

/25/86

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

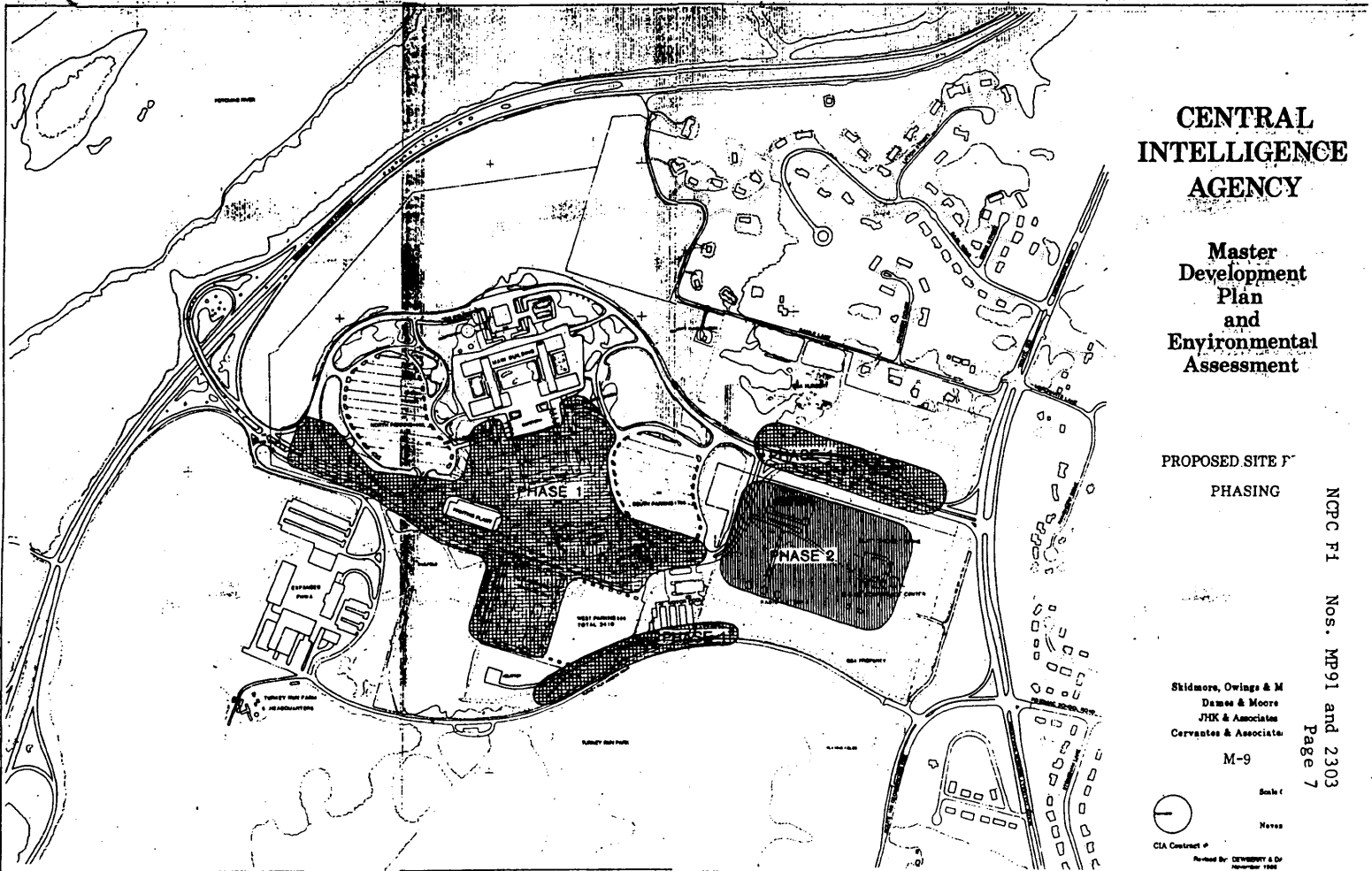
The General Services Administration and the Central Intelligence Agency have determined that the proposals are not subject to Section 106 of the National Historic Preservation Act of 1966, as amended.

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**

PROPOSED SITE PLAN  
PHASING

NPCFC F1 Nos. MP91 and 2303  
Page 7

Skidmore, Owings & M  
Dames & Moore  
JHK & Associates  
Cervantes & Associates  
M-9

Scale:  
North  
CIA Contract #  
Revised by: DEWEY & D  
November 1988

**CENTRAL INTELLIGENCE AGENCY**

**Master Development Plan and Environmental Assessment**

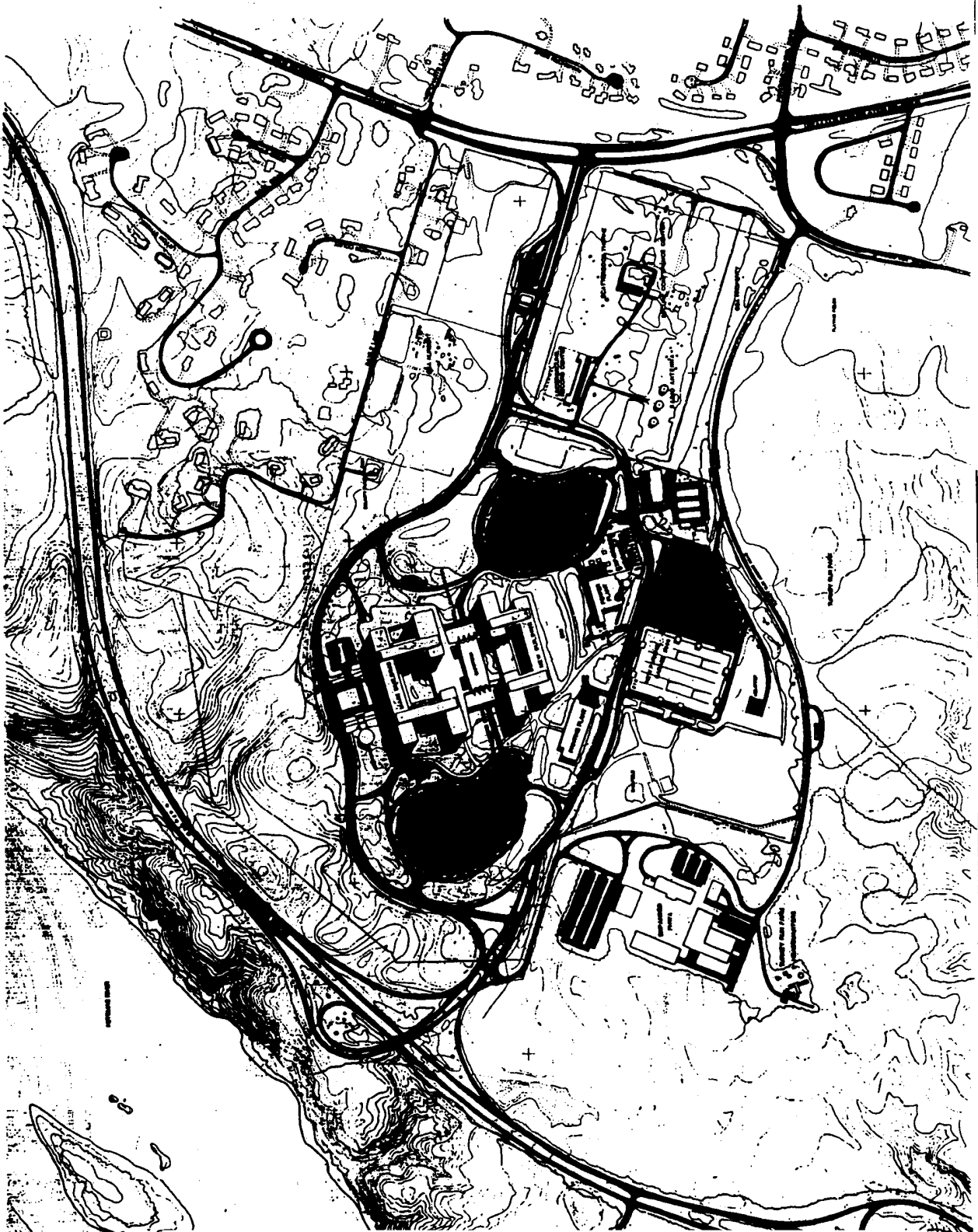
**PROPOSED SITE PLAN**

Stidmore, Owings & Merrill  
Dames & Moore  
JHK & Associates  
Carruttes & Associates, P.C.

M-2



Scale  
November 1981  
SI-148800-000  
Revised By: CARRUTTES & ASSOCIATES, P.C.  
November 1981





# CENTRAL INTELLIGENCE AGENCY

## Master Development Plan and Environmental Assessment

### PROPOSED SITE P TRAFFIC FLOW

LEGEND	
P	PROPOSED SITE P
CIA	EXISTING CIA TRAFFIC
	PEAK HOUR TRAFFIC
	DATE TOTAL 1980

LEGEND	
CIA	EXISTING CIA TRAFFIC
	PEAK HOUR TRAFFIC
	DATE TOTAL 1980

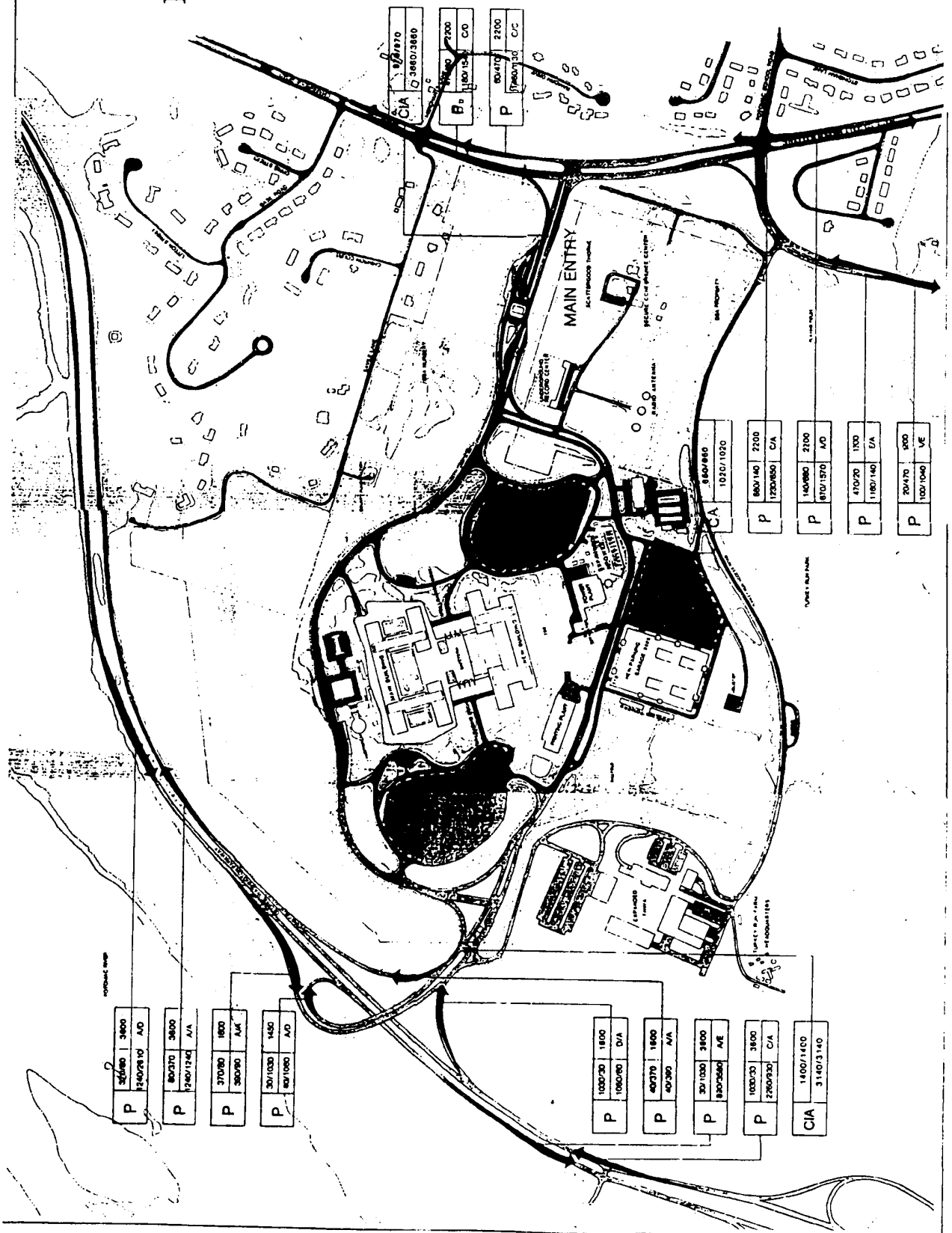
\* SPECIALIZED INTERSECTION

Shidmore, Owings & Merrill  
James & Moore  
JHK & Associates  
Cervantes & Associates,

M-4

Scale 0  
North

CIA Contract #  
Prepared by: DEWINTER, DIVE  
September 1980



P	32/380	3600
	1340/210	A/D
P	80/370	3600
	1280/1240	A/A
P	370/80	1800
	380/90	A/A
P	30/1030	1450
	80/1000	A/D

P	1000/30	1800
	1000/80	D/A
P	40/370	1800
	40/390	A/A
P	30/1030	3800
	80/2580	A/E
P	1000/30	3600
	2280/930	C/A
CIA	1400/1400	
	3160/3160	

P	80/470	2200
	180/10	C/C
P	80/470	2200
	180/10	C/C

CIA	840/880	1020/1020
P	800/140	2200
	1000/850	C/A
P	140/880	2100
	810/1370	A/D
P	410/20	1300
	1180/140	D/A
P	204/70	1900
	100/1040	V/E

# CENTRAL INTELLIGENCE AGENCY

## Master Development Plan and Environmental Assessment

### PROPOSED SITE PLAN

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

Shidmore, Oringer & Mer  
Dames & Moore  
JHK & Associates  
Cervantes & Associates,

M-1

Scale 1" = 100' Feet  
November 1968

CIA Contract # 81-  
Prepared by DEWNEY & DAVIS  
November 1968



# CENTRAL INTELLIGENCE AGENCY

## Master Development Plan and Environmental Assessment

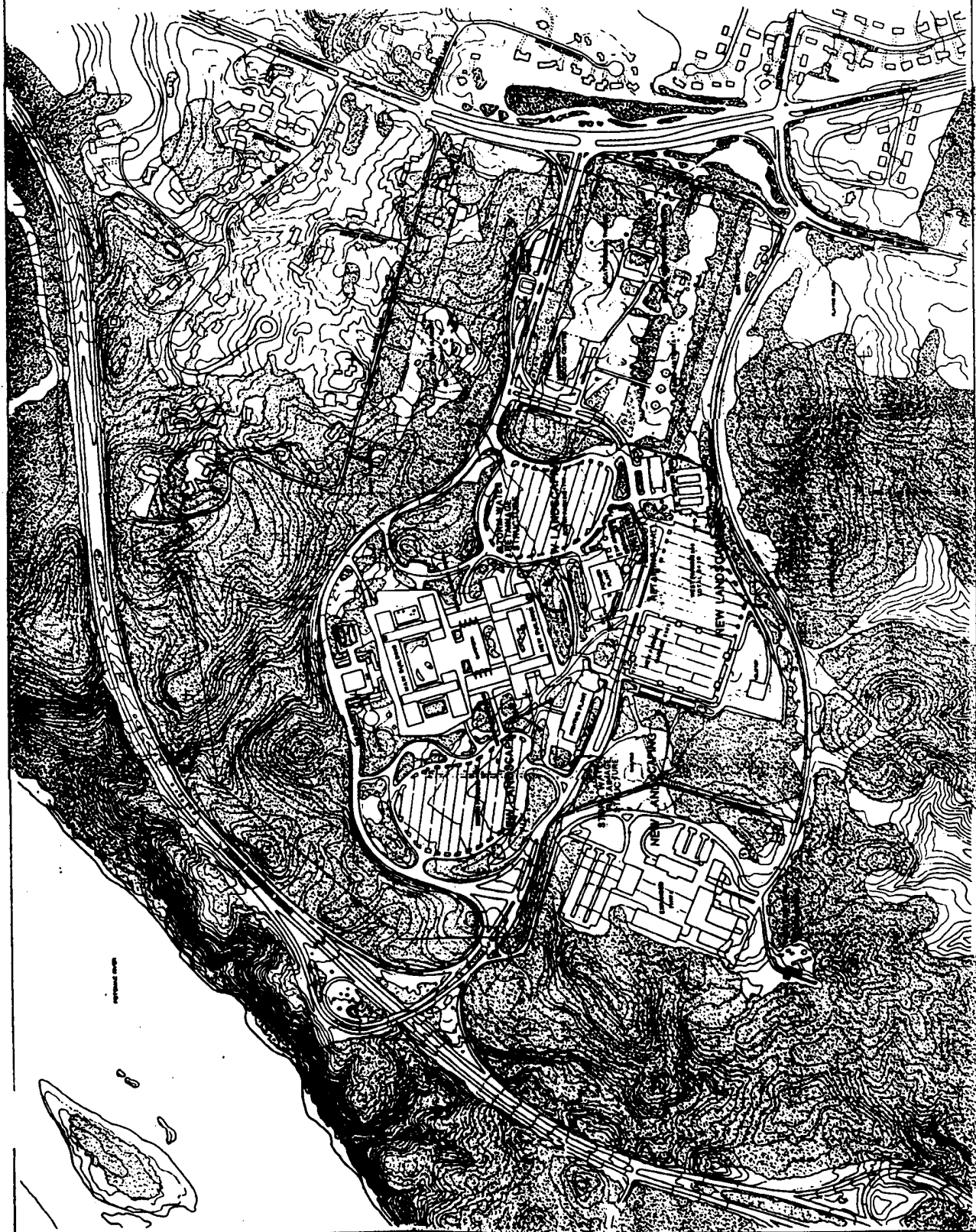
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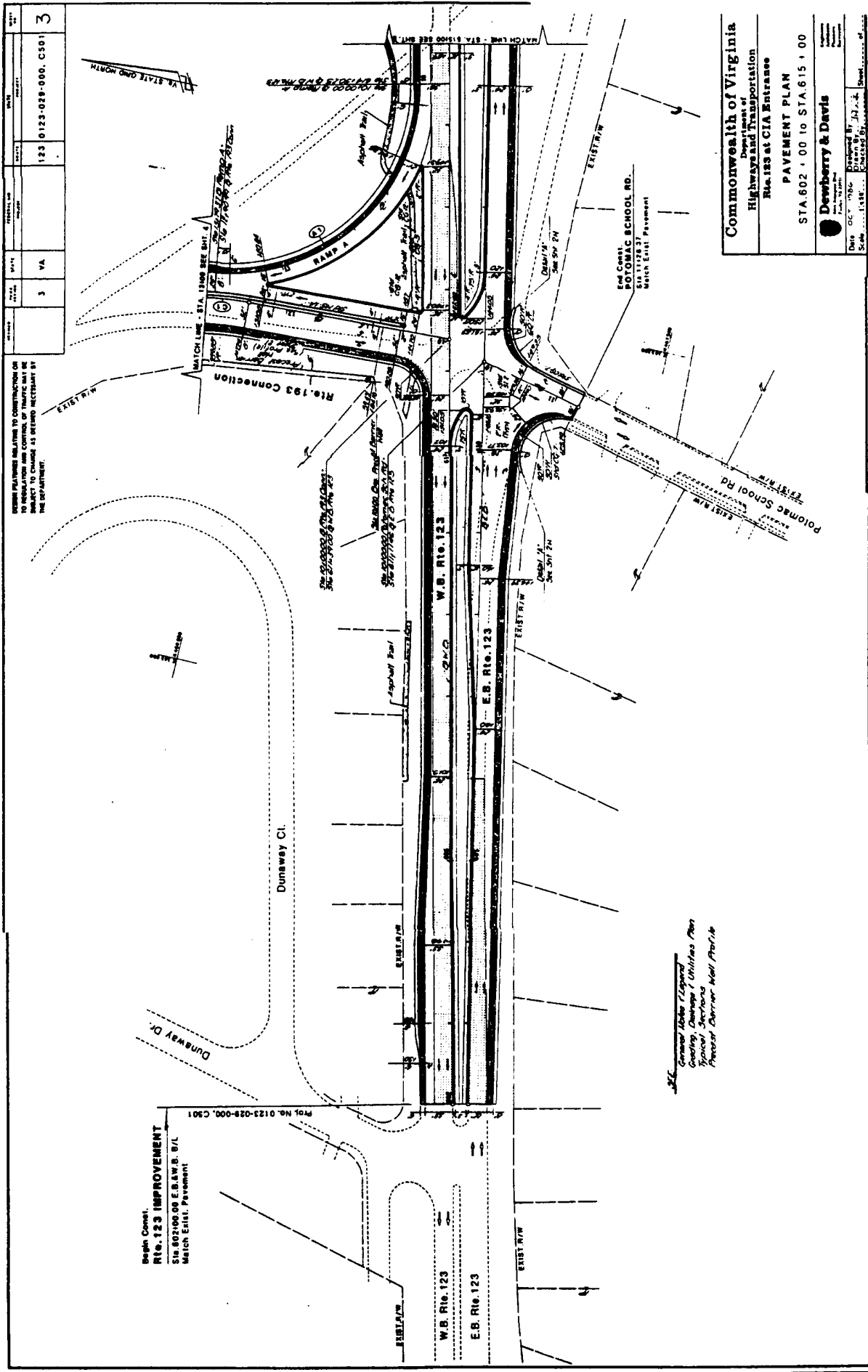
Skidmore, Owings & Merrill  
Dames & Moore  
JHK & Associates  
Cervantes & Associates

M-5

Scale 0  
North

CIA Contract #  
Revised By: [illegible] 1/01  
November 1988



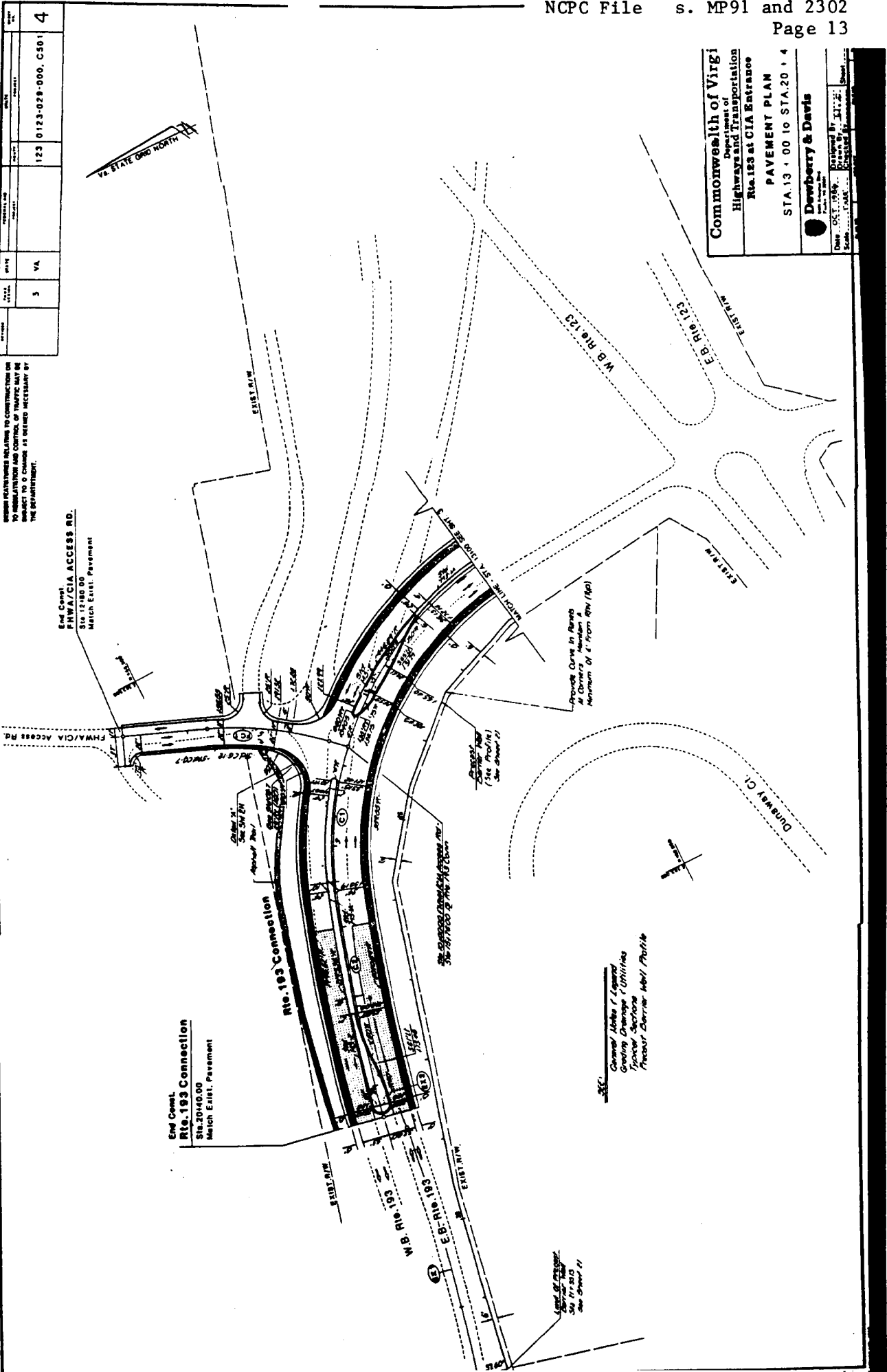


Commonwealth of Virginia  
 Highway and Transportation  
 Rte. 123 at CIA Entrance  
 PAVEMENT PLAN  
 STA. 802 + 00 TO STA. 615 + 00  
 Dewberry & Davis  
 Date: 05/11/88  
 Drawn By: J.N.A.  
 Scale: 1" = 40'

DESIGN PAVEMENT RELATIVE TO CONSTRUCTION OR  
 RECONSTRUCTION OF THE ROADWAY SHALL BE  
 SUBJECT TO CHANGE AS REQUIRED IN ACCORDANCE WITH  
 THE DEPARTMENT.

PROJECT NO.	123 0123-028-000, CS01
DATE	3 VA
SCALE	3

General Notes (Legend)  
 Grading, Drainage & Utilities Plan  
 Typical Sections  
 Precast Concrete Wall Profile



NO. OF SHEETS	3	NO. OF SHEETS	4
NO. OF SHEETS	3	NO. OF SHEETS	4
NO. OF SHEETS	3	NO. OF SHEETS	4
NO. OF SHEETS	3	NO. OF SHEETS	4

Commonwealth of Virginia  
 Department of Highways and Transportation  
 Rte. 193 at CIA Entrance  
 PAVEMENT PLAN  
 STA. 13 + 00 TO STA. 20 + 4

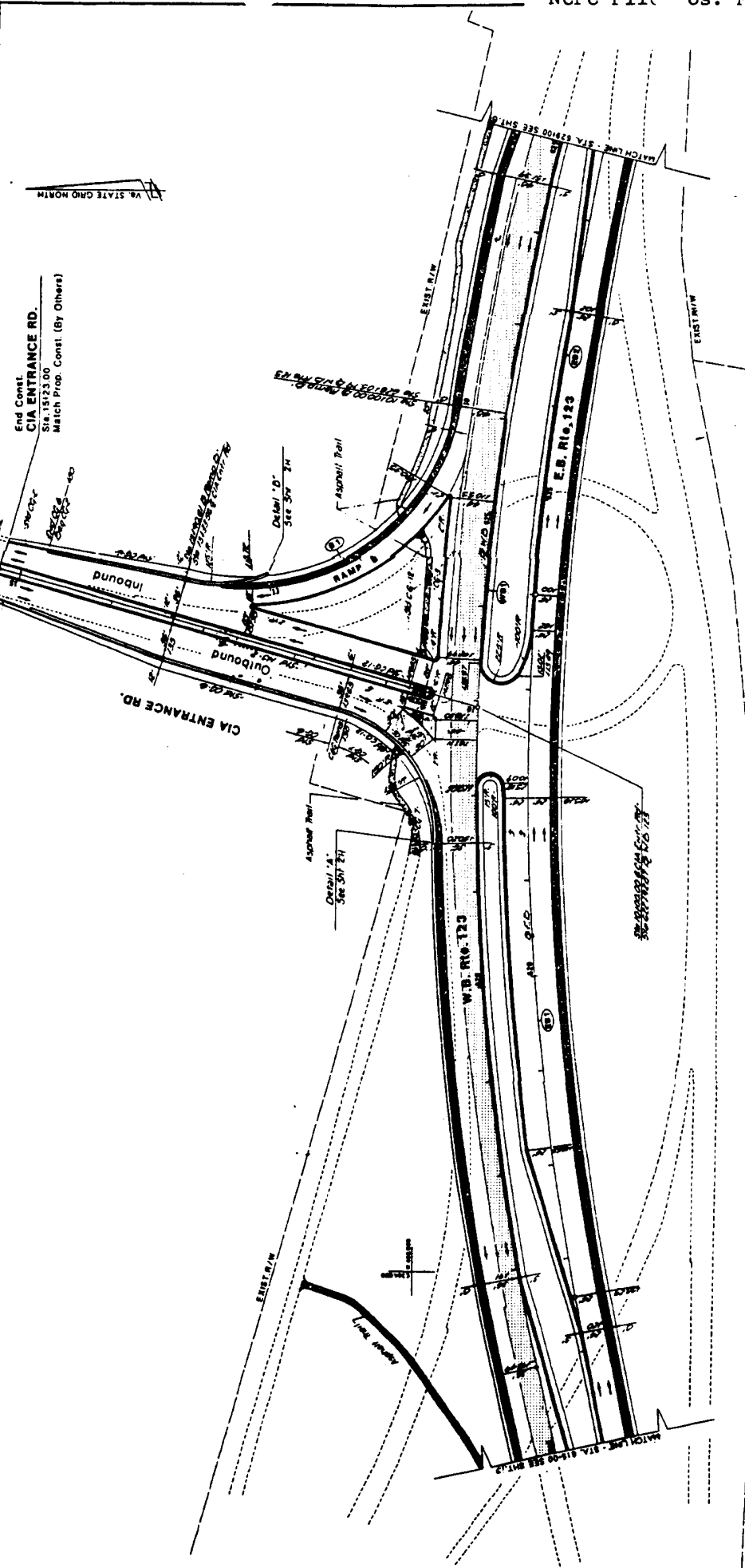
Dewberry & Davis  
 Prepared By: J.L.D.  
 Date: OCT. 1986  
 Scale: 1" = 40'

PROJECT NO.	123	0123-029-000, C301	5
DATE	3	VA	

REFER TO SHEETS RELATIVE TO CONSTRUCTION OF THIS ROAD TO BE CONSTRUCTED BY THE CONTRACTOR TO BE AWARD TO CONTRACT TO COMPLY AS REQUIRED NECESSARY BY THE DEPARTMENT.

End Const.  
CIA ENTRANCE RD.  
Sta. 15123.00  
Match Prop. Const. (By Others)

VA STATE GRID NORTH

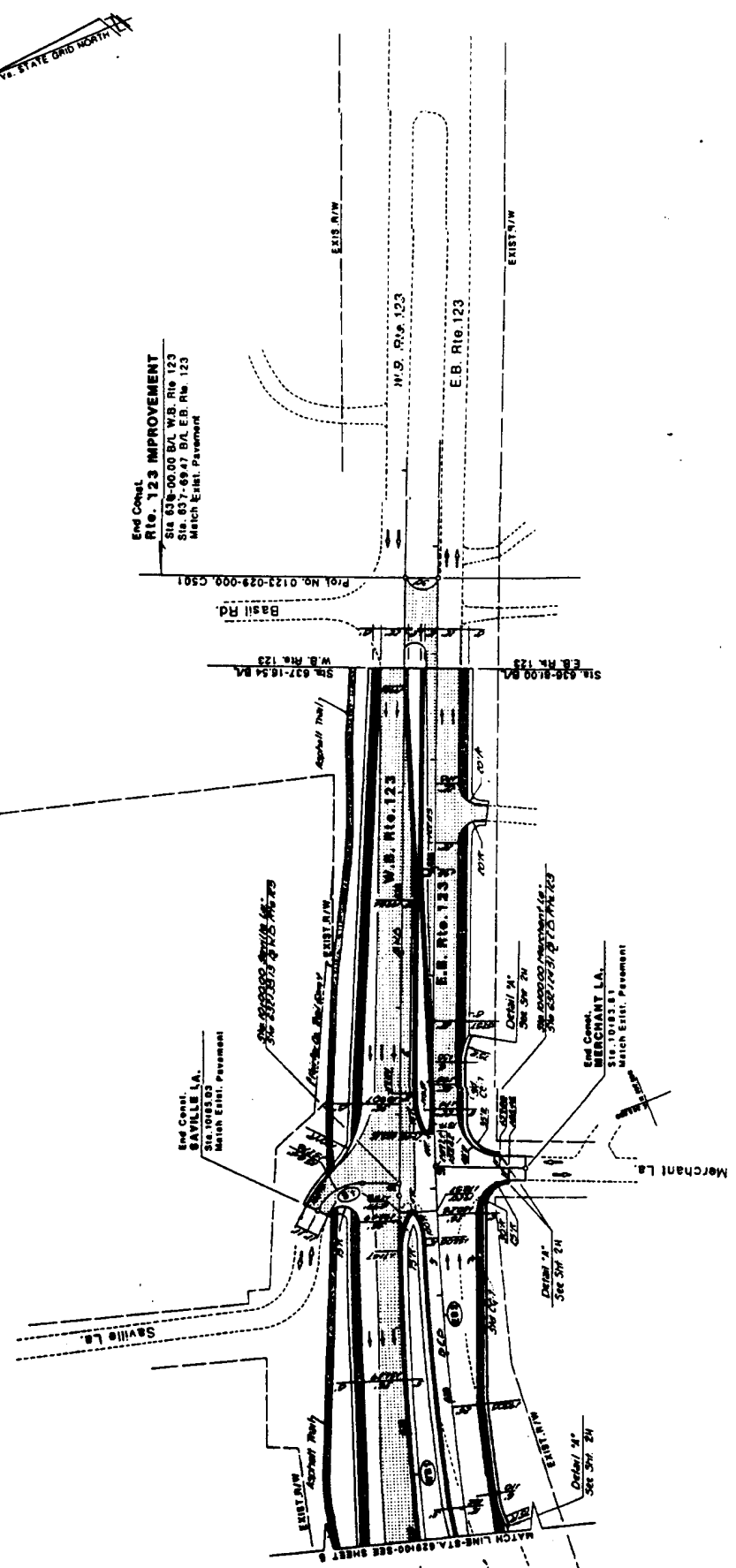


**Commonwealth of Virginia**  
Department of  
Highways and Transportation  
Rte. 123 at CIA Entrance  
PAVEMENT PLAN  
STA. 615 + 00 TO STA. 629 + 00  
**Dewberry & Davis**  
Engineers  
Date: OCT. 1969  
Scale: 1" = 40'

General Layout / Layout  
Grading / Grading  
Utilities / Utilities  
Traffic / Traffic

PROJECT NO.	123 0123-029-000. C501	6
DATE	VA	
REVISED		
BY		
CHECKED		
APPROVED		

DESIGN FEATURES RELATIVE TO CONSTRUCTION OR TO NECESSARY CONTROL OF TRAFFIC MAY BE CHANGED AS DEEMED NECESSARY BY THE DEPARTMENT.



**Commonwealth of Virginia**  
Department of  
Highways and Transportation  
Rte. 123 at CIA Entrance  
**PAVEMENT PLAN**  
STA. 629+00 TO STA. 637+16.54(

**Dewberry & Davis**  
Engineers, Inc.  
1000 North 10th Street  
Arlington, VA 22201  
Tel. (703) 246-1000  
Fax. (703) 246-1001

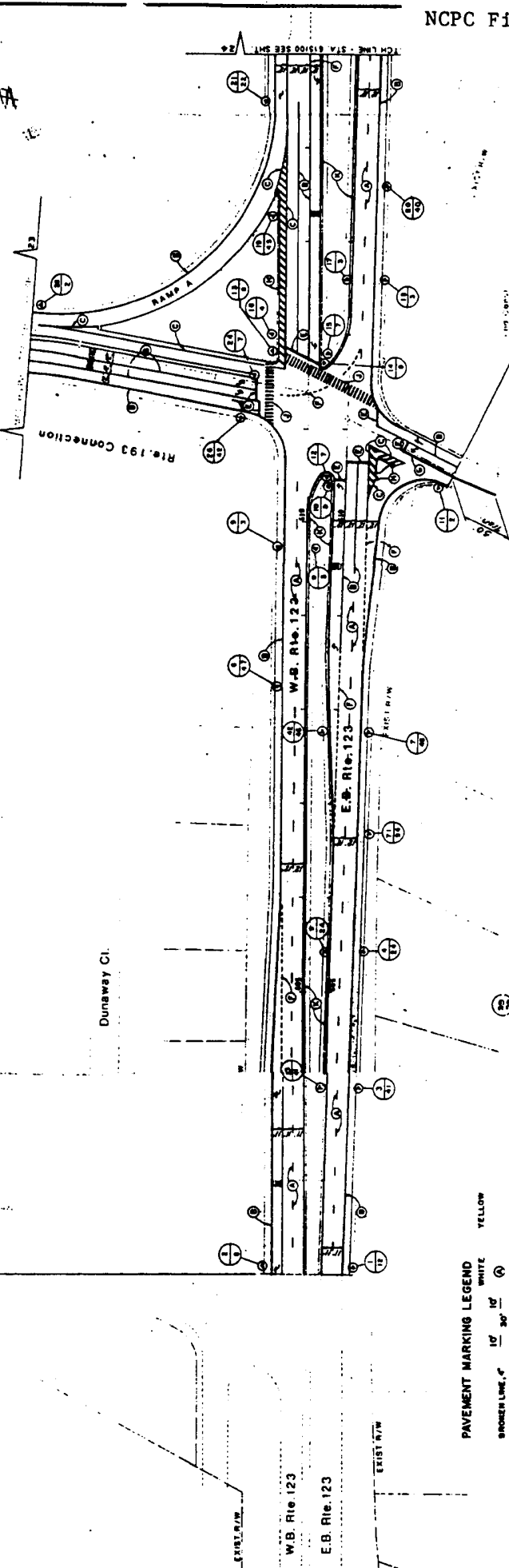
SEE  
General Notes & Legend  
Grading, Drainage & Utilities Plan  
Typical Sections

DATE	129	DATE	0129-08-000, C801	22
NO.	3	NO.	VA	

DESIGN FEATURES RELATIVE TO CONSTRUCTION OR MAINTENANCE AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS RECEIVED NECESSARY BY THE DEPARTMENT.

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
2000	3" O.C.C.P. Encapsulated Stone	SF	877
2004	1" P.C.	SF	624
2005	1" P.C.	SF	270
2006	1" P.C.	SF	1500
2007	1" P.C.	SF	1500
2008	1" P.C.	SF	1500
2009	1" P.C.	SF	1500
2010	1" P.C.	SF	1500
2011	1" P.C.	SF	1500
2012	1" P.C.	SF	1500
2013	1" P.C.	SF	1500
2014	1" P.C.	SF	1500
2015	1" P.C.	SF	1500
2016	1" P.C.	SF	1500
2017	1" P.C.	SF	1500
2018	1" P.C.	SF	1500
2019	1" P.C.	SF	1500
2020	1" P.C.	SF	1500

Begin Const.  
Rte. 123 IMPROVEMENT  
Sta. 802+00.00 S.E. & W. B. R/L  
Match Exist. Pavement



**PAVEMENT MARKING LEGEND**

1" 10'	WHITE	①
1" 30'	WHITE	②
BROKEN LINE, 4"	WHITE	③
SOLID LINE, 4"	WHITE	④
SOLID LINE, 6"	WHITE	⑤
SOLID LINE, 10"	WHITE	⑥
SOLID LINE, 12"	WHITE	⑦
SOLID LINE, 14"	WHITE	⑧
SOLID LINE, 16"	WHITE	⑨
SOLID LINE, 18"	WHITE	⑩
SOLID LINE, 20"	WHITE	⑪
DOUBLE SOLID LINE	WHITE	⑫
CROSSMATCHING	WHITE	⑬
WORD, WHITE	WHITE	⑭
CROSSWALK	WHITE	⑮
ARROWS, WHITE	WHITE	⑯

YELLOW

⑰

⑱

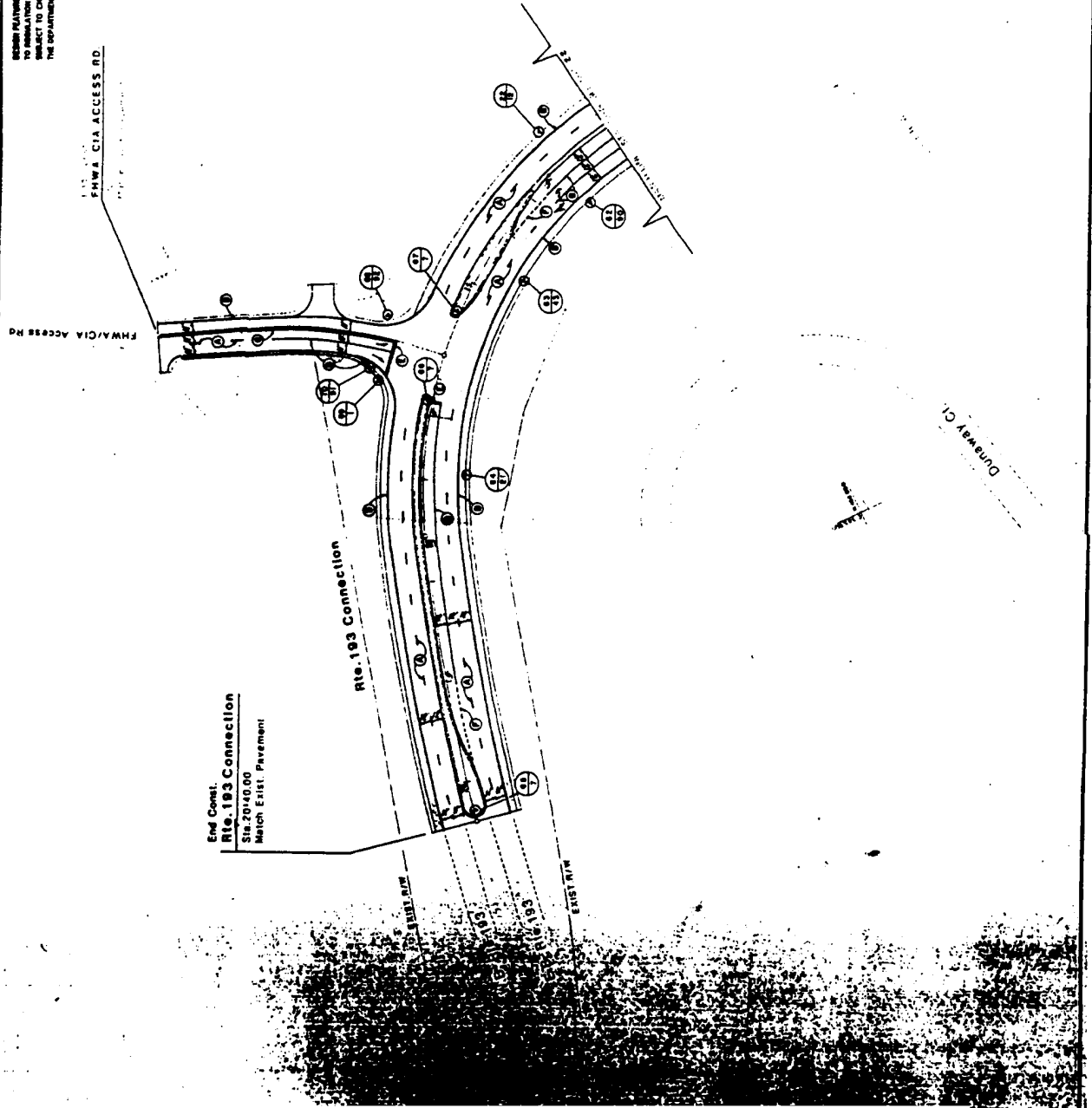
**Commonwealth of Virginia**  
 Department of  
 Highways and Transportation  
 Rte. 123 at CIA Entrance  
 Signing and Pavement  
 Marking Plan

**Dawberry & Davis**  
 Date: 08/11/1989  
 Scale: 1"=50'



PROJECT NO.	0123-029-000, CS01	SHEET NO.	23
DATE	123	SCALE	
STATE	VA	PROJECT NAME	
SECTION	3	DATE	

DESIGN PLANS RELATING TO CONSTRUCTION OR TO REVISIONS AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.



End Const.  
Rte. 193 Connection  
Sta. 70+40.00  
Match Exist. Pavement

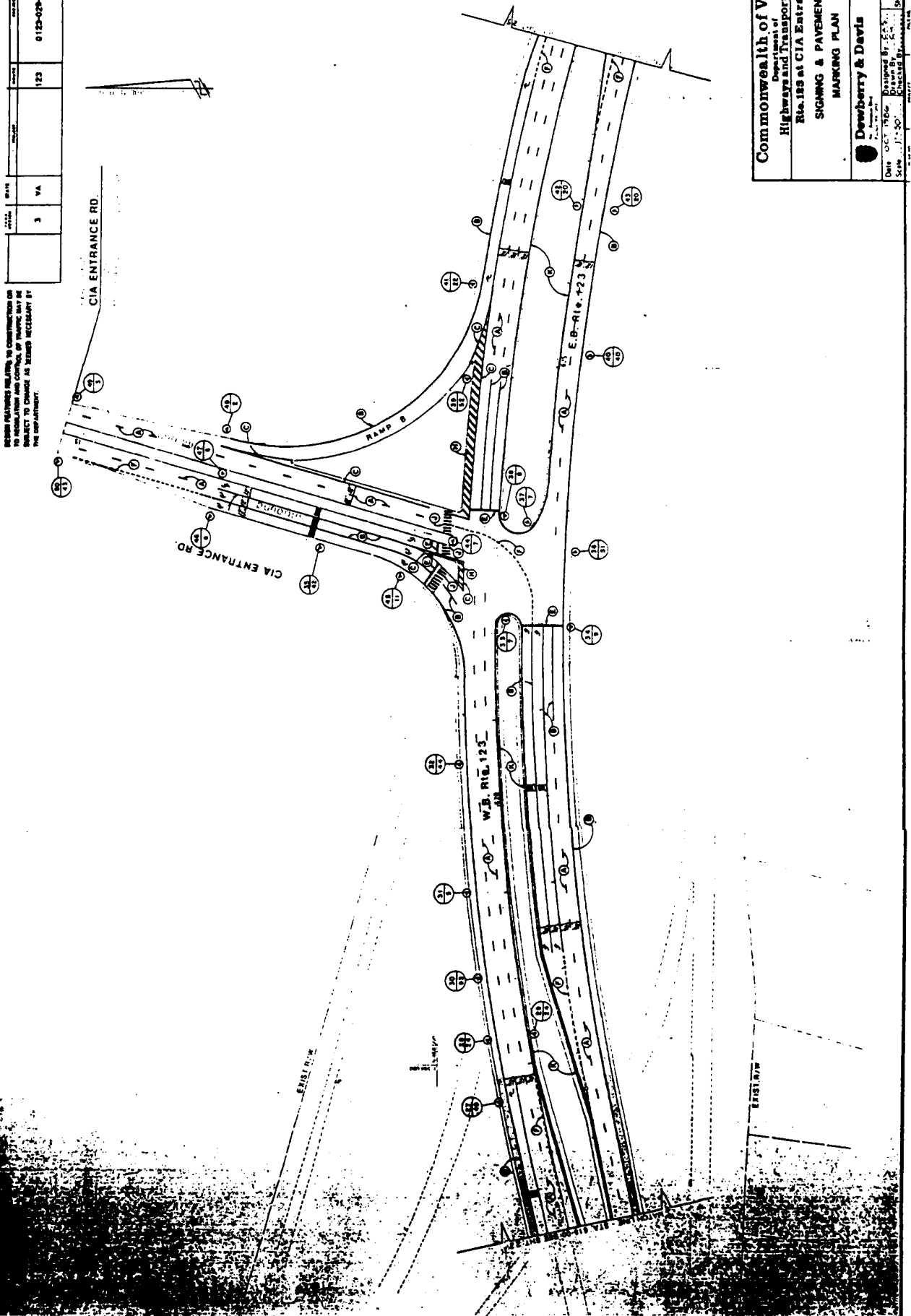
**Commonwealth of Virginia**  
Department of  
Highways and Transportation  
Rte. 193 at CIA Entrance  
SIGNING & PAVEMENT  
MARKING PLAN

**Dewberry & Davis**  
1111 North 1st Street  
Arlington, VA 22201  
Date: OCT. 1984  
Scale: 1"=50'

Drawn by: J.S.S.  
Checked by: J.C.S.  
Reviewed by: J.C.S.

DATE	NO. IN	NO. OF	NO. OF	NO. OF
	3	VA	123	0122-028-008, C561
<b>24</b>				

DESIGN FEATURES RELATING TO CONSTRUCTION OR  
 OPERATION OF THIS ROADWAY OR TRAFFIC MAY BE  
 SUBJECT TO CHANGE AS REVISIONS NECESSARY BY  
 THE DEPARTMENT.



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

**Dawberry & Davis**  
 Engineers and Surveyors  
 1001 North 1st Street  
 Alexandria, Virginia 22304  
 Date: OCT. 1966  
 Scale: 1" = 50'

Checked by: [Signature]  
 Drawn by: [Signature]  
 Sheet: [Number]

PROJECT NO.	123	DATE	0123-029-000, 0081	SHEET NO.	25
DATE	3	STATE	VA	PROJECT NAME	

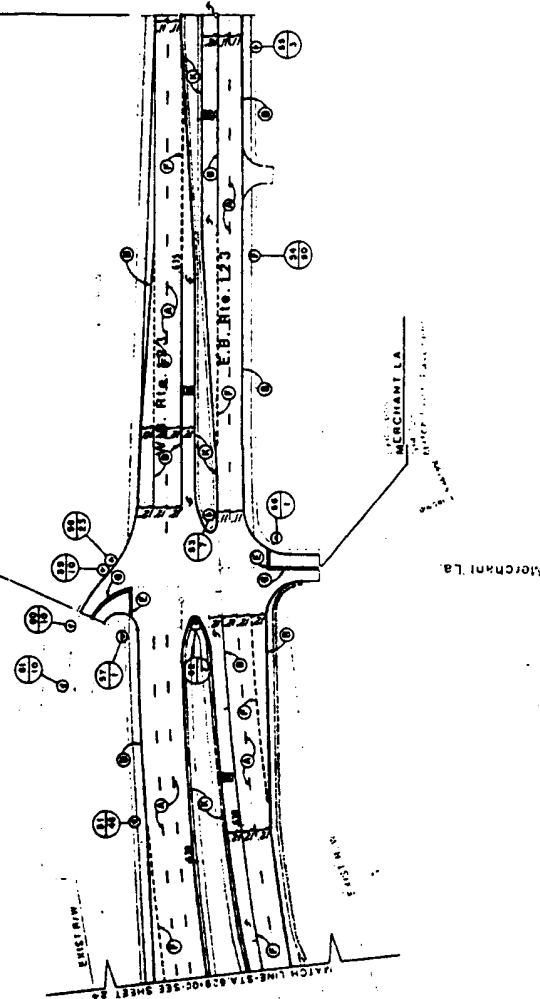
OTHER FEATURES RELATIVE TO CONSTRUCTION OF THIS ROADWAY ARE SHOWN ON THE PLAN AND SHALL BE SUBJECT TO CHANGE AS REQUIRED NECESSARY BY THE DEPARTMENT.



End Const.  
 Rte. 123 IMPROVEMENT  
 Sta. 636+96.00 D/L E B Rte 123  
 Sta. 637+16.54 D/L W D Rte 123  
 Match East Pavement

Basil Rd.

Sawhill La.



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

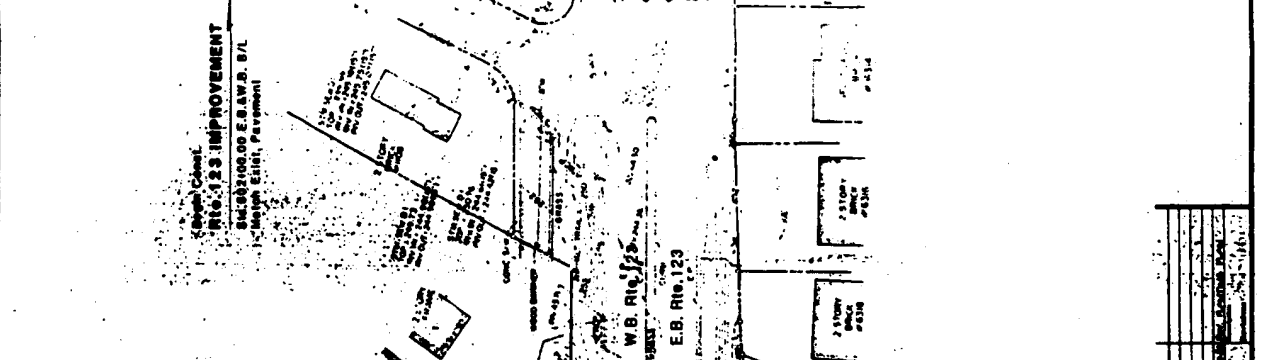
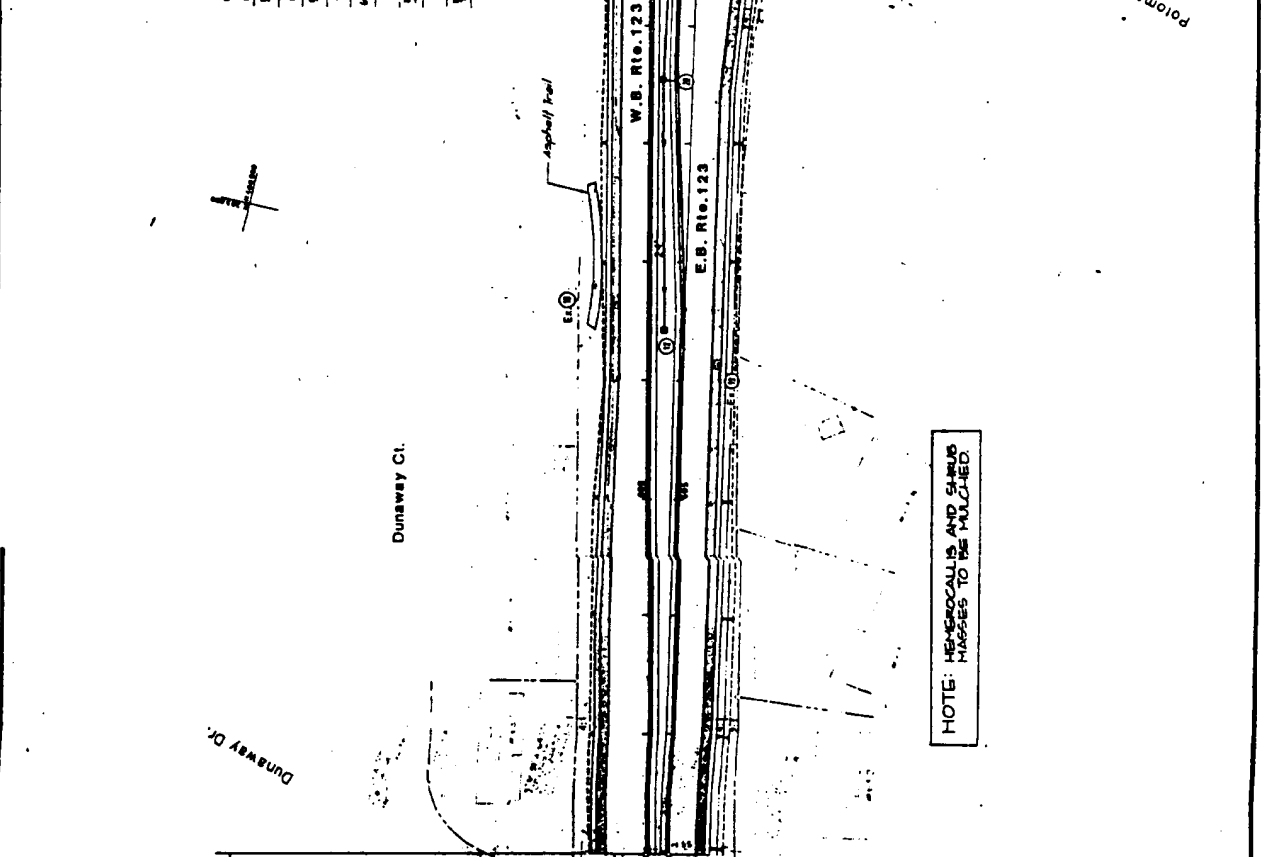
**Dewberry & Davis**

Date: OCT 1968  
 Scale: 1"=50'

Sheet: 25 of 25

DATE	01/23/69	SHEET	32
PROJECT	VA. STATE ROAD NORTH	NO. 123	0123 - 029 - 000 (581)
DISTRICT	VA.	SECTION	3
CITY/TOWN			
DESIGNER			
CHECKER			
APPROVED			

BEFORE PLANTING ANY PLANTS OR CONSTRUCTION IS TO BE MADE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL AUTHORITIES AND THE STATE DEPARTMENT OF TRANSPORTATION.



Commonwealth of Virginia  
Department of Transportation  
Rte. 123 at CIA Entrance  
LANDSCAPE PLAN

**Dewberry & Davis**

DATE: OCT. 1969  
SCALE: AS SHOWN  
SHEET: 2

NO.	DATE	DESCRIPTION	BY
123	VA	0123-029-000, CS01	34

WORK FOLLOWING RELATIVE TO CONNECTIONS OR MATCHES TO BE MADE AS SHOWN NECESSARY BY THE DEPARTMENT

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

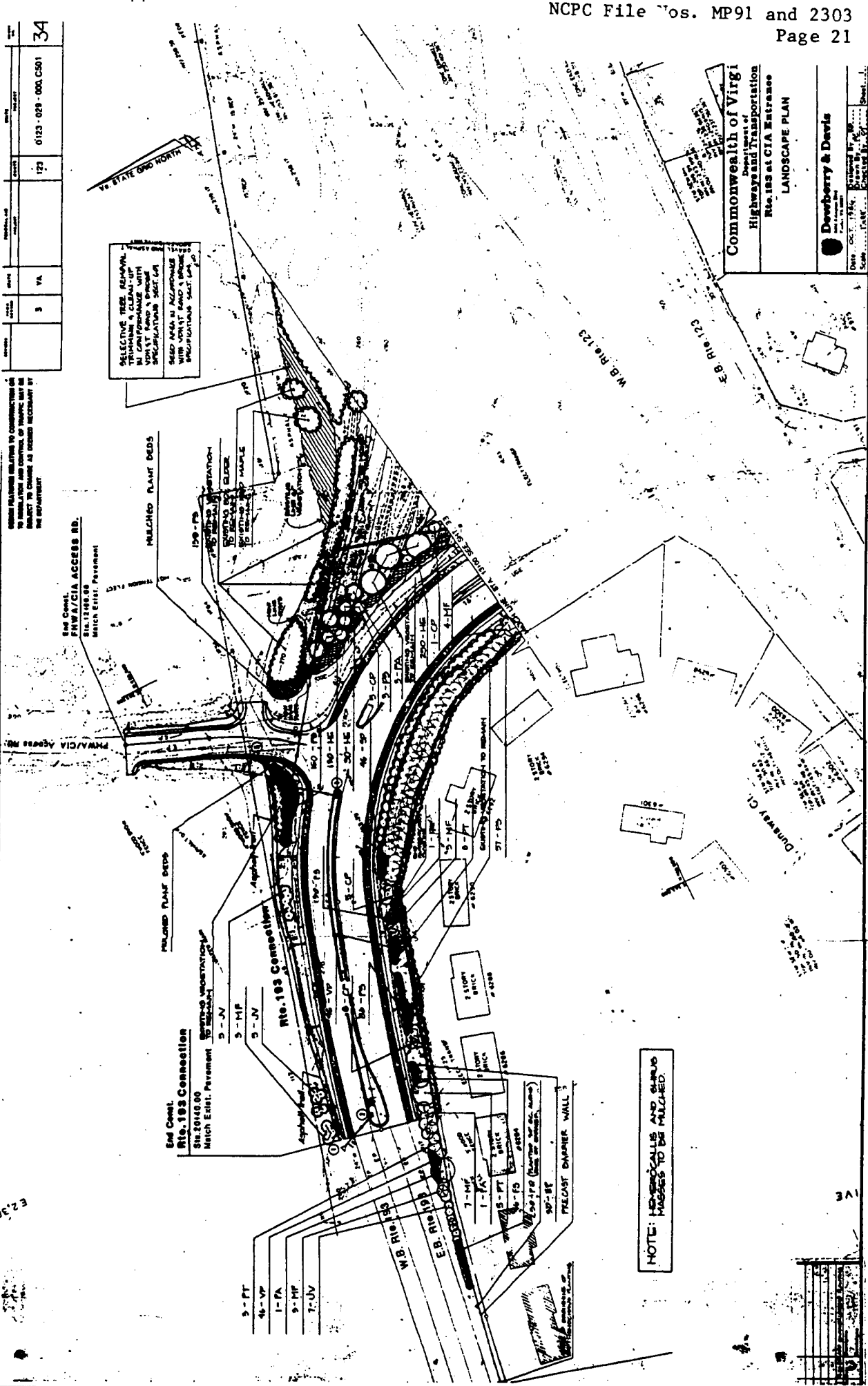
End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

End Covel.  
Rt. 123 Access Rd.  
Sta. 12+00.00  
MATCH EXIST. Pavement

SELECTIVE TREE REMOVAL  
IN CONFORMANCE WITH  
UNSAT BAND A BRIDGE  
SPECIFICATIONS SET L.A.  
SEED AREA IN ACCORDANCE  
WITH UNSAT BAND A BRIDGE  
SPECIFICATIONS SET L.A.



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

**Dawberry & Davis**  
Landscape Architects  
1000 ...  
Richmond, VA

Drawn by: ...  
Checked by: ...  
Scale: 1" = 20'-0"

