbia -- are to be adequately served. The well-known present traffic congestion in this area is expensive to Virginia motorists, and it adds substantially to the costs in the delivery of goods within this area.

In March of 1968 the General Assembly of Virginia adopted the attached resolution, expressing its desire for a prompt authorization of the Three Sisters Bridge and pointing out that the additional Potomac River crossing in the

RECEIVED

W-30000

DEC 18 1970

CONSTRUCTION

Three Sisters area as a part of the interstate system was a basic factor in the decision that Interstate 66 would provide a satisfactory connection between Washington and the Dulles International Airport. If the bridge is not constructed, Dulles traffic will find the Potomac crossing a bottleneck so severe as to substantially nullify the high-speed, limited-access connection between Washington and the airport.

It should also be borne in mind that in 1968 the Congress of the United States specifically expressed its desire that the Three Sisters Bridge be constructed promptly.

It is, of course, imperative that environmental values receive careful consideration in the design and construction of the bridge and the connecting spur route. We feel that there is sufficient concern and competence in the Virginia and District of Columbia Highway Departments and the United States Department of Transportation to assure full consideration of these values, and we reiterate our desire that these projects move forward without further delay.

Harry L. Byrd, Jr.

Harry H. Byrd, Jr.

SENATOR

W. B. Spong, Jr.

William B. Spong, Jr.

SENATOR

John O. Marsh, Jr.

John O. Marsh, Jr.

David E. Satterfield, 3d

David E. Satterfield, 3d

Watkins M. Abbitt

Watkins M. Abbitt

William C. Wampler

William C. Wampler

Joel E. Broyhill

Joel E. Broyhill

William L. Scott

William L. Scott

Richard H. Poff

Richard H. Poff

G. William Whitehurst

G. William Whitehurst

Thomas N. Downing

Thomas N. Downing

W. C. (Dan) Daniel

W. C. (Dan) Daniel

DEC 18 1970

CONSTRUCTION

1
 2 *Memorializing the members of the delegation to the Congress of the United*
 3 *States from Virginia to assure the prompt authorization of the pro-*
 4 *posed Three Sisters Bridge across the Potomac River.*

5
 6 Offered March 6, 1968

7
 8 Patron—Mr. Daniel, W. C.

9
 10 Referred to the Committee on Federal Relations

11
 12 Whereas, the United States Department of Transportation is consid-
 13 ering disapproval of the proposed Three Sisters Bridge across the Potomac
 14 River connecting Arlington County and the District of Columbia area; and

15 Whereas, this bridge is an essential part of Interstate Route 266; and

16 Whereas, planning for this crossing has been underway since June
 17 thirty, nineteen hundred sixty, when Interstate 266 with a bridge across
 18 the Potomac was first approved by the United States Bureau of Public
 19 Roads; and

20 Whereas, all traffic forecasts made by responsible highway authori-
 21 ties indicate an overwhelming need for a bridge over the Potomac in the
 22 Three Sisters area; and

23 Whereas, the interstate plan for Northern Virginia is entirely com-
 24 patible with proposed mass transit facilities in that area, and is vital to
 25 assure an adequate, balanced transportation system; and

26 Whereas, designation of an additional Potomac River crossing in the
 27 Three Sisters area as a part of the interstate system was a basic factor in
 28 the decision that Interstate 66 would provide a satisfactory connection
 29 between Washington and the Dulles International Airport access road; and

30 Whereas, the Virginia Department of Highways has worked closely
 31 with federal, regional and local agencies in developing plans for the pro-
 32 posed river crossing and interstate connection; now, therefore, be it

33 Resolved by the House of Delegates, the Senate concurring, That the
 34 General Assembly of Virginia urges that Virginia members of the Congress
 35 of the United States exert all possible efforts to assure the prompt author-
 36 ization for carrying out plans originally approved by federal authorities in
 37 nineteen hundred sixty to construct these integral segments of the inter-

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DEC 18 1970

CONSTRUCTION DIV.

13-30000

state highway system. The clerk of the House of Delegates is directed to send to each member of the Virginia delegation to the Congress of the United States a copy of this resolution.

RECEIVED

DEC 18 1970

CONSTRUCTION D...

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

200

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
January 6, 1971

Mrs. Fred D. Melino
4728 North 26th Street
Arlington, Virginia 22207

Dear Mrs. Melino:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of January 3
regarding the proposed Three Sisters Bridge Project.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C for consideration.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

January 3, 1971

Mr. D. B. Hope, District Engineer
Department of Highways
Culpeper, Va. 22701

Dear Mr. Hope,

I realize this letter will be received a little late, not too late, I hope, to be included in the protest against the Three Sisters Bridge.

Both my husband and I, taxpaying citizens of Arlington County, are very much opposed to the planned bridge. We cannot see where it will alleviate the traffic problems already oppressing the District of Columbia, not to mention the horrendous parking problem. It couldn't possibly clear up the air pollution caused by the number of motor vehicles travelling into the District daily.

Besides the above mentioned, we see it as a threat to the beautiful scenery around George Washington Parkway and Glover Archibald Park. We very much need the remaining greenery that we now have for our children to enjoy in the future.

We'd like also to express our disgust at the plans for the North Central Freeway, the last thing Washington needs! We already are lacking in adequate places for people to live; surely we could make good use of existing housing facilities until we can come up with something better.

We'd like to see the money that is being dumped into these two worthless projects be given to making the proposed Metro System better, -- a more economical transportation system for the people of the District and surrounding areas. That money could go to make sure the plans are completely adequate and efficient. We and many of our friends are really looking forward to the day Metro is running!

Sincerely,

Penelope J. Melius

RECEIVED
DEPT. OF HIGHWAYS
JAN 8 1971
DIST. OFFICE
CULPEPER, VA.

DULLES INDUSTRIAL AEROSPACE PARK, INC.

P. O. BOX 17212
DULLES INTERNATIONAL AIRPORT
WASHINGTON, D. C. 20041
TELEPHONE: (703) 471-1455

December 28, 1970

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th and E Streets, NW
Washington, D. C. 20004

Dear Mr. Schaller:

I wish to lend our support to the effort to construct the Three Sisters Bridge as recommended by the District and Virginia highway departments.

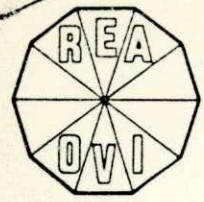
This facility is needed for improved access to Dulles International Airport. The present facilities serving Dulles are not adequate and it is important that the Three Sisters Bridge be constructed to tie into the limited access Dulles Highway and with other roads in the Washington Metropolitan area. The predicted increase in passenger and cargo traffic in and out of Dulles makes it imperative that ground transportation facilities be constructed so that the Airport will be adequately served.

Very truly yours,

DULLES INDUSTRIAL AEROSPACE PARK, INC.

By:
Paul I. Grinberg, Jr.
Paul I. Grinberg, Jr.
Vice President

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DEC 31 1970
OFFICE OF THE SECRETARIAT
PG:cg



REAL ESTATE ASSOCIATES of Virginia, Inc.

6231 Leesburg Pike, Suite 206 • • Falls Church, Va. 22044
Area Code 703 • • 534-6040

- President*
PEYTON KLOPFENSTEIN
- Vice President*
PETE FLOROS
- Secretary-Treasurer*
TOM L. BARROW
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JAMES J. MACPHERSON
- Associates*
RUTH W. HILL
JUAN J. VALLDEJULI
EUGENE J. RICE
PETER G. ROUSHAKES
RICHARD C. DUNHAM

December 28, 1970

Mr. Martin Schaller
Executive Secretary to the Mayor
District Building
14th & E Streets, N.W.
Washington, D.C. 20004

Dear Mr. Schaller:

It is imperative that the Three Sisters Bridge be constructed without any further delay.

It was my understanding that all governmental authorities including the FINE ARTS COMMISSION had endorsed the three spanned design.

If this is the case, why should there be any further delay?

Sincerely,


Peyton Klopfenstein

PK/lml

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DEC 31 1970
OFFICE OF THE SECRETARIAT



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED

JAN 5 10 32 AM '71

~~XXXXXXXXXXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 30, 1970

C
D. I. DEPARTMENT

Mrs. L. H. Martin
2520 N. 23rd Road
Arlington, Virginia 22207

Dear Mrs. Martin:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 26 regarding the proposed Three Sisters Bridge Project. It is being forwarded to the office of the Mayor-Commissioner, Washington, D C for consideration.

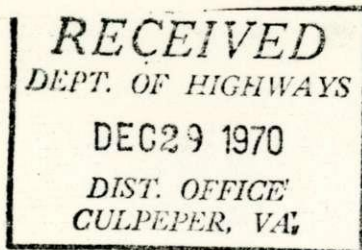
Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.



203A

Dec. 26, 1970

Subject: 1-266 (Three Sisters Bridge)

D. B. Hefz
District Engineer
Virginia Highway Department
Culpeper, Virginia

Dear Mr. Hefz,

I have followed the
public hearings held on the 14th,
15th and 16th of this month and
I am more than ever convinced
that the Three Sisters Bridge is
unnecessary and unwanted and,
if built would be wasteful and
destructive.

The streets in Washington
are already saturated with
cars and can absorb no
more traffic.

These are the views
of all my friends who visit
the area.

Please consider the
statements in this letter and
wait until the rapid transit
is built and then decide
if your highway is really
needed.

Sincerely,

(Mrs. L. N.) Mary Sherten
2520 No. 23rd St., Arlington Va.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 30, 1970

RECEIVED
JAN 5 10 22 AM '71
OFFICE
OF THE
COMMISSIONER

Mr. Paul E. Lemmon
2413 North Kenmore Street
Arlington, Virginia 22207

Dear Mr. Lemmon:

Subject: Route I-66, Arlington County
Project 0066-000-102,C506,C507

and Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 21
regarding the subject projects.

Your original letter is being submitted to our
Location and Design Engineer and a copy is being
forwarded to Mr Martin K Schaller, of the office of
the Mayor-Commissioner, Washington, D C, for
information on these proposed projects.

Your interest in these projects is appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr. Martin K Schaller, with correspondence.

2113 North Kenmore Street
Arlington, Virginia 22207
December 21, 1970

Mr. D. D. Hope
District Engineer
Virginia Highway Department
Culpeper, Virginia

Re: Design Public Hearings - I-66
Re: Design Public Hearing - I-266

Dear Mr. Hope:

On several occasions I have registered my objections to proposals, plans, and actions concerning the construction of the Arlington portion of Interstate I-66, the Interstate Segment I-266, and the Three Sisters Bridge. Being a member and official of an important Arlington Church (the Cherrydale United Methodist Church) which will be harmed by these construction proposals if they are effected, and a resident of Arlington who owns property that will be affected, I have tried to raise objections in the best interests of the Church congregation, the residents of Arlington County, and of my own property interests.

I am aware of the Department of Transportation's Policy and Procedural Memorandum dated January 14, 1969 (Transmittal 147). This document appears to be an excellent guiding policy statement reflecting the current attitudes of the people, the Congress, and the President. However, it appears necessary to insist that these policy directives are complied with and many people at hearings, through correspondence and through the news media have raised grave doubts.

The attitudes of the public, the Congress and the President dealing with a very important area in the development of our country, the protection and enhancement of the quality of the environment, have been crystallized during the past several years as more information and experience has become available and as more dialogue about these matters has taken place. I refer specifically to the Environmental Policy Act and to the Environmental Education Act. It appears that a whole new list of circumstances and factors need to be completely and carefully considered before any of the three proposals for construction can be adequately viewed in the light of the Policy and Procedural Memorandum of the Highway Department mentioned above.

I have read many of the statements on these subjects made at hearings, through correspondence and in the news media. I wish to point out that I am in complete agreement with the objections and facts presented by Mr. Leslie Logan, representing Arlingtonians for the Preservation of the Potomac Palisades and other organizations, in his many presentation concerning these matters. I refer specifically to his, "Statement Before Commonwealth of Virginia Highway Department of Interstate Route-66, Arlington, Virginia, September 29, 1970", and to his, "Statement on I-266, Joint Public Hearing, December 14, 1970". I indorse these statements as my own and wish to emphasize them.

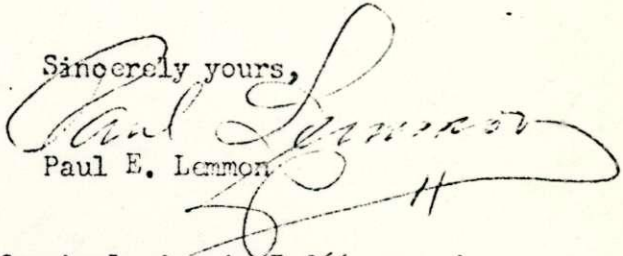
I am especially aware of the considerations needed and expressed in the Policy and Procedure Memorandum of January 14, 1969 with respect to items: 4(c)5 - Recreation and parks; 4(c)7 - Aesthetics; 4(c)10 - Residential and neighborhood character and location; 4(c)11 - Religious institutions and practices; 4(c)14 - natural and historic landmarks; 4(c)15 - noise, and air, and water pollution; 4(c)16 - property values; and 4(c)19 - education (including disruption of school district operations).

Currently, and under the present existing status of public awareness about preserving and enhancing the quality of America's environment, I cannot but conclude that all of the construction items with which this letter relates, namely I-66, I-266, and the Three Sisters Bridge, must be reconsidered in their entirety. It appears that none of these proposals are needed at the present time. As we proceed to clarify the needs and the impact on the environment of these and many other proposals to meet existing transportation requirements, I believe other alternative proposals will be unveiled to adequately handle the transportation requirements without the construction of any of these three items with which this letter is specifically concerned.

I implore you to consider these items carefully and thoroughly in line with your Policy and Procedure directives.

Please make this letter a part of the official report of hearings and considerations concerned with these matters.

Sincerely yours,


Paul E. Lemmon

Attachment - a second copy of this letter for inclusion in I-266 records.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 30, 1970

RECEIVED
JUN 5 10 32 AM '71
OFFICE OF
SECURITY
D.C.

Mr. R. B. McAtee
Parkway Citizens Association
3200 North 22nd Street
Arlington, Virginia 22201

Dear Mr. McAtee:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 22
regarding the proposed Three Sisters Bridge Project.
It is being forwarded to the office of the Mayor-
Commissioner, Washington, D C for consideration.

Your interest in this matter is very much
appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

PARKWAY CITIZENS ASSOCIATION

22 December 1970

Mr. D.B.Hope
District Engineer
Virginia Department of Highways
Culpeper, Va.

Sir:

Please make the enclosed letter a part of the official record
of the hearing on Interstate 266.

Respectfully requested

R.B. McAtee

R.B. McAtee; Corr. Sec.
3200 N 22nd St
Arlington, Va. 22201

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DEC 23 1970
DIST. OFFICE
CULPEPER, VA.

PARKWAY CITIZENS ASSOCIATION

22 December 1970

Mr. D.B.Hope; District Engineer
Virginia Department of Highways
Culpeper, Va.

Sir:

WHEREAS the goal of the Parkway Citizens Association as described in its by-laws adopted fifty years ago is to preserve the aesthetic, social and histeric qualities of the area, and

WHEREAS the I-66 and I-266 (Three Sisters Bridge) projects would be detrimental to these qualities in the Parkway Citizens Association membership area of 900 single family residences.

Parkway Citizens Association reaffirms its opposition to these projects.

Parkway Citizens Associateen endorses the findings of experts that these interstate highway projects are not needed, that they will seriously increase air and noise pollution in our area, that they will usurp irreplaceable national parkland and histeric sites, and destroy the quality of life in our residential neighborhood;

THEREFORE, Parkway Citizens Association respectfully requests that the Department of Highways of the Commenwealth of Virginia and the District of Columbia Highway Department abandon these projects.

Respectfully submitted,
R.B. McAtee
R.B.McAtee; Corr.Sec.
3200 N 22nd St.
Arlington, Va. 22201

206

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED

JAN 5 10 32 AM '71

OFFICE OF THE
SECRETARY
D.C. GOVERNMENT

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 30, 1970

Miss Mayme Parker
Alexandria Association
Arcturus on the Potomac
Alexandria, Virginia 22308

Dear Miss Parker:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 23 regarding the proposed Three Sisters Bridge Project. It is being forwarded to the office of the Mayor-Commissioner, Washington, D C for consideration.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

Arcturus on the Potomac,
Alexandria, Virginia 22308
December 23, 1970

Mr. D. B. Hope, District Engineer,
Virginia Department of Highways,
Culpeper, Virginia 22701

Dear Mr. Hope:

The Alexandria Association, of Alexandria, Virginia, with more than 300 Members, wishes to register objection to the proposed route, 266 between the intersection of Canal Road and MacArthur Boulevard in Washington, D.C. and a connection with proposed Interstate Route 66 near Lorcom Lane in Arlington County, Virginia including a proposed bridge (referred to as Three Sisters Bridge) across the Potomac River in the vicinity of Three Sisters Islands.

We are convinced that encroachment onto the river shore at this already overcrowded point, threatens to affect other plans for approaches along the Potomac River throughout the Potomac Valley, especially within the Alexandria and other Virginia areas.

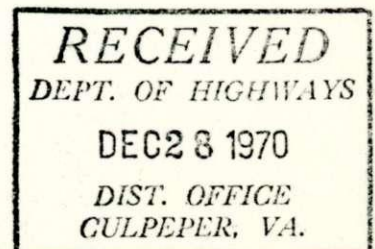
We therefore pray that you will consider our request that other means be found to satisfy the transportation promoters, without sacrificing the scenic importance and completely congested shorelines.

Most sincerely,

Mayme Parker

(Miss) Mayme Parker, Representative to
Potomac Valley Conservation and Recreation Council
for the Alexandria Association

Note: - I attended the hearings
at the Department of Commerce
Auditorium, on December 14, 1970.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED
JAN 5 10 32 AM '71
OFFICE OF THE
SECRETARY OF
TRANSPORTATION
COMMONWEALTH OF VIRGINIA

~~XXXXXXXXXXXX~~
BOX 671, CULPEPER, VA 22701
December 30, 1970

Mr. Davidson C. Miller
Stevens, Davis, Miller & Mosher
1911 Jefferson Davis Highway
Suite 600 Crystal Mall 1
Arlington, Virginia 22202

Dear Mr. Miller:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 22 regarding the proposed Three Sisters Bridge Project. It is being forwarded to the office of the Mayor-Commissioner, Washington, D C for consideration.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

LAW OFFICES OF

STEVENS, DAVIS, MILLER & MOSHER

1911 JEFFERSON DAVIS HIGHWAY
SUITE 600 CRYSTAL MALL I
ARLINGTON, VIRGINIA 22202
TELEPHONE: (703) 920-8900

RICHARD K. STEVENS
DAVIDSON C. MILLER
ELLSWORTH H. MOSHER
ROGER L. HANSEL
J. H. FIELDING JUKES
RICHARD C. HARRIS
JOHN H. LEWIS, JR.
FARRELL R. WERBOW
WILLIAM A. KNOELLER
F. RICHARD MALZONE
ANGELO J. MELE
JOHN F. WITHERSPOON

DONALD G. WELSH
RUSSELL J. EGAN
HAROLD C. WEGNER
EDWARD J. KESSLER
CHARLES A. WENDEL

OF COUNSEL
ROBERT F. DAVIS

INTERNATIONAL
DEPARTMENT

J. H. FIELDING JUKES
RICHARD C. HARRIS
F. RICHARD MALZONE

CABLE ADDRESS
"INVENTION"
WASHINGTON, D. C.

TELEX NO. 89-2746

December 22, 1970

Mr. D. B. Hope, District Engineer
Virginia State Highway Department
Culpepper, Virginia

Dear Mr. Hope:

I request that you make this letter a part of the record of the Public Design Hearing for Route I 266. I was not able to be present at the hearing and for that reason would like to present my views by letter.

It seems to me that the really basic problem presented by Route I 266 or indeed by any other inter-state route in a central metropolitan area is that we citizens want to be progressive but we do not fully understand that the same act which constituted progress yesterday may today impede progress. When I was a boy I lived in Washington County, Maryland, and I well remember that our political heros were the people who built roads to get us out of the mud. The difficulty is that this was fifty years ago, and what was progress then is reactionary today.

Those who seek accelerated highway construction look to extrapolations or projections of the present traffic situation; and based upon this, they urge an accelerated building program. The figures should reveal that the time for frantic highway building in metropolitan areas is already passed because even if the highways could be built to meet the anticipated conditions society is unable to tolerate the side effects in pollution and noise. I therefore urge the State Highway Department to bear in mind

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DEC 24 1970
DIST. OFFICE
CULPEPER, VA

Mr. D. B. Hope
December 22, 1970
Page 2

that it is no longer working on the laudable project of getting our state out of the mud, a project so badly needed fifty years ago, but must today look to and support other means of transportation which will have to develop at the expense of the highway development if our metropolitan districts are to survive.

Very truly yours,

Davidson C. Miller

DCM/srg

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED
JAN 5 10 2 1971
OFFICE OF THE SECRETARY OF TRANSPORTATION

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 30, 1970

Mr. Reginald Carl Harmon
Major General, U.S.A.F. - Ret.
2709 North Norwood Street
Arlington, Virginia 22207

Dear Mr. Harmon:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 24 regarding the proposed Three Sisters Bridge Project. It is being forwarded to the office of the Mayor-Commissioner, Washington, D C for consideration.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

REGINALD CARL HARMON

MAJOR GENERAL, U.S.A.F. - RET.

2709 NORTH NORWOOD STREET

ARLINGTON, VIRGINIA 22207

December 24, 1970
2709 North Norwood Street
Arlington, Virginia 22207

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, Virginia 22701

Re: I - 266 Project

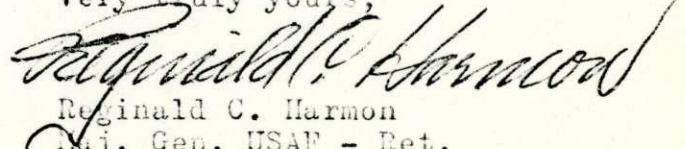
Dear Mr. Hope:

First as president of one of the citizens' associations in Arlington County and later as an interested citizen, I have attended most of the hearings on subject project since 1964, and read all of the record of its progress from the beginning.

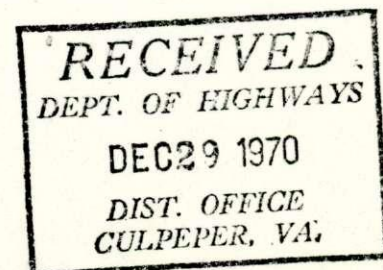
As a lawyer for the past 43 years, including 12 years in the performance of judicial functions, I do not believe it has a chance for success, not only because of the almost universal opposition of the people affected but because, if the matter came before me as a judge, on the evidence, I would have to decide that neither the location nor the design hearings were conducted according to law.

Continued pressure for this hopeless project will only imperil more worthy projects related to it. In view of the overwhelming opposition to it, the proposal was a mistake from the beginning.

Very truly yours,



Reginald C. Harmon
Maj. Gen. USAF - Ret.
Former Judge Advocate General
U.S. Air Force



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

RECEIVED

Jan 5 10 22 AM 1971

OFFICE
SECRET
D. B. HOPE

XXXXXXXXXXXXXXXXXXXX
BOX 671, CULPEPER, VA 22701
December 30, 1970

Mr. Ray Reid, President
Riverwood Citizens' Association
2722 N. Norwood Street
Arlington, Virginia 22207

Dear Mr. Reid:

Subject: Route 266, Project 0266-000-101,C501
0266-000-103,B605
Arlington County and Washington, D C

Thank you for your communication of December 24 regarding the proposed Three Sisters Bridge Project. It is being forwarded to the office of the Mayor-Commissioner, Washington, D C for consideration.

Your interest in this matter is very much appreciated.

Sincerely,

D. B. Hope
District Engineer

DBH
pk

cc - Mr Martin K Schaller, with correspondence.

December 24, 1970

2722 N. Norwood St
Arlington, VA 22207

Mr. D. B. Hope
District Engineer
Virginia Department of Highways
Culpeper, VA 22701

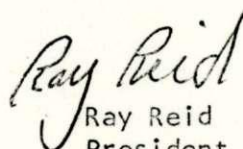
Re: I-266 Project
Three Sisters Bridge

Dear Mr. Hope:

As President of the Riverwood Citizens' Association, I am taking the liberty of writing to advise you that the members of this Association, who represent an area most vitally affected by subject project, are almost unanimously opposed to its construction. They have had this same attitude from the beginning. They believe that the bridge is not essential to the needs of the community and that its construction will impair natural beauty which can never be restored.

In addition to that of the membership of my own Association, I am also familiar with the attitude of the people in the entire community and I might tell you that in all of my experience, I have never known a project so universally opposed by the entire community. Therefore, my urgent recommendation to the Department of Highways is to drop the project because I do not believe it can ever be successful in the face of this violent opposition.

Very truly yours,



Ray Reid
President
Riverwood Citizens' Association

RECEIVED
DEPT. OF HIGHWAYS
DEC 27 1970
DIST. OFFICE
CULPEPER, VA.

District of Columbia, ss.

NOTICE OF JOINT DESIGN PUBLIC HEARING
PROPOSED INTERSTATE 266

The District of Columbia and the State Highway Commission of the Commonwealth of Virginia will hold a joint DESIGN PUBLIC HEARING in the Department of Commerce Auditorium on 14th Street, N.W., between Constitution Avenue and E Street, N.W., Washington, D.C., on Monday December 14, 1970, beginning at 10:00 A.M. and continuing into the evening. The hearing will be conducted to consider alternative designs for proposed Interstate Route 266 between a point near the intersection of Canal Road and MacArthur Boulevard in Washington, D.C., and a connection with the proposed Interstate Route 66 near Locom Lane in Arlington County, Virginia, including a proposed bridge across the Potomac River in the vicinity of the Three Sisters Islands. Additional sessions of the Design Public Hearing will be held on December 15 and 16 if necessitated by a larger number of witnesses than can appear on December 14, 1970.

This Design Public Hearing will be held in accordance with Title 23, U.S. Code, Section 128 and U.S. Department of Transportation Policy and Procedure Memorandum 20-8 dated January 14, 1969.

Interested parties are invited to present statements concerning any alternative design including the social, economic, and environmental effects. Consistency with local planning objectives and tentative schedules for right-of-way acquisitions and construction of alternative design proposals will be discussed. Information regarding relocation assistance for persons or businesses will also be discussed at this hearing.

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- | | |
|---------------------------------|----------------------------|
| Douglas B. Fugate, Commissioner | T. F. Airs, Director |
| G. L. Baughan | District of Columbia |
| Douglas G. Janney | Department of Highways and |
| W. Fred Duckworth | Traffic |
| Earl A. Fitzpatrick | |
| Thomas R. Glass | |
| Rufus T. Hairston | |
| Le Roy Eskin, Jr. | |
| Robert S. Weaver, Jr. | |
- State Highway Commission of Virginia

ally appeared before me, PEGGY A. TRIMBLE,
Public in and for the District of Columbia aforesaid,
I am who being duly sworn according to law, on oath
is the Agent and Controller of The Evening Star
newspaper published in the City of Washington, District
of Columbia, and that the advertisement, of which the annexed
copy, was published in said newspaper 6 times
during dates:

13, 14, 15, Dec. 4, 5
4 6, 1970

_____ at a cost of,
\$1,140.30 Dollars,

J. B. [Signature]
I and sworn to before me

Commission expires September 30, 1973
_____ 19

Peggy A. Trimble
Notary Public.

PROOF OF PUBLICATION

—IN—

The Washington Post

District of Columbia, ss.

Personally appeared before me, a Notary Public in and for the said District,

William F. Reith, well

known to me to be Asst. Comptroller of

The Washington Post

a daily newspaper printed and published in the City of Washington, District of Columbia, and made oath in due form of law that the annexed advertisement was published in said newspaper at the times mentioned in the Certificate opposite hereto.

Witness my hand and official seal this

18th day of December, 1970.

[Signature]

NOTARY PUBLIC, D. C.

OFFICIAL NOTICES 2 OFFICIAL NOTICES 2
NOTICE OF JOINT DESIGN PUBLIC HEARING

PROPOSED INTERSTATE 266

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- Douglas B. Fugate, Commissioner
G. L. Baughan
Douglas G. Janney
W. Fred Duckworth
Earl A. Fitzpatrick
Thomas R. Glass
Rufus T. Hairston
Le Roy Eakin, Jr.
Robert S. Weaver, Jr.
T. F. Airls, Director
District of Columbia
Department of Highways and Traffic

State Highway Commission of Virginia

men
a d
of C

5, 1970

WASHINGTON DAILY NEWS

PROOF OF PUBLICATION

AFFIDAVIT

District of Columbia, to wit:

Personally appeared before me

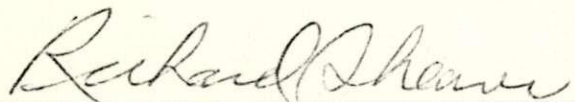
A Notary Public in and for the said District

Rosa R. O'Neal

well known to me to be the bookkeeper of the Washington Daily News Company, a daily newspaper printed and published in the District aforesaid; and made oath in due form of law that the annexed notice was published in said daily newspaper at the time mentioned in the certificate opposite hereto.

Witness my hand and official seal this 23rd

day of December 19 70



Notary Public, D. C.
My Commission expires January 14, 1972

COPY OF NOTICE

NOTICE OF JOINT DESIGN PUBLIC HEARING PROPOSED INTERSTATE 266

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The Spectator

GEORGETOWN



CAPITOL HILL

EDWARD H. SENEFF, II
EDITOR AND PUBLISHER

EVELYN SLATTERY
ADVERTISING MANAGER

PHYLLIS W. SENEFF
SECRETARY

4832 MACARTHUR BOULEVARD
WASHINGTON, D. C. 20007

(202) 333-0818

Dec. 10, 1970

Mr. J.F. Bladen
Highways and Traffic
415- 12th St., NW room 518
Washington DC 20004

Re: Public hearing, Dec. 14, 1970
Proposed Interstate 266

Dear Mr. Bladen:

Edward H. Seneff, publisher and editor of the Georgetown Spectator do affirm that the legal, order #104 for the Public Hearing, Dec. 14, 1970 appeared in the Georgetown Spectator on Nov. 24, 1970 and in the Georgetown Spectator on Dec. 10, 1970.

The Georgetown Spectator is a community weekly circulated in the village of Georgetown by mail, newsracks and by bulk drops. 12,000 copies were distributed Nov. 24, 1970 and Dec. 10, 1970.

Edward H. Seneff
Publisher

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PROPOSED INTERSTATE 266

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Northern Virginia Sun

An Independent Daily Newspaper

State of Virginia }
County of Arlington } ss:

I, CAROL GRIFFEE do solemnly swear that I am the EXECUTIVE EDITOR of the Northern Virginia Sun published at Arlington, in the state of Virginia and that from my own personal knowledge and reference to the files of said publication the attached

LEGAL NOTICE ARL # 699

was published on the following dates -----

DECEMBER 4, 5, 1970

Carol Griffiee

Subscribed and sworn to before me this the -----

15 day of December 1970

R. D. P. Herd

My Commission expires August 16, 1974

My commission expires -----

tween the hours of 8:00 A.M. and 5:00 P.M. Monday through Friday except November 26, when the office will be closed; and in the Arlington County Central Library located at 1015 N. Quincy Street between the hours of 9:00 A.M. and 9:00 P.M., Monday through Friday except November 26, when the Library will be closed, and between the hours of 9:00 A.M. and 6 P.M., on Saturday. A representative of the Virginia Department of Highway will also furnish this information available in the Arlington County House in the Board Room on Thursday, December 3 between the hours of 5:00 P.M. and 10:00 P.M. for a prehearing plan review.

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Northern Virginia Sun

An Independent Daily Newspaper

State of Virginia }
County of Arlington } ss:

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LEGAL NOTICE ARL # 699

was published on the following dates

NOVEMBER 13, 14, 1970

Carol Griffiee

Subscribed and sworn to before me this the

15th day of December 1970

Ronald P. Hill

My Commission expires August 16, 1974
My commission expires

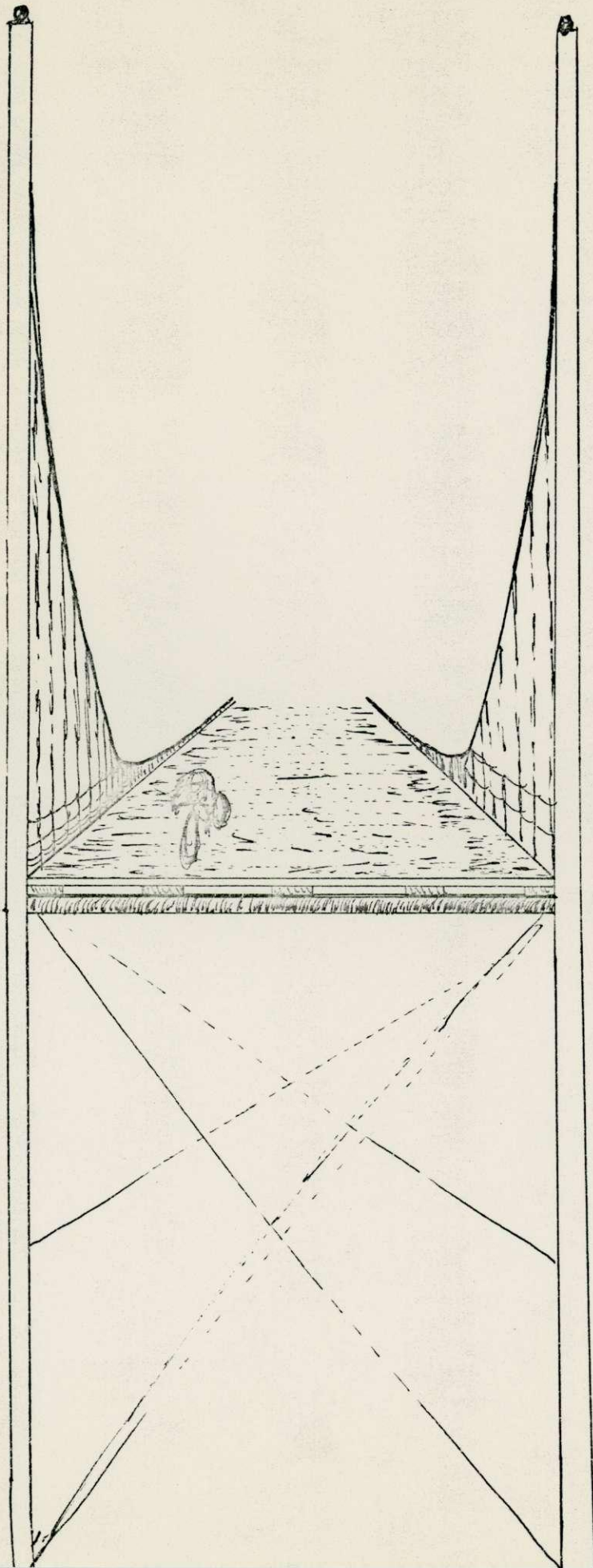
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Exhibit #3 - 7001, George Opheim



Sketch #1 Mr. George Pyper

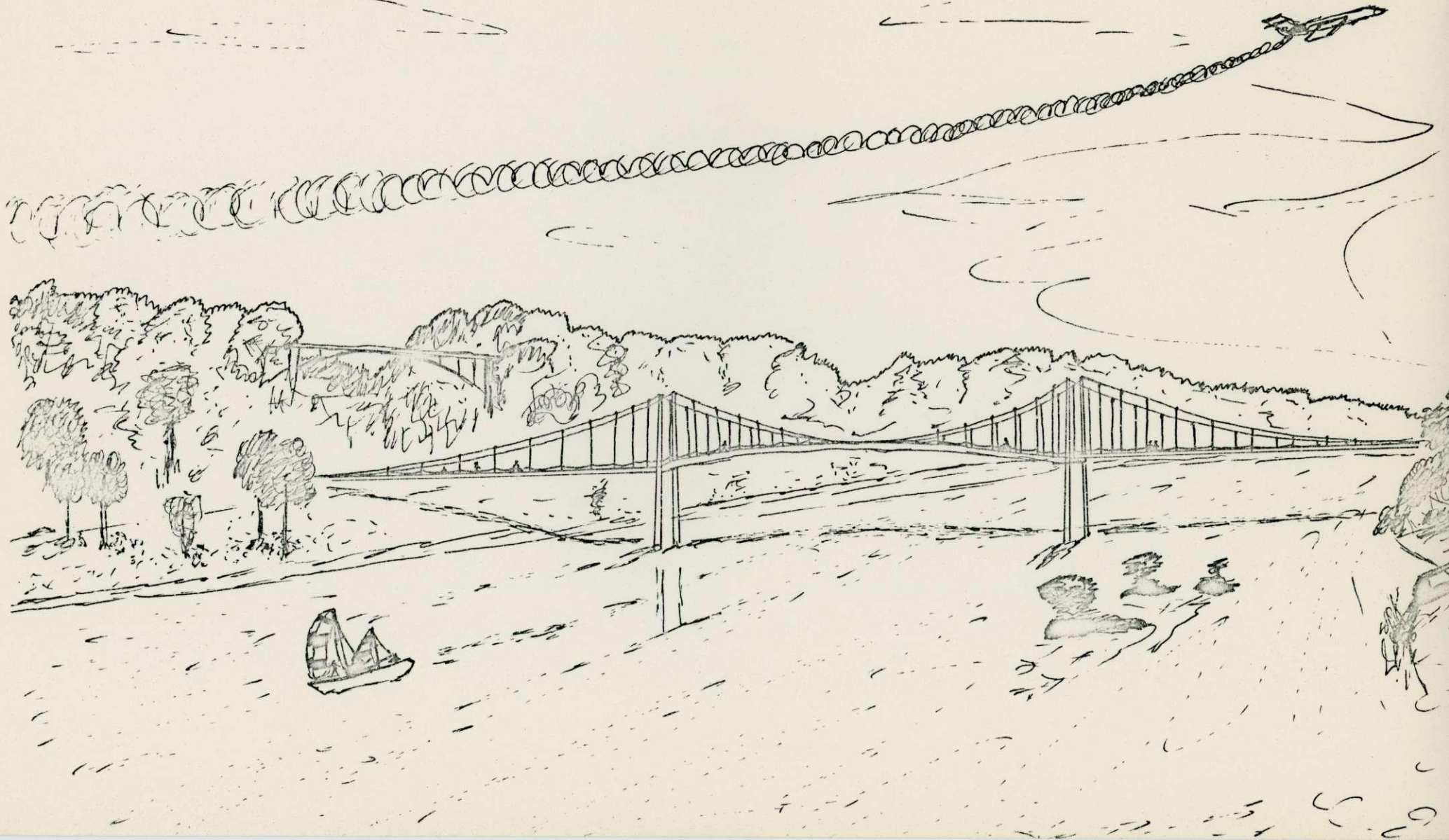
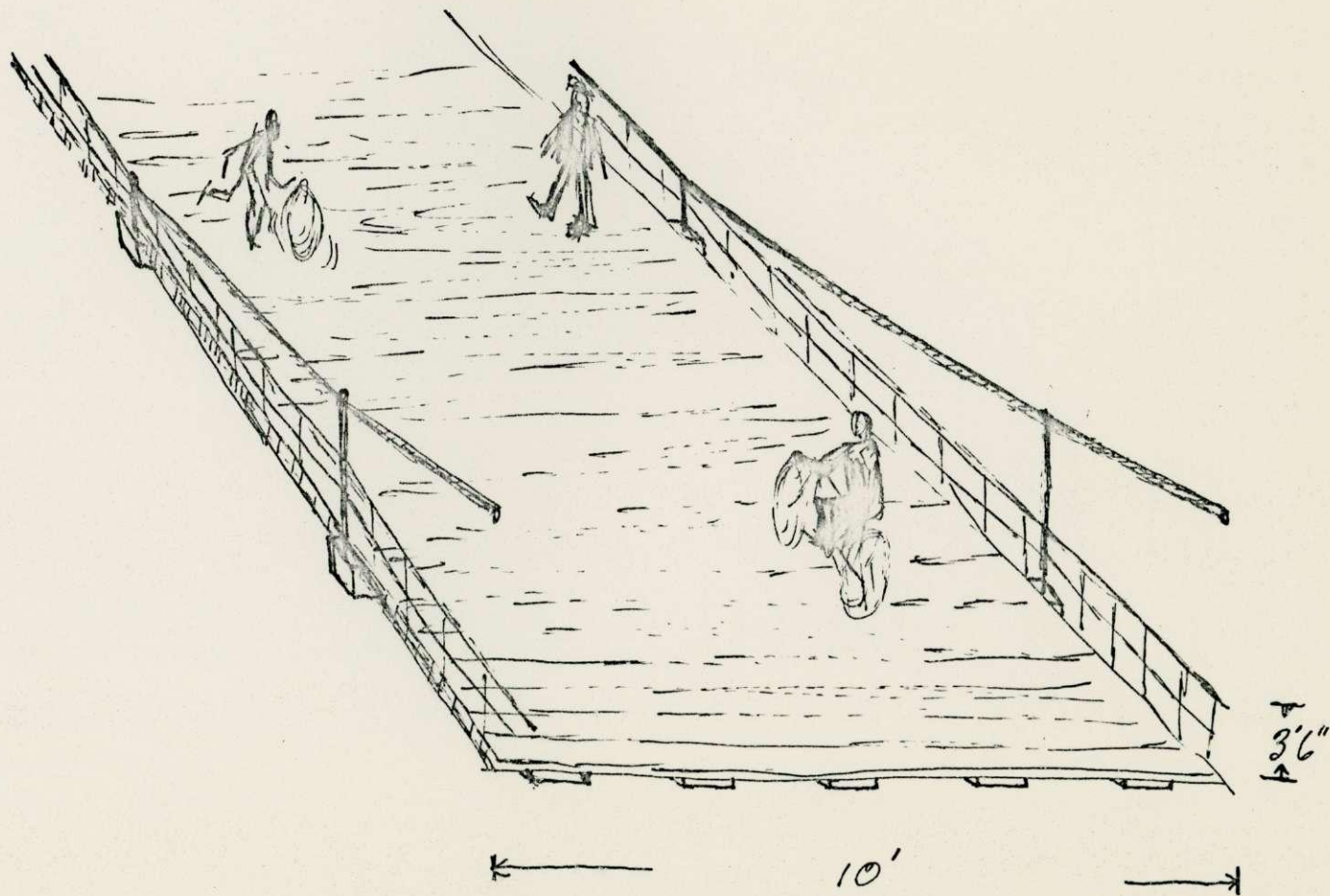
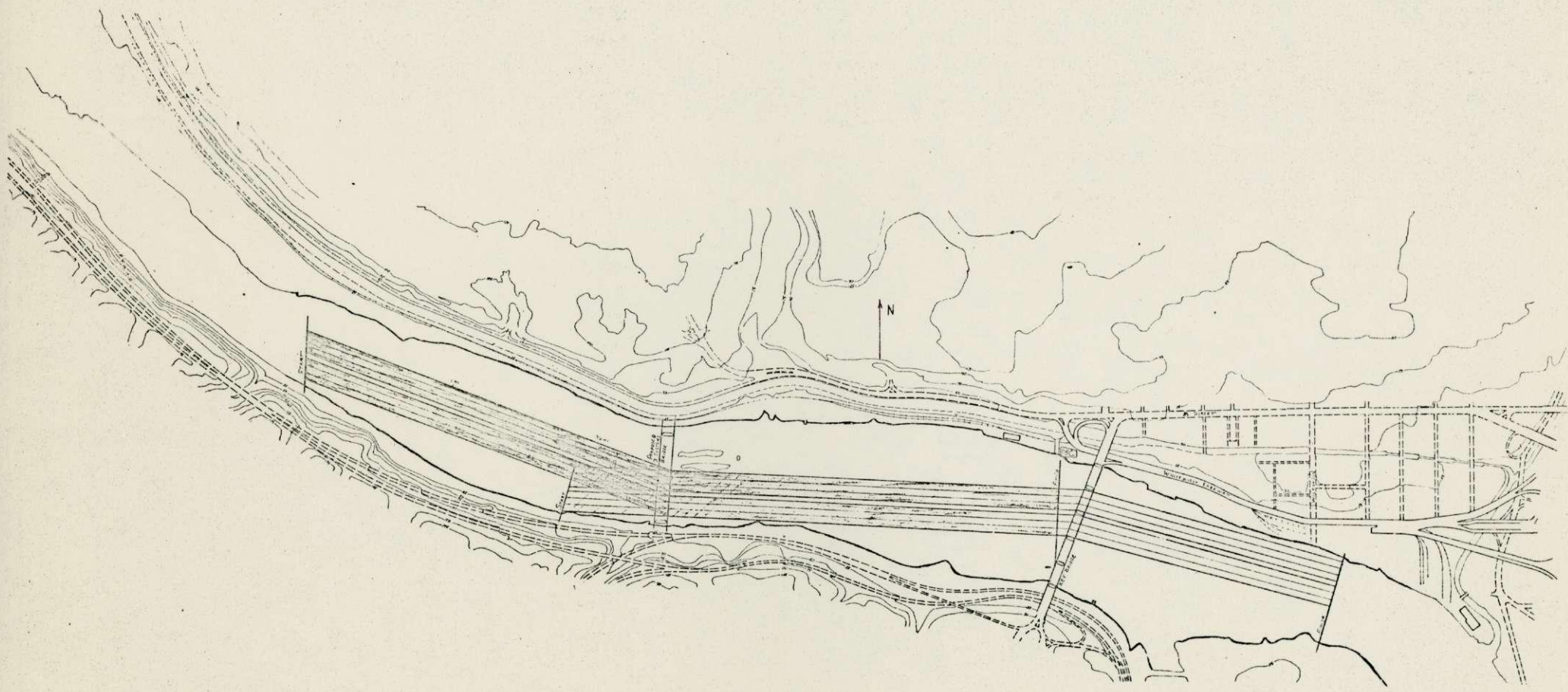
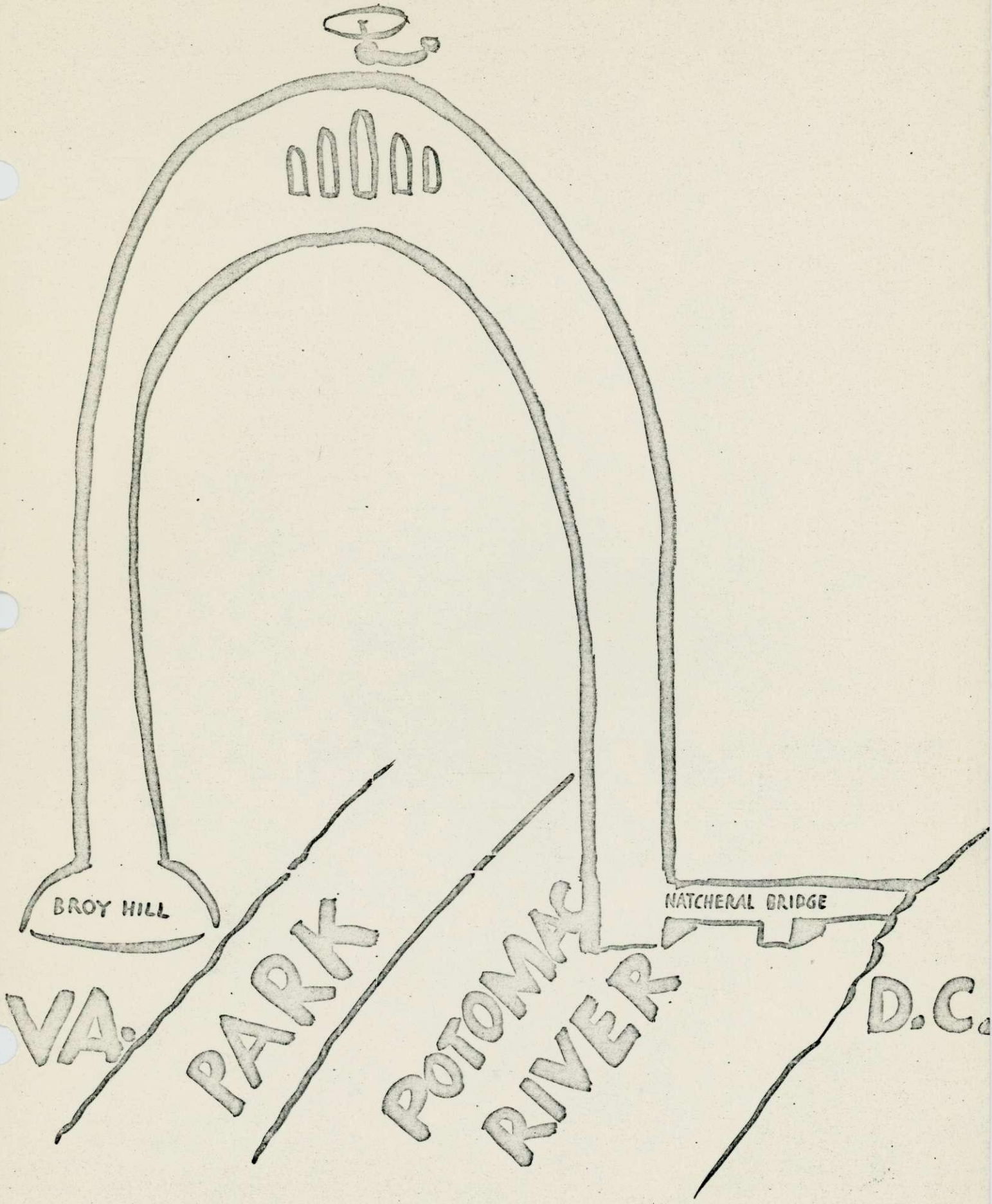


Exhibit #2 - Mr. George Ripken

TYPICAL E-SECTION OF FOOTBRIDGE







BROY HILL

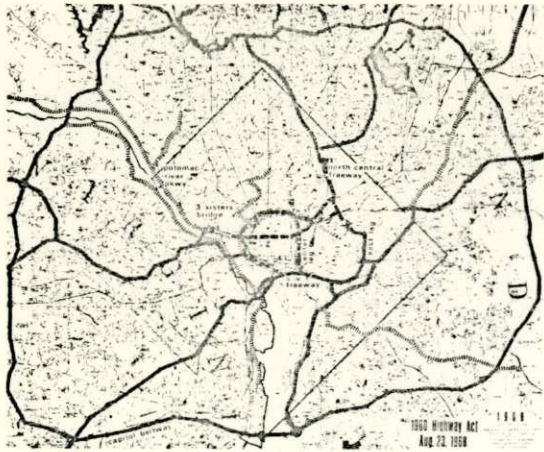
NATURAL BRIDGE

VA.

PARK

POTOMAC
RIVER

D.C.



WARNING! THIS BLACK COMMUNITY'S BUSINESS' AND HOMES IN PATH OF FREEWAY BULL-DOZERS!

On Aug. 9, 1969, without the required public hearings, the City Council by a 6-2 vote joined with cracker Congressmen Natcher and Broyhill against D.C. citizens.

Justifying their sell-out vote, Councilmen Hahn, Tucker, Yeldell, J. Moore, Daugherty & Haywood lied in saying that the 3-Sisters Bridge would displace only 3 families.

The bitter truth is that the bridge is a link in the 30-mile freeway system which would displace over 25,000 people, mostly Black.

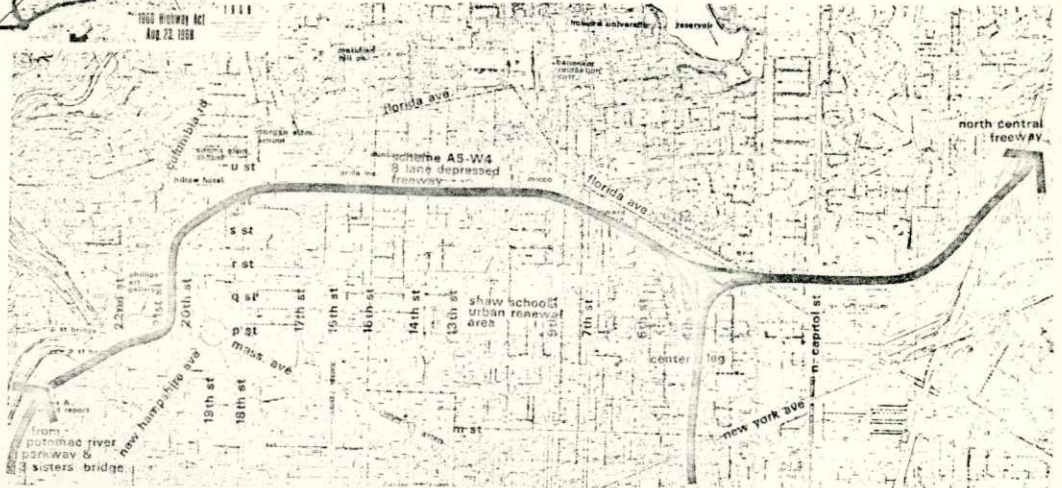
One of the connector roads off the 3-Sisters Bridge is the NORTH LEG of the Inner Loop.

Besides destroying the Black business district and splitting the community by this 8-lane ditch, the DC Highway Dept. in 1966 estimated that the NORTH LEG would

- Destroy 2393 family housing units
- Bulldoze 8376 persons out of homes (Highway Dept. figures 25 persons per family unit)
- Wipe out 2110 jobs
- Remove 40 acres of taxable land

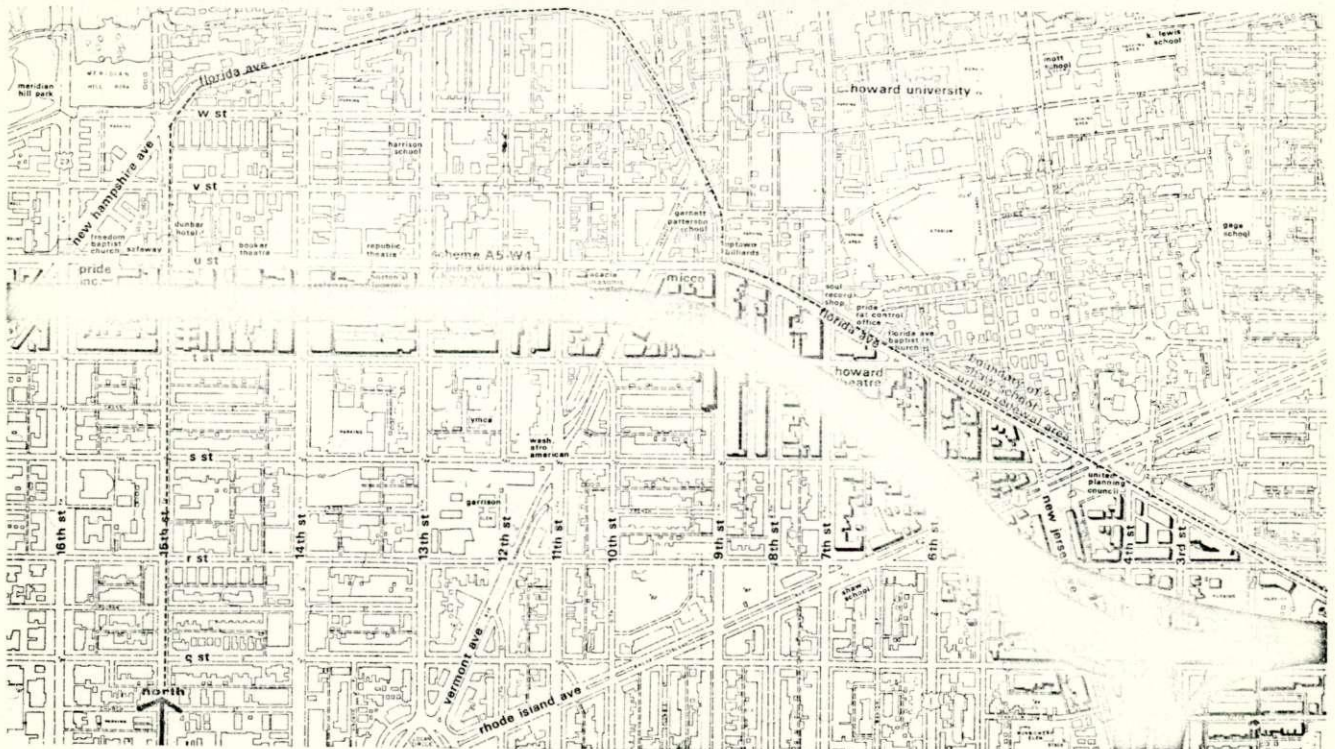
Institutions from this Urban Renewal and Freeway destroyed Black communities in DM Washington, Nashville, Tenn., Seattle, Wash., Charleston, W. Va., Durham, N.C., Newark, N.J. IT MUST NOT HAPPEN HERE!

Organize to Defend
Your Community from . . .



White Men's Roads thru Black Men's Homes!

ECTC Emergency Committee on the Transportation Crisis
 ECTC



3406 Macomb St. N.W.
Washington, D.C. 20016
January 24, 1971

Mr. Julian R. Dugas
Hearing Officer, I-266 Hearings
c/o Executive Secretary
District of Columbia Government
14th & E Streets, N.W.
Washington, D.C. 20004

JAN 25 9 36 AM '71
D.C. GOVERNMENT
RECEIVED

Dear Mr. Dugas,

This letter is being submitted in response to the permission granted to me at the December hearings to file, within 10 days after receipt of the information requested of the D.C. Highway Department, comments on the data supplied.

I attach to this letter the four-page letter and the one-page chart which I received on January 15th.

You will note, by comparing Mr. Airis' response with my Dec. 7th request, that he still has not complied with that request. He states in the third paragraph of his letter that "data responsive to your questions five and six are not available", but then contradicts himself by stating in the second paragraph that DOT procedures require estimates of "design hourly volumes, directional distributions of volumes and percentages of trucks."

No "design hour" traffic estimates are supplied; no "directional distributions" are supplied; no truck data are supplied, although this was specifically requested. Either the D.C. Highway Department has failed to comply with the procedures accepted by DOT or else it is willfully refusing to supply data in its possession.

In my opinion, the latter is true. From my personal familiarity with the so-called WMATA forecast for 1990, the basic data which I requested is available. It is not being supplied, in my opinion, because it would reveal, to the D.C. Highway Department's embarrassment, the total absurdity of its present plans for Three Sisters Bridge.

Mr. Airis further states in his letter:

"The traffic volume presented in the I-266 Design Hearing Information booklet, coupled with peak hour factors and truck percentages, are sufficient to determine lane and pavement design needs. It is these two elements of design which relate to the design hearing."

Aside from the fact, as already discussed, Mr. Airis does not disclose his peak-hour forecast or its directional distribution or its truck factor for either Three Sisters Bridge or for the affected D.C. highways (Foxhall, MacArthur, Canal Road, Potomac Freeway) so as permit any such design evaluation, his premise (the I-266 Design Hearing Information booklet) discloses that he is relying on totally obsolete forecasts:

The only traffic volumes presented by the I-266 Design Hearing Information booklet was as follows:

"Various planning studies have recommended a Potomac River crossing in the vicinity of Key Bridge. Several major traffic studies have provided progressively more refined forecasts of the traffic desiring to use the crossing. These forecasts predict that 72,000 to 95,000 vehicles per day would be experienced by 1990. They assume that a regional rail rapid transit system will be in operation by that time."

This paragraph is preposterous in its misinformation to the general public or any governmental official reviewing plans for I-266:

First, the fact of the matter is that there is not a single study which has recommended a Potomac River crossing in the vicinity of Key Bridge such as now proposed -- i.e., a traffic facility with the exclusive function of carrying vehicles between Virginia and Downtown Washington (Sector Zero to the planners).

It is true that in the mid-1950s, first in 1953 for the Virginia Highway Department and subsequently in 1955 for the National Capital Planning Commission, the consultant Wilbur Smith & Associates recommended a bridge at Three Sisters Islands, connecting not with Downtown but with the then-proposed Glover Archbold Parkway, as an alternate to Theodore Roosevelt Bridge, the theory being that Downtown could not absorb more traffic from Virginia. Also in the 1950s, the D.C. Highway Department vigorously opposed abandonment of the proposed Theodore Roosevelt Bridge. Both sides to the controversy assumed there would be no rapid transit. The controversy was resolved when Congress in 1958 authorized construction of Theodore Roosevelt Bridge for I-66.

Again in 1959, the same consultant revived the proposal for a Three Sisters Bridge crossing, this time in addition to Theodore Roosevelt Bridge and also in addition to a rapid transit system (less than subsequently approved by Congress). The bridge, however, was not to be a part of the interstate system; it was to be a "parkway" bridge, limited to automobiles, connecting with the same proposed Glover Archbold Parkway as part of an "intermediate loop."

Congress flatly rejected this plan. In the National Capital Transportation Act of 1960, it directed that the N.C.T.A. review and revise the 1959 Mass Transportation Survey and included a ban against construction of the Glover-Archbold Parkway (which, in January 1960, had been enjoined by the U.S. District Court). Subsequently, the D.C. Highway Department abandoned plans for the Glover Archbold Parkway and the Intermediate Loop. In addition, subsequent studies have demonstrated that the traffic forecast underlying the Mass Transportation Survey was so unreliable as to be less than useless in serving as a basis for planning decisions because of its vast overstatement of future travel demand.

The thorough review of the Mass Transportation Survey by the NCTA resulted in a report to the President in November 1962 concluding that there was in fact no need for a crossing at Three Sisters Islands, and this conclusion was subsequently ratified by a joint study undertaken

by Wilbur Smith & Associates and Alan M. Voorhees & Associates, under contract with the D.C. Highway Department, who concluded that the 1959 Mass Transportation Survey had exaggerated highway needs, as even had the NCTA, but that the NCTA's conclusions (labeled for 1980) were reasonable for the year 1985.

Over the past decade, there has been only one "study" recommending a bridge at or near Three Sisters Islands. This was not the product of any independent agency or consultant. It was the product of the D.C. Highway Department, submitted in November 1964, at the previous hearings on I-266.

The most charitable statement that can be made for this November 1964 study (Supplemental Report on I-266) is that its sponsors, the D.C. and Virginia highway departments, had no idea of the absurd assumptions being fed into their computers. I have detailed them at considerable length in two studies which (except for the highway departments concerned) have received considerable acclaim from nationally recognized planners -- as well as the National Capital Planning Commission, the White House and the Congress.

As a result of the outcry against the foolishness of this 1964 forecast raised by myself and others at the November 1964 hearings, the hearing officer at those hearings recommended a complete re-evaluation of the D.C. Highway Department's traffic forecast assumptions. No one at the D.C. Highway Department bothered to consult with me. However, both the House District Committee and the President of the United States subsequently called for a complete independent analysis of the D.C. Highway Department's traffic forecasts that allegedly served as the justification for Three Sisters Bridge and other controversial D.C. Highway Department projects.

Two studies were undertaken as a result of these protests: the D.C. Highway Department retained Alan M. Voorhees & Associates and Wilbur Smith & Associates, who issued their report in early 1966. At President Johnson's request, the D.C. government and the National Capital Planning Commission retained Arthur D. Little, Inc., which issued its report in March 1966.

Neither report found a need for Three Sisters Bridge. The remarkable feature about both was that neither even mentioned the controversial 1964 D.C. Highway Department ~~that~~ forecast that evoked their assignments. I personally inquired with the project director of both studies why this was so. Both of them informed me that they had not cited the 1964 forecast because the D.C. Highway Highway Department had informed them that there were errors in such forecast, that they no longer relied upon such forecast but instead relied upon the 1959 Mass Transportation Survey and the 1962 NCTA study. My informants were Mr. Deen of Alan M. Voorhees & Associates and Mr. Broley of Arthur D. Little, Inc.

I recited these facts at the December 1970 hearings and asked Mr. Airis to confirm that the D.C. Highway Department in fact had abandoned its November 1964 forecast. He promised he would check and advise me. He has not. I accept this as an admission that the

forecast in question is no longer a relevant consideration. If there is any question about this, I suggest that any governmental official reviewing I-266 check with Messrs. Deen and Broley and review my own previous studies evaluating the 1964 forecast.

Nevertheless, we now find the D.C. Highway Department claiming that "several major traffic studies have provided progressively more refined forecasts of the traffic desiring to use the crossing. These forecasts predict that 72,000 to 95,000 vehicles per day would be experienced by 1990."

The 95,000 vehicle figure comes directly from the discredited and abandoned 1964 forecast. The 72,000 figure comes from the D.C. Highway Department's acceptance of the distortions contained in the 1967 WMATA forecast, about which I will later elaborate. The respective Nov. 1964 and 1967 forecasts were as follows:

Forecasts of Average Daily Traffic Crossing Potomac River

<u>Bridge</u>	<u>D.C. Highway Dept. 1964 study</u>	<u>D.C. Highway Dept. (based on WMATA)</u>
	<u>Year 1985</u>	<u>Year 1990</u>
Outer Belt	---	66,000
Cabin John	<u>185,100</u>	<u>97,700</u>
Virginia-Montgomery	185,100	163,700
Chain	53,900	29,200
Key	125,500	55,200
Three Sisters	92,600	72,300
Theodore Roosevelt	112,300	94,600
Memorial	84,500	45,900
14th Street	<u>213,300</u>	<u>204,800</u>
Virginia-D.C.	682,100	502,000
Woodrow Wilson	169,500	124,300
Outer Belt	---	<u>41,200</u>
Virginia-Prince Georges	169,500	165,500
Total	1,036,700	831,200

As can be seen from the above, the D.C. Highway Department has now reduced its forecast of Virginia-D.C. bridge demand by almost 30 percent. Has it reduced its own demands for bridges? No, it has not. Has it attempted to show that without Three Sisters Bridge, the existing bridges (plus the third 14th Street bridge, soon to be completed) are unable to handle the forecast traffic? No, it has not.

As a basis for determining any issues of highway need, location or design, the 1967 forecast of WMATA is worse than useless:

1. Its purpose was not to determine highway needs, location or design, but rather to predict future rapid transit usage. As such,

it purposefully sought to be "conservative" -- giving highway usage the benefit of every doubt.

2. In determining future travel patterns, as well as auto-transit "modal splits", the WMATA forecast assumed construction of every gleam in the highway planners' eyes by 1990, including (but not limited to) the following:

- (a) I-66 between the Beltway and Theodore Roosevelt Bridge, at least six lanes in width;
- (b) Extension of the Dulles Airport access road from the Beltway to I-66; also I-266 through Spout Run Park;
- (c) Construction of an Outer Beltway circumnavigating the Washington metropolitan area;
- (d) Construction of a "Monticello Freeway", six lanes in width, between the Capital Beltway, south of I-66, and the Prince William County line;
- (e) Widening of the Capital Beltway by two lanes in both Virginia and Maryland;
- (f) Construction of a six-lane Palisades Parkway from Three Sisters Bridge into Maryland;
- (g) Extension of the four-lane Little Falls Parkway in Montgomery County from Massachusetts Avenue to the Palisades Parkway;
- (h) Construction of an eight-lane Potomac Freeway (I-266) From Three Sisters Bridge to the West Leg of the Inner Loop (I-66);
- (i) Extension of I-66 as the "North Leg" of the Inner Loop across the heart of Washington to the Center Leg of the Inner Loop (I-95);
- (j) Extension of the E Street Expressway, also an exit from Three Sisters Bridge, across the White House grounds to at least 14th Street;
- (k) Connection of the West Leg of the Inner Loop and the South-west Freeway by a "South Leg" across the Lincoln Monument and Tidal Basin area;
- (l) Extension of the "North Leg" as a six-lane freeway beyond the Center Leg;
- (m) Construction of an eight-lane "East Leg" on the west bank of the Anacostia River;
- (n) Construction of an eight-lane "North Central Freeway" from the junction of the North and East Legs to Fort Totten Park;
- (o) Extension of the North Central Freeway as a six-lane freeway (I-70S) from Fort Totten Park to the Capital Beltway in Silver Spring;

- (p) Extension of the North Central Freeway beyond the Capital Beltway as a six-lane "Northern Parkway" to the Outer Beltway, with a four-lane spur eastward to U.S. 29;
- (q) Construction of an eight-lane Northeast Freeway(I-95) from Fort Totten Park to both beltways and beyond;
- (r) Widening I-70S beyond the Capital Beltway to six lanes;
- (s) Widening New York Avenue Northeast from six to eight lanes and the Baltimore-Washington Parkway from four to six lanes;
- (t) Widening Palmer Highway (U.S. 50) from four to six lanes;
- (u) Widening East Capitol Street and its extension into Prince Georges County as a six-lane "Central Avenue" freeway;
- (v) Extension of Massachusetts Avenue S.E. into Prince Georges County as a four-lane freeway to both beltways;
- (w) Construction of a six and eight-lane freeway from the D.C.-Maryland boundary to the beltway as Maryland Route 5;
- (x) Extension of the Suitland Parkway as a four-lane expressway to beyond the Capital Beltway;
- (y) Construction of a four-lane "Indian Head Highway" from the D.C. line (southeast) to both beltways;
- (z) Construction of a "South-East Freeway" from the Capital Beltway, at the eastern end of Woodrow Wilson bridge, past the Outer Beltway as a four-lane freeway to U.S. 301.

Even if every other assumption of the WMATA forecast is accepted, achievement of its 1990 forecast at Three Sisters Islands is dependent upon each of these proposed connectors to the Three Sisters Bridge --- yet most of them have not been approved or funded; many have been considered and rejected by the local, responsible planning or government agencies, including, of specific note, the North Leg, North Central Freeway and East Leg freeways, all of which are critical if the Three Sisters Bridge is ever to attract the traffic assigned to it. Others, such as I-66 in Virginia and the Potomac Freeway in the District seem destined to court battles if the present, extravagant designs are pushed by the Virginia or D.C. highway departments.

3. In being "conservative" in its traffic forecast, the WMATA forecast was, by definition, being "exaggerative" of highway travel. If the Three Sisters Bridge were not built, the total travel demand from Virginia to D.C. or beyond necessarily would be less, yet the D.C. Highway Department now admits it has made no forecast omitting Three Sisters Bridge. Furthermore, "if the projected highways are not built," says WMATA, "the relative transit usage will be higher" and the highway usage correspondingly lower.

4. Although the WMATA forecast squeezed a lot of the water out of the D.C. Highway Department's previous forecast (such as ruling out the assumption that thousands of suburban school children would commute to Downtown Washington for their education), it retained an error that has been common to all "gravity model" forecasting for over a decade -- the exaggeration of suburb to suburb travel. This was discussed at length in the study I submitted at the December 1970 hearing; it is confirmed by the D.C. Highway Department's January 14th submission.

The D.C. Highway Department admits that only 19% of the forecast 1990 highway crossings of the Potomac River will be between Virginia and Downtown Washington (Sector Zero), whereas 56% of such travel will be between Virginia suburbs and Maryland suburbs, with neither origin or destination in the District of Columbia.

Accepting arguendo the validity of the D.C. Highway Department's 1990 traffic forecast and allocating Virginia-Maryland or Virginia-D.C. traffic in accord with WMATA's 1967 forecast, the following are the projected daily 1990 demands for travel by highway between Virginia and D.C. or Maryland, compared with the 1970 volumes I have previously submitted:

	1970	1990	
Virginia-Downtown		157,900	19%
Virginia-D.C. (west of Anacostia River)		<u>192,900</u>	22%
Virginia-Central Area	332,129	350,800	41%
Virginia-Montgomery County	77,685	199,500	24%
Virginia-Prince Georges County		256,600	32%
Virginia-D.C. (east of Anacostia River)		<u>24,900</u>	3%
Virginia-P.G./Anacostia	93,421	281,500	35%

5. It is thus readily apparent that even accepting the highway-oriented assumptions of the WMATA forecast, there is no conceivable need for more Virginia-Downtown highway capacity, even without the third Fourteenth Street Bridge, which is not yet in service. Existing bridges could readily handle the 350,800 daily vehicle forecast. Indeed, by this forecast, morning peak hour traffic ("design hour traffic") between Virginia and the Central Area will be less 20 years hence than it is today, although there may be some increase in off-peak traffic.

The "need", if any, is between Virginia and suburban areas east of the Anacostia River or north or west of the D.C. line. The "need" is clearly non-existent in the central area, yet that is all Three Sisters Bridge would serve.

6. Even accepting the questionable highway-oriented and suburb-to-suburb commuting patterns assumed in the WMATA forecast, it becomes apparent that the professed "need" for Three Sisters Bridge is not based on any highway needs from Virginia to Washington but rather on serving traffic that has no reason to be in the District except for the fact that it is between one suburb and another. Against a projected "demand" of only 350,800 vehicles between Virginia and that part of the District west of the Anacostia, the D.C. Highway Department has forecast 1990 traffic of 502,000 across bridges in this area. This means in excess of 150,000 vehicles daily diverted from Virginia-Maryland bridges to Virginia-D.C. bridges.

If the states of Virginia and Maryland wish to promote such inefficient home-to-work patterns as residents of Bowie commuting to Fairfax City to work, or vice versa, it would seem to be their duty to assume the full burden of building the necessary circumferential highways. It obviously is not the burden of the District to sacrifice its own limited land resources, homes and businesses to provide a "shortcut" for such inefficient commuting patterns. Yet this is the sole justification today for Three Sisters Bridge, and this justification assumes construction not only of the bridge itself but each projected connecting highway, including, but not limited to, the North Leg and South Leg, the North Central and Northeast freeways and numerous freeways into Prince Georges County.

One of the most remarkable features of Mr. Airis' January 14th letter is its total disregard for the National Capital Planning Commission which is the "central planning agency" for the D.C. Government, and for the D.C. City Council, which together with NCPC is responsible for evolving and approving the "Major Thoroughfare Plan" for the District of Columbia.

Needless to say, this approved Major Thoroughfare Plan considered and rejected all of Mr. Airis' claims. It is also more recent than any data he relies upon.

The NCPC's detailed report of December 1968 concluded:

"The Commission's studies, utilizing precisely the same data employed to justify additional freeways into the District, clearly indicate that the projected mass transit system, coupled with the capacity of existing freeways and major streets, can carry the future traffic loads that are forecast for the heart of the Nation's Capital. The subject has been carefully researched. Even if the Commission's studies were to show substantial gaps in the future capacities of the projected mass transit and the existing freeway systems to carry traffic, however, the Commission does not believe that these deficiencies should be met through the construction of additional freeway gateways into the District. There are other preferable options open to public policy, including of course, the further expansion of the mass transit system itself."

The NCPC report, in adopting and recommending the Major Thoroughfare Plan to the City Council, concluded that "it rejects the Three Sisters Bridge across the Potomac River into Virginia as being both unnecessary and undesirable."

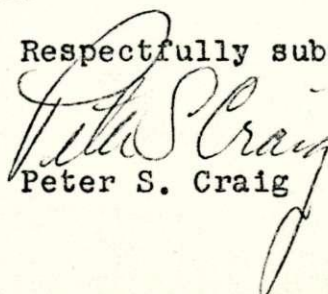
In affirming the Major Thoroughfare Plan, the City Council through its Transportation Committee, specifically endorsed the following language in the NCPC's 40-page report:

, "The Commission's major thoroughfare plan does not call for any new gateway arteries that would increase vehicular flow into the District, by bridge, tunnel or surface street. The Commission believes that, from the standpoint of sound and realistic physical planning, additional freeways would represent liabilities rather than assets. The residential community does not want such freeways. The business community does not need them -- indeed the Commission believes that the central business district would be hurt rather than helped by them. They would pour additional vehicles on central streets that are already operating at capacity. They would call for public works projects that could damage the natural beauty and monumental character of the city. They would generate traffic that would soon exceed the capacities of their own rights-of-way to handle it."

Mr. Airis has now demonstrated that he is either unaware what his superiors have decided or that he is unwilling to accept their judgment. He has also demonstrated that his own studies confirm, and do not question, the validity of that judgment. The question thus raised by this hearing is not that of design for a bridge that even its advocate cannot defend, but rather to redesign the D.C. Highway Department into a viable vehicle for communicating the facts of life to congressmen such as Messrs. Natcher or Broyhill or Kluczinski who apparently will listen to nobody but a highwayman.

That is the real test of this hearing. Is the D.C. government capable of meeting its responsibilities in this regard? It has already been determined, both administratively and judicially, that there is no legal requirement that it build a Three Sisters Bridge. Planning studies, even those of the D.C. Highway Department, demonstrate it is folly. Is this city so bereft of brains that it has no one able to serve as D.C. Highway Director who can admit this fact and communicate this fact to a handful of Congressmen?

Respectfully submitted,


Peter S. Craig

STATEMENT

December 14, 1970

By: John J. Wickstead, Chairman
Virginia Motor Vehicle Conference
2617 West Broad Street
Richmond, Virginia 23220
To: Design Public Hearing on Interstate Route 266
Washington, D. C.

I am John Wickstead, Chairman of the Virginia Motor Vehicle Conference and Vice President and General Manager of the Automobile Club of Virginia.

The Virginia Motor Vehicle Conference for which I am speaking today is composed of some 35 State-wide associations and companies with an interest in highway transportation. In the interest of time, I will not read all of these names, however, I have included them, together with a statement of the organization's Purpose, with a copy of my statement for the record.

As a highway taxpayer group, the Conference does not look upon the Three Sisters Bridge as strictly a local issue. Aside from the fact that Washington, D. C. is our Nation's Capital and we have a vested interest in its health and beauty as would the residents of any other State, there are more specific reasons for the concern of our group.

Some ten years ago, there was an official and binding agreement reached between the Commonwealth of Virginia, the District of Columbia, the United States Bureau of Public Roads and all other required State, local and federal agencies on the Three Sisters Bridge and connecting routes. This agreement formalized the plans to construct the bridge and other parts of the metropolitan area's freeway system. Based on this agreement, Virginia's Department of Highways began construction of Virginia's portion of the system. Portions of the System in Virginia have been completed. The beltway (I-495) and I-95 are completed or near completion. However, the delays over the past ten years have held up progress on the Three Sisters Bridge and its I-266 connector.

It has also held up construction of I-66 from the beltway to its connection with I-266 because the Department felt it would amplify the congestion problem in the Rosslyn area to have expressway traffic that reached a bottleneck at the Potomac River.

Every day in which the completion of these missing links in Virginia's highway program here is delayed, Virginia taxpayers are losing tremendous sums of money. This comes in the form of increasing costs of construction which is common knowledge to most people. Furthermore, the present traffic congestion itself is costly. These conditions increase the cost of transporting goods and services to the consumer, increase the hazards of air pollution and add substantially to the costs of operating automobiles. It also hampers the utilization of speedy bus transit services during peak traffic hours.

These are costs which Virginians should not have to bear. At the outset of the Interstate System construction, the Virginia Department of Highways made an important decision to build the system as need dictated. It was also decided that special attention would be given to urban areas and especially the metropolitan areas around Washington. The Department realized that the area was growing rapidly and that land values were also increasing. They also recognized that once part of the freeway system was completed, the outward press into the suburbs, in order to take advantage of this new mobility, would increase. This has proven to be an extremely accurate but modest prediction.

The planners had counted on orderly and uniform progress throughout the metropolitan area. However, due to the delays and cancellations of portions of the D. C. system, business enterprises -- searching for accessible locations -- are flowing to sites near the completed portions of the freeway system

in greater volumes and at greater speed than was anticipated. This, in turn, has inflated land costs and further aggravated the traffic congestion.

Moreover, Dulles International Airport was constructed only after previous assurances by all agencies concerned that a high-speed limited access road would be constructed to reach into downtown Washington. This airport is of great concern to all Virginians. It represents a substantial investment of tax funds and offers a great hope for alleviating air traffic congestion throughout the East. However, it is unlikely that Dulles will ever be fully utilized until the promised, high-speed connection with downtown Washington is constructed.

Every responsible study -- official and private -- shows that not only do the area's citizens want this system completed, but the need for it is acute. The Virginia Department of Highways and the District of Columbia Highway Department have conclusive studies which show that the freeway system is needed along with other modes of transportation if the transportation needs in the area are to be met. We realize the need for the development of a balanced transportation system for the area.

The plight of the highway program and Dulles Airport is not just the concern of the Virginia Motor Vehicle Conference. In 1968, the General Assembly of Virginia passed House Joint Resolution 168 expressing the official concern of the entire State over this situation and urged the completion of the program as originally agreed upon. This resolution likewise noted the cost in time and resources which these delays have fostered.

We realize there are legitimate concerns by many honest citizens over the effect on the environment which this construction will bring. There