ER-6-6337

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Memorandum

Subject:

To:

From:

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In reply refer to:

UNITED STATES
Department of the Interior
National Park Service
Washington 25, D. C.

\*DOI Waiver Letter In ERU FILE\*

Assistant Secretary Lewis

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Review of this document by DIA bas
determined that

ElA has no objection to decime

It cantains information of CIA
interest that count remain
classified at TS S S
Authority: MR 76-2

Director | It contains nothing of \$1% internet

Date 14-5-8 | Reviewer 0.06

George Washington Memorial Parkway, Construction of Virginia Portion between Spout Run and Bureau of Public Roads Research

Center at Leiter Estate above Chain Bridge, Virginia

This is to advise you briefly of a meeting which was held today in response to a request for a conference from the Central Intelligence Agency. That Agency was represented by Messrs. James D. Garrison
and

These gentlemen
were following up the preliminary meeting which was held in Mr. Beasley's
office on January 17 in which the C.I.A. was represented by Col.

Lawrence K. White and

25X1A

The C.I.A. is making preliminary investigations as to when the construction of the George Washington Memorial Parkway could be completed to the vicinity of the Leiter property which is shown on the attached small scale map of the George Washington Memorial Parkway. They have selected this site and have received clearance from the Defense Council for construction of the building thereon to house the entire Agency which is now scattered among some 30 odd buildings in this area.

As you will note from the attached map the site is about 3.5 miles above Chain Bridge, Virginia, and the present access is from Virginia secondary route No. 123. The Leiter Estate has been in Government hands for several years and a portion of the property is now occupied by the Bureau of Public Roads Research Laboratory. The portion to be traversed by the parkway has been reserved for that use and there is at present a narrow access road running in from Virginia No. 123 to the old Leiter House ruins, the house having burned several years ago. The site being considered by the C.I.A. for their office building is close to the existing narrow access road to the old Leiter house.

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The interest of the C.I.A. in expediting construction of the parkway, of course, is to facilitate access to and from the area for employees and for more expeditious access from the site to the various Government buildings in Washington.

I advised these gentlemen that the estimated cost of completing the Virginia portion of the parkway from where existing construction has been completed near Spout Run, to the Leiter property, would be about \$8,000,000, and that construction, if authorized, would require about three years which would include the time necessary for the National Capital Planning Commission to acquire the balance of the land needed between the Fairfax County line and the Leiter property. I explained that the construction funds included in the 1956 Interior budget were for construction on the Maryland side of the river from the District of Columbia line north to the vicinity of Cabin John, Maryland, and from the District of Columbia line south to Chain Bridge where a connection will be made to the existing Canal Road. The amounts in the 1956 budget for this work are listed below as follows:

## Parkway Program

Maryland - Grading - D. C. line to Cabin John, Md., 3 mi Virginia - Ramp from Key Bridge to W. Bd. Roadway

\$633,500 125,000 \$758,500

## Road & Trail Program

Maryland - Grading - D. C. line to Chain Bridge, 0.5 mi.

\$318,800

The estimated amount to complete the parkway in Virginia including the \$8,000,000 mentioned above is \$18,500,000.

In Maryland the amount necessary to complete the parkway from the vicinity of Cabin John to Great Falls and from the District line south to Fort Washington is estimated at \$20,000,000, including the bridge across the river which is authorized in the vicinity of Great Falls.

I advised Mr. Garrison and the others that the best approach to securing the necessary funds to complete the parkway between Spout Run and the Leiter property would be by a supplemental item earmarked for this purpose in the C.I.A. budget for approach roads in connection with the building funds. I told them that any item should be in addition to the amount already carried in the 1956 budget for parkways as an amount of this size would necessarily be considerably out of proportion for one parkway compared to the \$11,000,000 in the total 1956 parkways programs in the considerable out of proportions.

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The right-of-way situation is as follows. The land between Spout Run and Chain Bridge has been acquired or is in condemnation under funds appropriated to the Planning Commission and shared in by the State of Virginia and Arlington County. Funds for the balance of the land required between Chain Bridge and the Leiter property are included in the \$228,000 budget item which the Planning Commission has requested in 1956. This includes \$190,000 to acquire the balance of the land necessary in Maryland from the District line to Great Falls, and \$38,000 for the balance of the land required in Virginia from Chain Bridge vicinity to the Leiter property. A considerable portion of the land between Chain Bridge and Virginia Route 123 has been acquired under funds previously made available.

It is my understanding that perhaps Mr. Allen Dulles or other representatives of the C.I.A. intends to discuss this matter further with you at an early date.

Director

Enclosures

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