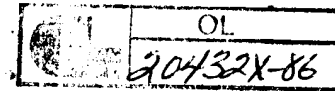


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NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION
MEMBERS

IN REPLY REFER TO:
NCPC File Nos. MP91 and 2303

Appointed by the
President of the United States

December 10, 1986

Glen T. Urquhart
CHAIRMAN

Bruce Kirschenbaum
William E. Baumgaertner

Mr. John M. Ray
Director of Logistics
Directorate for Administration
Central Intelligence Agency
Washington, D.C. 20505

Appointed by the
Mayor of the District of Columbia
Robert J. Nash
Ann V. Todd

Dear Mr. Ray:

Secretary of Defense
Honorable Caspar W. Weinberger

In response to your request, the National Capital Planning Commission, at its meeting on December 4, 1986, approved the enclosed report to the General Services Administration and the Central Intelligence Agency on the modification to the master plan, preliminary and final off-site road improvements to Routes 123 and 193, and main entrance improvements at the Central Intelligence Agency, Langley, Fairfax County, Virginia.

Secretary of the Interior
Honorable Donald Paul Hodel

Administrator of General Services
Honorable Terence C. Golden

Chairman, Committee on
Governmental Affairs,
United States Senate
Honorable William V. Roth, Jr.

Implementation of the project may require review by state and local agencies, including the issuance of permits, pursuant to regulations promulgated under the authority of Federal environmental statutes.

Chairman, Committee on the
District of Columbia,
U.S. House of Representatives
Honorable Ronald V. Dellums

Mayor, District of Columbia
Honorable Marion S. Barry, Jr.

Sincerely,

Chairman, Council of the
District of Columbia
Honorable David A. Clarke

Reginald W. Griffith
Executive Director

EXECUTIVE DIRECTOR
Reginald W. Griffith

Enclosure

NATIONAL CAPITAL PLANNING COMMISSION
1325 G STREET N.W.
WASHINGTON, D.C. 20576

NCPC File Nos. MP91 and 2303

CENTRAL INTELLIGENCE AGENCY
LANGLEY, FAIRFAX COUNTY, VIRGINIA -
MODIFICATION TO THE MASTER PLAN,
OFF-SITE ROAD IMPROVEMENTS TO ROUTES 123 AND 193
AND MAIN ENTRANCE IMPROVEMENTS

Report to the General Services Administration and
the Central Intelligence Agency

December 4, 1986

The Commission approves:

1. the modification to the Master Plan for the Central Intelligence Agency, Langley, Fairfax County, Virginia, providing for off-site road improvements to Routes 123 and 193, as shown on NCPC Map File No. 2201.10(05.12)-29843;
2. the preliminary and final off-site road improvement plans for Routes 123 and 193 along the site of the Central Intelligence Agency, Langley, Fairfax County, Virginia, as shown on NCPC Map File No. 2201.10(44.00)-29844; and
3. the revised final site development plan for the main entrance improvements at the Central Intelligence Agency, Langley, Fairfax County, Virginia, as shown on NCPC Map File No. 2201.10(44.00)-29844.

* * *

BACKGROUND AND STAFF EVALUATION

Description of Proposal

The proposal provides for off-site road improvements to Routes 123 and 193 and the main entrance to the Central Intelligence Agency (CIA) Headquarters. The proposal also includes a modification to the master plan to reflect the proposed off-site road improvements. Based on previous Commission action and the forecasted construction and occupation of the new CIA Headquarters Building, the approved expansion will result in an increase in the number of persons entering and leaving the site by motor vehicle. The CIA and the General Services Administration have submitted this proposal in an effort to mitigate the impact

on existing traffic patterns and circulation, and the surrounding residential community.

The off-site road improvements are an at-grade solution wherein traffic flow would be controlled by interconnected signalization and intersection channelization. The eastbound lanes of Route 123 would be relocated northerly, adjacent to existing westbound Route 123. Route 193 would be realigned to intersect with Route 123 opposite Potomac School Road. Two lanes in each direction would be provided on Route 123. A variable width median would be provided to separate the eastbound and westbound lanes of Route 123, and the present median width would be retained at each end of the project. A third westbound lane to be provided along Route 123 through the intersection with the CIA entrance would drop as a free flow right turn lane to Route 193.

Dual turning lanes would be provided for left turns into and right turns out of the CIA entrance. The entrance would be widened to a four-lane divided cross section. A single turn lane would be for left turns out of the CIA, and dual left turn lanes would be required for the Route 193 turn onto eastbound Route 123. The left turn lane for turns into the Federal Highway Administration/CIA (Turkey Run Farm) access road would be retained, and this access roadway would widen at the intersection of Route 193 to provide two outbound lanes--an exclusive lane for both left and right turning movements. Traffic signals would be installed at the Route 123/CIA entrance, the Route 193/Potomac School Road and Route 123 intersection, and the Savile Lane and Route 123 intersection.

The proposal also provides for the usual signing and pavement markings. General landscaping would be provided along the highway in various locations augmenting the seven-foot precast barrier wall which would buffer the adjacent properties including all homes in the Evermay development. The area along the south side of Route 123, at the CIA entrance intersection, would be extensively landscaped with existing and new planting.

Previous Commission Action

At its June 28, 1984 meeting, the Commission:

1. approved the final site and building plans for the Headquarters Consolidation, Phase I, Bid Package No. 2, at the Central Intelligence Agency, Langley, Fairfax County, Virginia, as shown on NCPC Map File No. 2201.10(38.00)-29494, except the portion of the south access road extending northward from State Route 123 for a distance of 400 feet, pending review and approval by the Commission of the selected plan for off-site road improvements, including required adjustments to the south entrance road, if any;

2. took no action on the proposals for off-site road improvements, which were still in the form of alternatives; and

3. requested that the Central Intelligence Agency submit the preferred plan for off-site road improvements for Commission review immediately upon its selection and the revision, as required, of plans for the southernmost portion of the south entrance road, with appropriate back-up calculations.

Response to Commission Action

In response to previous Commission action, the CIA continued its efforts, in conjunction with the Virginia Department of Highways and Transportation (VDH&T) and a Traffic Advisory Committee (TAC), to identify and select a preferred plan for the off-site road improvements to Routes 123 and 193. At its October 17, 1986 meeting, the TAC reviewed and raised no objections to the final project plans. Both the VDH&T and Fairfax County concurred with the selection, as members of the TAC. Some of the major resolutions include a traffic signal at Savile Lane, additional landscaping in buffer areas, provision of a precast barrier architecturally finished on both sides, and extension of the barrier to include all homes in the Evermay development. Back-up calculations associated with the road improvements have been provided with the present submission.

Conformance with the Comprehensive Plan

The proposals are consistent with the Comprehensive Plan for the National Capital. The Federal Facilities element designates the site of the CIA for Executive Branch Administrative Facilities Principal Offices.

Conformance with the Master Plan

The proposed projects are consistent with the proposed Modification to the Master Plan for the Central Intelligence Agency, which is included for Commission action as part of this submission.

Conformance with the Federal Capital Improvements Program

The proposed projects are not included in the 1987-1991 Federal Capital Improvements Program. The Central Intelligence Agency Headquarters Consolidation project first appeared in the 1983-1987 Federal Capital Improvements Program. The CIA Headquarters Consolidation project also appeared in the 1984-1988 FCIP and included the following statement: "Funds for off-site road improvements at Route 123-Route 193 intersection are included in the overall scope of the project."

Environmental Impact

Pursuant to P.L. 91-190, the CIA has determined that an environmental impact statement is not required for the proposal. Instead, an environmental assessment prepared by the Virginia Department of Highways and Transportation has been submitted. In addition, the CIA has submitted two technical memorandums which describe the traffic effects of the proposal.

The traffic analysis, prepared by VDH&T, examines the effect of the CIA expansion on nearby roadways serving the CIA. The analysis involves determining the existing and projected traffic volumes on roadways within the study area, with and without CIA expansion. In addition, certain assumptions regarding the operating condition of the George Washington Memorial Parkway (GWMP), a major traffic carrier in the study area, are given to identify potential spillover effect on Route 123. A level-of-service (LOS) analysis is used to identify operating conditions and specific problem areas in 1986 and 2005. The overall traffic growth identified during the process of developing level-of-service

conditions is used to assess the effects of a number of alternative transportation improvements on traffic conditions.

The proposed road improvements along Route 123 consolidate intersections and essentially eliminate weaving areas both eastbound and westbound. The entrance to the CIA in the morning peak hour is projected to operate at acceptable levels (C or D) in 2005. During the evening peak hour, level-of-service is expected to be marginally acceptable or level of service "D". The GWMP and its interchange with I-495 will continue to experience major traffic congestion during the P.M. peak hour even with the proposed improvements on Route 123. The recently completed acceleration lane at the CIA/GWMP interchange and the reconstruction of the Cabin John Bridge will ease traffic flow somewhat. However, the significant amount of traffic which is projected to use the I-495/GWMP interchange during the evening rush hour and the physical constraints associated with widening the Beltway in the vicinity of the GWMP make it unlikely an improvement on the GWMP will be seen in 2005.

Regional Referral

Prior to approving the existing master plan on January 21, 1982, the Commission circulated it for regional review and comment to affected local, State and regional agencies. At that time, questions were raised about the adequacy of proposed access improvements to the site. A restudy was, therefore, initiated by the CIA in conjunction with the VDH&T and TAC, which included representatives of several McLean citizen groups (Nancy Falk and Shiva K. Pant of Fairfax County, Congressman Frank R. Wolf, State Senator Clive Duval, Fairfax Delegate Robert Andrews, and representatives of the National Park Service and this Commission).

The TAC met in a number of both formal and informal sessions to review the off-site road improvement proposals to be funded by the CIA and community concerns. At the October 17, 1986 meeting of the TAC, the final project plans were reviewed and no objections were raised. Some of the major concerns resolved in favor of the community were the inclusion of a traffic signal at Savile Lane, additional landscaping in buffer areas, provision of a precast barrier architecturally finished on both sides, and extension of the barrier to include all homes in the Evermay development. Both VDH&T and Fairfax County approved the plans as part of the TAC review and indicated the Commission need not circulate the proposed plans to them for another review.

The proposed plans were transmitted to the Metropolitan Washington Council of Governments and the Northern Virginia Planning District Committee on November 13, 1986, for review and comment with a request for a waiver of the usual 60-day review period because VDH&T is to advertise for bids in mid-November and award a construction contract in January. No comments have been received from either reviewing agency as of this time.

Historic Preservation

The General Services Administration and the Central Intelligence Agency have determined that the proposals are not subject to Section 106 of the National Historic Preservation Act of 1966, as amended.

Evaluation

No major issues are raised by the final site development plans for the off-site road improvements contained in the submission. During the course of the preparation of the project plans, the CIA has effectively responded to all of the concerns and recommendations of the Commission regarding the project plans. As noted, the final plan for the off-site road improvements is consistent with the proposed modification to the master plan which includes improvements to the CIA main entrance.

The CIA has worked extensively with the Virginia Department of Highways and Transportation, the Traffic Advisory Committee, which included representatives of several citizen groups, and the Commission staff to identify a plan that satisfies all concerns to the extent possible. The proposed improvements have been approved by Fairfax County.



CENTRAL INTELLIGENCE AGENCY

Master Development Plan and Environmental Assessment

NCPC F Nos. MP91 and 2303

Page 7

PROPOSED SITE F PHASING

Stidmore, Oring & M
Dames & Moore
JHK & Associates
Cervantes & Associate

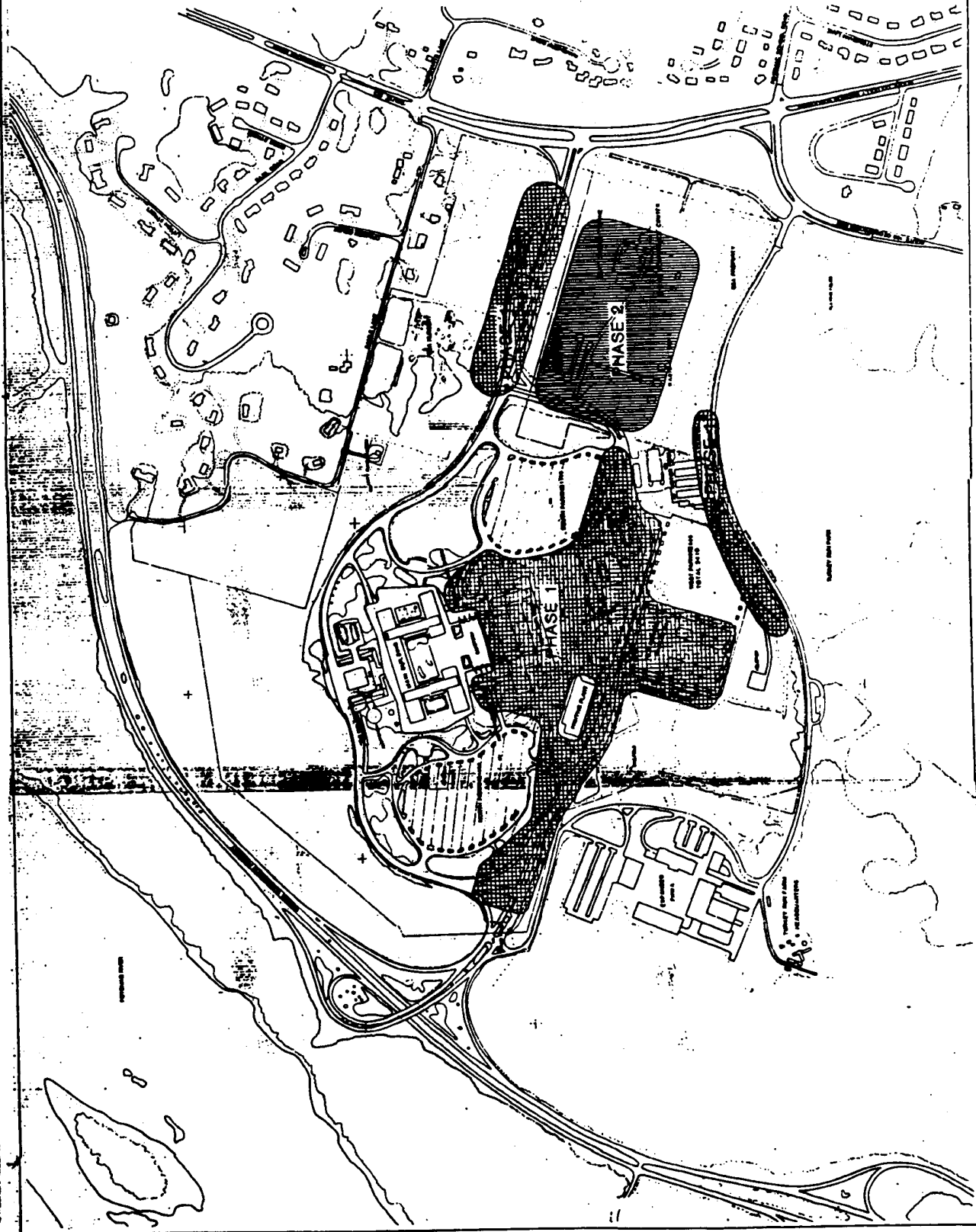
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CIA District of Columbia & Environmental Assessment Unit



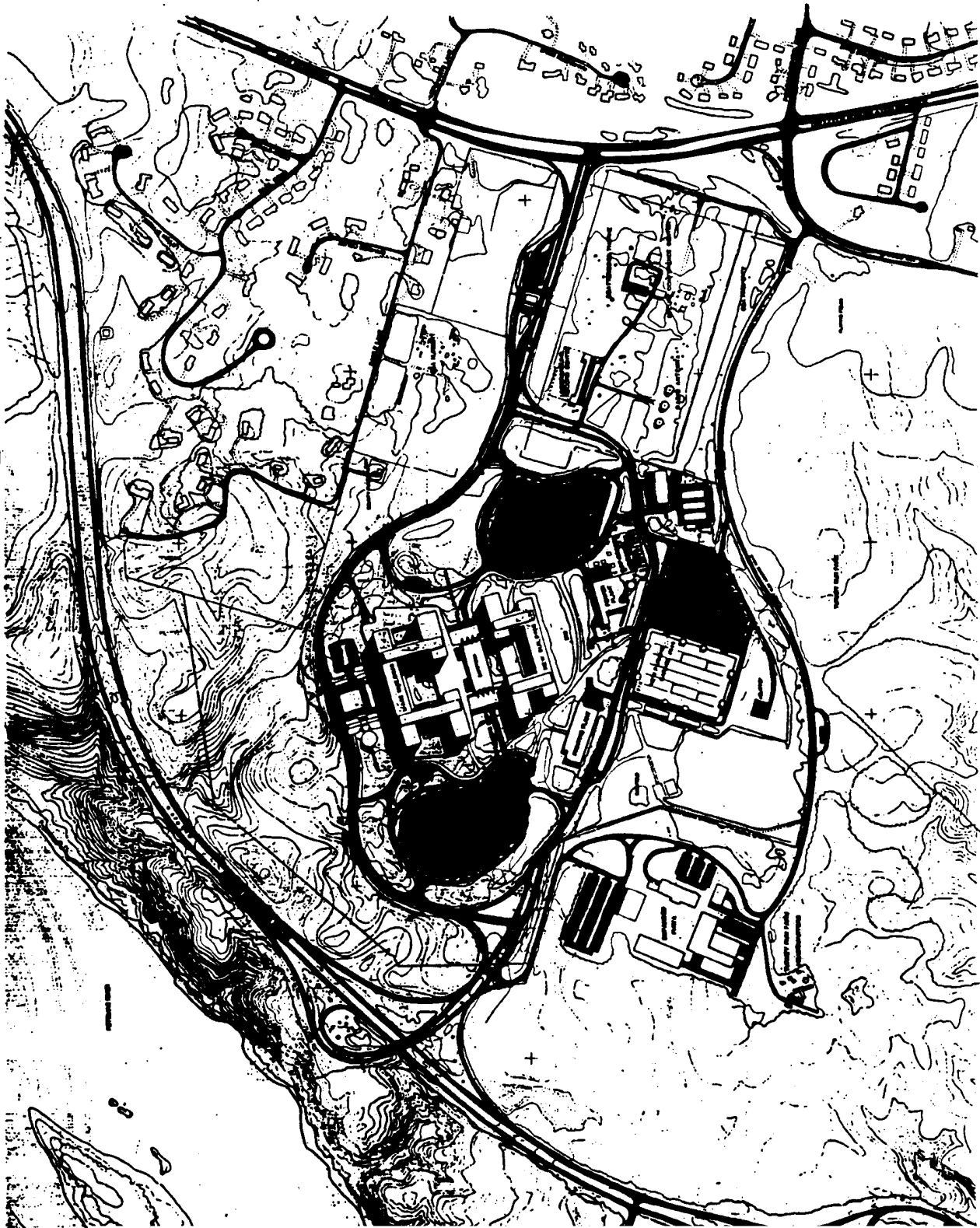
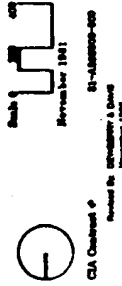
CENTRAL INTELLIGENCE AGENCY

Master Development Plan and Environmental Assessment

PROPOSED SITE PLAN

Stidmore, Orvino & Merrill
Dames & Moore
JTK & Associates
Corrigan & Associates, P.C.

M-2



CENTRAL INTELLIGENCE AGENCY

Master Development Plan and Environmental Assessment

NCPC F : Nos. MP91 and 2303
Page 10

PROPOSED SITE P.

LAND USE

- ADMINISTRATION
- RESEARCH
- LOW DENSITY RESIDENTIAL
- SERVICE & STORAGE
- RECREATION
- BUFFER
- SURFACE PARKING
- STRUCTURED PARKING

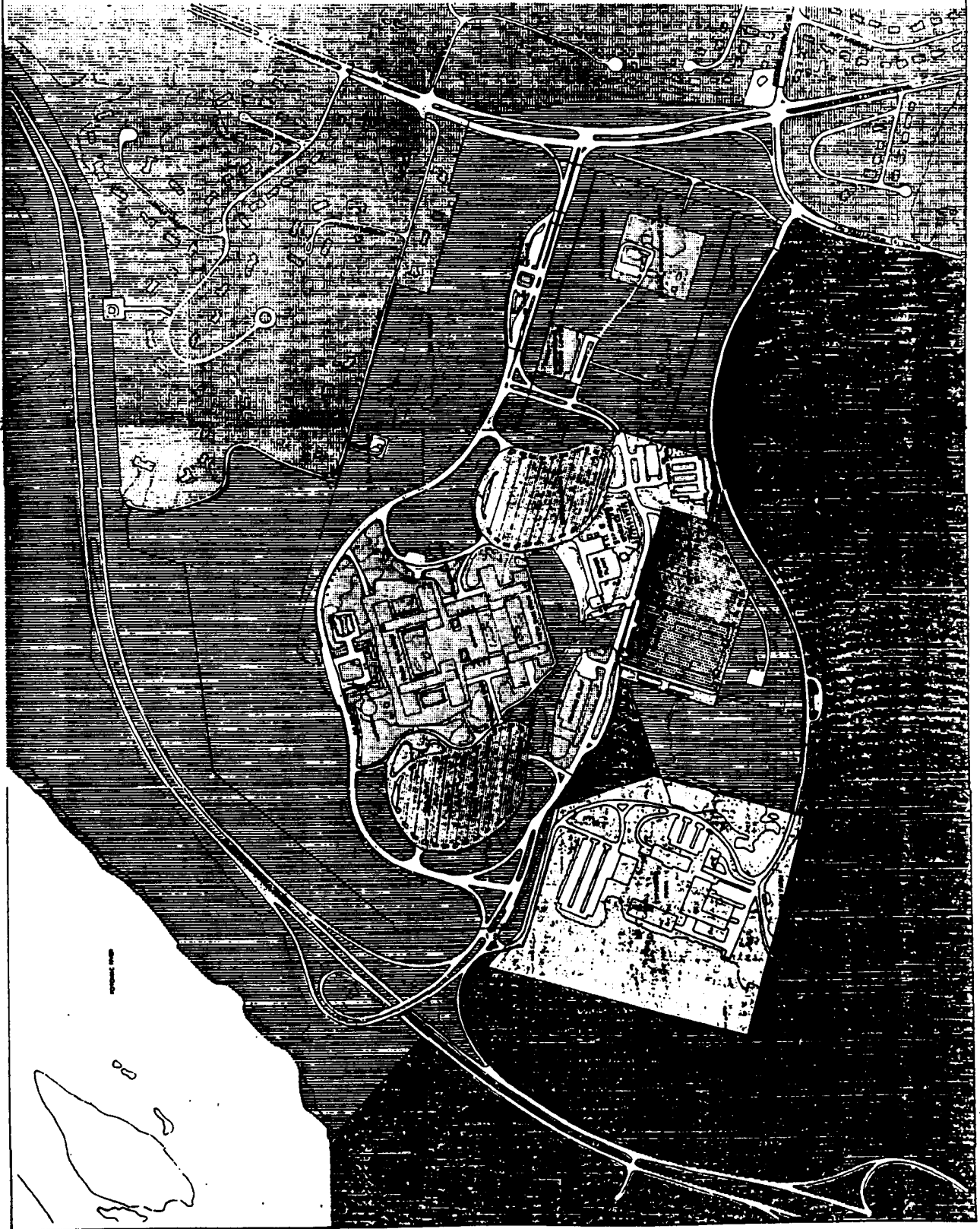
Stidmore, Owings & Merrill
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JHK & Associates
Cervantes & Associates

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CIA Contract # 81-
Approved by: [Signature] & Date
November 1988



**CENTRAL
INTELLIGENCE
AGENCY**

**Master
Development
Plan
and
Environmental
Assessment**

NCPC F1. Nos. MP91 and 2303
Page 11

**PROPOSED SITE PLAN
NATURAL FEAT**

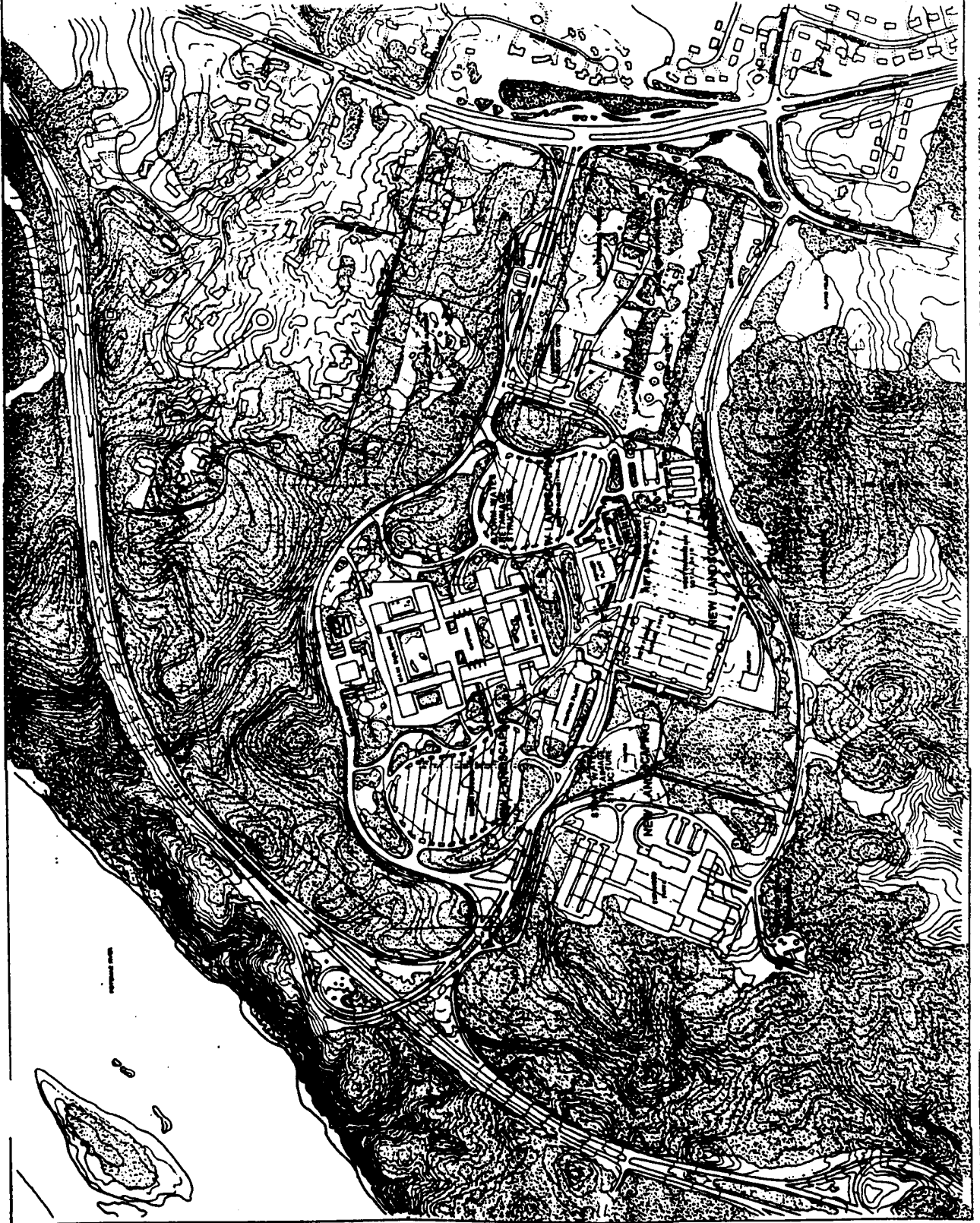
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CIA Contract #
Revised for
November 1988



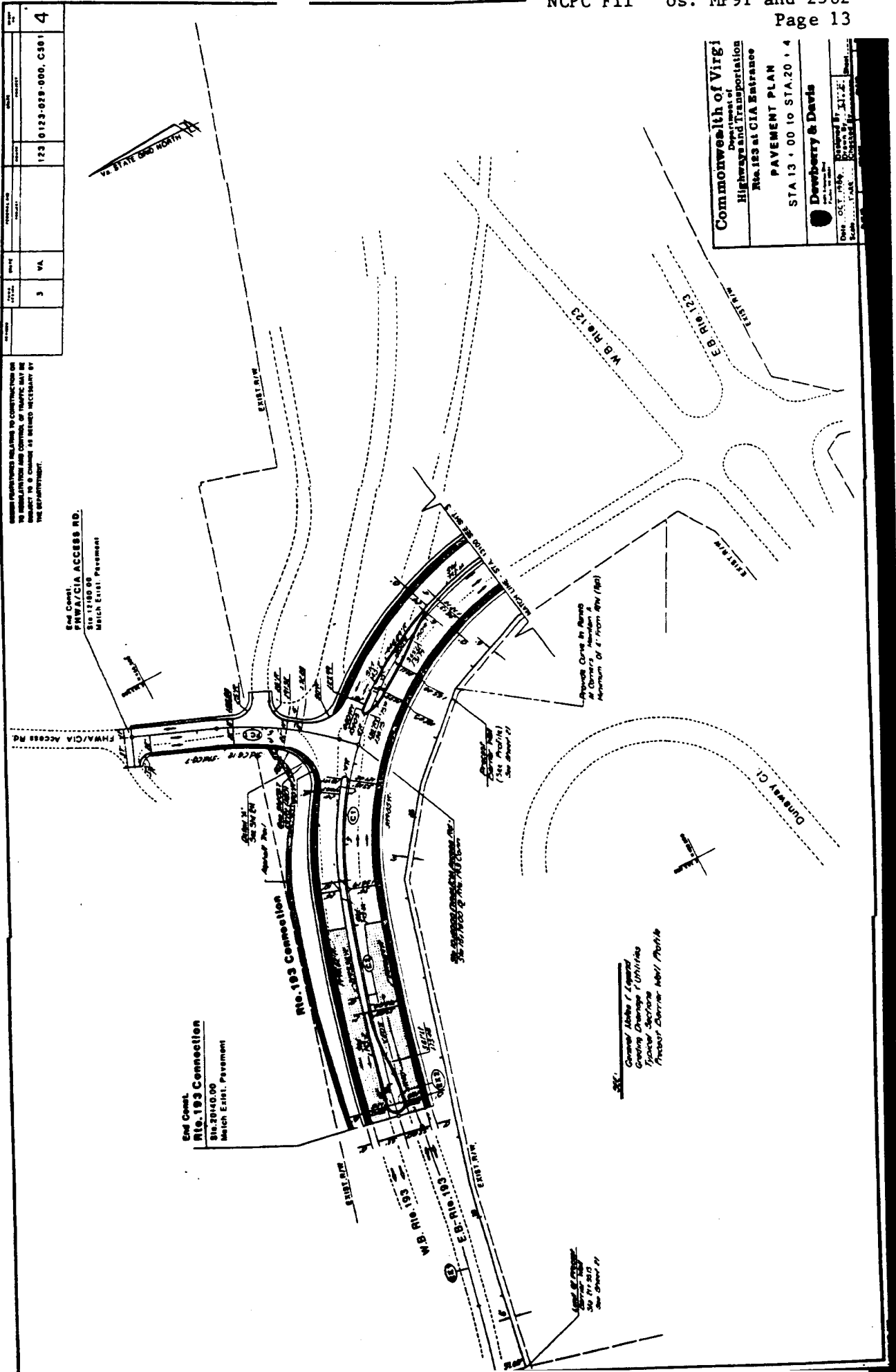
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End Const.
 FHWA/CIA ACCESS RD.
 Sta 12180.00
 Match Exist. Pavement

End Const.
 Rte. 193 Connection
 Sta 20140.00
 Match Exist. Pavement

Commonwealth of Virginia
 Department of
 Highways and Transportation
 Rte. 123 at CIA Entrance
 PAVEMENT PLAN
 STA 13 + 00 TO STA. 20 + 4
 Dawberry & Davis
 Date: OCT. 1966
 Scale: 1" = 40'



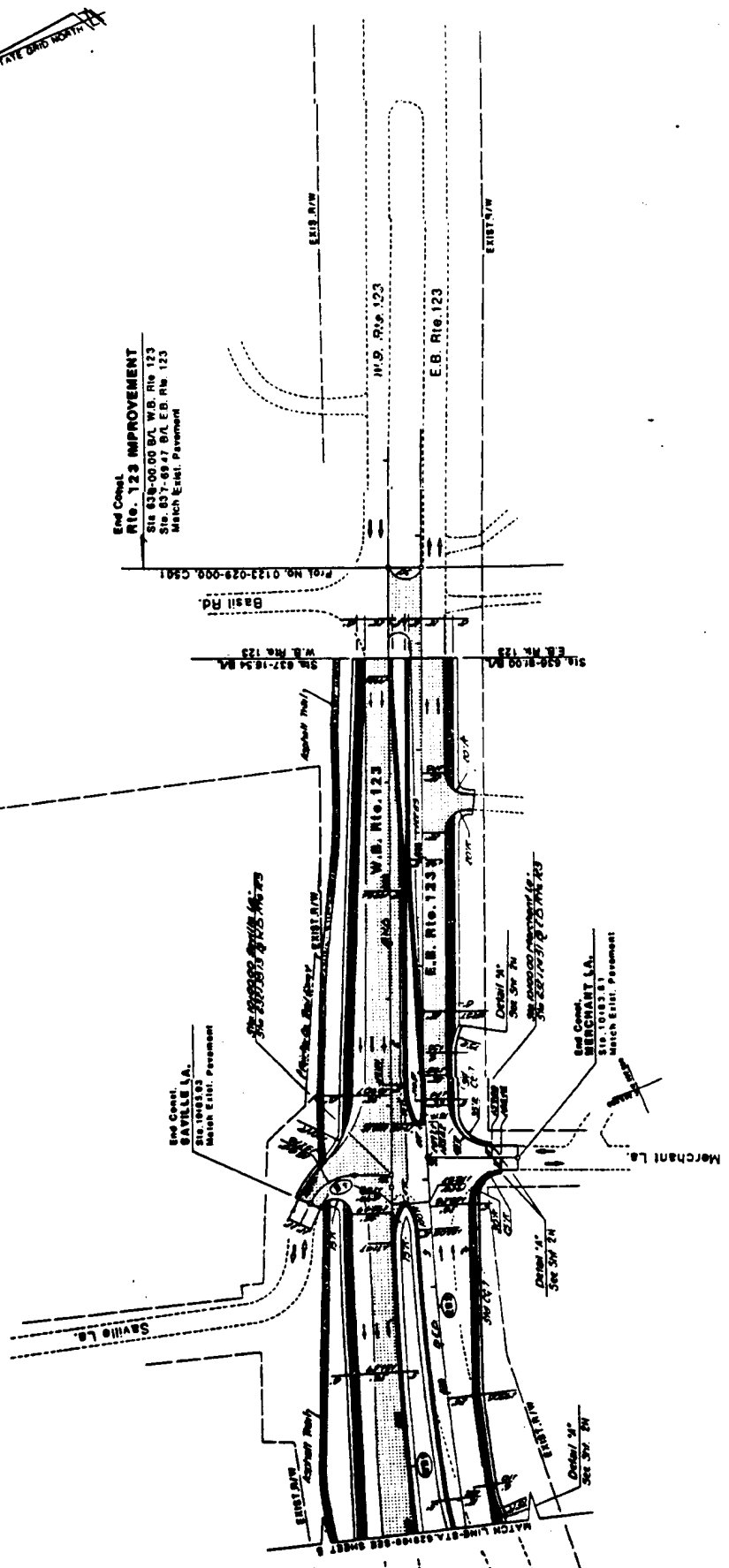
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 Department of
 Highways and Transportation
 Rte. 123 at CIA Entrance
PAVEMENT PLAN
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Dewberry & Davis
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VA STATE GRID NORTH



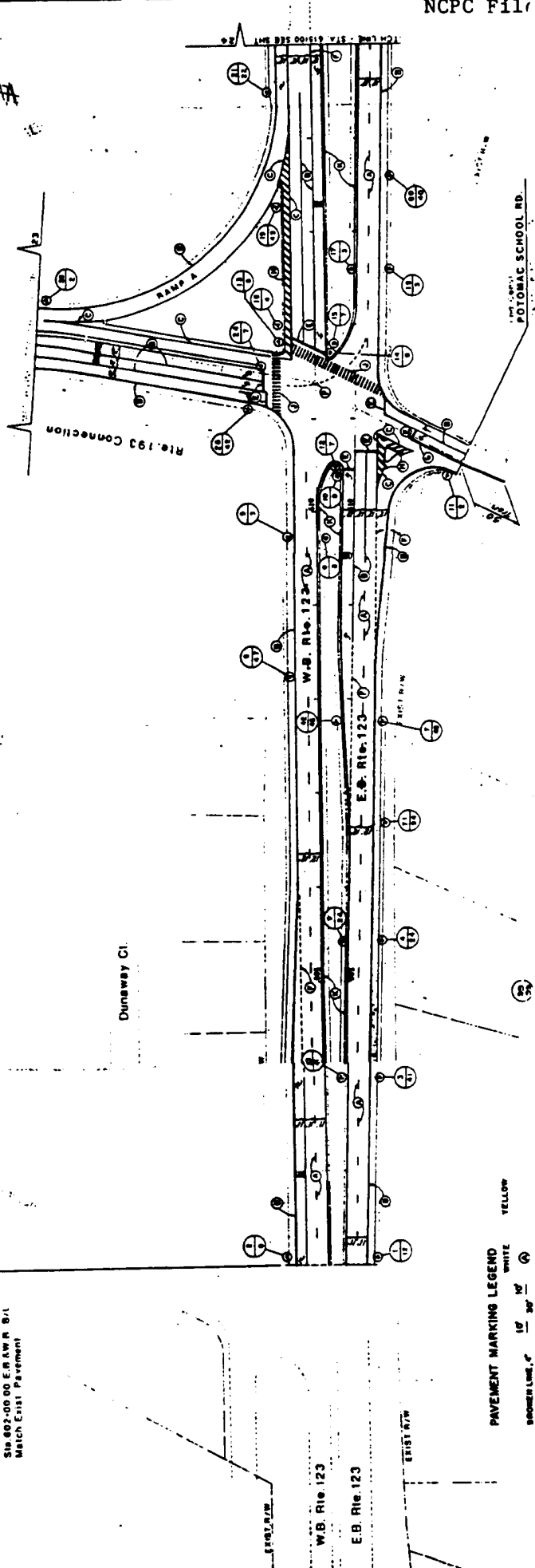
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 Grading Change & Utilities Plan
 Typical Section

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DESIGNER'S LIABILITY IN CONNECTION WITH THIS DRAWING AND CONTRACT IS LIMITED TO THE CONTRACT AS SET FORTH IN THE AGREEMENT.

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| 5001 | SPRINT | SF | 674 |
| 5002 | SPRINT | SF | 215 |
| 5003 | SPRINT | SF | 15,000 |
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| 5005 | SPRINT | SF | 1,500 |
| 5006 | SPRINT | SF | 1,500 |
| 5007 | SPRINT | SF | 1,500 |
| 5008 | SPRINT | SF | 1,500 |
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 Match East Pavement



PAVEMENT MARKING LEGEND

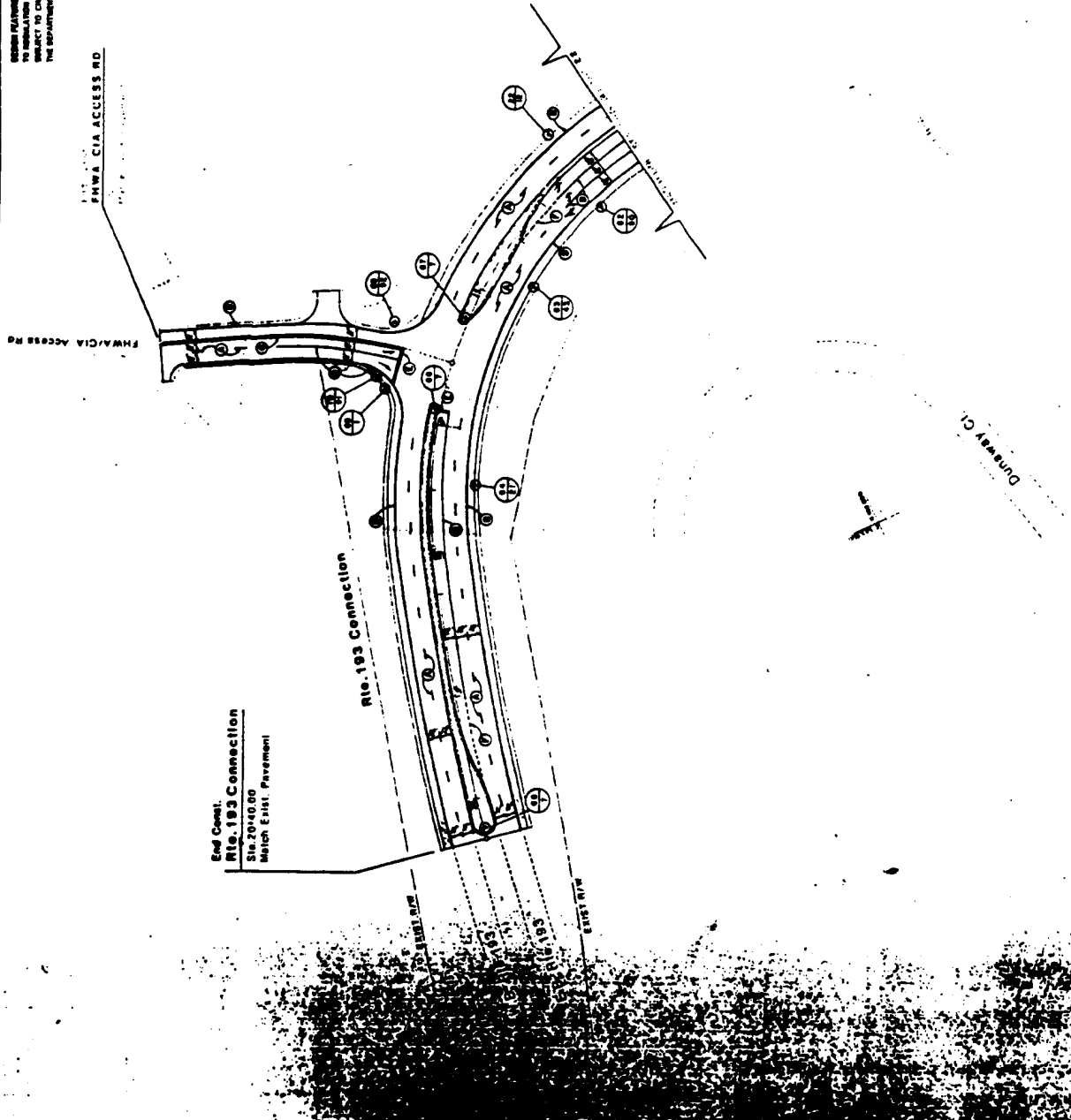
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| DOTTED LINE, 6" | WHITE | 1/2" W | 1/2" A |
| DOUBLE SOLID LINE | WHITE | 1/2" W | 1/2" A |
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| WORK WHITE | WHITE | 1/2" W | 1/2" A |
| CROSSWALK | WHITE | 1/2" W | 1/2" A |
| ARROWS, WHITE | WHITE | 1/2" W | 1/2" A |

Commonwealth of Virginia
 Department of
 Highways and Transportation
 Rte. 123 at CIA Entrance
 Signing and Pavement
 Marking Plan

Dewberry & Davis
 Date: Oct 1956
 Drawn by: J.A.
 Checked by: J.A.
 Scale: 1" = 30'

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DESIGNER'S OFFICE IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION AND DATA ON WHICH THIS PLAN IS BASED. THE USER SHALL BE RESPONSIBLE TO CHECK IT BEFORE RECEIVING IT BY THE DEPARTMENT.



End Conn.
Rte. 193 Connection
Sta. 20+40.00
Match Exst. Pavement

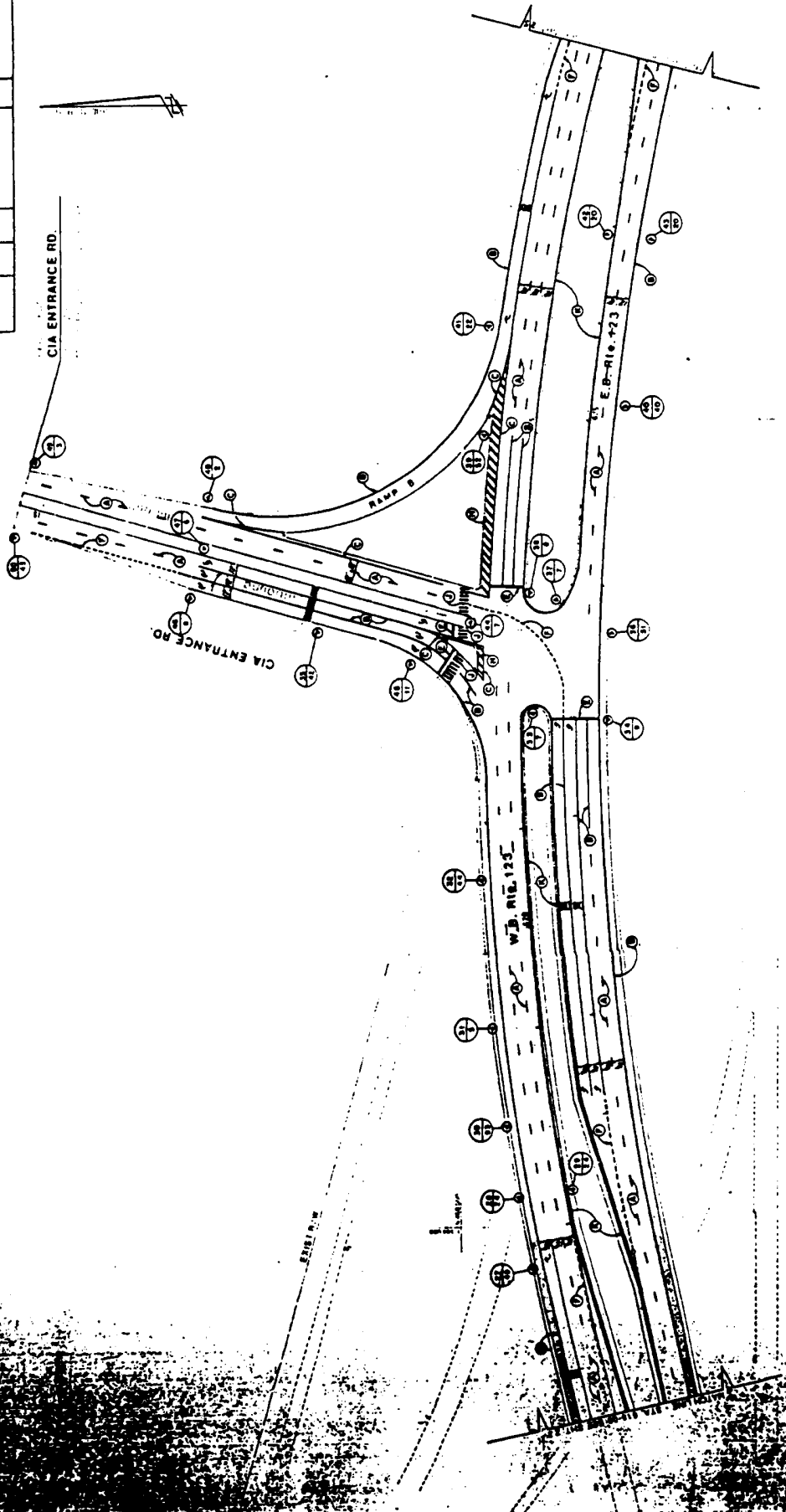
Commonwealth of Virginia
Department of
Highways and Transportation
Rte. 193 at CIA Entrance
SIGNING & PAVEMENT
MARKING PLAN

Dewberry & Davis

Date: 11/17/88
Scale: 1" = 50'

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DESIGNER'S NOTE: THE CONTRACTOR IS TO VERIFY THE LOCATION AND CORNER OF THE EXISTING ROAD AND TO CORRECT AS NECESSARY BY THE DEPARTMENT.



Commonwealth of Virginia
 Department of Transportation
 Rte. 123 at CIA Entrance
 SIGNING & PAVEMENT
 MARKING PLAN

Dewberry & Davis

Date: OCT 1960
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 Checked by: J.C.
 Sheet: 24 of 24

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| STATE | VA |
| COUNTY | |
| SECTION | |
| POST-MILE | |
| PROJECT NAME | |

DESIGN PROVIDED SUBJECT TO CONSTRUCTION BY THE CONTRACTOR AND CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES AT ALL TIMES DURING THE CONSTRUCTION PERIOD.

VA STATE ROAD NORTH

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 Sta. 530+16 TO STA. 530+123
 Match East Pavement

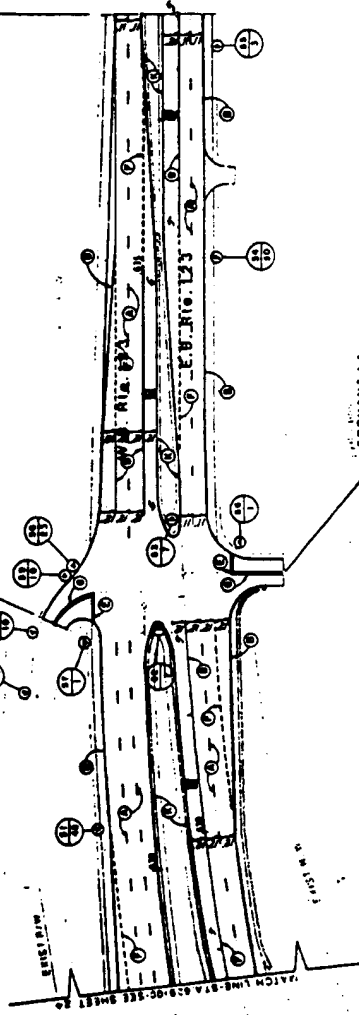
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Saville La

SAVILLE LA

MERCHANT LA

MERCHANT LA



Commonwealth of Virginia
 Highways and Transportation
 Rte. 123 at CIA Entrance
SIGNING & PAVEMENT
MARKING PLAN

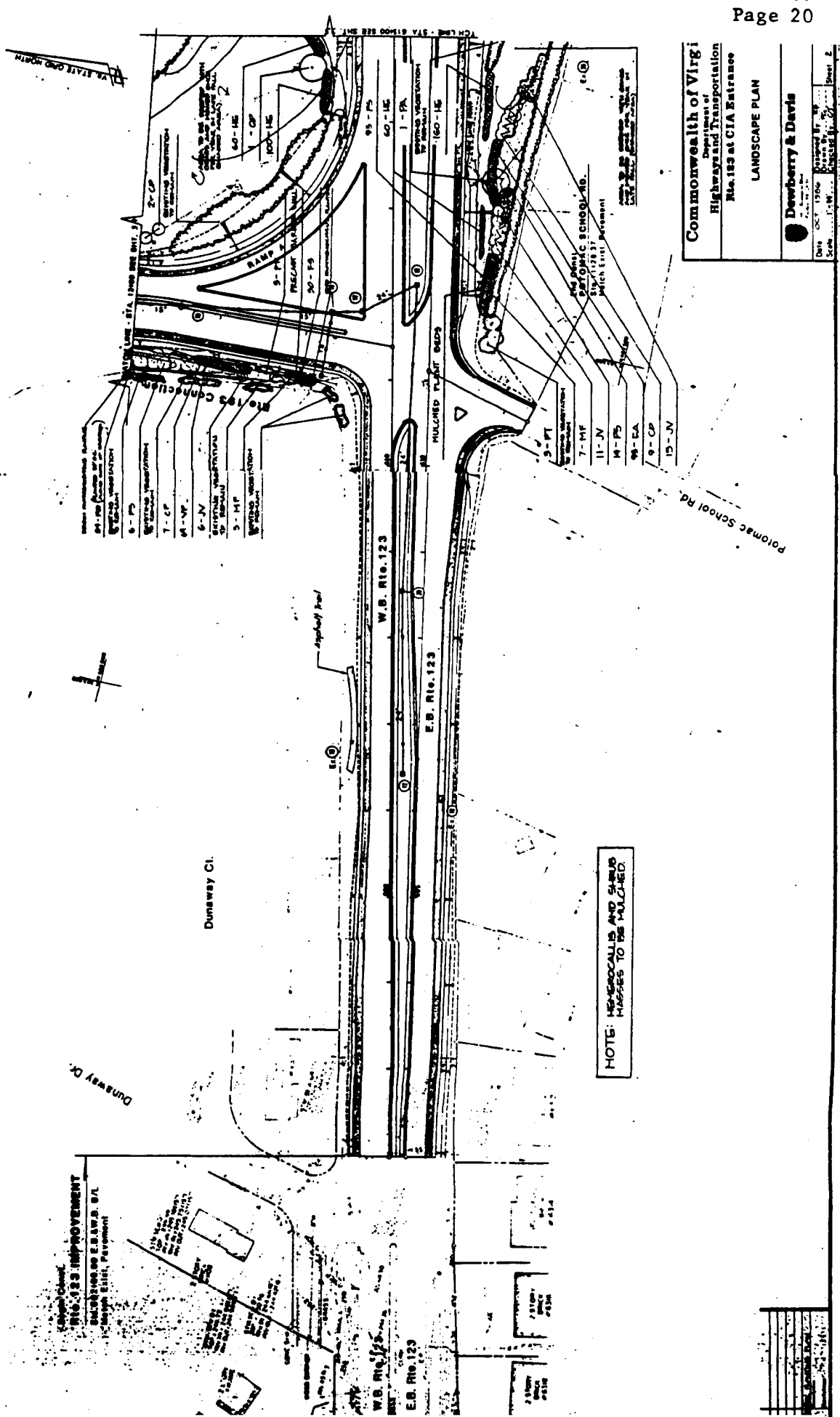
Dewberry & Davis

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Checked by: L.A.S.
 Project No.: 125
 Sheet No.: 19

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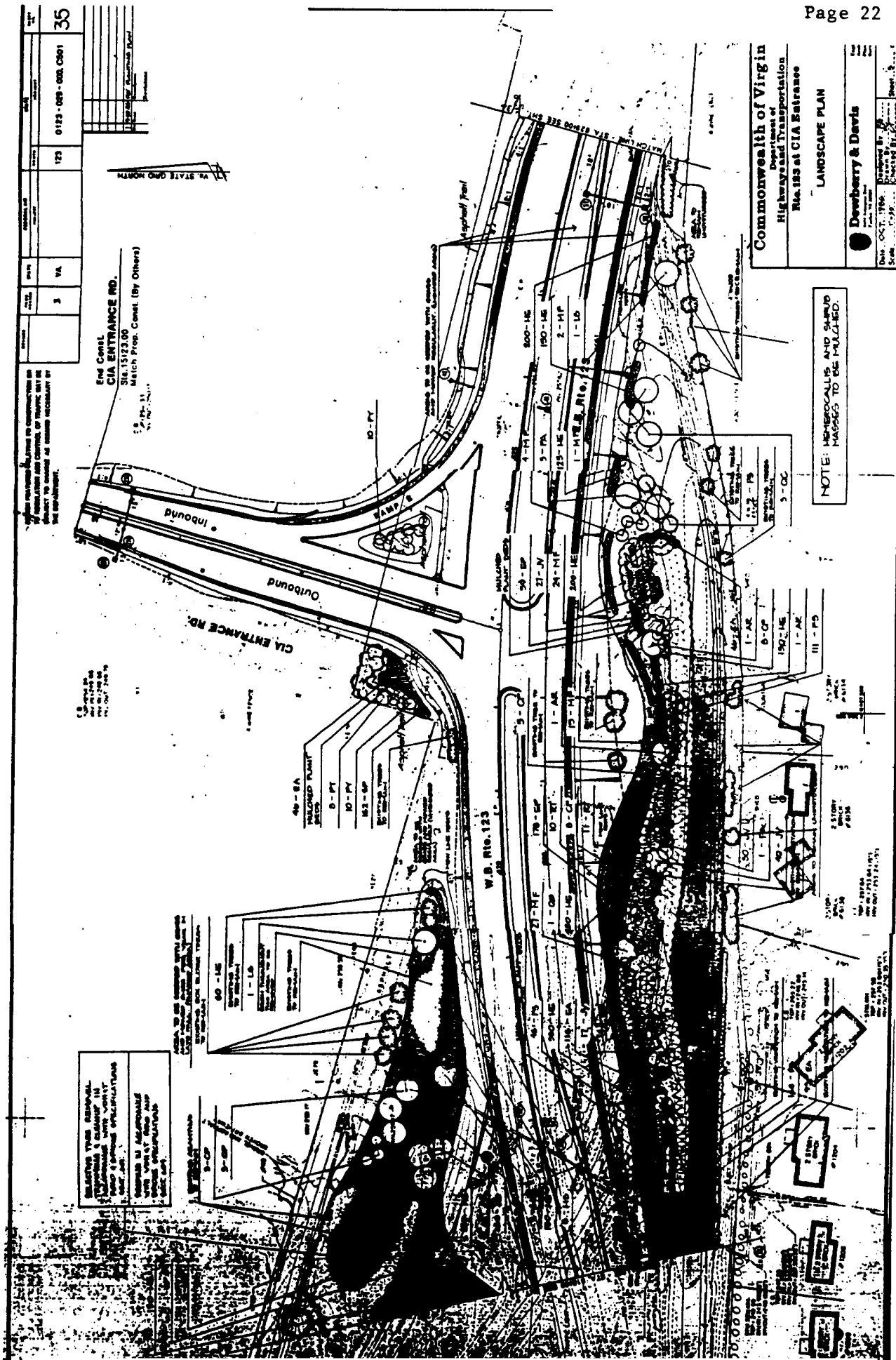
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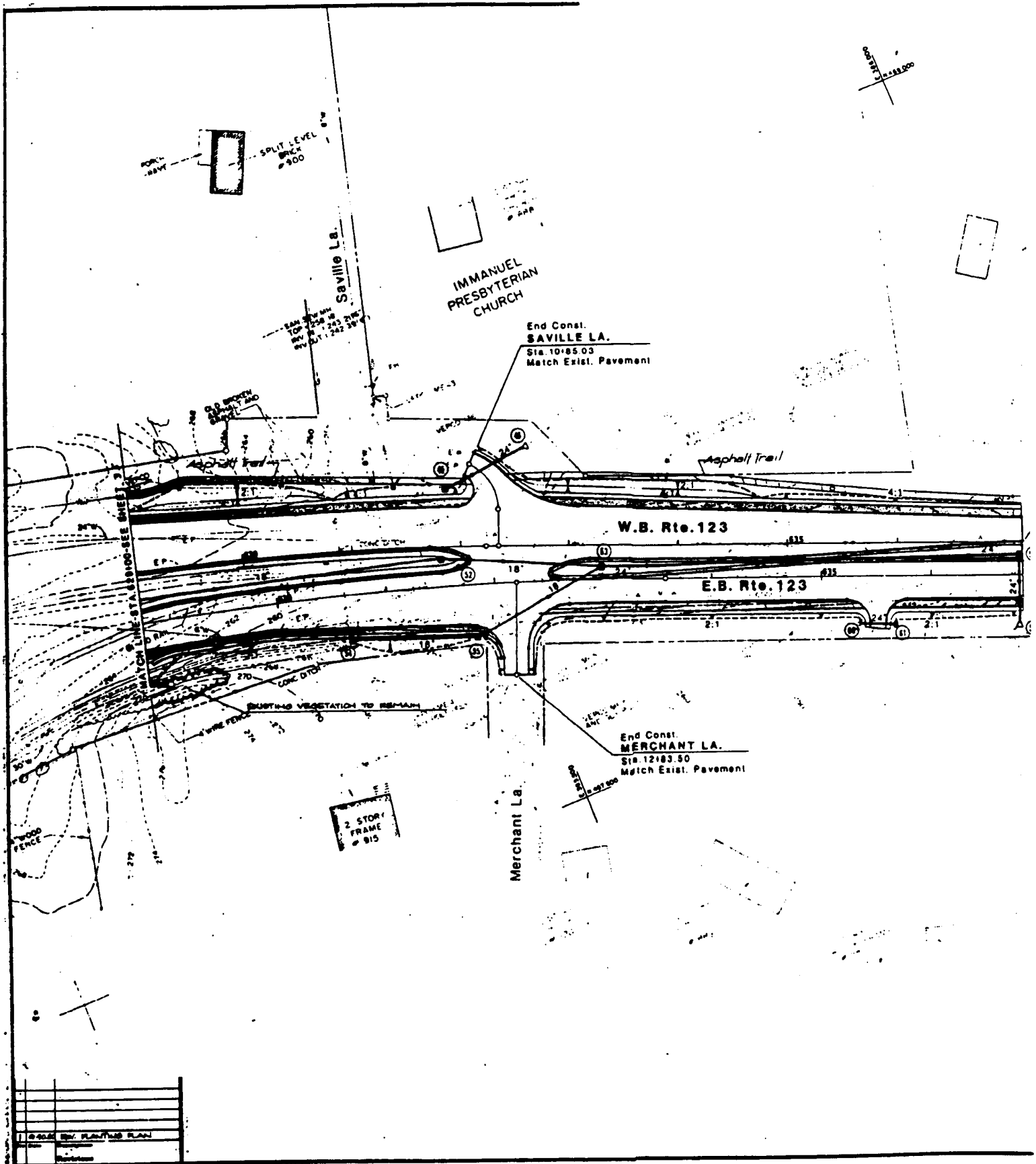


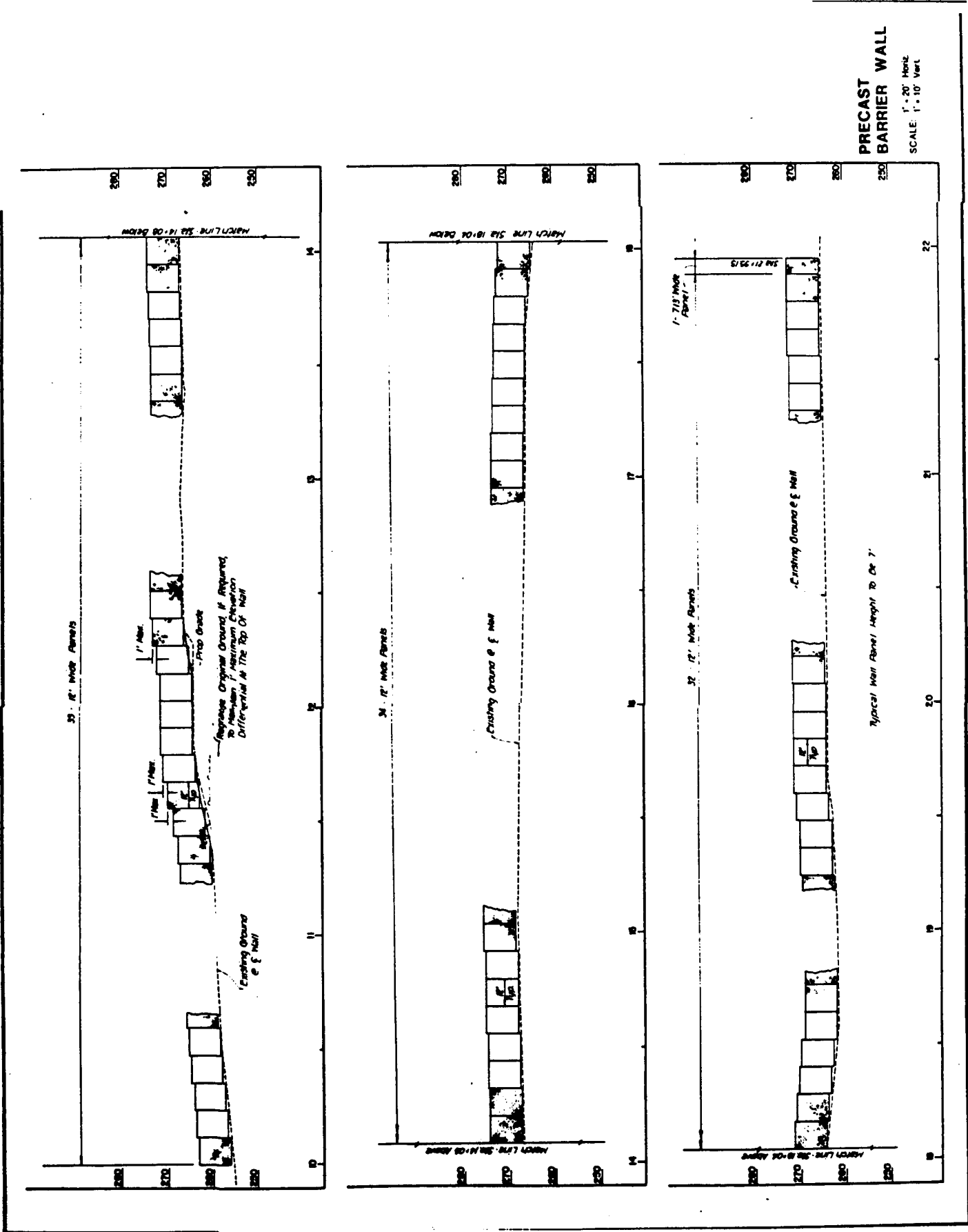
Commonwealth of Virginia
 Department of
 Highways and Transportation
 Sta. 123 at CIA Entrance
 LANDSCAPE PLAN

Dewberry & Davis
 Landscape Architects
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 1956 ...
 Scale: 1" = 10'

NOTE: HEMEROCALLIS AND SARUM MASSSES TO BE MULCHED.







PRECAST BARRIER WALL
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1" = 10' Vert