

Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Annandale						
----	1	Annandale	3	Travel within and through the Annandale Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterials and Old major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.	Travel within and through the Annandale Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterials and Old major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.	Correction of typographical error.
----	1	Annandale	4		<i>Place this paragraph after the first paragraph on the page: <u>The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge.</u></i>	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
2	1	Annandale	6		<u>See Annandale Planning District Planning Sectors for Collector Street Recommendations</u>	Collector street line elements on the Annandale Planning District Overview figure made it difficult to see other elements on the figure.
2	1	Annandale	6	The Capital Beltway is being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge, being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.

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2	1	Annandale	6		I-395 should have a callout that reads, "Enhanced Public Transportation Corridor".	I-395 is designated as an Enhanced Public Transportation Corridor.
2	1	Annandale	6		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.
----	1	Annandale	28	<p><u>Arterial Roadways</u></p> <p>Arterial roadways consist of freeways/expressways, other principal (or major) arterials, and minor arterials. On arterial roadway facilities, local access should be subordinate to the primary function of carrying through traffic. The following arterial roadway improvements are planned within the Annandale CBC: Widen the Little River Turnpike (Route 236) to 6 lanes through the area.</p>	<p><u>Arterial Roadways</u></p> <p>Arterial roadways consist of freeways/expressways, other principal (or major) arterials, and minor arterials. On arterial roadway facilities, local access should be subordinate to the primary function of carrying through traffic. The following arterial roadway improvements are planned within the Annandale CBC: <i>(indent the following sentence)</i></p> <ul style="list-style-type: none"> Widen the Little River Turnpike (Route 236) to 6 lanes through the area. 	Format was wrong
----	1	Annandale	28	Consolidate access and remove service drives where sufficient interparcel access can be provided. Provide a free-flow right turn lane from Little River Turnpike to Annandale Road.	<ul style="list-style-type: none"> Consolidate access and remove service drives where sufficient interparcel access can be provided. Provide a free-flow right turn lane from Little River Turnpike to Annandale Road. 	Format was wrong
----	1	Annandale	31	<p><u>Interchange</u> A grade-separated interchange at the intersections of Little River Turnpike with Annandale, Ravensworth and Backlick Roads has been shown on the Plan since the 1970s. This interchange would connect these arterial roadways to allow for the smooth and uninterrupted flow of traffic between these facilities.</p>	<p><u>Interchange</u> A grade-separated interchange at the intersections of Little River Turnpike with Annandale, Ravensworth and Backlick Roads has been shown on the Plan since the 1970s. This interchange would connect these arterial roadways to allow for the smooth and uninterrupted flow of traffic between these facilities.</p>	A flyover has replaced the grade-separated interchange that has been dropped from the 2006 Transportation Plan map in the vicinity of the Annandale CBC.

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----	1	Annandale	31	<p>The provision of such an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, revised access patterns must be accommodated in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. The amount of land needed, and the extent to which access must be re-oriented varies with the actual design of the interchange. Development or redevelopment of properties adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future interchange design. Since a design for this interchange has not been adopted, general guidelines should be followed in the review of development applications.</p>	<p>The provision of such an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right of way implications. In terms of transportation planning, revised access patterns must be accommodated in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. The amount of land needed, and the extent to which access must be re-oriented varies with the actual design of the interchange. Development or redevelopment of properties adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future interchange design. Since a design for this interchange has not been adopted, general guidelines should be followed in the review of development applications.</p>	<p>A flyover has replaced the grade-separated interchange that has been dropped from the 2006 Transportation Plan map in the vicinity of the Annandale CBC.</p>
				<p><u>Alternative Recommendation to Interchange Concept</u> In recognition of the potential impact that a grade-separated interchange would have on plans to redevelop the Annandale CBC, it is recommended that a system of one-way paired streets be studied as an alternative to construction of an interchange. Under this proposal, Little River Turnpike would be converted to one-way westbound between John Marr Drive and Markham Street, and the section of the loop road south of Little River Turnpike (Markham/ McWhorter/John Marr Drive) would be converted to one-way eastbound. Improvements would be needed at the intersections of Markham Street and John Marr Drive with Little River Turnpike, to accommodate a high volume of turning movements at these locations.</p>	<p><u>Alternative Recommendation to Interchange Concept</u> In recognition of the potential impact that a grade-separated interchange would have on plans to redevelop the Annandale CBC, it is recommended that a system of one-way paired streets be studied as an alternative to construction of an interchange. <u>Interchange</u> A grade-separated interchange at the intersection of Little River Turnpike with Annandale, Ravensworth and Backlick Roads had been shown on the Plan since the 1970s. In recognition of the potential impact that a grade-separated interchange would have on the plans to redevelop the Annandale CBC, alternatives were evaluated. In 2005 the Annandale Community Business Center Circulation Study was completed and recommended that that the full grade-separated interchange be removed from the Plan provided that a feasible option is retained. The Plan now shows an overpass which would carry north-south traffic over Little River Turnpike. Connections to and from this grade-separated overpass would be provided by local streets.</p>	

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----	1	Annandale	31	<p>The loop road system south of Little River Turnpike, including the realignment of Markham Street and cul-de-sac of McWhorter Place west of Markham, would need to be completed. With a one-way orientation, Little River Turnpike would not require widening to six lanes through the CBC. In addition, the loop road system would more effectively be utilized to divert traffic from the congested intersections of Route 236/Annandale/Ravensworth Roads and Route 236/Backlick Road.</p>	<p><u>One-Way Pair Street System</u> Under this proposal, Little River Turnpike would be converted to one-way westbound between John Marr Drive and Markham Street, and the section of the loop road south of Little River Turnpike (Markham/McWhorter/John Marr Drive) would be converted to one-way eastbound. Improvements would be needed at the intersections of Markham Street and John Marr Drive with Little River Turnpike, to accommodate a high volume of turning movements at these locations.</p> <p>The loop road system south of Little River Turnpike, including the realignment of Markham Street and cul-de-sac of McWhorter Place west of Markham, would need to be completed. With a one-way orientation, Little River Turnpike would not require widening to six lanes through the CBC. In addition, the loop road system would more effectively be utilized to divert traffic from the congested intersections of Route 236/Annandale/Ravensworth Roads and Route 236/Backlick Road. <u>A one-way paired street system was studied in the 2005 Annandale CBC Circulation Study and was found to be feasible from a traffic operations perspective and offered considerable reductions in overall delay. Such a one-way street system has advantages and disadvantages that would have to be evaluated further prior to implementation. The option of implementing a one-way street system should be retained in the Plan.</u></p>	<p>A flyover has replaced the grade-separated interchange that has been dropped from the 2006 Transportation Plan map in the vicinity of the Annandale CBC.</p>

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----	1	Annandale	31	It is recommended that the one-way pair concept utilizing Little River Turnpike and the Annandale CBC loop road be studied as an alternative to a grade-separated interchange or interchanges at Little River Turnpike. Should dedication for the recommended interchange pose a problem during the development review process, a demonstration should be made to show that these alternative improvements would serve the same purpose as the interchange concept and accommodation made for the alternative improvements.	It is recommended that the one-way pair concept utilizing Little River Turnpike and the Annandale CBC loop road be studied as an alternative to a grade-separated interchange or interchanges at Little River Turnpike. Should dedication for the recommended interchange pose a problem during the development review process, a demonstration should be made to show that these alternative improvements would serve the same purpose as the interchange concept and accommodation made for the alternative improvements.	A flyover has replaced the grade-separated interchange that has been dropped from the 2006 Transportation Plan map in the vicinity of the Annandale CBC.
15	1	Annandale	53		I-395 should have a callout that reads, "Enhanced Public Transportation Corridor".	I-395 is designated as an Enhanced Public Transportation Corridor.
15	1	Annandale	53	PROVIDE COMMUTER RAIL SERVICE	<u>PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service has already been provided.
15	1	Annandale	53	CLOSE BREN MAR DRIVE BETWEEN THE INDUSTRIAL ROAD AND BISMACH DRIVE	CLOSE BREN MAR DRIVE BETWEEN THE INDUSTRIAL ROAD AND BISMACH DRIVE	This has already been done.
15	1	Annandale	53	PROVIDE ACCESS AT BERYL ROAD	PROVIDE ACCESS AT BERYL ROAD	Access is provided with an extension of Bren Mar Drive.
15	1	Annandale	53		I-495 west of Shirley Highway should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
15	1	Annandale	53		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.

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16	1	Annandale	54	8.2 ACRES 220 PARKING SPACES	BACKLICK ROAD VRE STATION 8.2 ACRES 220 PARKING SPACES	Commuter rail service has already been provided and a commuter rail station has already been constructed.
18	1	Annandale	58	The Capital Beltway is being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion in the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge. being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
33	1	Annandale	85	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
33	1	Annandale	85		I-395 should have a callout that reads, "Enhanced Public Transportation Corridor".	I-395 is designated as an Enhanced Public Transportation Corridor.
33	1	Annandale	85		I-495 west of Shirley Highway should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
33	1	Annandale	85		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.
34	1	Annandale	86	8.2 ACRES 220 PARKING SPACES	BACKLICK ROAD VRE STATION 8.2 ACRES 220 PARKING SPACES	Commuter rail service has already been provided and a commuter rail station has already been constructed.

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38	1	Annandale	92	ACCESS TO BE ORIENTED TO WOODLAND DRIVE BUT NOT AT COUNTRYWOOD COURT	ACCESS TO BE ORIENTED TO WOODLAND DRIVE BUT NOT AT COUNTRYWOOD COURT	Access has already been provided to Woodland Drive with the construction of Granberry Way
38	1	Annandale	92	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
38	1	Annandale	92		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
42	1	Annandale	100	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
42	1	Annandale	100		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
46	1	Annandale	107		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
50	1	Annandale	113		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.

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54	1	Annandale	119		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
58	1	Annandale	126		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.

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Baileys						
2	1	Baileys	4		I-395 should have a callout that reads: "I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia"	I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia
10	1	Baileys	27	CENTER LANE LINK WITH MONCURE AVENUE TO BE DETERMINED AS REDEVELOPMENT OCCURS	CENTER LANE LINK WITH MONCURE AVENUE TO BE DETERMINED AS REDEVELOPMENT OCCURS	Redevelopment has already occurred with no linkage between Moncure Avenue and Center Lane. Access to redevelopment is from Moncure Avenue.
----	1	Baileys	28	Widen Columbia Pike (Route 244) to six lanes from Lacey Boulevard to the Arlington County Boundary;	Widen Columbia Pike (Route 244) to six lanes from Lacey Boulevard to the Arlington County Boundary;	This improvement is not on the transportation plan map.
32	1	Baileys	86		I-395 should have a callout that reads: "I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia"	I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia
32	1	Baileys	86		<u>ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)</u>	Add Enhanced Public Transportation Corridor designation from Skyline Area (Jefferson St S) to City of Falls Church

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33	1	Baileys	87	REALIGN MADISON LANE TO INTERSECT COLUMBIA PIKE AT BLAIR ROAD	REALIGN MADISON LANE TO INTERSECT COLUMBIA PIKE AT BLAIR ROAD	Madison Lane has already been realigned to intersect Columbia Pike at Blair Road
34	1	Baileys	88		<u>ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)</u>	Add Enhanced Public Transportation Corridor designation from Skyline Area (Jefferson St S) to City of Falls Church
38	1	Baileys	96		<u>ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)</u>	Add Enhanced Public Transportation Corridor designation from Skyline Area (Jefferson St S) to City of Falls Church
39	1	Baileys	97	REALIGN MADISON LANE TO INTERSECT COLUMBIA PIKE AT BLAIR ROAD	REALIGN MADISON LANE TO INTERSECT COLUMBIA PIKE AT BLAIR ROAD	Madison Lane has already been realigned to intersect Columbia Pike at Blair Road

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Jefferson						
2	1	Jefferson	4	The Capital Beltway is being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion in the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge, being considered for expansion by VDOT. Upon completion of their analyses, additional lanes will be considered for inclusion on the plan.	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
2	1	Jefferson	4		<u>See Jefferson Planning District Planning Sectors for Collector Street Recommendations</u>	Collector street line elements on the Jefferson Planning District Overview figure made it difficult to see other elements on the figure.
21	1	Jefferson	37		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
24	1	Jefferson	41		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.

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25	1	Jefferson	43		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
28	1	Jefferson	49		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
32	1	Jefferson	55		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
40	1	Jefferson	70		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.

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Merrifield Suburban Center						
----	1	Merrifield Suburban Center	40	There are two interstate roads within the Merrifield Suburban Center: the Capital Beltway (I-495) and I-66. The County's Transportation Map shows I-495 planned for 8+ lanes and I-66 planned for 10 lanes.	There are two interstate roads within the Merrifield Suburban Center: the Capital Beltway (I-495) and I-66. The County's Transportation Map shows I-495 planned for 8+ <u>12 lanes including HOT lanes (two in each direction)</u> and I-66 planned for 10 lanes, <u>including HOV lanes.</u>	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
----	1	Merrifield Suburban Center	42	There are three interchanges planned for improvements, which serve the Merrifield Suburban Center: I-66/I-495, Arlington Boulevard (Route 50)/I-495 and Gallows Road/I-495. In addition, there is one new interchange planned for the Route 29/Gallows Road intersection.	There are three interchanges planned for improvements, which serve the Merrifield Suburban Center: I-66/I-495, Arlington Boulevard (Route 50)/I-495 and Gallows Road/I-495. In addition, there is one new interchange planned for the Route 29/Gallows Road intersection, <u>and one new partial interchange planned for Route 29/I-495.</u>	A partial interchange is planned for Route 29 and the HOT lanes that are planned for the Capital Beltway.
----	1	Merrifield Suburban Center	60	The major circulation improvements for this land unit include the extension of Merrilee Drive to Prosperity Avenue, and the realignment of Merrilee Drive with Eskridge Road. Both of these improvements are needed to facilitate Merrilee Drive as the "Main Street" for the Merrifield Suburban Center, which will link the Metro station to the planned Merrifield "Town Center." The other major circulation improvement within this land unit is the East-West Connector Road that extends Merrifield Avenue to the east, generally aligning with Providence Forest Drive, and to the west intersecting with Prosperity Avenue. See the Transportation Map, Figure 18, located in the Transportation Section of the Area-Wide Recommendations. The major arterial improvements are the widening of Route 29 and Gallows Road, and the planned improvements at the intersection of the two roads.	The major circulation improvements for this land unit includes the extension of Merrilee Drive to Prosperity Avenue, and the realignment of Merrilee Drive with Eskridge Road. Both of these <u>This improvements are is needed to facilitate Merrilee Drive as the "Main Street" for the Merrifield Suburban Center, which will link the Metro station to the planned Merrifield "Town Center."</u> The other major circulation improvement within this land unit is the East-West Connector Road that extends Merrifield Avenue to the east, generally aligning with Providence Forest Drive, and to the west intersecting with Prosperity Avenue. See the Transportation Map, Figure 18, located in the Transportation Section of the Area-Wide Recommendations. The major arterial improvements are the widening of Route 29 and Gallows Road, and the planned improvements at the intersection of the two roads.	The extension of Merrilee Drive to Prosperity Avenue has already occurred. The proposed changes also include Phase II public comments.
----	1	Merrifield Suburban Center	62	• Provide for or contribute to the extension of Merrilee Drive to Prosperity Avenue, and/or provide other secondary vehicular access that improves circulation within this and adjacent sub-units, as well as inter-parcel access. See the Transportation Section of the Area-Wide Recommendations for the Merrilee Drive extension alignment.	• Provide for or contribute to <u>Since the extension of Merrilee Drive to Prosperity Avenue has occurred,</u> and/or provide other secondary vehicular access that improves circulation within this and adjacent sub-units, as well as inter-parcel access, <u>should be provided.</u> See the Transportation Section of the Area-Wide Recommendations for the Merrilee Drive extension alignment.	The extension of Merrilee Drive to Prosperity Avenue has already occurred.

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Lincolnia						
2	1	Lincolnia	4	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
2	1	Lincolnia	4		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.
2	1	Lincolnia	4		I-395 should have a callout that reads: "I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia"	I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia
9	1	Lincolnia	19	CLOSE GREEN SPRING ROAD	CLOSE GREEN SPRING ROAD IS CLOSED TO THROUGH TRAFFIC	Green Spring Road has already been closed to through traffic.
13	1	Lincolnia	27		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.
13	1	Lincolnia	27		I-395 should have a callout that reads: "I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia"	I-395 is planned for HOT lanes from the Capital Beltway to the District of Columbia
18	1	Lincolnia	35		I-395 should have a callout that reads: "I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line"	I-395 is planned for 9 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Alexandria city line.
18	1	Lincolnia	35	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service has already been provided.
18	1	Lincolnia	35	CLOSE BREN MAR DRIVE BETWEEN THE INDUSTRIAL ROAD AND BISMACH DRIVE	CLOSE BREN MAR DRIVE BETWEEN THE INDUSTRIAL ROAD AND BISMACH DRIVE	This has already been done.
18	1	Lincolnia	35	PROVIDE ACCESS AT BERYL ROAD	PROVIDE ACCESS AT BERYL ROAD	Access is provided with an extension of Bren Mar Drive.