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Accommodations Made to Local Community Concerns Regarding Alterations to State of Virginia and Federal Roadways Resulting From Expansion to the CIA Headquarters Compound

July 1983: Agreed to form the Traffic Advisory Committee (TAC) as a mechanism to hear and address concerns of the local citizenty over roadway improvements caused, whether in part or in whole, by the CIA expansion.

August 1983: Agreed to allow dual citizenry representation on the TAC at the request of McLean Citizen Association members who lived much closer to the CIA compound than most.

September 1983: Agreed to delay the Virginia Department of Highways and Transportation (VDH&T) contract negotiations with its roadway design contractor (Dewberry and Davis) so that the scope of that contract could be expanded to include the George Washington Memorial Parkway in the "Roadway Improvements Study" effort.

October 1983: Agreed to design, construct, and operate a Security Visitor Center at the George Washington Memorial Parkway entrance to the CIA compound in order to relieve as much traffic as possible from the Route 123 roadway.

March 1984: Agreed to the following MCA requests in its letter of 09 March 1984:

Four specific requests to further study at-grade rather than grade-separated roadway solutions (III A, B, C, D)
The intersection of Rte 123 and Potomac School Road should be controlled by a traffic signal (III G.)
The main stem of Rte 123 should remain at four through lanes (III H.)
Maximum use should be made of earth berms and landscaping ....(III I.)
Route 123 should be relocated north as per Technical Memorandum #2 (III J.)
There should be no overhead signs (III K.)
There should be no overhead lights on ramps (III L.)
Adequate acceleration and deceleration lanes .... (III M.)

March 1984: Agreed to essentially the same provisions contained in the 'Ad Hoc Committee for Off-Site CIA Traffic Improvement' letter of 12 March 1984.

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November 1984: Agreed to every provision in the letter from the MCA dated 13 November 1984 re the selection of Alternate #2.

November 1984: VDH&T agreed to provide an earth berm alongside Rte. 193 between Rte. 123 and somewhere near the intersection of Rte. 193 and Turkey Run Farm Road. Normal VDH&T policies and procedures would not warrant a berm there, based on the environmental assessment findings reported.

March 1985: VDH&T and Fairfax County agreed to accept the Alternate #2 design in the face of widespread local citizenry support for an at-grade design solution.

January 1986: Agreed to an expanded review of the initial detailed design proposals prior to proceeding with final design.

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