



ANCC FOUNDATION Did You Know?



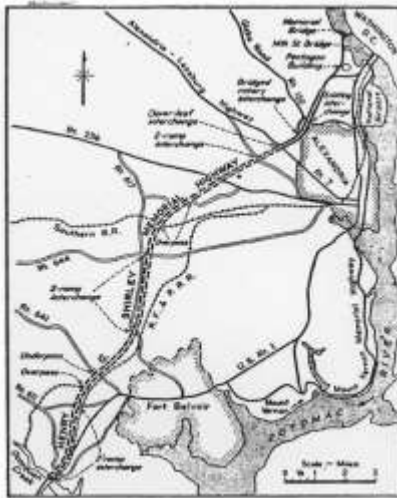
Shirley Highway Construction

Known during its planning phase as the Fort Belvoir Bypass, this 17.3-mile-long, four-lane, limited access expressway was conceived as a bypass of US-1 from just north of Woodbridge, to the Highway (14th Street) Bridge which carried US-1 over the Potomac River into the District of Columbia and onto 14th Street.

Shirley Highway Construction

Known during its planning phase as the Fort Belvoir Bypass, this 17.3-mile-long, four-lane, limited access expressway was conceived as a bypass of US-1 from just north of Woodbridge, to the Highway (14th Street) Bridge which carried US-1 over the Potomac River into the District of Columbia and onto 14th Street.

In 1940, the U.S. Public Roads Administration and the Virginia Department of Highways jointly established a tentative route for the Fort Belvoir Bypass, similar to what was eventually built (see map). The commencement of Pentagon¹ construction in mid-



1941 led to the start of construction of the first section of Shirley Highway in that part of Arlington, to facilitate the existing heavy traffic as well as the projected volumes of commuter traffic to and from the Pentagon. The first section of Shirley Highway built was from VA-7 (Leesburg Pike) to the Highway (14th Street) Bridge. The U.S. Public Roads Administration (PRA) directly administered the design, right-of-way acquisition and construction of this 4-mile-long section which was designed to freeway standards with a total of 4 lanes (2 lanes each way), a grass median dividing the two roadways and space for a future 6-lane widening. It was the construction of this section that significantly impacted the Club.

The earliest mention of the Shirley Highway intrusion in available Club records was the April 30, 1942, minutes of the Executive Committee pertaining to a 4.38-acre condemnation of ANCC property.² Further condemnations resulted in the loss of 23.166 acres of Club property and

¹ BGEN Leslie Groves, an ANCC member, member of the ANCC Board of Governors, and future Club Vice President was the program manager for the construction of the Pentagon. One of his able assistants was COL Clarence Renshaw, another ANCC member and governor.

² The deed by which the condemned property transferred to the Public Roads Administration was Arlington County deed Book 577, Page 49 dated April 14, 1942, i.e., prior to the Executive Committee minutes.

another 12.322 acres of land leased by the Club. The following provides the details of the condemnations:

Property Condemnation:

<u>Year</u>	<u>Acres</u>	<u>Compensation</u>	<u>Deed</u>	<u>Description</u>
1942	4.38	\$11,000.00	577-49	Case Misc. No. 454, Parcel 75, Tract 312 ³
1943	18.786	\$95,000.00	630-380	Case Misc. No. 499, Parcel 11, Tract 28 ⁴
Total	23.166	\$106,000.00		

Leased Property Condemnation:

1945	12.322	\$ 9,697.52	N/A	Case Misc. No. 499, Parcel 11, Tract 29 ⁵
------	--------	-------------	-----	--

1936 ANCC Acreage: 266.329

Condemned: 23.166

Net Property 1945: 243.163

1936 Leased Acreage: 31.123

Condemned 1945: 12.322

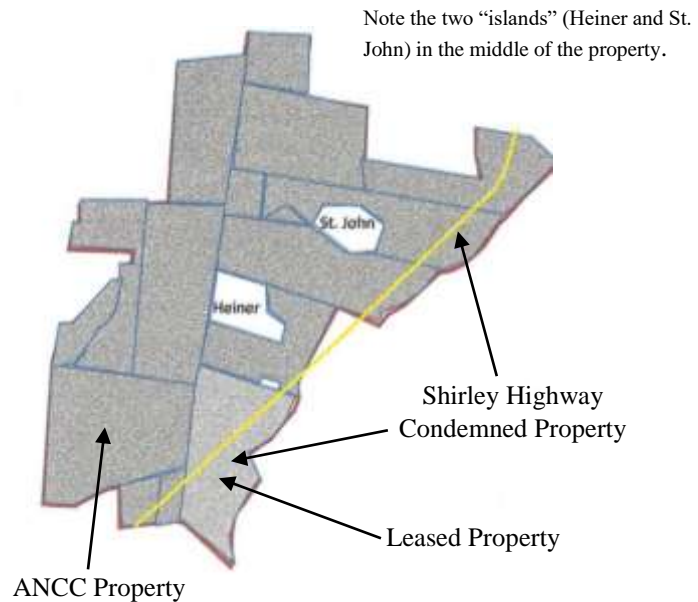
Net Leased 1945: 18.811

Total Acreage 1945: 261.964

The Club engaged renowned golf course architect Donald J. Ross to redesign the course to facilitate these losses. The cost of the golf course redesign and renovation was included in the compensation figures shown above.



1951 Aerial Photograph



³ Minutes of Board of Governors' Meeting, July 15, 1945

⁴ Ibid

⁵ Minutes of Board of Governors' Meeting, October 16, 1946