

Location	Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Merrifield Suburban Center							
<p>Located in Area 1 of the advertised revisions, third row, page 13 of 14</p>	<p>----</p>	<p>1</p>	<p>Merrifield Suburban Center</p>	<p>60</p>	<p>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.</p>	<p>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 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.” 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.</p>	<p>The extension of Merrilee Drive to Prosperity Avenue has already occurred. The proposed changes also include Phase II public comments.</p>

REVISIONS

Location	Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Dulles Suburban Center							
Located in Area 3 of the advertised revisions, fourth row, page 8 of 23	----	3	Dulles Suburban Center	54	<p>Transit improvements are proposed for the DAAR corridor. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. The MIS recommended a transit station location adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine Road, now comprises the southern half of the Route 28/CIT Transit Station Area (as shown in Figure 13).</p>	<p>Transit improvements are proposed for the DAAR corridor. <u>An Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. The extension would be carried out in two phases with the first phase proceeding to the west of Wiehle Avenue in Reston, and the second phase proceeding to Route 772 in Loudoun County. The MIS recommended a A transit station location is recommended in Land Unit A near the Route 28/DAAR interchange adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine</u></p>	<p>An Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. The proposed changes also include Phase II public comments.</p>

REVISIONS

Location	Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Lower Potomac							
Located in Area 4 of the advertised revisions, first row, page 2 of 26	----	4	Lower Potomac	29	<p>• A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Route 1. The eastern portion of this road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, should be initially constructed as a 4-lane section; however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.</p>	<p>• A major element of the Transportation Plan is the improvement and realignment of Lorton Road through the Laurel Hill area, in conjunction with the realignment of Furnace Road west to Rt. 123. The new Lorton/Furnace Road will serve as a major east-west spine road interconnecting Route 123, I-95, and Route 1 <u>Richmond Highway</u>. The eastern portion of this road Lorton Road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split junction, should be initially constructed as a 4-lane section. <u>This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting.</u> however right-of-way for a 6-lane section should be provided to allow potential widening if necessary in the future. The western portion should be a 4-lane section that generally follows the Furnace Road alignment west to Route 123. This new road should recognize existing site features such as topography, view sheds, setting and character and incorporate design features to strengthen the area's sense of place and to blend the new road into the park setting. The segment of Lorton Road between Route 123 and the intersection with Furnace Road should be 4 lanes.</p>	The eastern portion of the new Lorton/Furnace Road that extends from the east side of LP1 along Lorton Road to the west to the existing Lorton Road and Furnace Road split, will be constructed as a 4-lane section and not as a 6-lane section according to the 2006 Transportation Plan map. The proposed changes also include Phase II public comments.
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 2 of 26	12	4	Lower Potomac	30		Callout should be added that reads: "Extension from Hassett Street to Gunston Cove Road"	Added in response to Phase II public comments
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 2 of 26	12	4	Lower Potomac	30		Callout should be added that reads: "Realignment of Landfill Access Road"	Added in response to Phase II public comments
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 2 of 26	12	4	Lower Potomac	30		Callout should be added that reads: "Connection between Lorton Road and Laurel Crest Drive"	Added in response to Phase II public comments

REVISIONS

Location	Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 7 of 26	22	4	Lower Potomac	88		Callout should be added that reads: "Extension from Hassett Street to Gunston Cove Road"	Added in response to Phase II public comments
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 7 of 26	22	4	Lower Potomac	88		Callout should be added that reads: "Realignment of Landfill Access Road"	Added in response to Phase II public comments
Located in Area 4 of the advertised revisions, part of three new rows inserted between rows one and two, page 7 of 26	22	4	Lower Potomac	88		Callout should be added that reads: "Connection between Lorton Road and Laurel Crest Drive"	Added in response to Phase II public comments
Mt. Vernon							
Located in Area 4 of the advertised revisions, first row, page 10 of 26	----	4	Mt. Vernon	62	<ul style="list-style-type: none"> Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway north of the intersection of Buckman Road/Mount Vernon Highway to create an 8-lane divided highway to the Capital Beltway and City of Alexandria. Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to Fort Belvoir. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes. 	<ul style="list-style-type: none"> Mainline Widening of Richmond Highway – Provide additional roadway capacity along the segment of Richmond Highway north of the intersection of Buckman Road/Mount Vernon Highway to create an 8-lane divided highway to the Capital Beltway and City of Alexandria. Provide additional roadway capacity along the segment of Richmond Highway south of Buckman Road/Mount Vernon Highway, to create a uniform 6-lane divided highway to Fort Belvoir, the Prince William county line. Traffic efficiency measures should include improved signalization, and other peak hour operational measures, other than high occupancy vehicle (HOV) lanes. 	Richmond Highway is shown on the Transportation Plan Map to have six lanes throughout from the Beltway to the Prince William county line. The previous Transportation Plan map of 2001 had planned for 8 lanes along Richmond Highway from the Capital Beltway to the Buckman Road/Mount Vernon Highway/Richmond Highway intersection. Richmond Highway north of Buckman Road/Mount Vernon Highway already has six lanes. The proposed changes also include Phase II public comments.
Located in Area 4 of the advertised revisions, new row inserted between rows one and two, page 10 of 26	13	4	Mt. Vernon	64	REALIGN THE NORTH FORDSON ROAD CONNECTION TO RICHMOND HIGHWAY FURTHER SOUTH IN ORDER TO MAXIMIZE THE INTERSECTING ANGLE OF APPROACH AND PROVIDE GREATER SEPARATION FROM THE HOLLY HILL ROAD INTERSECTION	REALIGN THE NORTH FORDSON ROAD CONNECTION TO RICHMOND HIGHWAY FURTHER SOUTH IN ORDER TO MAXIMIZE THE INTERSECTING ANGLE OF APPROACH AND PROVIDE GREATER SEPARATION FROM THE HOLLY HILL ROAD INTERSECTION	Based on Phase II public comments, this realignment has already taken place.
Located in Area 4 of the advertised revisions, fifth row, page 10 of 26	26	4	Mt. Vernon	100		An Enhanced Public Transportation Corridor callout should be added for <u>North Kings Highway</u> corridor proceeding from Richmond Highway to the Huntington Metro station.	Corridor proceeding from Richmond Highway to the Huntington Metro station is designated as an Enhanced Public Transportation Corridor. The proposed changes also include Phase II public comments.