

Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
3	n/a		First, my kudos to all concerned for producing an outstanding draft plan. The amount of information contained in the plan is astounding, the organization is great, and the presentation is first-class. I have no quarrel nor in substantive comments about the priorities identified in the plan - all seem sound, and soundly reasoned. (John Latschar)	
4	n/a		Regarding the CMP--wanted to mention that Eugene Sheel's "Old Carolina Road" map (1990s) referenced in the plan...while accurate --does not denote the shift in the Old Carolina Road here at Buckland in the late 1790s. Professor David has all of this documented (petitions/ acts of General Assembly) in our BPS CD (copy to you I think but definitely to Jim)--additionally, many maps depict the shift on the CD. As requested by Jim, I did take pictures of the section here which is unpaved/ unchanged....(think I showed you the plat at the PWC Supervisors meeting....our LLC actually owns to the center of the road bed)...Regardless.. there may be an opportunity to showcase the unpaved section...do not know if this is worth addressing in your CMP text. (Linda Wright)	Will add footnote to Eugene Scheel's map (Figure 2-7) clarifying shift in route at Buckland. Will also include photograph of Old Carolina Road on page 13 and reference page 56 where the TE grant for interpretation is already listed in enhancements section. This is too much detail for a 175-mile corridor.
5	n/a		I present my critique though wasn't able to read everything. I wasn't expecting such a large volume. This is an excellent management plan, actually enjoyable reading. Everything is organized and laid out nicely. My only problem is that the railroads are not included on the maps. For someone who studies Civil War troop movements, that would be a major omission. (Dave Holcombe, PennDOT)	
6	n/a		Instead of review-by-reading only, this plan should be presented to key District staff for comment. (Jason Bewley, PennDOT)	Did not receive any additional comments
7	n/a	74	78 In general, I find the themes a little confusing and overlapping. I would suggest making the storylines more distinctly related to the primary theme to which they are attached. It seems to me the subject of themes are: Theme 1 – History Theme 2 – Leaders Theme 3 – Landscape	Discussion regarding the themes continues; however, it may be more appropriate to address such comments in the interpretive plan for the JTHG National Heritage Area. No change made, will address in interpretive plan Will reference "Historic American Landscape Survey (HALS)" on page 78 and add a description and web link.
8			With that line of thinking I suggest: 1) Move Storyline 1 of Theme 1 to Theme 3 2) Move Storyline 5 of Theme 1 to Theme 2 3) Storyline 5 of Theme 1 and Storyline 3 of Theme 2 have the same title; it might direct reader's attention better if the title were different and more clearly indicative of the content. 4) Theme 2 Storyline 5 – Is this storyline about military and civilian "resources" or leaders? It should clearly be about leaders to differentiate it from Storyline 7 of Theme 1 that has the same title. 5) Theme 3 states 'unspoiled'. That is a loaded word. Unspoiled as compared to what? Unspoiled from whose perspective? 6) Storyline 1 of Theme 3 is titled "Rise of Leadership in Conservation". If this theme is really about leadership, it should be in Theme 2; maybe it should be titled "Rise of Conservation" 7) Theme 3 only has two storylines while others have 8-9. I have already suggested moving one storyline to this theme; here are some other ideas for storylines, some of them duplicative but providing ideas for additional storylines:	No change made, will address in interpretive plan

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9			<p>PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:</p> <ul style="list-style-type: none"> • Human Interactions – Relationships between natural and cultural resource features reflect the important influences of humans on the corridor landscape and the landscape on humans from before history to beyond our children’s future. • Recreation – The aesthetics and recreational opportunities of the corridor connect visitors with nature and provide enjoyment and rejuvenation that is a necessity sought by people. • The cultural landscape of the corridor illustrates the continuum of human experience in the area from the first inhabitants through today’s residents and visitors • The corridor landscape is the product of prehistory, historic and continuing changes in natural and cultural environments. • The corridor reveals stories from times long passed and into the future reflecting a pattern of changing human involvement with natural resources. • The corridor landscape chronicles the evolving history of natural processes and human activities, interactions and experiences in the corridor that reveal changes in societal attitudes about land and its uses. 	
10			(Note: these suggestions come from Keith Morgan, Director, Environmental & Historic Programs, Division of State Parks.)	
11	n/a	91	It seems to me that there was a lot of discussion about using the leadership, conflict & resolution themes as a way to promote the corridor as a business learning environment. I do not recall any mention of that terrific idea. (Lynne Crump)	Will reference business learning as a potential audience on page 91 (as a separate paragraph to separate this from findings of market study).
12	n/a		This is a great document with excellent ideas that will directly and indirectly benefit the residents of these counties. JTHG has raised the bar for highway safety and beauty. I have focused on Loudoun, Prince William and Fauquier counties as I have worked in the historic sites and museums of these three counties and live in and near them. (Ellen Percy-Miller)	
13	n/a		Amongst these three counties there is inconsistency in how anchor and secondary historic sites, and vineyards are identified and entered into your Comprehensive Management Plan. The Journey exists because of the historic nature of this stretch of land and therefore it is imperative that this be remedied. Your Byway Visitor Attractions and Sites Map is top heavy with museums and historic sites in Loudoun County, many of them only open part-time and while pleasant to look at, not that historically significant. Loudoun has done a tremendous job of marketing itself. I notice, however, they do not mention their vineyards. They should because other counties have.	This issue was discussed at the Advisory Committee meeting on September 22, 2008. It was determined that a third classification of sites should be added to include sites that have funding in place and are working towards opening to the public. The full list of sites and proposed sites will be reviewed and evaluated by the DMOC at their meeting in October.
14			There seems to be inconsistency about entering vineyards. I notice the LaGrange Vineyard in western PWC is not mentioned despite being in a mid 18th century plantation owner’s home which the Vineyard permits visitors to explore and relax in. This building epitomizes the JTHG theme.	Vineyards are part of wine trail tour which is identified as a linkage in the corridor definition, all vineyards are removed (except Barboursville Ruins, next to the Vineyard, which was designed by Thomas Jefferson)
15		104-105 107-112	Nor are smaller sites in PWC ex., such as the graveyard where Jennie Dean is buried, for one, or the small chapel built on Logmill Rd that screams of Reunification history. Only PWC county government historical sites are listed making me question the knowledge of the person responsible for giving this information to you. Probably other counties have not as exhaustively listed their historic sites as has Loudoun County (Fauquier County is only represented by sites in Warrenton). The Journey is going to have to find another way to make sure sites have been listed. I know Fauquier has many more sites, equal to Loudoun’s, and they are not mentioned. I am mailing a Fauquier brochure to you.	Anchor sites listed in Chapter 3, Sites listed in relation to three main interpretive themes on pages 104-105 to demonstrate that the Byway has sites open and ready for the public to tell the Byway's Story The interpretive framework on pages 107-112 provides an initial organization to the sites in relation to themes and storylines. This will feed into a master interpretive plan to be implemented as a high priority project as part of the overall Heritage Area Management Plan
16			Also, not mentioned is Chapman’s / Beverley Mill in Thoroughfare Gap. I suppose this is because the Mill is not yet open except to group tours. This will change within the next year. Buckland is not open but is frequently mentioned or has photos in your Corridor Management Plan. My fear is that you are not aware that Chapman’s / Beverley Mill history meets most of your theme criteria. It is my experience that if you don’t get in on the ground floor you don’t get in and I fear that in subsequent updating of your sites, maps, handouts, public relations, etc. Chapman’s / Beverley Mill will not be given its due. It will be open before the Journey is and needs to be added now. I fear that its national, state and regional history is not well enough known to you. I see its potential for being an Anchor site. It is the second most important site in PWC. Every fall the Smithsonian Associates sends two tours led by Ed Bearss to Chapman’s / Beverley Mill. (Ellen Percy-Miller)	
17			“A historic site is only as good as its interpretation,” is a standard saying in historic preservation. The JTHG has done so much, so quickly, and to such a state of perfection, that it would be a shame not to sturdy its foundation by correcting the inconsistent way historic sites and vineyards have been highlighted. (Ellen Percy-Miller)	
18	n/a	Preface	The Federal Highway Administration lists 14 components that must be in any Corridor Management Plan (CMP) submitted for national designation. It appears that all of the 14 required elements have been addressed in the July 2008 Journey Through Hallowed Ground Draft Corridor Management Plan (PEC)	A list of the 14 components and page references is included in the Preface

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19	n/a		The technical suggestions about roadway modulation, detailing, signage, and engineering are very well done. (PEC)		
20	n/a		Draft plan needs content and stylistic changes so that it is more consistent and will flow better. Reads in a piecemeal fashion with different voices and writing styles, with some sections repetitive. (PEC)	Some stylistic differences are inevitable given the varied content of each chapter. Once all comments have been addressed in the document, will review for consistency and flow.	
21	n/a		Formatting: There are many styles that are being used, such as bold, italics, bullets, hyphens, lists, roman numerals, caps, etc. I would suggest using a consistent style throughout so that the document flows better. (PEC)	Formatting and text styles will be reviewed and revised once all written and graphic edits are complete.	
22	n/a		Images: Some images were low resolution and fuzzy. (PEC)	Low resolution or poor quality photos are in the process of being replaced with high-quality images.	
23	n/a		Preface CMP is at times hard to follow -- some of the repetition is confusing to the reader (Ad Comm, 9/22/08)	A foreword will be added to the plan to explain how to use the document. (see text insert: Preface)	
24	Chapter 1	Cover	Inside Title Sheet	Include Business Route 15 and PA Route 394 in list of roads on cover (Jackie Koons-Felion)	Will include all routes (including US Business Route 15 and PA Route 394) on title page of document. PA Route 394 will be referenced in the plan as the "Northern Entry" to the Byway and additional language will be added to Chapter 2 to introduce the starburst concept, (i.e. roads emanating from Gettysburg and connecting to resources outside the downtown area). This will be discussed further at the meeting on 9/22/2008.
25	Chapter 1	1	1	First column, first paragraph: include Business Route 15 and PA Route 394. (Jackie Koons-Felion)	See above.
26	Chapter 1	1	1	Paragraph 5. Byway in their efforts to promote, conserve and enhance the Byway corridor's scenic, historic, archaeological, cultural, natural and recreational resources and to implement strategies for sustainable tourism development based on those resources. Comment: Other parts of the document spell it archeological, and others it is spelled archaeological. It can be spelled both ways, but should be consistent throughout the document. (PEC)	Will revise to maintain consistency throughout document.
27	Chapter 1	1	1	1.2 Purpose and Plan...Third paragraph...Kudos...couldn't agree more as this CMP is not "more regulation" rather a planning effort reflecting many desires (having witnessed 5 comp plan reviews/multiple supervisor changes/PWC staff changes...here today ..gone tomorrow...mentality --with a long-overdue need of long-term stakeholder's stewardship--JTHG has awakened that spirit among PWC citizens!-) (Linda Wright)	So noted, thank you for the comment.
28	Chapter 1	3	3	First column, first paragraph: include after the word transportation "departments", conservation.... (Jackie Koons-Felion)	Used the more generic term "agencies" because sentence includes reference to transportation, conservation and historic resources entities across three states.
29	Chapter 1	3	3	Second column, third line: change "page 161" to "page 162" (Lynne Crump)	Will make change as noted. Now page 169
30	Chapter 1	3	global	Second column, third paragraph: throughout the document the Journey Through Hallowed Ground-Partnership is either spelled out in its entirety or in an acronym format. It should be spelled out first then followed by the acronym format-JTHG-Partnership (Jackie Koons-Felion)	The document will be revised such that the byway is referred to as "the Journey" or "the Byway." The Partnership will be referred to as "the JTHG Partnership" as stated above. These abbreviations will be introduced in parentheses when the terms are first introduced in Chapter 1.
31	Chapter 1	3	3	Second column, third paragraph: spell out VDOT. Virginia Department of Transportation (VDOT) (Jackie Koons-Felion)	The sentence will be revised to read "The planning team met with Virginia Department of Transportation (VDOT) representatives..." Likewise, the following sentence will be revised to read "The planning team met with Pennsylvania Department of Transportation (PennDOT) representatives on February 5, 2008, to discuss strategies."
32	Chapter 1	3	3	Second column, third paragraph: spell out Maryland SHA (Jackie Koons-Felion)	The sentence will be revised to read "Maryland State Highway Administration (SHA) strategies were developed..."
33	Chapter 1	3	3	When referencing localities for the first time, indicate the state in which the locality is situated (Prince William Co.)	Will revise as noted.
34	Chapter 1	3	3	Define VDOT, PennDOT, and MdSHA for the first time that these are used in the CMP. (Prince William Co.)	Will revise. (See comments above regarding DOT abbreviations.)
35	Chapter 1	4	4	Second column, second paragraph: JTHG-Partnership (Jackie Koons-Felion)	Will make change as noted in comment on Chapter 1, page 3.
36	Chapter 1	4	4	Update - the National Heritage Area has already been created (Prince William Co.)	Will update.
37	Chapter 1	4	4	2nd Para, 1st sentence: Replace "It" with "The Partnership" (Prince William Co.)	Will replace "It..." with "The JTHG Partnership ..." (See comments regarding abbreviations for the Journey and the Partnership above.)
38	Chapter 1	5	6-May	Second paragraph: include the South Maintains (Jackie Koons-Felion)	The second paragraph will be revised to read "With the Blue Ridge Mountains (also known as the South Mountains in Pennsylvania and Catoctin Mountain in Maryland) as a backdrop, the Journey Through Hallowed Ground Byway – connecting Gettysburg with Monticello – serves as ..." The distinctions between the Blue Ridge Mountains, Catoctin Mountains and South Mountain will be outlined in a sidebar. (see text insert: Which Mountains are Which? -page 6)
39	Chapter 1	5	6-May	Second paragraph states that the Blue Ridge Mountains are the backdrop for the JTHG Byway. Chapter 2, page 11, paragraph 3 identifies the western boundary as the Blue Ridge, Catoctin, and South Mountain ranges. Comment: These two statements need to be reconciled. (PEC)	The distinctions between the Blue Ridge Mountains, Catoctin Mountains and South Mountain will be outlined in a sidebar.
40	Chapter 1	5	5	Third paragraph: include the South Maintains (Jackie Koons-Felion)	See above.
41	Chapter 1	6	5	Last paragraph: JTHG-Partnership (Jackie Koons-Felion)	Will make change as noted in comment on Chapter 1, page 3.

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42	Chapter 1	6	6	2nd Para. Replace "existing" with "existing and potential" (Prince William Co.)	Will make change as noted.
43	Chapter 1	6	6	What about the role of the "common folk" in building and maintaining this area over time? (3rd Para) (Prince William Co.)	The stories of "common folk" are included in the themes and storylines outlined in chapter 5. They are also featured at many sites along the byway.
44	Chapter 1	6	6	Last Para: Must be careful that this does not imply usurping local authority. (Prince William Co.)	So noted. - see page 1-2 (Purpose of the Plan)
45	Chapter 1	6	6	In the description of the byway, need to standardize on either "South to North" or "North to South" throughout document. At the present time, the document uses both which is confusing. (Prince William Co.)	Where possible we will revise for consistency, but if not, will insert text indicating which direction the sequential descriptions are heading
46	Chapter 2	n/a		Hunterstown is not included as part of Gettysburg campaign; National Register listing; tours	Will add Hunterstown to the list of battlefields on page 21. Will also include reference to Custer, who fought at Hunterstown.
47	Chapter 2	n/a		Barry (Wright) mentioned that he thought the report stated that the Buckland Historic District was "eligible"...the expanded historic district is now officially in the National Register (March 08). The Battlefield, however, is "eligible".	Will revise text to indicate that the Buckland Historic District is on the National Register and that the Buckland Battlefield is eligible. Map 3 in Appendix 1 will also be revised accordingly.
48	Chapter 2	n/a		Narrative in Chapter 2 are inconsistent in style and content, with some errors and omissions. Individual sections should be presented in short, concise summaries. (PEC)	Will review chapter 2 for stylistic inconsistencies. Without mention of specific errors and omissions, they cannot be addressed.
49	Chapter 1	6	6	First column, third paragraph: add and 'a' to "Interpretation and Education: Establish the Byway as a Tool" (Lynne Crump)	Will make change as noted.
50	Chapter 2	7	7 (see preface)	This whole section up to 2.2 Primary Intrinsic qualities refers to corridor definition and the visitor experience of the byway rather than the focusing on the primary and secondary qualities of the byway. Perhaps you should make these parts a separate chapter???? (Jackie Koons-Felion)	The two are discussed in the same chapter because the definition of the corridor and the visitor experience depend on these qualities. Will consider adding language to make that relationship more apparent.
51	Chapter 2	7	through-out Chapter 2	These are great photo's, however a suggestion would be to label the photo identifying the quality it represents.. than the reader would not have to guess which quality it is. For example Fig. 2-1 could be labeled: "Scenic:..." (Jackie Koons-Felion)	Captions for these photos will be revised in a more demonstrative fashion to indicate the intrinsic qualities present in each photo.
52	Chapter 2	7		First column, second paragraph: Include Business Route 15 PA Route 394 (Jackie Koons-Felion)	See response to comment on CMP cover. - note we are concerned that if the PA segments do not get designated as a state byway in time, then this will create much confusion and are going to error on the side of too few references - sorry!
53	Chapter 2	7	7	Paragraph 4. It and was a critical transition zone for the Underground Railroad and holds the largest collection of Civil War battlefields. Comment: Should be <i>battlefields</i> . (PEC)	Will make change as noted.
54	Chapter 2	7	global	In the description of the byway, need to standardize on either "South to North" or "North to South" throughout document (Prince William Co.)	Where possible we will revise for consistency, but if not, will insert text indicating which direction the sequential descriptions are heading
55	Chapter 2	7	7	Second column, 1st para: Good point, need to also stress that this is a journey through time. (Prince William Co.)	So noted. -
56	Chapter 2	7	7	Second column. Regarding leadership: Here is where we can't afford to ignore the "unsung leadership" of the common people such as family members who kept the "home fires" burning while husbands/fathers served in the Civil War. (Prince William Co.)	These people are included in the themes and storylines outlined in chapter 5 and are featured at many sites along the byway. List in 2nd paragraph, 2nd column provides reference
57	Chapter 2	8	8	First column, fourth paragraph: U.S. 15 and PA Route 394 to Business Route 15 continuing to Business Route 15 through the Borough of Gettysburg and to the ramp onto U.S. 15 connection just north of the Maryland-Pennsylvania State Line.	See response to comment on CMP cover.
58	Chapter 2	8	8	P8 #5 put in Haymarket (Ellen Percy-Miller)	Will change 5th sentence to read: It then continues along US Route 15 to Haymarket, Buckland...
59	Chapter 2	8	9	Second column, second paragraph: under "...width of the corridor..." the statement "...lands that can be seen..." seems to need to reference a map. I think it is Map 1. It is unclear if the identified resources are within the heritage corridor or are within the visual corridor. As an example Sky Meadows State Park is easily a great asset to the corridor with camping, hiking, access to the Appalachian trail, horseback riding, and historical and natural interpretation; and it is not shown on any of the maps and only mentioned once in the whole document. Sky Meadows is outside of the visual corridor, but not the designated heritage area. The town of Thurmont is mentioned several times and there is not a map that shows its location. (Lynne Crump)	This bullet point will be revised to read "lands that can be seen ... and its related historic sites. These lands are shown on Map 1 in Appendix 1." The anchor and secondary sites listed and shown on maps were submitted by the DMOs for each county. They were also required to be within reasonable distance from the byway. Individuals or organizations that would like to add sites will submit them to the their DMO to be vetted by the DMOC. The DMOC will review and discuss the sites at their next meeting in October. A map showing the locations of all Main Street communities will be included on Referenced on page 29 to page 99 where map is located . Thurmont will be shown on this map. (Note: Clarification regarding "historic Main Street communities" will be included.)
60	Chapter 2	8	8	The two paragraphs above 2.1 are difficult to read and understand. (PEC)	Will review and revise to provide greater clarity.
61	Chapter 2	8	8	1st full para in column 1: This paragraph is in conflict with itself. (Prince William Co.)	Will revise for clarity.

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62	Chapter 2	9	9	The map should have the Potomac Heritage National Scenic Trail, since it crosses the corridor and it is another 'scenic' connection. Also missing, the red coloring are the cities of Falls Church, Alexandria, and Fairfax; or if only showing labeled ones, either label or remove from coloring on Baltimore. (Lynne Crump)	Currently do not have GIS data for the Potomac Heritage National Scenic Trail. The status of this trail and its location within the JTHG corridor is uncertain. The DMOs will discuss the PHNST at their next meeting. Currently it does not meet readiness criteria. No change made. Will remove red coloring from Baltimore.
63	Chapter 2	9		P9 Chapman's / Beverley Mill & Battle of Thoroughfare Gap is missing. They are much more important than Mt. Zion Church. You need to follow the Civil War Trails in Loudoun, PWC, Fauquier on their western sides. Chapman's / Beverley Mill is on the Civil War Trails. (Ellen Percv-Miller)	The map on page 9 is intended to show the byway route and trails/routes that intersect it; therefore Chapman's Mill and Battle of Thoroughfare Gap will not be included. However, will review Civil War Trails routes and will revised accordingly.
64	Chapter 2	10	10	First Column: change "Potomac River Heritage Corridor (NPS and local governments)" to "Potomac Heritage National Scenic Trail (NPS and local governments)" You may want to note that many scenic roads end at the JTHG route; since they can all linkages to the communities along the corridor.	Will make change as noted. Will add language to include scenic roads. Will also check the Virginia Outdoors plan and VA Tourism Cooperation for other trails and linkages.
			11	Last paragraph: add Map 3 to the list (Lynne Crump)	Will make change as noted.
65	Chapter 2	10	10	First column, photo: Label photo the intrinsic quality "Scenic: ..." (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
66	Chapter 2	10	na	First column, second paragraph: Throughout the plan I will be making suggestions to reduce text by replacing with charts, timelines or graphs. From past experience and working with FHWA words can say a lot, but with having such a large plan sometimes graphs really can say the same thing? Just some food for thought? Suggest a chart to identify the regional planned resources. (Jackie Koons-Felion)	Much of the information contained in the plan is also included in the appendices as matrices. The purpose of the plan is to provide an illustrated narrative; therefore, most of the information will be presented as text, with photos and some graphics for emphasis. Although good advice, this would require more time than available to accomplish
67	Chapter 2	10	11	First column, third paragraph: Primary Intrinsic Qualities should be the start of Chapter 2???? As I suggested previously at the beginning of this chapter the information provided does not appear to fit in this section. It pertains to the corridor's definition. (Jackie Koons-Felion)	See response to comment regarding corridor definition and byway qualities on Chapter 2, page 7.
68	Chapter 2	11	11	First column, first paragraph: After reviewing this section 2.2.1 this could be either a historic or cultural quality and it appears to be more of a cultural quality because it talks and distinct expressions of the local communities life? Perhaps you can add language in this paragraph discussing both qualities or why you chose the Historic Quality vs. the Cultural Quality? (Jackie Koons-Felion)	Cultural and historic qualities are closely related and do overlap; however, the cultural qualities pertain more to community life (e.g. civic or religious buildings or customs), domestic life (e.g. food, family traditions, etc.) and artistic genres, whereas historic qualities focus on the physical evidence of the past, e.g. landscapes, buildings or settlement patterns that have historical value. Along the JTHG, the Historic Quality is more prominent than is the Cultural. -
69	Chapter 2	11	11	First column, first paragraph: JTHG (Jackie Koons-Felion)	Revision is somewhat unclear. I believe intention is to replace "the Journey" in second sentence with "JTHG."
70	Chapter 2	11	11	First column, second paragraph: in first sentence, replace "Journey Through Hallowed Ground" with "JTHG" (Jackie Koons-Felion)	The document will be revised such that the byway is referred to as "the Journey" or "the Byway." The Partnership will be referred to as "the JTHG Partnership" as stated above. These abbreviations will be introduced in parentheses when the terms are first introduced in Chapter 1.
71	Chapter 2	11	na	First column, third paragraph: This a wonderful section to read and a lot of work went into gathering this info. Is there another way to summarize this section such as graphing or charting? (Jackie Koons-Felion)	See response to comment regarding charts and graphs on Chapter 2, page 10.
72	Chapter 2	11	12	Graphic: What does fig. 2.5 represent. Are they explained and identified in this plan? (Jackie Koons-Felion)	The caption indicates that Figure 2-5 now figure 2-7 is a physiographic map. These physiographic regions are referenced in the text under "Natural History." Will revise text to include direct references to figure number.
73	Chapter 2	11	11-12	Comment: Section under <i>Natural History</i> seems focused on geology. Include comments of flora and fauna? (PEC)	The focus on geology is due to the fact that the establishment of the Old Carolina Road (and now the byway) was so heavily influenced by the formation of the Piedmont and Blue Ridge, Catocin and South Mountain ranges. Will review to determine whether a discussion of flora and fauna is appropriate. - no change made in order to stay focused on relation to landform
74	Chapter 2	11	12	Figure caption. Fig. 2-5: Physiographic maps of Virginia, Maryland and Pennsylvania Comment: Should be <i>Maryland</i> (PEC)	Will make change as noted.
75	Chapter 2	12	11	First column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
76	Chapter 2	12		<i>Native Americans</i> section suggests that "at the time of early European settlement in Virginia...the Inner Piedmont appear not [to] have been permanently occupied but were visited fore hunting by tribes from the north and south.....for travel between tribal lands in North Carolina and those in Pennsylvania and New York."	

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77		12-13	Comment: From The Monacan Indians of Virginia, by Karenne Wood, Program Director, Historical Research Office, Monacan Indian Nation. "When the first colonists arrived at Jamestowne in 1607, they immediately met with Indian people on the Eastern Shore of Virginia....In the piedmont and mountain regions of this area lived Siouan Indians of the Monacan and Mannahoac tribes, arranged in a confederation ranging from the Roanoke River Valley to the Potomac River, and from the Fall Line at Richmond and Fredericksburg west through the Blue Ridge Mountains. At this time, the Virginia Siouans numbered more than 10,000 people. They were an agricultural people...[and they] lived in villages with palisaded walls, and their homes were dome-shaped structures of bark and reed mats. ...The Monacans traded with the Powhatans to the east and the Iroquois to the north. (PEC)	Will review and revise accordingly, citing source noted.	
78		12-13	Comment: Text from VDOT/VDHR Roadside Historic Marker on Rt 29 North: Monacan Indian Village (G-29): Monacan Indian Village G-29 Near here, on both sides of the Rivanna River, was located the Monacan Indian village of Monasukapanough. This village was one of five Monacan towns that Captain John Smith recorded by name on his 1612 Map of Virginia, though many more existed. Monasukapanough was a chief's village and was occupied for several centuries until it was abandoned in the late seventeenth or early eighteenth century. Monacan descendants still reside throughout the central Virginia area. The tribe's headquarters today is on Bear Mountain in Amherst County. (PEC)	Will review and revise accordingly.	
79	Chapter 2	12	12	1st full para in column 1: Implies Maryland is part of Virginia horse country. (Prince William Co.)	Will revise to read "Today this beautiful and scenic landscape is primarily agricultural in Maryland, and, in Virginia, is widely known as horse country."
80	Chapter 2	13	13	Second column, graphic: What does fig. 2.7 represent. Is it discussed and referenced in the plan? (Jackie Koons-Felion)	Figure 2-7 is a map of the Old Carolina Road. Will add clarification to caption. (now figure 2-9, referenced in text on page 14)
81	Chapter 2	13		1st para: Migration is important and needs more stress (Prince William Co.)	So noted.
82	Chapter 2	13	13	Eugene Scheel map of Old Carolina Road - Jim, sent you last week the sections of our Power Point displaying petitions, General Assembly action to shift the Carolina Road through Buckland 1790s.. This shift was instrumental in the development of Buckland and points west. Perhaps not necessary to amend in this report...however, it may be interesting to note that the Cerro Gordo Plantation Stewardship LLC owns to the center of this Road bed and is willing to assist in showcasing this section of the Carolina Road for the JTHG...As well, the PWC 2003 Comp Plan / Gateway Plan denotes this location as a "vehicle pull off" and "Way Finding".. Also, while very surprising to most citizens...there might be an opportunity to comment in this text about the evolution of the Counties...Prince William County being the "Mother of Loudoun, Fairfax, Fauquier, Alexandria, etc"...may enhance the perception of this, often misunderstood, county. (Linda Wright)	So noted, will incorporate points made in footnote from comment on Line 4 above- no change made due to level of detail relative to general nature of plan - listed as enhancement on page 172. [with priority #8 and #10 to pick up the implementation of this after interpretive plan] Evolution of Counties should be looked at as part of the interpretive plan for the whole heritage area - this is just for the spine which is trying to focus on the three themes (Leadership, Conflict and Resolution, National Beauty)
83	Chapter 2	14	15	Places that are mentioned in these discussions, should be shown on a map or at least stated that they no longer exist, example Germanna. (Lynne Crump)	We will look at older maps and our current data to determine whether this is possible. Found excerpt of Joshua Frv and Peter Jefferson's 1751 map
84	Chapter 2	14	14	First column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
85	Chapter 2	14	15	Paragraph 4. France was in the process of establishing fur trading outposts down the St. Lawrence River, across the edges of the great lakes, and down the Ohio and Mississippi Rivers to New Orleans. Comment: Should be Great Lakes (PEC)	Will make change as noted.
86	Chapter 2	15	16	First column, third line: change "other" to "others" (Lynne Crump)	Will make change as noted.
87	Chapter 2	15		Second column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
88	Chapter 2	15	16	Under Early Settlement section. "Plantations were the dominant pattern of land use..." and "The Journey's plantation landscape...was neither highly developed nor extensively maintained." Comment: No mention of places like Charlottesville or the University (founded in 1819). Nothing about Town of Culpeper, founded in 1759, or the Town of Orange, founded in 1749, or the Town of Warrenton, which had a courthouse in 1790 and was incorporated in 1810. (PEC)	Will insert these as examples in the appropriate sections of the text on page 15. JMA Response: Page 15: Small farmers now 16 4th paragraph, 1st column Add new sentence after existing second sentence: Plantation centers were located at a distance from one another, and roads were poor. Numerous small farms existed among the larger plantation holdings, but the less affluent farmers who owned them were less dominant in public affairs than their northern counterparts. Only a portion of each plantation... Page 15: County seats now 16 2nd paragraph, 2nd column The county seat was the primary political unit, and the county seat became an important place. The county seat of Orange was founded in 1749, Culpepper was founded in 1759, Charlottesville was founded in 1762, and Warrenton, which had a courthouse in 1790, was incorporated in 1810.

Chapter	Old Page	New Page	Comment	Proposed Response	
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
89		21		Page 20: UVA now 21 1st paragraph, 1st column Add new paragraph after 1st paragraph In contrast to the difficulty that Virginia experienced in the investment in national and regional infrastructure, in the early 1820s, Thomas Jefferson was able to persuade the Virginia legislature to invest in creation of a new university intended to reinforce Virginia's leadership in national affairs by training the state's young leaders at home, rather than sending them to northern colleges. The University of Virginia opened in 1825 with a campus design by Jefferson that is still seen as a model today. Jefferson's 'academical village' was to be a place where shared learning infused daily life, with faculty members living in Pavilions among the student rooms, with the dramatic library in the classical Rotunda at the head of the rectangular Lawn. The site (with Monticello) is listed as one of 878 World Heritage sites (1 of twenty in the United States) by the United Nations Educational, Scientific and Cultural Organization (UNESCO).	
90	Chapter 2	15	114	Last Para: Opportunity for important JTHG interpretation, Court Days in various communities. (Prince William Co.)	So noted. - added to Chapter 5, p144, 1st column
91	Chapter 2	15		Paragraph 1, mention of the 2,000 acres in Albemarle county in 1747 (Peter Jefferson)...FYI Anglican Priest, Rev'd Isaac Campbell was sent by the Lord Bishop of London in 1745 to Virginia... where Robert "King" Carter deeded him 3033 acres (modern Gainesville) the eastern tract of Broad Run. Rev'd Campbell built on the present site of Cerro Gordo.... and his home is cited in the 1759 "Ewell Map" "Issac Campbell's house" which depicts settlements along Broad Run (sent last February to your office). From this tract--emanated the Eastern section of village of Buckland 1797. (Linda Wright)	So noted. We have these maps and will include in JTHG project files for future use in the development of the interpretive plan
92	Chapter 2	16	16	First column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
93	Chapter 2	16	17	Second column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
94	Chapter 2	16	17	Match the leaders with the specific sites they are associated with whenever possible; example Monticello – Thomas Jefferson, Oatlands - George Carter, etc. (Lynne Crump)	George Carter – and other leaders, such as John Love – will be reviewed to determine how they can be included in the plan most appropriately.
95	Chapter 2	16	17	Paragraph 2. This landscape is characterize by broad open landscape areas, dispersed historic plantation homes, tenant farms, Virginia style barns, strong county seats, and few towns or villages. <u>Comment:</u> Should be characterized. (PEC)	Will make change as noted. -
96	Chapter 2	16	18	"Leaders"...John Love has a documented association with all of these leaders..and truly could stand among them --Possible to add him? (Linda Wright)	Will add reference to John Love where appropriate. Added to Independent Farm Tradition,p18
97	Chapter 2	16	19	"Interpretive Attractions"...APVA stated that "Buckland has the potential of becoming a World Class Historic Site"! (The Streets of Buckland are public Streets and we are open by appointment to deliver tours and power point) Please consider adding Buckland to this list. (Linda Wright)	Will add reference to Buckland where appropriate. Added as example on p19
98	Chapter 2	17	19	The town of Thurmont is mentioned several times and there is not a map that shows its location. (Lynne Crump)	A map showing the locations of all Main Street communities will be included on page 99 and referenced on page 29 of Chapter 2. Thurmont will be shown on this map.
99	Chapter 2	17	18	Second column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
100	Chapter 2	17	18	P17 #3 relates to Chapman's / Beverley Mill (Ellen Percy-Miller)	Will revise to read "Mills, such as Chapman's/Beverley Mill, were independently owned and served farmers throughout the community ..."
101	Chapter 2	17	18	P17 #8 under Leaders should be Nathaniel Chapman (see me—there is a lot of new info) #9 under Interpretive Attractions should be Chapman's / Beverley Mill (Ellen Percy-Miller)	See response to comment regarding additional leaders in Chapter 2, on page 16.
102	Chapter 2	18	19	First column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
103	Chapter 2	18	19	Second column, paragraphs 4 & 5: connect presidents to home and add "respectively" (Lynne Crump)	Will make change as noted.
104	Chapter 2	18	19	Under Leaders: Add John Marshall (PEC)	See response to comment regarding additional leaders in Chapter 2, on page 16.
105	Chapter 2	18	19	1st col: Add Beverley's Mill to the listing (Prince William Co.)	Will add Chapman's/Beverley Mill to list (starting on page 17).
106	Chapter 2	18	19	Resources and Interpretive Attractions: Replace "preserved" with "restored" (Prince William Co.)	Will revise text to read "The homes of these leaders have been preserved and restored and are among the best known interpretive sites in the country," (as both processes have occurred).
107	Chapter 2	19	19	Second column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
108	Chapter 2	19	20	P 19 #1 Chapman's / Beverley Mill history (Ellen Percy-Miller) P 19 #4 the Thoroughfare Gap Turnpike Co., chartered in 1813, went by the Mill # 5 Manassas Gan RR went East & West to Alexandria (Ellen Percy-Miller)	Will revise to read "Numerous mills were located along the stream corridors. Among these was Chapman's Mill, which experienced increased prosperity when the Manassas Railroad, passing right by the mill on its way to Alexandria, was completed in 1858."
109	Chapter 2	19	20	2nd col, 1st para: What about Buckland, Virginia---perhaps first tar MacAdam road in the country. (Prince William Co.)	So noted - There appears to be at least a half a dozen "first Macadam roads in the Country, including the Historic National Road which was the first federally funded highway (Raitz) - rather not stick my neck out on this one, sorry ...

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
110	Chapter 2	19	20	Page 19: Word change 3rd paragraph, 1st column Leaders like Henry Clay and, later, Andrew Jackson promoted a <i>political</i> philosophy...(change word 'Republican' to 'political') (JMA)	Will make change as noted.
111	Chapter 2	20	21-22	P 20 # 4 Under Leaders, add Nathaniel Chapman # 5 add Chapman's / Beverley Mill (tallest standing stone building in US) and Buckland #8 mention Manassas Gap RR (Ellen Percy-Miller)	See response to comment regarding additional leaders in Chapter 2, on page 16. Will add Chapman's/Beverley Mill. See above (cite example of railroads connecting Shenandoah to Alexandria)
112	Chapter 2	20	21	Right column, 1st para. "To a large degree, this conflict [the Civil War] can be viewed as a clash of cultures, with Independent Farm Tradition in the north and the Plantation Tradition in the south." Comment: This reference by JTHG seems to force a stereotype of the common soldier which did not exist, but suggests that soldiers generally represented the two types of agrarian settlements described in the previous pages. (PEC)	So noted. No change made
113	Chapter 2	20	22-23	First paragraph under the title ends with the sentence: "The institution of slavery was a defining issue." Yet the 8 th paragraph (page 21) refers only briefly to the war's impact on slavery and uses lower case letters for the Underground Railroad, which is normally capitalized in historic writing. This narrative says little about an issue which the introductory paragraph refers to as a "defining issue" (PEC)	So noted. Will capitalize Underground Railroad.
114	Chapter 2	20	23	Interpretive Attractions: Add Buckland to the list. (Prince William Co.)	Will add Buckland to the list on page 20. - added to resources -not an attraction yet.
115	Chapter 2	20	23	Page 16 - "Interpretive Attractions". APVA stated that "Buckland has the potential of becoming a World Class Historic Site"! (The Streets of Buckland are public Streets and we are open by appointment to deliver tours and power point) Please consider adding Buckland to this list. Page 20 - "Interpretive Attractions" see statement above [from page 16].. (Linda Wright)	Will add reference to Buckland where appropriate. Added to resources , but not an attraction
116	Chapter 2	21	22	First column, paragraph 4: change "In Northern Virginia(.) Quakers ..." to "In Northern Virginia(.) Quakers ..." (Lynne Crump)	Will make change as noted.
117	Chapter 2	21	21	Second column, photo: label the photo "Historic and Scenic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
118	Chapter 2	21	22-23	P21 #2 add Battle of Thoroughfare Gap, Buckland in last sentence # 3 there is unique Mosby history regarding a barrier fence from Marshall to Thoroughfare Gap. Last # add Thoroughfare Gap which historians say is where the Battle of Bull Run was won and lost. (Ellen Percy-Miller)	Will review to determine whether appropriate. So noted. Will add Thoroughfare Gap to list on page 21.
119	Chapter 2	21	23	Add 1863 Battles of Upperville, Middleburg, and Aldie to list of battles (PEC)	Will make change as noted.
120	Chapter 2	21		Resources: Add: Thoroughfare Gap to the list (Prince William Co.)	Will add Thoroughfare Gap.
121	Chapter 2	21-22	23	In the battlefield list descriptions there needs to be a better clarification of why there are two different lists. It looks like one is of developed National sites and the others are undeveloped ones. (Lynne Crump)	Those battlefields listed under "Interpretive Attractions" are equipped to accommodate visitors (to varying degrees). Will add language to clarify that the sites listed on page 22 have more comprehensive visitor services.
122	Chapter 2	22	23	Add Hunterstown Battlefield (Straban Township)	Hunterstown Battlefield will be added to page 21 or 22 depending on the level of interpretation and visitor services available at the site. Added to resources
123	Chapter 2	22	23	<i>Reunification, Rebuilding, and Change</i> (page 22) Page 22, under the title, it states that during the Civil War, "In some instances in the region, entire towns burned to the ground." Comment: Chambersburg, PA was burned, but no record of any piedmont towns or villages "burned to the ground." This should be verified. Chambersburg, PA is in Franklin County, which is <u>not</u> in the JTHG corridor. (PEC)	Will verify and revise accordingly. JMA Response: Page 22: Towns burned 1st paragraph, 2nd column (... The PEC is right, it is incorrect.) Delete second sentence: <i>In some instances within the region, entire towns burned to the ground.</i>
124	Chapter 2	22	23	P 22 #2 add Battle of Thoroughfare Gap # 3 describes Chapman's / Beverley Mill history #5 add village of Thoroughfare (Ellen Percy-Miller)	The list on this page includes Battlefields only. Those listed have interpretive facilities and are visitor-ready. Will include Thoroughfare Gap on previous page. Mention of the Mill and Village are not appropriate here as they are not battle sites.
125	Chapter 2	22	23	"Interpretive Attractions" Buckland has a "Mosby Heritage Area" sign fronting Cerro Gordo Plantation- also, we will soon have our "Civil War Trails" sign at the Buckland Church. The Church parking area provides a proper area for parking. (Linda Wright)	So noted. - added as resource
126	Chapter 2	22-23	24	Why is there a page break in the middle of Column 2? (Lynne Crump)	Will make change as noted.
127	Chapter 2	23	23	Second column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
128	Chapter 2	23	24	P 23 #1 describes history of Chapman's / Beverley Mill under Walter Chrysler ownership (Ellen Percy-Miller)	So noted. - these are just examples, not all the stories, need to tell other stories from other places along the Byway
129	Chapter 2	28	29	Paragraph 2, Comment: There appear to be two Orange County titles on this page. Should one of them be Madison County? (PEC)	Correct. Will revise accordingly.

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
130	Chapter 2	23	24	“Families went into debt and began selling [their] land.” And, “African Americans moved off of the plantations and created their own new communities...” Comment: This paragraph suggests an extremely narrow, almost stereotypical portrayal of the south after the war: Rich landowners now penniless and African Americans who are now former slaves. The vast majority of southern whites were not plantation owners, not all blacks were slaves. The story of small rural villages and enclaves established by former slaves and freedmen is worthy of its own narrative, and not every southern family suffered the loss of a plantation; as most never owned one to begin with. (PEC)	So noted. JMA Response: Page 22: Small farmers 3rd paragraph, 2nd column Add sentence: <i>Families throughout the region tried to adjust, but it was difficult. The region's small, white-run farms that were not dependant upon slave labor were often able to recover. Many large landholdings were divided into numerous independently managed farms with white and black tenants. The system of tenant farming increased...</i> Page 23: Plantation families 1st paragraph, 1st column Change first full sentence to read: <i>Many families with large landholdings went into debt and began selling their only remaining asset, their land.</i>
131	Chapter 2	23	24	Under <i>Reunification, Rebuilding, and Change</i> : “In the mid and late twentieth century, grape cultivation and wine production increased.” Comment: It is a persistent myth that Virginia winemaking started with Jefferson, failed, and was only resurrected in recent memory. From the 1932 publication, <i>A History of Fruit Growing in Virginia</i> . Page 9: “In 1710, Governor Alexander Spotswood established a colony of Germans from the Rhine country on the Rapidan River...[at] Germanna Ford. They grew a large acreage of European varieties and put on the market a considerable volume of red and white Rapidan wine...” Page 11: “Not until after 1830 was grape culture established as an industry in Virginia, and then only after the native grapes had been accepted as the basis of American Viticulture.”	So noted. JMA Response: Page 23: Winemaking 3rd paragraph, 1st column Add new sentence before last sentence in Para.: <i>Grape cultivation was established as an industry in Virginia after 1830, and in the late nineteenth century the region became known for its wine. In the mid- and late-twentieth century, grape cultivation and wine production increased.</i>
132				Page 21: “In 1866 a correspondent of <i>The Farmer</i> hailed [the Virginia Piedmont] as ‘the greatest wine and fruit producing section of the United States.’” Page 21: “[In 1875] the <i>Charlottesville Chronicle</i> reported...the charming little Rivanna River, which pursues its leisurely course among the foot hills of Albemarle County, was christened the Rhine of America and Charlottesville was designated the Capital of the Wine belt of Virginia.” (PEC)	
133	Chapter 2	23	25	Landscape: Left out: Resources, Leaders, Interpretive Attractions (Prince William Co.)	Will check to see if text was inadvertently omitted during editing. <i>Text states under Landscape: - "the entire landscape" therefore resources are very broad and inclusive too long to list here</i>
134	Chapter 2	24	25	First column, photo: label the photo "Historic and Scenic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7. Changed photo to horse photo
135	Chapter 2	24	25	P 24 #2 add Chapman's / Beverley Mill Hist. District (Broad Run/ Thoroughfare Gap Historic Dist. is being created, as well) (Ellen Percy-Miller)	Will verify status of both districts and revise accordingly. This list is specific to examples of "horse country"
136	Chapter 2	24	25	Resources, 2nd para: "Aside from the region's many parks, the following historic districts are representative of landscape areas where resources related to the Journey's horse country and preserved landscapes are located"... Comment: What about Fauquier County's Historic Districts? Fauquier County has 19 historic districts on the National Register. I would suggest briefly discussing historic/rural historic districts and having an appendix listed with all of them. I am sure other counties are missing besides Fauquier. In addition, I would suggest replacing "horse country" with Piedmont or another similar term. (PEC)	Changed text to refer to the finest examples of the 20th century rural preservation in the Country: Waterford, SW Mountains, Madison Barbour, Goose Creek, Buckland. (e.g. - these are exemplary and widely known around the country in land preservation text books, etc.)
137	Chapter 2	24	25	Interpretive Attractions: Add: Beverley's Mill and the role it played in the 1918 Influenza Pandemic Add: Interpretive Plan for Vint Hill Farms and the role it played in intelligence in the Cold War (Prince William Co.)	These stories are not directly related to three themes of the byway - these important stories could be examined for the broader heritage area at a later date.
138	Chapter 2	24	25	Interpretive Attractions: What about gold mining in the Culpeper area? What about Moonshining in MD and VA? (Prince William Co.)	These sites and stories are not directly related to three themes of the byway - these important stories could be examined for the broader heritage area at a later date.
139	Chapter 2	24	25	Resources: Buckland is a 400-acre National Register Historic District, A Designated Cultural Resource in PWC and has the history of the legacy of the origins of the modern thoroughbred horse...not to mention A KENTUCKY DERBY WINNER - PLEASANT COLONY WAS RASIED at Buckland Farm AND IS NOW BURIED IN THE CENTER OF THE CASANOVA RACE COURSE. Buckland Farm hosts the opening Race for the Virginia Steeplechase --The Casanova Race...a public event which draws thousands of spectators and is held the third Saturday in February.... Hopefully this Race will make the next version of the Journey Travel Guide! (Linda Wright)	So noted. See note line 136, but not added as attraction, yet!
140	Chapter 2	25	26	First column, second paragraph: insert business route 15 and PA Route 394 in first sentence (Jackie Koons-Felion)	See response to comment on CMP cover.
141	Chapter 2	25	26	Second column, photo: label the photo "Scenic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.

Chapter		Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
142	Chapter 2	25	26	<p>First column, first paragraph: along with the statement "... and 15 bustling Historic Maine Streets..." there should be a list of those communities. It could be a footnote or a separate box; and should be shown on a map. It should also be made clear in which states these are located.</p> <p>Second column, third paragraph: there is a reference to "Like Cunningham Falls..." but there is no other reference to the falls for several more pages in the document. Where are they? Why are they being referenced? Why are they important? I recommend taking the reference out, or adding a statement about where in the document more can be learned about the falls. (Lynne Crump)</p>	<p>Will include list of all "historic Main Street Communities" under "Other Important Views" and will include map showing their locations, once the list of these communities has been reviewed and updated. (Will differentiate between <i>historic</i> and nationally designated Main Streets – those that are NTHP-designated "Main Streets" will have an asterisk – and will include language such as "on or near the Byway" or "a short side trip away" to include those not on the byway route but within the Heritage Area.) Reference to Cunningham Falls on page 25 will be removed.</p>
143	Chapter 2	25	26	Buckland is submitting an application to become a Main Street Community, and Haymarket is in the process. (Ad Comm, 9/22/08)	So noted. - we have to take the picture sometime (this is a snapshot!)
144	Chapter 2	25	27-29	<i>Scenic Qualities (VA and PA)</i> Comment: There is no mention of either the Madison-Barbour Historic District or the Southwest Mountains Historic District, with its signature Jefferson quote of this area being the "Eden of the United States." (PEC)	These two areas will be added to the scenic qualities narrative for Virginia
145	Chapter 2	25	26	Paragraph 6 In Pennsylvania, the view west towards South Mountain is best seen from several sites along the Byway, including at <i>and</i> adjacent to the retail outlet, Boyd's Bears. Comment: Should be <i>an</i> . Also, do people have to go in a retail store to see the view or can it be seen outside? (PEC)	People do not have to enter the store. It is mentioned for emphasis -- to demonstrate that it is the focus of the area.
146	Chapter 2	25	26	Paragraph 3 Further est, the Catoctin Mountain Greenway includes the Catoctin Trail starting in Gambrill State Park, passing through Frederick City Municipal Forest and Cunningham Falls State Park and extending to the northwest corner of Catoctin Mountain Park. Comment: Should be <i>east</i> . (PEC)	Will make change as noted/
147	Chapter 2	26	29	The town of Thurmont is mentioned several times and there is not a map that shows its location. (Lynne Crump)	A map showing the locations of all Main Street communities will be included on page 99 and referenced on page 28 of Chapter 2 (once listed has been confirmed). Thurmont will be shown on this map.
148	Chapter 2	26	26	First column, photo: label the photo "Scenic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
149	Chapter 2	26	27	Second column: Scenic Byways – I am not sure if this should go here or under Natural or Recreational Qualities; but the Department of Game and Inland Fisheries (DGIF) Birding and Wildlife Trails are shown on Map 2 and should be discussed as these are designated and developed sites/corridors that provide connections to the natural environment and often scenic areas which are close to the JTHG corridor. Also Civil War Trails are mentioned here, but they should be under Historic Qualities. (Lynne Crump)	Will add reference to Birding and Wildlife Trails to last paragraph on page 26 and will add more extensive description under Recreational Qualities. Will keep reference to Civil War Trail on page 26 but will add additional reference under Historic Qualities.
150	Chapter 2	26	27	P 26 last # add Haymarket, add Rt. 55, Scenic Byway (Ellen Percy-Miller)	This section refers to roadways; therefore, Haymarket will not be included; however, a more encompassing reference to state byways will be made.
151	Chapter 2	26	27	"In Virginia dozens of state Scenic Byways form a regional network, most of them two-lane country roads offering views of forested and farmed hills with mountains in the distance. The northern portion of Route 15 in Loudoun County was designated a Virginia Byway in 1988. Through the work of The Journey Through Hallowed Ground Partnership, each county within the Virginia portion of the JTHG requested that the state designate its portion of the Route 15 Corridor as a Virginia Scenic Byway, and these portions have been so designated. These include the counties of Culpeper, Loudoun, Orange, Madison and Prince William, and the Towns of Leesburg, Warrenton, Culpeper and Orange." Comment: What about Fauquier County? (PEC)	Will add Fauquier County.
152	Chapter 2	25	26	Paragraph 6. In 1969, this unique landform was designated a Nation Natural Landmark, one of two along the Byway. Comment: Should be <i>National</i> . (PEC)	Will make change as noted.
153	Chapter 2	27	27-28	<p>First column, first line: change "Byways" to "byways"</p> <p>First column, second paragraph: this mentions photographs on Map I. The map does not have the photographs on it. The photographs could be added to the Appendix and numbers given to each, which would then have a corresponding number on the map This would also make the photos more visible. (Lynne Crump)</p>	<p>Will make change as noted. (Will make same change on page 26, second column, second and third paragraphs.)</p> <p>Will remove reference.</p>
154	Chapter 2	27	28	First column, second paragraph: add the following to the end of the last sentence: "shown in Appendix 1: MAPS, Corridor Definition and Scenic Qualities" (Jackie Koons-Felion)	Will revise to read "... shown on Map 1, in Appendix 1."
155	Chapter 2	27	28	Second column, photo: label the photo "Historic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
156	Chapter 2	27	29	Under the Culpeper County heading, the 4 th bullet refers to views on 15 between 622 and 634. I don't believe that 622 or 634 intersect with Route 15 in Culpeper County. I have no idea what area is being referred to. (Eaton)	VA 634 (Oak Park Road) and VA 622 (Tanners Road/Woodberry Drive) intersect US 15 south of Robinson River in Madison Co. We will remove bullet from Culpeper Co. section and add to Madison Co. section.
157	Chapter 2	27	28-29	As it passes through Culpeper and Orange counties, significant westerly views from the Journey are actually of landscape within Madison County. It will be important to Madison elected officials to see included in the plan an effort to protect these viewsheds. (PEC)	Language will be included in the plan to capture these ridgeline views and reference Map 1 in Appendix 2 for their location, and a reference to Figure 2-29 as an example of such a view.

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
158	Chapter 2	27	29	No Madison County views are listed on page 27's <i>List of High Quality Views</i> . (PEC)	These are listed, in error, under Orange County. They will be updated under Madison County.
159	Chapter 2	27	29	Scenic Qualities: Scenic quality of Route 15 (south of Leesburg) should begin at Hamilton Station Rd (704) or Hogback Mtn Rd (651), not at Goose Creek (going south.) Comment: Add Gilberts Corner to scenic qualities listed along US 15 south of Goose Creek. (PEC)	Will make change as noted.
160	Chapter 2	27	28	In Fauquier, plan states east of RT 676 (not far from Fauquier/Loudoun line). Comment: This should be Fauquier/Prince William line. (PEC)	Will make change as noted.
161	Chapter 2	27	28	Under Frederick County Paragraph 4, Main Street and side streets in historic district of Fredericksburg. Comment: Shouldn't this be <i>Frederick</i> ? [Maryland] (PEC)	Will make change as noted.
162	Chapter 2	27	28	Manassas Battlefield NP Views, Signal Hill- Manassas, Manassas Old Town Historic District (Prince William Co.)	Only views from the byway and sites immediately adjacent to the byway have been included in this section -these views can be recognized as part of the management plan for the entire heritage area UPDATE 10-08-08 please note that these views will be priorities under conservation criteria as the settings from historic sites
163	Chapter 2	27	28	Replace "Fredericksburg" with "Frederick" (Prince William Co.)	Will make change as noted.
164	Chapter 2	27	28	"Prince William County" The view of the Village of Buckland, The Mill, Broad Run...is quite scenic...and has not much changed from the description of Anne Royall where she described the town as "quite picturesque" in 1830 as well as the Alfred Waud sketch made in 1863..on the front lawn of Cerro Gordo.. (Linda Wright)	So noted. -but you can't see it from the Byway due to high rate of speed or intervening uses. These views will be allowed as priorities under conservation criteria for the settings from historic sites
165	Chapter 2	28	28	First column, photo: label both photos "Scenic" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
166	Chapter 2	28	29	All the Main Street communities need to be added to one of the maps and labeled. Why two Orange County Titles? Also the same comment as above regarding the locations and photographs for each Main Street Community (Lynne Crump)	Will insert graphic showing locations of Main Street communities. Map located on page 99 and referenced on page 29 Will change second "Orange County" heading to "Madison County" and move Gordonsville up to Orange County.
167	Chapter 2	28	28	Figure 2-23 should be listed as being a view into Madison County (PEC)	Will revise caption to read "Fig 2-23: <i>View from Woodberry Forest School of Madison County and the Blue Ridge Mountains</i> "
168	Chapter 2	28		Madison sites omitted from CMP: <u>Hebron Lutheran Church</u> , oldest continually operating Lutheran Church in the US started in 1717 as part of the Germanna Settlement. Has church tours, located off Scenic Byway 231, is a major destination for tourists in Madison. The <u>Town of Madison</u> is a National Register Historic District and has a self-guided walking tour. <u>Camp Hoover and Graves Mountain Lodge</u> are well known tourist destinations and might be linked to the Journey in Madison. (PEC)	These sites will be submitted to the DMOC for review at their October 16 meeting. Secondary sites listed in Appendix 3. Referenced Route 231 as one of Scenic America's 10 most scenic roads in the Country.
169	Chapter 2	28	29	Paragraph 3 Under ALBEMARLE COUNTY Comment: Charlottesville is an independent city; not part of Albemarle County. (PEC)	We will also have to add the independent cities along the byway in this list if we add Charlottesville. We will add a footnote indicating that the general heading also includes the independent cities and towns located geographically within these counties.
170	Chapter 2	29	29	First column, first paragraph: revise reference to Map #5 to read: "in Appendix 1: MAPS, Map 5" (Jackie Koons-Felion)	Will revise to read "... as shown on Map 5 in Appendix 1 and described ..."
171	Chapter 2	29	30	First column, fifth paragraph, last sentence: "...these two National Parks." Is misleading. Since the previous paragraph on the C&O canal does not mention its official title; it is unclear that it is the second National Park. Also the C&O paragraph should be second in the recreation destination list. (Lynne Crump)	Will revised sentence in fourth paragraph to read "...the traveler links with the C&O Canal National Historic Park, another national significant ..." Will move description of C&O Canal Park to second position.
172	Chapter 2	29	29	Second column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
173	Chapter 2	29	30	Paragraph 4. Byway travelers could park, hop on bicycles or take a walk on the canal towpath for miles and miles - connecting Washington D.C with Cumberland, Maryland and beyond across the Great Allegheny Passage to Pittsburg. Comment: Thus should be <i>Pittsburgh</i> (PEC)	Will make change as noted.
174	Chapter 2	31	31	Second column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
175	Chapter 2	31	31-32	First column, third paragraph, first line: change "est" to "east" Under Cultural Quality it seems like there should be more discussion. The Secondary Sites list includes many sites that are considered cultural. This list and these sites should be discussed, how they came about, etc. The paragraph on museums and wineries and their roles in demonstrating, recording and interpreting the American Culture and history should be discussed. (Lynne Crump)	Will make change as noted. Will revisit Cultural Quality discussion and elaborate as appropriate according to the definitions used by FHWA in the document "Byway Beginnings."
176	Chapter 2	31	32	Second column, first paragraph: delete the word "above" and replace with "on page 11 of Chapter 2, Section 2.2.1." (Jackie Koons Felion)	Will make change as noted.
177	Chapter 2	31	32	Second column, second paragraph: delete the word "above" and replace with "on page 11 of Chapter 2, Section 2.2.1. of Chapter 2" (Jackie Koons Felion)	Will make change as noted.
178	Chapter 2	31	32	P 31 under Architectural Quality #1 Chapman's / Beverley Mill has all of this history (Ellen Percy-Miller)	So noted. We are not including any specific sites unless they directly interpret archaeological resources to the public
179	Chapter 2	31	32	Include slave cabin sites (Prince William Co.)	Do you mean to add these to the list of examples in the 4th sentence under 2.3.2) Archaeological Quality or specifically reference them under Column 1, 2.3.1 Cultural Quality?
180	Chapter 2	32	32	Second column, photo: label the photo "Recreational" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
181	Chapter 2	32	32-33	Under state parks and wildlife areas: Add Red Rocks Regional Park, Leesburg and Town of Leesburg park adjacent to Balls Bluff (PEC)	Will add Red Rocks Regional Park to list of parks and wildlife areas.

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
182	Chapter 2	32	34	State Parks and Wildlife Areas: Comment: Add Sky Meadows State Park and Thompson Wildlife Management Area near Paris, VA (PEC)	Will be included on page 34 under "Other Heritage Area Parks".
183	Chapter 2	32	33	Paragraph 3. Bull Run Mountain Conservancy (BRMC). Comment: Should be Mountains (PEC)	Will make change as noted.
184	Chapter 2	32	33	Paragraph 4. valleys, most Comment: Add a space between the words. (PEC)	Will make change as noted.
185	Chapter 2	33	34	Second column, third paragraph: there is no mention about where Weston WMA is located, not even which county. Nor is it on either of the Site Lists. (Lynne Crump)	Will revise description to include location and check against site lists.
186	Chapter 2	33	34	Paragraph 6. Weston Wildlife Management Area Comment: Add location of Weston Wildlife Management Area (PEC)	See above.
187	Chapter 2	34	35	First column, photo: label the photo "Recreational" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
188	Chapter 2	34	34	Add Fauquier Historic Districts: Ashville HD; Atoka HD; Burland Farm HD; Casanova HD; Catlett HD; Cromwell's Run HD; Crooked Run HD; Delaplaine HD; Hume HD; John Marshall Leeds Manor Rural HD; Markham HD; Marshall HD; Morgantown HD; New Baltimore HD; Paris HD; Rectortown HD; Remington HD; Upperville HD; Warrenton HD (PEC)	These historic districts are not parks, greenways, blueways or trails which is the point of this discussion.
189	Chapter 2	34	35	Existing Greenways, Blueways and Trails Comment: What about the Warrenton Branch Greenway that connects to the Warrenton Historic District? (PEC)	We did not see this in the listing from the Virginia Outdoors Plan. Will research and include as appropriate. Listing only trails with regional significance - either by length, national trail designation, etc.
190	Chapter 2	34	35	Paragraph 4. Extending from Georgia to Maine, the Appalachian Trail is one of the best known hiking opportunities in the county. Comment: Should be <i>country</i> (PEC)	Will make change as noted.
191	Chapter 2	34	34	Other Heritage Area Parks: Add: Prince William Forest National Park (Prince William Co.)	This section is limited to facilities within the Heritage Area; however, the park is shown on Map 5 in Appendix I.
192	Chapter 2	35	35	First column, fifth paragraph: change " <i>W&OD Extension</i> " to "Washington & Old Dominion Regional Park" take out the reference to the extension, which inaccurately implies the corridor is a spur of a longer corridor. There is a proposed extension of the corridor that will connect it to the Appalachian Trail, which is worth mentioning. That is referenced in the <i>2007 Virginia Outdoors Plan</i> on page 404 #12. (Lynne Crump)	Will change heading for the W&OD Trail and will add language to clarify extension.
193	Chapter 2	35	36	P 35—Bull Run/Occoquan Trail Extension, next to last sentence should read, "Chapman's / Beverley Mill" on the PWC/Fq County line. Note that "Beverley's is spelled with an e before the y. The Mill's name is Chapman's / Beverley Mill since locals know it as Beverley and historians know it as Chapman's Mill. (Ellen Percy-Miller)	Will make change as noted.
194	Chapter 2	35	36	At Bull Run Mountain, the trail would connect to a proposed north-south trail, the Bull Run Mountain/Mill-to-Mill Trail. This would connect Aldie Mill Historic Park in Loudoun County through the Bull Run Mountains to Beverly Mill in Prince William County. Comment: It is also spelled Beverley and known as Chapman's Mill, and is located in both Fauquier and Prince William Counties. According to the Prince William County Government website, "the mill is located on the Fauquier-Prince William border along Broad Run, north of Interstate 66 and Route 55 (John Marshall Highway), and "It played a strategic role in the Civil War Battle of Thoroughfare Gap." Chapman's Mill is on the Virginia Landmarks Register, the National Register of Historic Places, and a Virginia Civil War Trails site, according to the The Turn the Mill Around Campaign's website, which also says that "Interpretive signs will explain the milling process and the impact of the industrial site on the evolving economy of the area. The old stone mill store will be restored and used as a kiosk interpreting the history of Thoroughfare Gap." (PEC)	Will make change as noted.
195	Chapter 2	36	37	First column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
196	Chapter 2	36	37	Mountains: Add: Thoroughfare Gap, Virginia (Prince William Co.)	Will reference Thoroughfare Gap before last sentence on 2nd column
197	Chapter 2	37	37	Second column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
198	Chapter 2	37	38	Numerous headwaters streams in Adams county, including the Rock and Marsh Creeks, provide a basis for major components to a County Greenway Network, as illustrated in the draft Adams County Greenways Plan (Schmoyer)	Will add mentioned Adams County rivers and streams to list.
199	Chapter 2	37	38	Rivers and Streams: Add: Bull Run, Broad Run at Beverley's Mill (Prince William Co.)	Will add reference to Bull Run and Broad Run as Rivers and Streams noted for their historical significance.
200	Chapter 2	38	38	First column, photo: label the photo "Natural" (Jackie Koons-Felion)	See response to comment regarding photos in Chapter 2, on page 7.
201	Chapter 2	38	39	Second column: remove bolding from "...at Montpelier" (Lynne Crump)	Will make change as noted.
202	Chapter 2	38	39	Micheux State Forest contains several small state parks, which are associated with pre-civil war iron forges. Further many of the nation's most prominent late 19 th century foresters and conservationists were educated at the former Pennsylvania Forestry School (now the Mont Alto Campus of Penn State), which adjoins Micheaux, the oldest state forest in PA. (Schmoyer)	Will add text to description of Michaux State Forest.

	Chapter	Old Page	New Page	Comment	Proposed Response
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203	Chapter 2	38	38	Mention of Goose Creek...makes me feel that mention of "Broad Run" ...may be appropriate ..Many mills existed in the 1790s.. from Tyler Mill up to Chapman Mill....(See the 1759 Ewell Map...) canoeing/kayaking -- put in up stream at Chapman's Mill and take your canoe/etc out at Buckland! --an Extreme Journey? (Linda Wright)	Will add reference to Bull Run and Broad Run as Rivers and Streams noted for their historical significance.
204	Chapter 2	39	39	First column, second paragraph: change "Conway Robinson Memorial State Forest included in Recreational Qualities " to "Conway Robinson Memorial State Forest is included in Recreational Qualities " Second column, first line: change "RIvanna" to "Rivanna" (Lynn Crump)	Will make change as noted. Will make change as noted.
205	Chapter 3	n/a		Several review members asked why the "Existing Roadway Conditions" section was here [in Chapter 3] - the content does not go with the first part of the chapter at all and it breaks the reader's attention. (Prince William Co.)	Chapter 3 is intended to present the byway experience, i.e. what visitors will experience when driving along the roadway and where they can stop. The roadway conditions influence this experience. A preface will be included in the front which explains how the plan is organized.
206	Chapter 3	41	41	First column, first bullet: Spell out: DMO "Destination Marketing Organization" (Jackie Koons-Felion)	Will introduce abbreviation in first paragraph on page 3 as follows, so that use thereof later in document is appropriate: "... along with the Destination Marketing Organizations (DMO) from each community ..."
207	Chapter 3	41	41	First column, first paragraph: it seems that this paragraph and chapter should mention educational outreach experiences. Also that there should be a reminder about why this discussion only includes VA & PA. (Lynne Crump)	Will insert the following language regarding outreach after second sentence in first paragraph: "Online resources for teachers and summer camp programs for students are among the educational outreach opportunities already available along the Journey." The first part of this chapter applies to all three states; however, a reminder that roadway conditions for MD are summarized in the Catoctin Mtn. Scenic Byway CMP will be included on page 51.
208	Chapter 3	41	41	Need to identify full list of Main Street Towns (Prince William Co.)	All Main Street Communities will be listed and mapped. (referenced page 99 map)
209	Chapter 3	41	41	Official Guidebook"...just a comment...please let us help get some Buckland informaiton into the next Printing!!! (Linda Wright)	So noted.
210	Chapter 3	42	42	This begins the list of anchor sites that have full services. They are numbered by county, it is recommended that the numbering be continuous (or use lettering and numbers) so they can be numbered on Map 8. Also map 8 should be referenced right before the list begins. (Lynne Crump)	The reference to Appendix 3 in first paragraph on page 42 will be revised to read "See Appendix 3 for a full list of sites and Map 8 in Appendix 1 for their locations. The numbering of the sites will be revised so that it is continuous, and we will consider numbering sites with a letter for the county name and number for the site (so as to avoid have to renumber all sites each time a new one is added) numbering will add a layer of complexity that cannot be accommodated as new sites are added -
211	Chapter 3	43	43	The David Wills House is now scheduled to open in February 2009, vice [not] November 2008. (Please make the same correction on the appropriate unnumbered page in the appendix titled "Sites Along the Byway." (Latschar)	Will make change as noted.
212	Chapter 3	46	47	P 46 under Oatlands you should mention David Finley's ownership and his relationship to NTHP. (Ellen Percy-Miller)	So noted.
213	Chapter 3	47	46	Item 7. Fig. 3-12: Balls Bluff Comment: Should be apostrophe s (PEC)	Will make change as noted.
214	Chapter 3	48	48	Second column: there is no listing for Sky Meadows State Park in Fauquier County (Lynne Crump)	Sky Meadows State Park was not submitted by the Fauquier County DMO as a byway attraction. In addition, given the park's distance from the byway, it may be more appropriate to include Sky Meadows in the interpretive plan of the JTHG National Heritage Area. Further discussion regarding the inclusion of sites will be discussed at meeting on 9/22/2008.
215	Chapter 3	48	47	4) Manassas Industrial School/Jennie Dean Memorial (it is on your African American tour) 9601 Prince William Street, Manassas, VA 20110, www.manassasmuseum.org Site open: dawn to dusk daily Relation to themes: Land of Conflict and Reunification. Land of Leadership The Manassas Industrial School was founded in 1893 by a former slave and resident of Prince William County, Miss Jennie Dean to educate former slaves so they did not need to leave their families for the cities. She solicited funds to build the school from the Manassas area, Washington, D.C., and from Northern philanthropists. Frederick Douglass presented the dedication speech for the school's first building on September 3, 1894. The landscaped four-acre memorial park features an exhibit kiosk with audio program and interpretive panels. Visitors can obtain a sense of where the buildings once stood through red stone outlines of campus building foundations, and a bronze three-dimensional model of the original school campus. (Roxana Adams)	Already on list of Secondary Sites. To be reviewed and discussed at meeting on 9/22/2008. Anchor sites for PWC/Manassas are Manassas National Battlefield Park and Bull Run Mountains Nature Preserve (as per DMO) - these are the sites most closely related to the Byway themes. Secondary sites are listed in Appendix 3.

Chapter		Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
216	Chapter 3	48	47	5) Liberia Plantation 8601 Porter Avenue, Manassas, VA 20110, www.manassasmuseum.org Site open: For special programs year round and by appointment for tours Relation to themes: Land of Conflict and Reunification, Land of Leadership One of the few plantation houses in Prince William County to remain standing after the Civil War, Liberia served as headquarters for Confederate Gen. P.G. T. Beauregard during First Manassas (Bull Run), and headquarters for Union Gen. George McClellan before the Battle of Second Manassas. President Abraham Lincoln visited Liberia to confer with McClellan before Second Manassas. The site offers living history events, summer camps, and architectural and history tours. (Roxana Adams)	To be reviewed and discussed at meeting on 9/22/2008. Anchor sites for PWC/Manassas are Manassas National Battlefield Park and Bull Run Mountains Nature Preserve (as per DMOC) - these are the sites most closely related to the Byway themes. Secondary sites are listed in Appendix 3.
217	Chapter 3	48	47	6) Mayfield Earthwork Fort 8401 Quarry Road, Manassas, VA 20110, www.manassasmuseum.org Site open: dawn to dusk daily Relation to themes: Land of Conflict and Reunification To defend the strategic railroad lines at Manassas Junction, Confederate Gen. P.G. T. Beauregard constructed of a ring of 12 defensive fortifications around the junction of the Orange & Alexandria Railroad and the Military Railroad to Centreville in May and June 1861, occupying Mayfield Fort until March 1862. The view from the heights of the fort reveal why this location was selected. The site features eight Civil War Trail interpretive markers and the earthen remainder of the Civil War earthwork fortification. The site is a frequent location of living history events to mark the anniversaries of the Battles of First and Second Manassas. (Roxana Adams)	Already on list of Secondary Sites. To be reviewed and discussed at meeting on 9/22/2008. Anchor sites for PWC/Manassas are Manassas National Battlefield Park and Bull Run Mountains Nature Preserve (as per DMOC) - these are the sites most closely related to the Byway themes. Secondary sites are listed in Appendix 3.
218	Chapter 3	48	47	P 48 under PWC: should include Mill—it is a heck of a lot better than Ball’s Bluff. Haymarket could be included. (Ellen Percy-Miller)	Chapman’s/Beverley Mill will be reviewed by the DMOC at their meeting in October - we are proposing to add to Chapter 5 as an soon to reopen site (but since it is not open now, we should not include it on this list) Anchor sites for PWC/Manassas are Manassas National Battlefield Park and Bull Run Mountains Nature Preserve (as per DMOC) - these are the sites most closely related to the Byway themes. Secondary sites are listed in Appendix 3.
219	Chapter 3	48	48	P 48 under Fauquier should be Mill (Ellen Percy-Miller)	See above.
220	Chapter 3	48	48	"Since its beginnings as a colonial village, Warrenton has been home to lawyers and politicians such as Supreme Court Chief Justice John Marshall, who practiced here.... Warrenton takes its present name from Warren Academy." Comment: Some historical context related to Gen. Joseph Warren should be added. Also, the Warrenton HD was the only item entered for the existing visitor attractions and interpretive resources. There are other museums, historic districts, and resources in Fauquier County that should be included--see proposed additions to Anchor and Secondary Site lists. (PEC)	Reference to Joseph Warren will be added. This is the only anchor site provided to us in Warrenton. Other sites are included as secondary sites in the Appendix. The DMOC is responsible for determining visitor readiness. Only sites that are visitor ready are included in this list. This will be pointed out in the preface that will explain how the document is organized. Anchor sites for Fauquier County and Warrenton are Warrenton Historic District and Old Jail Museum (as per DMOC) these are the sites most closely related to the Byway themes. Secondary sites are listed in Appendix 3.
221	Chapter 3	51	53	First column, first paragraph, sixth line: change "... in many cases..." to "...in most cases..." The introduction paragraph to this section should reference Map 2 and each of the written descriptions should reflect the legend on Map 2. Second column, first line: change "North Loudoun County (US Route 15)" to "North of Leesburg (US Route 15)" Second column, first paragraph: there are actually 3 crossings between Arlington and The Journey: Route 495, Whites Ferry and Route 15. the text should be changed to read either '...one of the two bridge crossings...' or '...one of the three crossings...' Also there are two additional crossings west of Route 15, both within the Heritage Area; How do these fit in? Second column, third paragraph: change "Prince William County (US Route 15/US 29) " to "Prince William County (US Route 15/US 29) to Warrenton " (Lynne Crump)	The following text – or similar – will be added to the first paragraph on page 51: "These different road types are shown on Map 2 in Appendix 1." Additional language will be added to each description to reflect Map 2 OR A smaller version of Figure 6-36 will be incorporated in this section. Will make change as noted. Will make change as noted. Will make change as noted.
222	Chapter 3	51	53	Need to define peak and non-peak in more detail (Prince William Co.)	Will add a footnote with definitions. Peak hour is as defined by each DOT
223	Chapter 3	51	53	What about Rt 15 from Frederick to the Potomac River? (Prince William Co.)	Roadway conditions for Maryland are included in the Catoctin Mountain Scenic Byway Corridor Management Plan. A note to that effect will be added.
224	Chapter 3	52	54	Under the Culpeper (US Route 15 Business) heading there is reference to a number of businesses, including a Home Depot. We have no Home Depot nor any plans for one. (Egerton)	Will remove reference to Home Depot.
225	Chapter 3	52	54	First column, second paragraph: Note Opal needs to be located on the map since it is the end of a section that is being described here. (Lynne Crump)	Will include Opal on graphic. (Map 2, Appendix 1)

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
226	Chapter 3	52	54	Second column, second paragraph: clarify "...on the route into Charlottesville..." which route is that, 20, 22, 231, 270, or 53? (Lynne Crump)	Will clarify route.
227	Chapter 3	52	54	Second column, second paragraph: Add the number 2 to "Appendix" in the second sentence. (Jackie Koons-Felion)	Will make change as noted.
228	Chapter 3	52	54	Second column, fourth paragraph: insert the words, "Appendix 2." (Jackie Koons-Felion)	Not clear exactly where to insert. Will revise fifth sentence to read "The crash data, summarized in Appendix 2, was reviewed to identify acute safety issues within the Byway corridor."
229	Chapter 3	53	55	P 53 #4 under Southern Loudoun / Northern PWC 1 would delete sentence 5 as four of the mentioned six fatalities are from a suicidal driver purposively driving into an on-coming car at a high speed, killing 2 parents, baby and himself. (Ellen Percy-Miller)	We do not include the cause of the crash for any of the sites in this document. This information was provided to us by VDOT (and PennDOT for PA).
230	Chapter 3	53	55 (ref. on p 53)	What is the experience with crash data for Maryland? Particularly for the section of Rt 15 from Frederick to the Potomac River? This appears to be a well engineered 2 lane road with wide shoulders and other features such as "headlights on" safety measures. It would be instructive to ascertain how this compares to other sections and what impact these design attributes have. (Prince William Co.)	Roadway conditions for Maryland are included in the Catoctin Mountain Scenic Byway Corridor Management Plan. A note to that effect will be added.
231	Chapter 3	53	55	Corridor Safety Review: Do they mean Rt 15 north of the Potomac--or north of Leesburg? (Prince William Co.)	Comment is somewhat unclear. "North Loudoun County" refers to north of Leesburg.
232	Chapter 3	53	55	a major correction!--Right side of page second paragraph...."The highest number of crashes occurred at intersections. Of particular note, the US Route 15/US 29 intersection was among the locations with the highest number of crashes.....Warning signage, a flashing beacon and rumble strips have been installed to increase drive...." This is not the intersection of 15/US 29...rather it is the intersection of 215/US29 Easy mistake...but that is the only intersection with "rumble strips" (Linda Wright)	Will verify and correct as noted. Corrected
233	Chapter 3	54	56	Report opines that the posted regulatory speeds appear excessive... In prior meetings regarding this project, the project manager was informed to not include subjective opinion without just cause as it relates to strict regulation and engineering studies. Relating regulatory speed to comfortable travel speed is inappropriate for a technical document and should be deleted or reworded. (PennDOT)	Last paragraph, page 54, 2nd sentence clearly states that "an evaluation of the running and safe driving speed as well as a review of standards and criteria should be conducted to determine the proper posted speed.
234	Chapter 3	55	57	General Shoulder Conditions: PWC needs to check this for completeness and currency (Prince William Co.)	no information received from PWC - this is general information
235	Chapter 3	56	58	First column: under PA sources, replace with PennDot Engineering District 8-0. (Jackie Koons-Felion)	Will replace "PennDOT Dist. 8" with "PennDOT Engineering District 8-0"
236	Chapter 3	56	58	First column, under "Current Enhancement Projects": To save space could this text be charted into a table and still be made part of this Chapter? For example, you could place the chart on a legal size sheet, fold it and insert it into the section of the chapter? (Jackie Koons-Felion)	Will reorganize list in chart format. Bulleted list will have to do - nothing to chart?
237	Chapter 3	56	58	Prince William County projects: The Dominion Valley Drive project is incorrect. Talk to Transportation Planning Division (Prince William Co.)	Will verify and revise accordingly.
238	Chapter 3	56	58	Prince William County ...Think the Buckland Bridge Project is in there twice..It is now completed and looks fabulous...VDOT even repaved up and down Route 29...so it drives so much more scenically.. Do you need a new picture. Also, Rob Niewig of NT suggested at the latest County Side Work Shop, that BPS contact the APVA to nominate NOVA District Bridge Engineer - Nick Roper for recognition of his preservation efforts. (Linda Wright)	Will remove one of two references to Buckland Bridge Project. So noted.
239	Chapter 3	57	58	Fauquier County - Lots of changes, especially due to Vint Hill Rethinking and changes in traffic patterns in our area...am not so sure that 215 is going to be 4-lanedDave Cabbage of VDOT Culpeper District may need to comment to you...think the latest formal recommendation was to remain at two lanes.... (Linda Wright)	So noted -- will verify. Made more general
240	Chapter 3	57-60	58-62	"Existing Roadway Management Practices" also seems to be out of place. This is a very serious topic in the midst of more esoteric material. (Prince William Co.)	This indicates introduces the types of changes that routinely occur along the roadway - providing a list of items that need to be addressed. Will reference Chapter 6 for management strategies related to these items.
241	Chapter 3	58	61	Title 'Future Lane Use Change...' seems like it needs to match the same font as 'Finding and Following...' on page 41 Second column, second paragraph, second line: change "...to assist property owners in their efforts..." to "...to assist property owners and communities in their efforts..." (Lynne Crump)	Will make change as noted. Will make change as noted.
242	Chapter 4	61	63	First column, fourth paragraph, last line: change "...and used." to "...and managed." (Lynne Crump)	Will make change as noted.
243	Chapter 4	61	63, ref on p 78	Great language...go JTHG Did we want to mention the ABPP (American Battlefield Protection Program) of the NPS...As we discussed we have been approved for two properties to be entered into the "Easement Program" by Paul Hawke...(2007)...and David Blake recently submitted his application for donating 75 acres of Buckland Farm as a match to the ABPP acquisition of 20 acres along Route 15/29 (part of original Buckland 40 lot village) (Linda Wright)	Will add reference to ABPP under 7) <i>Preservation of Historic Sites</i> on page 78 and list activities along the Byway

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
244	Chapter 4	n/a	64-65	Comment: The notion of the Journey being the lead character in land conservation is going to alarm some people. JTHG portrayed as a “conservation clearinghouse.” Is JTHG to have oversight and coordination of existing conservation groups? Overall, there needs to be a much stronger recognition of partners in land conservation throughout the corridor. (PEC)	Additional language will be added to the , page 64 about success of the many organizations involved with conservation throughout the corridor and heritage area. Clearinghouse is perhaps not the right word to use . This was a suggestion provided at the public meeting in Culpeper this Spring. Currently, the byway is not a focus of any of the many organizations. In order to gain the designation we have to make it clear as to how the conservation priorities of the BYWAY will be met. We will change the wording to reflect that need specifically. role clarified in second full paragraph, page 65
245	Chapter 4	n/a		There is a lot of great information presented in the chapter. It needs badly to be edited so its true value to planning intent can be clearly understood and thereby lead to a realistic expectation of achievement without confusion and misinterpretation. Chapter is fragmented in its presentation and not easy to follow or understand as presented. Recommendation: Requires a major edit to establish parallelism in writing and clarity for understanding (Prince William Co.)	Chapter will be reviewed for clarity, consistency and editorial errors.
246	Chapter 4	n/a		Inconsistent use of the acronym JTHG established on page 1 Recommendation: Either use it or delete it. (Prince William Co.)	So noted.
247	Chapter 4	n/a	64-65 and Chapter 7	Chapter text needs to be supported for recommendations related to subcommittees, etc. There needs to be a clear understanding of who is leading and coordinating the effort along with roles and responsibilities. This is what a management plan is about. Recommendation: In the introduction chapter clearly portray the organization by inserting a chart depicting relationships between participants (operational, administrative and coordination). (Prince William Co.)	A chart will be developed and placed in the introduction-Page 4, as suggested, and further amplified in Chapter 7. A paragraph will also be inserted in Chapter 4 indicating who the various partners are that are already doing a great job preserving and conserving the intrinsic qualities. on page 64-65
248	Chapter 4	61-62	63-64	<i>Conservation and Preservation Strategies:</i> Needs to be rewritten for clarity and conciseness. Parallelism in writing. Example: the text p79 Managing Roadside Character should be part of 61-62 text vice where it is. Another example is p82 Financing Conservation and Preservation. (Prince William Co.)	Will review and revise where necessary. This chapter is written specifically to address requirements of designation and organized as best as possible - see preface and table for requirements and pages where requirements are included (fourteen requirements are from FHWA and do not have a logical order).
249	Chapter 4	62	64	Left column, top. Comment: Conservation Priorities #2 (Lands with scenic views), #3 (Lands which are visually prominent), and #4 (Lands most vulnerable to change) are not well defined. For example: Refer to #2. There are extensive viewsheds from along the Corridor; many are well beyond the proposed boundary. On #4, references in Chapter 2 are not clear in identifying lands that are vulnerable. Critical resource identified by the PEC--like Oak Hill or Gilberts Corner—do not rise to top as priorities under these proposed criteria. (PEC)	These are the conservation priorities for the Byway. The #1 priority is lands that form the setting of each of the historic sites and features that contribute to the themes of the Journey - Oak Hill is not open to the public and can't be seen from the byway, so from the byway perspective it is not a priority (while it is an obvious priority for lots of other reasons, it would not qualify for FHWA funds for conservation easements through the scenic byway program). Gilbert's Corner is visually prominent as seen from the byway and would be a priority and would qualify.
250	Chapter 4	62	64	<i>Under #1 Comprehensive Planning,</i> CMP states, “As an overall strategy, the one that is the most likely to minimize changes in land use along the Byway is to work directly with property owners who are willing to see, transfer, or donate their future development rights to other more desirous locations, or for tax benefit.” Comment: CMP does not offer adequate detail as to who will do this nor does it appear to recognize the significant public and private efforts already underway. (PEC)	Will add a new paragraph on page 64 referencing the extensive amount of lands already preserved this way (and strengthen the 3rd paragraph on page 62) - our oversight as we have mentioned this in all the meetings, just did not get it in to the text.
251	Chapter 4	62	64	The use of the same numbering scheme for page 61 referred to strategies and then for the conservation priorities is conflicting and confusing. The reader must stop to figure out what is being stated. Recommendation: Use bullets vice 1) to identify the priorities. (Prince William Co.)	Will revised bullet/numbering scheme.
252	Chapter 4	63(i)		Add the Adams County Land Conservancy (Schmoyer ????)	Will add. Not listing private conservation organizations or would have to list them all - Maryland Environmental Trust and Virginia Outdoors Foundation are quasi-state agencies

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
253	Chapter 4	64	66	First column: just before "2) GIS..." a paragraph should be added that discusses the 2006 VOP Survey and the questions on land conservation that will support the efforts of this plan. Get the details at: http://www.dcr.virginia.gov/recreational_planning/documents/vopsurvey06.pdf see pages 26 and 27 for questions on land conservation. (Lynne Crump)	The 2006 Virginia Outdoor Plan provides documentation as to the level of use and interest in activities that are associated with the corridor. For example, in the last 12 months, of those households surveyed: - 71.70% went walking for pleasure (#1 activity) - 55.60 % went driving for pleasure (#3 activity) - 56.10% visited a historic site (# 2 activity) - 44.30 % visited a natural area (#5 activity) Those surveyed also identified conserving natural resources as the most important reason for the Virginia system of state parks. Over ninety-four percent of those surveyed thought it was important or very important to protect Virginia's natural and open space resources and over seventy-seven percent of those surveyed indicated that the state should spend public funds to acquire land to prevent the loss of exceptional natural areas to development. For the full survey see http://www.dcr.virginia.gov/recreational_planning/documents/vopsurvey06.pdf Will obtain similar data from Maryland's and Pennsylvania's Statewide Comprehensive Outdoor Recreation Plans (SCORP).
254	Chapter 4	64	67	Under #2 GIS Data Sharing. 1) Parties involved in the GIS data sharing process. Preservation partners, counties, local governments, state agencies, contractors, etc? 2) Policies for distributing of available data. Some GIS information can be extremely sensitive; for example, archaeological sites and Native American sites. 3) Schedule and responsibility for updates. Many local governments only update parcel boundaries, layers once a year. 4) Conflicting technology. Some counties don't have GIS or may use a program other than ArcGIS. How will this factor into data acquisition? Will JTHG acquire all necessary technology and personnel? (PEC)	A priority grant project is in the process of being developed to address these issues. It will be referenced more fully on page 64 and again in Chapter 7.
255	Chapter 4	64	68 (ref. on pages 64-65)	Under #5 Byway Specific Conservation and Preservation Easement Programs. Comment: DMP recommends creation of JTHG Conservation and Preservation Easement Program as a coordinator of and clearinghouse for conservation activities. 1) Conservation organizations, local governments, and landowners, among others, will need clarification on the intended role of this program. 2) Within the Virginia Corridor, the PEC and other smaller organizations already do this. 3) It would be redundant for the JTHG to become involved in any detailed conservation efforts. In Virginia, the JTHG should work be in support of existing partners and not directing conservation priorities and/or specific projects. 4) This committee should not provide educational and technical assistance to landowners in lieu of the ongoing activities of appropriate local agencies. 5) The DMP suggests this program will provide monitoring capacity for maintaining easements. Is this something JTHG has the staff, expertise, and finding to do?	See comment above, for page 62 - JTHG Partnership needs to demonstrate how the Byway's conservation needs will be addressed. If this road is to be successfully nominated as an All-American Road there <i>must</i> be a responsible party that will speak out on behalf of the conservation needs for the <i>byway</i> . If not, receiving the AAR designation is unlikely. If only a National Scenic Byway designation is needed, then this does not have to be addressed so directly. The text will reflect this need and be sure to respect the tremendous resources of the many organizations involved with land conservation in the corridor
256			68 (ref. on pages 64-65)	6) In the PEC region, literature and information on easement programs is not out-of-date nor is it unavailable. Why is JTHG taking on the responsibility for updating and maintaining publications and related conservation efforts already in place with PEC and other organizations and agencies? 7) This section implies that JTHG should be the arbiter of who works on which project. 8) The DMP refers to efforts of property owners and the work of "existing programs", however there no mention of existing organizations. Successful conservation programs require local knowledge and local involvement, which the JTHG staff lacks. (PEC)	A better term will be used to describe the JTHGP that incorporates the roles of all involved, perhaps "facilitator" or "matchmaker." It is not the intent of the JTHGP to assume the responsibilities and or take on the roles currently performed by PEC and other similar organizations. Rather the JTHGP will act as an advocate of the byway, relying on support and services from other organizations to achieve its preservation and conservation goals. Also see response to comment regarding Land Trusts efforts on line 244 , chapter 4.
257	Chapter 4	64	67	<i>GIS Data Sharing:</i> The recommendation noted here is the only addressed separately in the entire chapter. Who pays for maintaining the database? Recommendation: Need to highlight recommendations consistently the same in all applicable areas of the text. (Prince William Co.)	The JTHGP is currently applying for a grant to support this effort. UPDATE 10-08-08 - a specific reference to the grant application will be included here as a recommendation. The rest of the strategies will be reviewed for consistency and recommendations added if appropriate. We may want to change the word "recommendation" to "priority" and only include these italicized when consistent with the priorities listed in Chapter 7
258	Chapter 4	64	67	4) <i>Establish a Byway Advocacy Network:</i> This could have direct cost implications. (Prince William Co.)	So noted (see below)
259	Chapter 4	64	67	Col. 2, first full para - Would JTHG serve as the advocate? (Prince William Co.)	Yes, as the primary sponsor of the Byway, the JTHG Partnership would speak out on behalf of the byway.

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
260	Chapter 4	65	69	Under Pennsylvania Programs, add statement regarding Pa’s “Cultural Landscape Initiative” (CLI) . South Mountain is currently under consideration for designation as a CLI. (Schmoyer)	Will add fourth bullet point: • Pennsylvania’s “Cultural Landscape Initiative” (a program of the Department of Conservation and Natural Resources) offers an opportunity to establish comprehensive strategies for natural resource conservation, recreational planning and land management in support of local area initiatives. South Mountain is currently under consideration as a CLI.
261	Chapter 4	65	69	Right Column, Pennsylvania Programs, First Paragraph – This paragraph states that DCNR can help conserve farms. Technically, we can help preserve farm land, but not for the purposes of keeping it in active farming. Typically, when we help acquire land that is actively farmed, we require it to be placed into conservation or recreational use within 2 years from purchase. The Department also must ensure that all lands acquired with state funding are open for adequate public use. This issue has made using DCNR funds to purchase farm land in Adams County very difficult. For these and other reasons please strike the word “farms” from first sentence of this paragraph. Right Column, Pennsylvania Programs, First Paragraph, third bullet, first sentence – Land Trust funding cannot be used for planning purposes. Please strike “and planning”, from the first sentence. (Mike Piaskowski, DCNR)	Will make changes as noted.
262	Chapter 4	65	68	Col. 2, first para: Who funds? (Prince William Co.)	There are over a dozen organizations that are qualified to accept conservation easements. Together, over 44% of the lands that can be seen from the Byway are conserved. The plan calls for the need to make yearly progress on new easements based on the priorities that are derived from Map 7. The JTHG Partnership can apply for funds that would go towards the purchase of easements and work in tandem with the organizations to find the best partner to implement the easements. The Byway Conservation Easement Program is meant to demonstrate to FHWA how the conservation needs for the byway will be met. The funding for this coordination and facilitation can be come from a “Byway Management” grant from FHWA.
263	Chapter 4	68	71 -72	There should be a discussion about the Land Trusts efforts in the region and which ones are working there. See 2007 VOP pages 402-03, 420, and 438. Also a discussion about how this effort supports the Green Infrastructure recommendations of the 2007 VOP, see pages 43-57	Add the following text at the end of p68 The Virginia Outdoors Plan offers extensive discussions of land trusts activities in the Northern Virginia Region. Please see Appendix 4, item c.3, for a list of those conservation organizations that are currently working in the Journey region. The plan recommends working closely with these existing groups to link together opportunities for funding associated with the JTHG planning and management effort with the ongoing activities of existing land trusts.
			77	The following programs were suggested by Sarah Richardson, DCR land Conservation Coordinator: The one omission I can see is that there is nothing about the CREP easements, although it mentions CREP cost share and rental payments. The info about CREP easements is at www.dcr.virginia.gov/soil_&_water/crepease.shtml . Also, the Department of Forestry has a relatively new Forestlands Conservation Office now, with info at www.dof.virginia.gov/land/ . (Lynne Crump)	NEW HEADING: Green Infrastructure The Virginia Outdoors Plan recommends that green infrastructure planning to be coordinated between state agencies and that agencies work in concert with green infrastructure planning such as is taking place with this planning effort for the Journey Through Hallowed Ground region. The Virginia Outdoors Plan defines green infrastructure as “land planning that balances the benefits of open space with development. Green infrastructure planning emphasizes the importance of connections between blocks of open space, between developed and undeveloped areas and between society and the landscape.”
264					Partnerships with state resource agencies is one way to extend resources and the knowledge base to implement green infrastructure initiatives. Maryland’s Green Infrastructure Program has been in place for many years and through its Program Open Space has achieved many positive results. Pennsylvania’s Cultural Landscape Initiative has similar goals (see page ___ above)
265	Chapter 4	68	71-77	Under <i>Virginia Programs</i> , Comment: Section does not differentiate between programs which provide funding (VLCF, PDRs, LPTC) and those which merely provide technical assistance or easement holding (VCLNA, DCR). Funding levels should be noted, as should the way in which funds are appropriated (i.e., annual appropriation, tax, legislative mandate as in the LPTC cap) (PEC)	So noted. Added funding sources and caps if known
266	Chapter 4	68	62	<i>Virginia Programs:</i> Add PWC and Fauquier Rural Crescent Initiative. Add Agricultural and Forestal District Program (Prince William Co.)	Will add paragraph about paragraph about Agricultural and Forestal Districts and describe any unique differences in Virginia Counties along the Byway. Will add reference to local planning designations and reference the Rural Crescent in Prince William as an example.

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
267	Chapter 4	69	72	Under #6 <i>Stewardship Programs for Farm Forest and Watershed</i> . Comment: Section is difficult to follow and not very clear. Omitted is the fact that in Virginia, lands under conservation easement are taxed at the Open Space or Land Use value. (PEC)	Will review section and revise for clarity. Will add language stating that conservation easements are taxed at the Open Space or Land Use value.
268	Chapter 4	73	77	The Conservation Reserve Enhancement Program (CREP) is discussed in the Virginia portion of this section, but not in Pennsylvania. There should be a comparable paragraph for Pennsylvania. Gettysburg NMP participates in this program, and currently has several hundred acres enrolled. I assume there's more acreage enrolled in Cumberland, Straban and Franklin Townships, but I have no data. I've copied Flo Ford on these comments, since I suspect she either has or can obtain the numbers, if they are desired. (Latschar)	Add the following to page 73, after heading "Conservation Reserve Enhancement Program: CREP offers a program to conserve riparian buffers within agricultural areas. The CREP conservation easement program, according to the Virginia DCR website, is "a legal document made between a landowner and DCR, which pays the landowner \$1,000 an acre for the easement. The easement limits some rights but allows the landowner to own and use the property and sell it or pass it on to heirs while protecting it. The CREP easement is legally recorded and bound to the deed of the property permanently." In Pennsylvania, the Conservation Reserve Enhancement Program is also available. The Gettysburg NMP participates in this program and currently has several hundred acres enrolled. CREP programs in Pennsylvania are tailored to the both the Chesapeake Bay and Ohio River drainages (Adams County is in the Chesapeake Bay drainage). The voluntary program offers financial incentives for land improvement practices, such as native grass stands, riparian buffers.
269	Chapter 4	73	78	Could we incorporate information regarding the American Battlefield Protection Program here? (Ad Comm, 9/22/08)	Yes. Will include sidebar explaining the relationships between the various preservation and conservation programs – for funding matches, etc. Also, some of these programs are/can be mentioned elsewhere in plan – will include page reference to cross-index where these relationships are beneficial (e.g. "For more information on ... refer to page xx.")
270	Chapter 4	73	77	Under <i>Watershed Related Conservation Efforts</i> . Comment: Chesapeake Bay Small Watershed Grants should not be solely under Virginia. These grants available in MD and PA. The section on CREP in VA should also reference the CREP easement program which pays for permanent easements on CREP. (PEC)	Will make changes as noted.
271	Chapter 4	74	78	Under #7 <i>Preservation of Historic Sites</i> . Comment: No mention here of the American Battlefield Protection Program (PEC)	Reference to American Battlefield Protection Program will be added.
272	Chapter 4	75	79	Titles, change the font of 'Maryland Preservation Programs' to match the font of 'Pennsylvania Historic Preservation Programs' (Lynne Crump)	Will make change as noted.
273	Chapter 4	76	80 (ref to page 78)	Second column, last paragraph: Move to page 77 as the last paragraph before '8). Preserve America Community Designation And Grant Applications' (Lynne Crump)	This text can be deleted as it repeats information from page 78 (applying to all three states).
274	Chapter 4	76	80	<i>Preserving and Maintaining Intrinsic Values/Federal Rehab Tax Credits, Survey and Planning Cost Share Program:</i> Check this Para for accuracy and clearer wording. Note that Maryland also has this program (Prince William Co.)	So noted. Will verify information presented and revise for clarity. Revised as per VDHR website
275	Chapter 4	77	81 ref to page 99	<i>Virginia Main Street Program:</i> Add the City of Manassas (Prince William Co.)	Manassas will be listed as a Main Street Community at another location in the plan. (See PWC comment regarding chapter 3, page 41.) The Main Streets listed here are on the byway route itself - all the Main Street communities and their official designations will be listed for the whole Heritage Area in that other location (not yet determined where exactly to put it). (See text inserts: Main Street Communities) on page 99
276	Chapter 4	78	81	P 78 last # under 9) Preservation Planning defines 'anchor' (full service visitor attractions with interpretations, facilities, group tour accommodation, on-site hosts) and 'secondary sites' (primarily self-guided sites with limited or no facilities). The Mill falls in between these two categories. (Ellen Percy-Miller)	Will be adding third category reflecting sites that have projects in the works that will, when completed, bring them up to the anchor site level.
277	Chapter 4	78	82	11) <i>Preserve Archaeological Resources...</i> : Good thinking ... need to stress. Need to educate residents along JTHG route. (Prince William Co.)	So noted.
278	Chapter 4	78	82	11) <i>Preserve Archaeological Resources...</i> : Reword last sentence for better clarity (Prince William Co.)	Will elaborate and clarify as to what this means - we think it should have been referencing Loudoun County's requirements but will verify
279	Chapter 4	78	82-83	14) <i>Billboards and Off-Premise Signage:</i> Has anyone considered Billboard Transfer Rights? Does such a thing exist? (Prince William Co.)	Good idea - will put some feelers out there to see if anyone is doing this. Nothing we could find about this idea
280	Chapter 4	79	83	Second column, second paragraph: insert "on PA Route 394" at the end of the last sentence (Jackie Koons-Felion)	Will make change with clarification that PA 394 is part of byway extension from Gettysburg.
281	Chapter 4	79	83	Second column, third paragraph: According to our R.O.W. Unit, MD and VA may use the amortization process, but to their knowledge our state does not. Perhaps this should be written a little bit clearer who actually uses the amortization process. (Jackie Koons-Felion)	Will change second column, second full paragraph, to read: "Local governments may remove existing billboards for these non-National Highway System segments of the Byway through a process known as amortization." Amortization only applies to Maryland - text revised accordingly
282	Chapter 4	79	82	Under #12 <i>Develop Model Design Guidelines</i> . Comment: The City of Charlottesville is not mentioned. Charlottesville does have Entrance Corridor Guidelines. (PEC)	Will add Charlottesville.

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
283	Chapter 4	79	83	Under #14 <i>Billboards and Off-Premise Signage</i> Comment: While the removal of billboards through amortization is constitutional, in Virginia it is not legal. The vested rights statute controls – Virginia Code Section 15.2-2307. This discussion should be deleted or made clear that it does not apply in Virginia. (PEC)	Will remove amortization discussion from this CMP as it seems to only apply to Maryland and is discussed in the Catoctin Mountain CMP
284	Chapter 4	80	83	This section of the plan also preferences T.O.D. signage. JTHG would like to put a moratorium on the placement of new T.O.D. signs. Winky Chenault suggests working with and trying to tweak the existing system rather than call for a moratorium. Scenic Virginia might be able to help with the T.O.D. signs (outside contractor has license to sell these signs with income going to VDOT). Mr. Chenault also suggests talking to CTB members in this area. (Ad Comm, 9/22/08)	So noted.
285	Chapter 4	80	83	Second column: beginning with 'Utility Distribution Lines' there are several pages of discussion on public utility impacts on the corridor. These issues do not fall under #14 on page 79 nor #15 on page 84. It is recommended that an additional strategy be developed to address these issues. (Lynne Crump)	Will re-number so that "Utility Distribution Lines," "Utility Transmission Lines," and "Communication Towers" are numbers 15, 16, and 17 under "Managing Roadside Character." Will also make corresponding revisions to strategy table.
286	Chapter 4	80	83	<i>Signage:</i> Insert some details on the successful Vermont program (Prince William Co.)	Good suggestion, thank you. Will reference PennDOT's signing program in Western PA. This will do double duty for the plan as Adams County PA needs to request a special signing district be established similar to PennDOT's program.
287	Chapter 4	81	83	First column, fourth bullet: As a note regarding plant lists provided by utility companies for planting under or near lines; change "...materials when working under a utility line" to "...materials when working under or near a utility line" First column, ninth bullet: change "3 days " to "3 weeks" or months. Three days is an unreasonable notice time. First column, first paragraph: change the font of "Utility Transmission Lines" to italic and underline, since this is an example of current concerns. The title may need to be changed. (Lynne Crump)	Will make change as noted. Will change to more appropriate time frame. Font will remain same, but heading will be number 16. (See comment on page 80.)
288	Chapter 4	81	84-85	Under <i>Communication Towers</i> Comment: There are state (VDHR) and federal (FCC and FAA) review process for communication towers. Towers which are found to have an adverse impact on historic sites and structures must take steps to mitigate that impact. JTHG should include reference to these requirements and note that these state and federal guidelines are not superseded nor can they be deemed unnecessary by local regulations. (PEC)	Will include stated reference.
289	Chapter 4	81	84	<i>Utility Transmission Lines:</i> Due to the enormous cost of under grounding utilities, consider programs to assist localities to bury overhead lines in the vicinity of historic districts (Prince William Co.)	will add point about funding sources and reference Chapter 7 and Appendix 4.
290	Chapter 4	82	85-86	Under <i>Financing Conservation and Preservation</i> Comment: Recommend that JTHG work with existing public and private organizations to bring funding to projects; not create an independent JTHG funding source. (PEC)	JTHG Heritage Area will bring in 50-50 matching funds up to a million dollars a year if funded through Congress. Also, many heritage areas offer funding in the form of "mini grants."
291	Chapter 4	82	85-86	Under #15, <i>Research and Develop Investment Vehicles</i> Comment: This section appears incomplete. Is it intended to raise awareness for additional state level funding for land conservation? Or is it intended to suggest something else? (PEC)	This is a goal of JTHG Partnership and is included only briefly for reference purposes. Reference will be made to further work to be done on this strategy.
292	Chapter 4	82	84-85	<i>Communication Towers:</i> Consider special design guidelines so that the visual impact of vertical elements, such as telecommunications towers, is mitigated. Encourage stealth technology. (Prince William Co.)	Document includes language regarding the visual impact of cell phone towers and the like. Will add reference to photos on 4-18 and language suggested
293	Chapter 4	82	86	<i>Financing Conservation and Preservation:</i> This paragraph seems out of place. (Prince William Co.)	So noted - see comment above from PEC
294	Chapter 4	82	86	At the end of this Chapter it would be beneficial to summarize the recommendations made in the chapter to help the reader understand the Plan. Recommendation: Add a summary of recommendations. (Prince William Co.)	So noted - will consider reference, or reference Appendix 4 which includes the tables presented at the public meetings and revised.
295	Chapter 5	n/a		This chapter is very well written and thought through. Only suggestion is to chart or graph some of the text to save space and less reading. (Jackie Koons-Felion)	See response to comment regarding charts and graphs on Chapter 2, page 10.
296	Chapter 5	n/a		The word "spine" is used 6 times in Chapter 5. Is there another word that could be substituted? (PEC)	Preference is to use the word "spine." Will try to keep from overusing the word without creating too many metaphors.
297	Chapter 5	n/a		Excellent marketing strategy...What about plans if gasoline goes above \$7 per gallon...the Journey could then become a viable alternative to more long distance travel, say to Florida, for a large segment of the Northeast Megalopolis. (Prince William Co.)	Will add reference in potential audiences to short trips closer to home
298	Chapter 5	n/a		Has JTHG, The Journey, etc. or logos been copyrighted? (Prince William Co.)	Yes, Journey Through Hallowed Ground® - we may need to add something in the acknowledgement page, but don't want to add ® on every time we use the term Added statement on acknowledge page
299	Chapter 5	83	87	Place of "National" Beauty is misused consistently throughout this chapter (Prince William Co.)	"Place of National Beauty" is the selected theme (rather than "natural beauty").

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
300	Chapter 5	84	88	Second column: "V. Sites along the Byway..." should discuss where the site lists are and how the sites correlate to the interpreted themes. (Lynne Crump)	Will add to end of initiative V, "(Refer to list of Anchor Sites starting on page 42, chapter 3, and list the of Secondary Sites in Appendix 3. The locations of all of these sites are shown on Map 8 in Appendix 1.)"
301	Chapter 5	84	88	Second column, mid-page: Check spelling of opinion "poles" (Prince William Co.)	Will change to "polls"
302	Chapter 5	85	89	beginning here, the five initiatives references on page 84 should have numerals. Example on page 85, 1st column, 1st title add "I." For "I. Resident Surveys", "II. Market Research...", page 87 "III. Existing Marketing...". Etc (Lynne Crump)	Will add Roman numerals to corresponding headings on pages 85-94.
303	Chapter 5	86	90	Second column, 2/3 page: Check "American-American." Did you intend to say African-American? (Prince William Co.)	Yes. Will change to "African-American."
304	Chapter 5	87	91	under 'Additional Findings' it might be appropriate to add information from the 2006 Virginia Outdoors Plan (VOP) Survey. Especially questions on recreational activity participation which support this effort. See above link to the survey. Of special note is that 4 of the top 5 activities that the most people participate in are ones that The Journey supports: walking for pleasure- 72%, visiting historic sites- 56%, driving for pleasure- 55%, visiting natural areas and parks- 44%. See pages 14-25 on the 2007 VOP for complete survey information. (Lynne Crump)	This has been referred to above. See page 66
305	Chapter 5	87	91	P 87 under "African-American" ... interest among A-A travelers in discovering lesser-known historic sites. I hope you are thinking of Chapman's / Beverley Mill and the Jennie Dean Gravesite on 234 before the Manassas Battlefield. (Ellen Percy-Miller)	So noted. This was a market study done separately from the CMP - they were just reporting the concept, not about a specific site
306	Chapter 5	87	81	What about a discussion of "circuit trips" off the Byway here? (Prince William Co.)	Side trips may be added to this chapter pending the DMOC meeting in October. Side trips have been added to secondary sites in Appendix 3
307	Chapter 5	88	92	Frame Figure 5-3 better. It appears to be falling off the page. (Prince William Co.)	Will adjust.
308	Chapter 5	89	93	check page format. First column, first line: change "... a years-long process..." to "... a year-long process..." (Lynne Crump)	Will adjust text/graphic overlap. Will make change as noted.
309	Chapter 5	89	93	Frame Figure 5-4 better. It appears to be colliding with the text. (Prince William Co.)	Will adjust.
310	Chapter 5	91	95	P 91 #2 under International Marketing why isn't Japan listed? (Ellen Percy-Miller)	Reference is made to an existing program who has targeted certain markets - not sure why Japan is not listed as one of their targets
311	Chapter 5	91	95	Item 7. Primary target markets are the United Kingdom and Germany. Secondary markets are Belgium, The Netherlands, Nordic countries, France, Ireland, Latin America (Brazil, Argentina, Mexico) and China. A major goal for CRUSA is to increase overseas visitation and economic impact by 5 percent annually. Comment: May want to spell out the countries. (PEC)	See above - this is how they describe their target markets
312	Chapter 5	92	96	Second column: change "New marketing Strategies" to "IV. New Marketing Strategies" (Lynne Crump)	Will make change as noted.
313	Chapter 5	92	96	Check Figure 5-8 as it appears that Richmond is the center of the concentric circles (and not Richmond as the text says) (Prince William Co.)	This graphic was taken from the CRUSA website. The emphasis is on the Mid-Atlantic region.
314	Chapter 5	92	96	Provide more information on the international languages that will be targeted. (Prince William Co.)	So noted. This is more detail than is available at this time (demand driven)
315	Chapter 5	93	97	P 93 #1 Is Chapman's / Beverley Mill listed on the Sesquicentennial List? We will be open then. (Ellen Percy-Miller)	So noted. No sites are listed as part of the CMP
316	Chapter 5	94	98	Second column, first paragraph: change "...the All-American Road and ..." to "...The Journey road..." Since this is not a designated All-American Road, this phrase should not be used. (Lynne Crump)	Will make change as noted.
317	Chapter 5	94	98	Avoid reference to Spring 2009 event, as this will soon happen and then the text will be out of date. Get to the intent behind this paragraph. (Prince William Co.)	Would like to include as many concrete examples in the plan as possible for the nomination. Such information can be updated in future editions of the plan.
318	Chapter 5	95	98	First paragraph: references "the fourteen requirements for a corridor management plan." Is there a place where the 14 requirements are listed and how they are addressed? Where they can be found in the document? It seems like it should be in the front of the document and then here referenced back to the front....(Lynne Crump)	The fourteen requirements and what pages of the plan specifically address these requirements will be reformatted and inserted as a preface. This is required for the nomination, and we have this information readily available.
319	Chapter 5	97	101	P 97 last #, 1st column, Will Mill be added to sites with A-A history (slaves built Chapman's Mill and it is the tallest stacked stone building in the US) (Ellen Percy-Miller)	Chapman's/Beverley Mill will be included in chapter 5 as appropriate.
320	Chapter 5	97	101	Need to add Native American heritage (Prince William Co.)	So noted. See page 107 - this lists the existing interpretive activities
321	Chapter 5	97	101	Discussion is repetitive from earlier in the document, could be trimmed or summarized here (Prince William Co.)	This is a function of the requirements of the corridor management plan and for designation as a National Scenic Byway. Chapter 2 refers to the "Intrinsic Qualities". The interpretive framework is supposed to show how the intrinsic qualities will be interpreted and repeating seemed to be the only way to convey the consistency between the intrinsic qualities and how we are proposing to interpret those qualities. Will see if we can better consolidate in the final draft without losing the flow of each specific chapter.
322	Chapter 5	97	101	Diversify - there are several Underground Railroad sites along the Journey (e.g. Loudoun County Courthouse, Brentsville Courthouse) (Prince William Co.)	So noted. See storylines
323	Chapter 5	98	102	P 98 Last # under "Three Primary Themes"—Agriculture, Prosperity and Conflict; The Independent Farm Tradition; Civil War—Mill fits all three (Ellen Percy-Miller)	Chapman's/Beverley Mill will be included in chapter 5 as appropriate.

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
324	Chapter 5	98	102	Discussion is repetitive from earlier in the document, could be trimmed or summarized here (Prince William Co.)	See above comment on p97
325	Chapter 5	99	103	Add Thaddeus Stevens, former Gettysburg resident (abolitionist and advocate for public education) Add Jennie Dean to the list of leaders	Will add Thaddeus Stevens and Jennie Dean to the list on page 103.
326	Chapter 5	99	102	P 98 Last # under “Three Primary Themes” –Agriculture, Prosperity and Conflict; The Independent Farm Tradition; Civil War—Mill fits all three (Ellen Percy-Miller)	Chapman’s/Beverley Mill will be included in chapter 5 as appropriate.
327	Chapter 5	99	103	Under “Place of National Beauty and Rural Character” the Mill fits! During the Civil War countless soldiers wrote home about the beauty of Thoroughfare Gap (soldiers were moved through it by train—first time in the world’s history that railroads were used to move troops). Frank Leslie’s Illustrated Newspaper also ran many sketches of Thoroughfare Gap during the Civil War. (Ellen Percy-Miller)	Chapman’s/Beverley Mill will be included in chapter 5 as appropriate.
328	Chapter 5	99	103	Add the role of everyday leadership of the common folk (Prince William Co.)	So noted - not sure where this should be placed but will do so, since the themes focus on "influential leaders from the region's history who are of regional or national significance." This perhaps would be better addressed as part of the whole heritage area, rather than along the spine of the byway at this point.
329	Chapter 5	99	103	John Love...he is a major leader~!! (Linda Wright)	So noted. This list is a sample of what is already interpreted, John Love is not yet. Filling gaps in story will be developed as part of interpretive master plan
330	Chapter 5	100	104	For Gettysburg Leadership, specify Wills House and perhaps the Lutheran Theological Seminary and Gettysburg College	Gettysburg leadership is already noted under "Gettysburg: Lincoln's Gettysburg Address -- Byway anchor site." We will add the Lutheran Theological Seminary and Gettysburg College in relation to Samuel Simon Schmucker. -
331	Chapter 5	100	104	criteria for traveler site is discussed. It seems that Sky Meadows State Park meets the criteria: natural resources, open all year round, visitor services and tour accommodations can be met. (Lynne Crump)	See comment regarding Sky Meadows on page 48, Chapter 3. Line 214
332	Chapter 5	100	104	P 100 we will fit 'anchor site' criteria as the Mill is of national and state significance. (Ellen Percy-Miller)	Chapman’s/Beverley Mill will be reviewed by the DMOC at their meeting in October. lists are revised based on DMOC meeting - Buckland listed as "up and coming along with Chapman’s/Beverley Mill
333	Chapter 5	100		Under Land of Leadership list—add Nathaniel Chapman (we do not know much about Jonathon Chapman) (Ellen Percy-Miller)	The list on page 100 contains sites associated with leaders; the individuals are named in other sections of the CMP. Lists are revised based on DMOC meeting - Buckland listed as "up and coming along with Chapman’s/Beverley Mill
334	Chapter 5	100	104	Sites Related to Land of Leadership...Buckland's power point documents this in detail...So many "Firsts" happened here...(see our Buckland Bullets) (Linda Wright)	So noted. - lists are revised based on DMOC meeting - Buckland listed as "up and coming along with Chapman’s/Beverley Mill
335	Chapter 5	101	105	Add Gettysburg National Cemetery (site of Lincoln’s Gettysburg Address)	Reference to Gettysburg will be revised to read "Gettysburg National Military Park, Byway anchor site, and National Cemetery"
336	Chapter 5	101	105	Under “Sites Related to The Land of Conflict and Reunification,” add Manassas Historic District – Byway secondary site, Civil War Trails Walking and Driving Tour	Manassas Historic District will be added to the list on page 101. lists are revised based on DMOC meeting - Manassas is too far off the Byway - will be interpreted as part of entire Heritage Area
337	Chapter 5	101	105	top of page “Sites Related to The Land of Conflict and Reunification” This only talks about Main Streets and Scenic Views. There should be a discussion about ways people can experience the natural beauty and the rural character and how they learn about it. Specifically referencing, for instance, the DGIF Birding & Wildlife trials, parks, wildlife management areas, natural area preserves, and then reference Map 5. (Lynne Crump)	References to the recreational resources along the byway, as means of experiencing places of "National Beauty and Rural Character" will be added to this paragraph.
338	Chapter 5	101	105	P 101 under “Sites Related to the Land of Conflict & Reunification” and under ‘Thoroughfare Gap, Beverley is misspelled. E before the Y—always. Chapman’s / Beverley Mill should be listed. (Ellen Percy-Miller)	Will make change as noted.
339	Chapter 5	101	105	Under sites related to Place of National Beauty... Chapman’s / Beverley Mill and Chapman’s / Beverley Mill Historic District should be listed. (Ellen Percy-Miller)	Specific sites are not listed under "Place of National Beauty and Rural Character" due to the large number of scenic sites. This paragraph references other parts of the plan featuring the scenic sites.
340	Chapter 5	101	105	Sites related to Land of Conflict and Reunifications: Add Ben Lomond House (Prince William Co.)	Will add Ben Lomond House lists are revised based on DMOC meeting - Lomond House too far away and will be addressed as part of Heritage Area
341	Chapter 5	101-102	105	The lists on pgs 100/101 needs to be parsed as to: a) direct sites on JTHG route, b) sites adjacent to JTHG route, c) circuit trip sites (Prince William Co.)	The sites in chapter 5 will be revised pending the DMOC meeting in October and categorized similarly to that suggested. lists are revised based on DMOC meeting
342	Chapter 5	102	105	Figure 5-16 Comment: Not listed are battlefields at Auburn I & II; Manassas Gap; Upperville. According to Fauquier County Government “Twelve Civil War battlefields located partially or entirely within Fauquier County are listed among the 384 most important battlefields in the Civil War. This list includes... Auburn I & II...Manassas Gap...Upperville.” (PEC)	Will review data for these battlefields. lists are revised based on DMOC meeting
343	Chapter 5	102	106	P 102 On map we should have symbols for all three criteria; instead there is only an arrow for “Thoroughfare Gap Battlefield” (Ellen Percy-Miller)	On this map the three symbols are provided for the anchor and secondary sites only. Battlefields are shaded gray, but have not been tied to the three themes.

	Chapter	Old Page	New Page	Comment	Proposed Response
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344	Chapter 5	102	106	Add: Brentsville Courthouse District and Ben Lomond to this map (Prince William Co.)	Historic Districts are not included on this map. As a secondary site, the Ben Lomond House is already included.
345	Chapter 5	103	107	P 103 Mill meets Theme 1—Land of Conflict.... Storyline 1---impact settlement patterns, transportation routes, agriculture, industry and all of “potential interpretive subjects” Storyline 2...Indians went north and south to go west Potential Interpretive Subject---Indian migration (Ellen Percy-Miller)	So noted.
346	Chapter 5	103	107	Interpretive Framework: Think about associating each of the three major themes with a sign style and color that allows visitors to better associate sites along the route with these themes (Prince William Co.)	So noted - this will be addressed in the Visual and Graphic Identity Plan as a follow-up to the CMP. Will add as an idea for consideration in that plan.
347	Chapter 5	103	108	Plantation Tradition: Impact on development of towns? Impact on religious practices? Impact on education? (Prince William Co.)	Will adjust last bullet to reflect town development, religious and education
348	Chapter 5	104	108	P 104 Storyline 3—Plantation Tradition—Potential Interpretive Subjects—Development of Gentry Leadership and Use of Slave Labor—all pertain to Mill Storyline 4 Independent Farm Tradition—Rise of Small Independent Farmers (Mill opened Shenandoah Valley to them) and Creation of Independent Market System including farms, towns, merchants & exporters (Chapmans instrumental in creating Alexandria for this purpose) Storyline 5-- Slave owners solidify their superior position...They still have money. (Ellen Percy-Miller)	So noted.
349	Chapter 5	105	108	P 105 Storyline 6 Wheat, Prosperity and Conflict—Potential Interpretive Subjects: Regional marketing...mills... and Dev. Of...RR for economic dev. Storyline 7---Civil War--- Potential Interpretive Subjects: all pertaining to Mill—major battle, raids, transportation, Journey landscape, small scale conflicts Storyline 8---Rebuilding--- Potential Interpretive Subjects: rebuilding of...mills and establishment of new African-American communities, churches (Ellen Percy-Miller)	So noted.
350	Chapter 5	105	109	Storyline 8: Rebuilding after the Civil War Comment: Should be War (PEC)	Will make change as noted.
351	Chapter 5	105	109	Storyline 6: The railroad: where it went, where it didn't go (Prince William Co.)	Will add as a bullet point as a potential interpretive subject
352	Chapter 5	105	109	Storyline 7: Underground railroad may merit a storyline by itself (Prince William Co.)	While this is an important potential interpretive subject to weave into the broader Storylines associated with the three themes, my sense is that the broader story of the Underground Railroad can be told and is being told in a number of other places. The themes selected here are those that cannot be told in any other place as well as this one.
353	Chapter 5	106	110	P 106 Storyline 9—Horse Country-- Potential Interpretive Subjects: Chrysler...”Inner Piedmont”, new interstate highways, rise of conservation ethic Primary Interpretive Theme 2—Land of Leadership—Storyline 2-- French & Indian War-- Potential Interpretive Subjects: CHAPMANS—YEAH, THEY ARE FINALLY LISTED (Ellen Percy-Miller)	So noted.
354	Chapter 5	106	110	While appreciating the spirit by which Jonathon and Nathaniel Chapman’s names were listed as Leaders, it is Nathaniel Chapman who is so significantly intertwined in national and state history. (Ellen Percy-Miller)	So noted.
355	Chapter 5	106	110	Storyline 9: Roots of horse country and early horse breeding in the Buckland vicinity. (Prince William Co.)	Will add additional information received from David Blake and Linda Wright
356	Chapter 5	106	110	Story line 9 - The origins of horses were at Buckland--- LoveFamily/Tayloe Family ...”Spread Eagle” (Number Two Horse in Whole World--standing stud at Buckland) ”Mahomet” ”Mufti” &”Diomed” (Number One Horse in the WHOLE WORLD...standing stud at Buckland) (Linda Wright)	Will add reference to Buckland under <i>Storyline 9</i> .
357	Chapter 5	107	111	P 107 Storyline 5—Civil War-- Potential Interpretive Subjects: Mosby—it really fits Mill (Ellen Percy-Miller)	So noted - in relation to adding the Mill in the new "up and coming" category
358	Chapter 5	107	111	Storyline 3: Add common folk (Prince William Co.)	See comment on page 99 (from PWC)
359	Chapter 5	108	112	P 108 Primary Interpretive Theme 3—Land of Nat’l Beauty & Rural Character— Storyline 1—Rise of Leadership in Conservation-- Potential Interpretive Subjects: all of them apply to Mill Storyline 2—Cultural Landscape of Today-- Potential Interpretive Subjects: Historic Resources, Cultural Landscapes and Scenic & Visual Quality---all which apply to Mill P 109 Under “Develop Interpretive Centers—Chapman’s / Beverley Mill could be one—has very broad themes and storylines & will soon be open. (Ellen Percy-Miller)	So noted. Again this section does not list specific sites, but rather subjects that support the storylines and themes.

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360	Chapter 5	108	112	Add the Levy family and how they helped to save Monticello (Prince William Co.)	Will look to see where this fits in - this is a story already told and perhaps best told right at Monticello.
361	Chapter 5	108	112	Again, individual graphic identify for each of the three major themes (Prince William Co.)	So noted.
362	Chapter 5	109	113	Add: 3) Electronic In-Car Interpretation: low power AM or FM radio/HD radio/ GPS-MP3 based (Prince William Co.)	This should have been included as it was discussed at AC meetings (our omission). Will add to touring Resources on page 89.
363	Chapter 6	n/a		The document discusses many items that are simply not up to JTHG or the County to determine (for instance the number and placement of highway signs). VDOT will place a sufficient number of signs so that traffic safety and wayfinding result. JTHG has no roll in determining what is an appropriate number where transportation safety is concerned. (PWC-2)	Federal Register / Vol. 60, No. 96 / Thursday, May 18, 1995, which is the Federal policy guiding the designation of National Scenic Byways and All-American Roads and spells out the fourteen requirements for a corridor management plan. <i>Requirement Number (11): A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.</i> Because of the complex nature of the signing for three states, all with different policies, we are indicating (page 159) that the current signage and guidebooks will work on an interim basis, but there is a need to coordinate the signage among all three states. A funding request has been made that will address these issues in a way that will work with VDOT, Maryland SHA, and PennDOT and local governments to minimize sign proliferation, etc.
364	Chapter 6	n/a		This particular chapter is being reviewed by various PennDOT officials and you should be receiving their comments within the next couple of days. One item that I would like to bring to your attention is to reference our new planning approach titled "Smart Transportation". While our agency is practicing most of these planning approaches, the department just wrapped them up into one and called them "Smart Transportation." Examples are: CSS, Land Use, Traffic Calming, Landscape Design Pedestrian Facilities just to name a few, but I have included the link where you may be able to include some models and text to include in this chapter. Here is the link: http://www.dot.state.pa.us and then click on the word, Smart Transportation Guidebook. (Jackie Koons-Felion)	Will add a sidebar summarizing this program as a "Best Practice." - reference to web site on bottom of page 116 - no sidebar needed.
365	Chapter 6	n/a		Jackie forwarded me the draft CMP to review as part of my role as the person responsible for signing. I only reviewed chapter 6, Roadway Safety, Wayfinding and Enhancement. Much of the content is focused on context sensitive design and the authors' concepts of how it would best be incorporated transportation projects impacting the corridor. My real interest is in the sections addressing highway signing specifically. Here, the authors only touch upon the importance of wayfinding and note that further study will have to be conducted to address the matter.	
366				There are concept drawings of route marker assemblies with brown and black backgrounds which will designate commuter and non-commuter routes, respectively. There is no discussion of these drawings and I am uncertain how seriously we are to consider these. I would have concern from a motorist comprehension aspect as well as cost and maintenance. Black/brown backgrounds are too subtle and the advantages of drawing a distinction between commuter and non-commuter routes are not mentioned. Will any motorists even understand the such a distinction? There was also a brief discussion about a common trailblazing technique along the 3-state route. I concur with the uniform approach and repeat what the report acknowledged in that we use confirmation signing for our byways and avoid a maintenance intensive guidance system of signs.	This will be addressed in complete detail in the follow-up "visual and graphic identity" study. We will add mention of MUTCD guidance regarding such signage. The graphics in the report are identified as "concepts."
367				Finally, there is brief mention of providing directional signs to sites and attractions along the Journey. We certainly will consider providing directional signs to important sites along the Byway that are not already signed. However, we will be insistent that signing be consistent with our existing program for signing all tourist related attractions throughout Pennsylvania and do not want to consider a unique type of signing just for destinations associated with the Journey along Hallowed Ground Byway. (Mark Alexander)	This comment will be so noted in the text on pages 164-168 with a paragraph specifically referencing PA's program, including sign example. (see below)
368	Chapter 6	n/a		Any proposed signage needs to conform to PennDOT regulation and policy. The District has concerns about the Route signage, as shown, and discussions will need to occur with District staff to ensure an appropriate design is used. (Jason Bewley, PennDOT)	On page 166, 2nd column, last paragraph, reference is made to a visual and graphic identity grant application that will address these issues in more detail. The caption indicates "further study required". We will include language to the effect of conforming to each state's regulations and MUTCD.
369	Chapter 6	n/a		The PA Wayfinding Sign Program and the LOGO program govern wayfinding signs, and any new sign program needs to be consistent with those programs, which are currently administered by agencies outside PennDOT. (Jason Bewley, PennDOT)	This program will be referenced in the text on page 167 along with Maryland and Virginia programs
370	Chapter 6	n/a		To ensure proper design and context sensitivity, any projects stemming from this initiative need, as appropriate, to either: <ul style="list-style-type: none"> Follow the HOP applications and approval process or Follow the Project Development process for Department projects, if programmed (Jason Bewley, PennDOT) 	Page 116 of the plan indicates PennDOT's CSS policy and a reference for more information. If you would like us to reference procedures in the text we would appreciate more information. For the near term, it appears that there is only one bridge that will be rebuilt in the near future as a programmed project. The ITS program also may have ramifications for the byway, but as far as we know no specific structures will be placed on Route 15 business. Not sure about the Straban addition.

	Chapter	Old Page	New Page	Comment	Proposed Response
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371	Chapter 6	n/a		We have concerns regarding the maintenance responsibilities of new roadside features such as lighting and plantings. It should not be assumed, without approval of the District Executive, that any new features will be maintained by the District. (Jason Bewley, PennDOT)	Pages 150-151 contains extensive language about maintenance. If you feel we need more, we will add a section in Chapter 7 about maintenance of roadside improvements and include information about local adoption versus District maintenance.
372	Chapter 6	n/a		Any plans need to be consistent with municipal and county comprehensive plans and ordinances. (Jason Bewley, PennDOT)	Nearly all of the elements proposed were originally identified by local constituents. There are some programs that are corridor wide (such as signage and a proposed roadside landscape plan) both of which will be developed further with full public involvement and support of local jurisdictions.
373	Chapter 6	n/a		Many aesthetically-pleasing design recommendations are mentioned. All materials need to be Department-approved. Proprietary item approvals should not be assumed in the planning process without just knowledge otherwise. (Jason Bewley, PennDOT)	We will include a statement to this effect on page 145, referencing following pages
374	Chapter 6	n/a		The issues of right-of-way acquisitions and utility coordination seem to be mentioned infrequently, but are a major consideration when planning improvements. (Jason Bewley, PennDOT)	We have included this discussion in Maryland's CSS Guidelines for Work on Scenic Byways, and the CSS Guidelines for the Historic National Road that are more detailed than the corridor management plan. Utilities are mentioned p147. We could add discussion of these important issues to pages 57-58. If there are specific general issues that we should include in the CMP without getting to a level of detail that is beyond what this document is intended, please let us know.
375	Chapter 6	n/a		Preliminary Engineering and Environmental Studies would need performed for Department projects to ensure NEPA and State policy adherence with respect to environmental issues. (Jason Bewley, PennDOT)	We could include this statement in Chapter 7 on implementing projects along with the comment above on proper design and context sensitivity. - reference on page 172, Para. 2
376	Chapter 6	n/a		Some proposed design features appear to be substandard. Design exception approvals should not be assumed in the project planning stages. (Jason Bewley, PennDOT)	We will include a statement either in Chapter 7 with the procedures noting that proposed roadway enhancements and details should be selected to meet State and/or AASHTO design guidelines. Should features be selected that do not meet state standards, but based on engineering judgment and the need to meet environmental regulations or to maintain the character defining features of the byway, the main touring route through this National Heritage Area, then appropriate design exception procedures should be followed. p145, Para. 2
377	Chapter 6	n/a		It is assumed that this project will not create unfunded mandates, and any required improvements will need to be paired with an appropriate funding source for planning, engineering, construction and maintenance. (Jason Bewley, PennDOT)	The whole purpose of this project is to establish a long-term vision, goals and objectives, strategies, and implementation techniques for achieving that vision. Funding sources have been identified and as with any planning effort, the implementation of those measures is dependent upon securing appropriate funding, public and agency approvals.
378	Chapter 6	n/a		It is assumed that the necessary coordination has occurred with other PennDOT stakeholders such as the planning, environmental and design folks. The District Traffic Unit reviewed this document only for traffic-related issues. (Jason Bewley, PennDOT)	The opportunity has been provided for PennDOT stakeholders to discuss issues at a meeting on February 5, 2008, comparable to a meeting we conducted with VDOT and offered to SHA. It should be noted that the Maryland section already has an approved corridor management plan for US 15 in Frederick County. PennDOT is circulating the document again for comments from these stakeholders. (Additional comments may be forthcoming.) - no more received as of 10-29-08
379	Chapter 6			4. As far as the design discussion in Chapter 6, please note that the SMART Transportation Guidebook I mentioned above contains guidance and tables on selecting design values (such as roadway width and shoulder width) based on the land use context and roadway type. This guidance was also sent out recently via SOL # 342-08-12. Furthermore, it may be worth noting that for routes on the National Highway System (NHS), which Route 15 is between Maryland and Harrisburg, that design criteria is dictated by the AASHTO Green Book (FHWA requirement). So things in the management plan that do not meet AASHTO requirements (for example, a 2 ft. paved shoulder on a rural roadway as specified on page 144) may not be acceptable, unless a design exception is approved by both the Department and FHWA. (Christine Spangler, PennDOT)	Will reference as noted in appropriate locations page 116, last Para..
380	Chapter 6	n/a		Future roadway projects – committee is concerned about how future roadway projects will affect the byway. Maryland SHA process was discussed where state byway coordinator is contacted regarding planned projects so that both sides can work together. Suggested similar approach, but contacting byway sponsor instead (for projects along the Byway (not the entire heritage area as that would be overwhelming). When asked if VDOT supports and promotes CSS in coordinating with locally initiated projects, Winky responded that the policies exist, though he cannot confirm how often they are applied. Jim suggested that VDOT look at requiring evidence of CSS approach for roadwork that is accepted into the state system.	Will include a new strategy and priority for educational workshops on cooperative efforts among VDOT, the byway advocates, localities, etc. - partially addressed as part of text insert: DOT-byway coordination p168. Last Para.. And Chapter 7
381				Everyone agreed that re-education is going to be critical – reviewing the principles, how they can be applied, how compromise can be reached, etc. Anne Good pointed out that working with VDOT on local projects is very complex, and not just VDOT, but local planners, town councils, etc., need to be educated. Will include a new strategy and priority for educational workshops on cooperative efforts among VDOT, the byway advocates, localities, etc. (Ad Comm, 9/22/08)	New strategy will be added for education and training, page 168, last paragraph and Chapter 7

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382	Chapter 6	n/a		See the footer. <i>Chapter 6: Roadway Safety, Wayfinding and Enhancement</i> Comment: Should be enhancement. The even pages are missing the “P” from the footer. (PEC)	Will make change as noted.
383	Chapter 6	n/a		The CMP does not recognize current transportation issues in the corridor or needs for the future. It does not appear to consider additional land development or transportation infrastructure necessary to support a growing population outside the nation’s capital. (VDOT)	The purpose of the plan is not to solve the region's infrastructure deficit or to influence local control of land development. The purpose of the plan, is stated on page 1, column 1, 2nd to the last paragraph. Will add a section on how the byway fits within the regional transportation context in the introduction. page 61 indicated list of regional influences on regional growth and includes Western Transportation Corridor, pages 53-58 describes existing roadway conditions and planned and programmed transportation projects
384	Chapter 6	n/a		The CMP does not recognize current transportation issues in the corridor or needs for the future. It does not appear to consider additional land development or transportation infrastructure necessary to support a growing population outside the nation’s capital. (VDOT)	See above - regional growth areas are identified, mapped, and incorporated into the thinking about roadway design and management concepts (e.g. rural, transition, and urban. This plan accepts all of the currently planned and programmed activities both development and transportation.
385	Chapter 6	n/a		The CMP appears to be directed primarily toward state transportation agencies, but localities maintain and construct road infrastructure as well. These strategies must include local government input on these issues as well. (VDOT)	This comment is referring to the increasing role of localities in building and maintaining transportation infrastructure within the state system, either through profitters or through local bonding authority (e.g. the Prince William County project near Sudley Road. This will be discussed further on page 59, first paragraph, and in the implementation section chap 7.
386	Chapter 6	n/a		Some of the towns and cities included in the study area already have a by-pass around them, thereby minimizing through traffic and aiding in the preservation of the town’s character. This should be recognized in the CMP. (VDOT)	The byway route follows the business routes into towns. One of the goals of the byway plan is to encourage people to visit the many historic main street communities along the route. The by-passes serve the through traveler. A statement will be added about existing bypasses allowing for through travel page 51, Commuter Impacts.
387	Chapter 6	n/a		The proposed road improvements are seemingly too specific for a CMP. It would be better if this plan would not provide specific solutions without a thorough traffic analysis, land survey, and construction estimate as supporting documentation. There are many solutions that are context sensitive, economical, and maintainable that could be identified through an open and collaborative project development process. (VDOT)	Pages 123 text will be added under item 3) Organizing CSS Approach Around Public Process, to discuss CSS as a process including its scalability for different types of projects with two examples using the 29 Bridge Deck replacement and a locally initiated project as examples. The more detailed process text in this section was meant to be included under the Buckland example. Reference will be made the case study examples that follow as illustrative concepts only and for Buckland as a suggested approach for the most complex type of project likely to occur along the byway.
388	Chapter 6	n/a		Grass shoulders have proven to be difficult to maintain and are not as safe as paved or gravel shoulders. (VDOT)	Grass shoulders have successfully been established along Paris Pike in Lexington, KY. Reference will be made in the text to the strong interest by localities for the use of turf shoulders, especially in relation to filtering roadside runoff before it gets to the Chesapeake Bay. Reference will be made to the need for additional technical and scientific research for how to grow turf on a surface that is stable enough for the volume and type of traffic on these roads. Will review data from test plots. (VDOT to send L/KLA data.) - no detailed data received, just results without understanding of how the work was done
389	Chapter 6	n/a		Because Route 15 is a primary arterial road, it is not advisable to “calm traffic” by simply lowering the speed limit. VDOT studied the possibility of reducing the speed limit in Lucketts to 25 MPH and concluded it was not appropriate to do so. (VDOT)	There is reference to travel speed on page 56 along Route 20, 22, an 231 (last paragraph, column 2, that simply calls for an evaluation. Text on page 141, last paragraph , and continuing on page 136, references to traffic calming are only indicated for places "approaching towns" with a list indicated. Nowhere do we say that we should do this by "simply lowering the speed". It must be coupled with physical modifications that make the transition from rural to urban more apparent to the driver.
390	Chapter 6	n/a		As you are aware, funding for transportation improvements (both maintenance and construction is limited). If some of the different treatments included in the CMP cannot be maintained at the same cost as traditional improvements, a maintenance agreement may be necessary for other parties to fund and maintain those improvements. (VDOT)	Page 150-151 1st column, there is extensive discussion about maintenance and the need for maintenance agreements with local organizations. We can also add a similar statement as per the comment to Chapter 7, Implementation
391	Chapter 6	CSS		The discussion of context sensitive solutions is generally in keeping with the overall methodology and approach that has been developed for this process. Chapter 6 tends to focus more on CSS outcomes and less on CSS process. The outcomes identified appear to be more heavily weighted towards land use and development matters and less directly toward discrete transportation issues, particularly detailed highway corridor engineering. The discussion also talks about collaborative approach to achieving some unified vision for the plan, the Byway, and the Heritage area, but does not give a clear impression of how that will be achieved or whether a formal CSS approach will be used. (VDOT)	Discussion will be added to Chapter 7 regarding how the CSS approach will be implemented (focusing on establishing relationships between VDOT District offices, the byway sponsor, and localities to ensure that as new projects are initiated, that the interests of the Byway are represented at the table along with all of various stakeholders). Will also include strategy for educational and outreach sessions to better communicate CSS approaches to county and municipal departments of planning and transportation, as well as state DOT engineering personnel (per Ad Comm. Mtg., 9/22/08).

	Chapter	Old Page	New Page	Comment	Proposed Response
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392	Chapter 6	CSS		An understanding of how the partnership will interface with localities relative to local development efforts as well as the programming of secondary road projects, as well as the interface with VDOT and the Federal Highway Administration regarding other, remaining, programming for transportation improvement projects remains unclear. (VDOT)	Maryland SHA does this through the state byway coordinator. That is flagging any project that occurs along a scenic byway for the roadway projects, and similarly working with local governments to establish an advisory review opportunity at an early enough phase in the project to have an influence on the results. Or to be able to work with local government to provide additional opportunities for enhancements or to implement some of the guidelines in advance of the project decisions (including finding funding to contribute for those enhancements or their maintenance.) - a discussion of this approach will be added to Chapter 7
393	Chapter 6	CSS		Some references are made to the Route 50 traffic calming projects in Loudoun and Fauquier counties, a federal demonstration project undertaken by the Department. VDOT has already begun cataloging lessons learned from these efforts. Those lessons would be carefully applied to any implementation of future traffic calming measures and roundabouts. Early coordination among the partnership, VDOT, and locality partners relative to possible implementation of traffic calming measures and the use of roundabouts will be very important in order to maintain a realistic and balanced set of expected outcomes. (VDOT)	so noted - a note referencing the lessons learned from the Demonstration Project will be included on page 142
394	Chapter 6	CSS		CSS alone may not preserve the roadside character; it may help within the road right of way but not necessarily beyond it. Local zoning and land use considerations ideally should be included as part of the CMP. Other strategies should include coordination with other state agencies and special interest groups. (VDOT)	See recommendations in Chapter 4, including pages 82-86.
395	Chapter 6	CSS		In the Route 215 Buckland area, CSS proposals along Route 15/29 (NHS) may not be achievable while still addressing traffic needs due to current traffic volumes and the cost of an alternate road network. (VDOT)	Agree that this will be difficult. CSS Proposals are for a process - this is extensively discussed on p125 and was the result of extensive input from Fauquier and Prince William County. A series of meetings and a design charrette is called for to begin the process - no specific CSS proposals are made, and "any new network or modification to the Byway route should be designed as a very high quality rural road - that does not mean expensive, just well designed so its fits the land.
396	Chapter 6	CSS		The CMP needs to acknowledge the wide range of stakeholders involved and required for a successful CSS process. The CMP focuses on environmental, cultural, historic preservation, and needs for local access. However, other stakeholders such as AAA, commuters, American Trucking Association, Chambers of Commerce, and emergency service providers should be included. (VDOT)	Good point and our oversight. We will add a box based on the notes from our meeting in February and include the stakeholders noted if not included in that list. Page 127
397	Chapter 6	CSS		VDOT suggests that JTHG incorporate in the CMP development of a toolbox for localities to use in protecting and enhancing the view shed of the Journey route and its associated historical and scenic features. We also encourage JTHG to continue an active dialogue with the local governments along this scenic and historic route. (VDOT)	Agreed. Appendix 6, will include the slideshow of Best Practices along the Journey that can be turned into a toolbox such as suggested. Chapter 4 also includes many of these practices. We will add that language as a strategy and seek funding for such a toolbox so that it can be made more accessible to localities..
398	Chapter 6	111		3rd para: sounds like "context sensitive design" is being mandated (PWC-2)	This is a goal, not a mandate
399	Chapter 6	112	116	1. Note that in Pennsylvania, CSS has been integrated into SMART Transportation. A SMART Transportation Guidebook (dated March 2008) is now available. Also, there is a link from the Department's main web page to "SMART Transportation". (The CSS website is also still available.) (Christine Spangler, PennDOT)	Referenced on page 116
400	Chapter 6	112	116	2. If you're interested in including CSS activities that PennDOT has completed (like was done for Maryland on pages 112 -113) some highlights could include: a. Development and delivery of overview and awareness presentations b. Development of a 45-minute video on CSS c. Development of a Community Context Audit Form d. Development of a CSS website which explains CSS and provides many case studies/examples e. Development and delivery of a three-day CSS training course (approximately 700 individuals have been trained, including both Department staff and our planning and design partners) f. Revisions completed to numerous PennDOT manuals to incorporate the CSS philosophy (Christine Spangler, PennDOT)	added list to page 116 under PennDOT
401	Chapter 6	113	117	1st column - refers to IIM-LD-235 which says to "give support to examining context sensitive design for all projects." This is being represented as VDOT has approved context sensitive design solutions. Has VDOT done this? Is JTHG over-stating this technical memo? (PWC-2)	This is VDOT policy
402	Chapter 6	113	117	1. VDOT is already employing the referenced principles in its strategic initiative development of CSS. (VDOT)	Will note that in the text on page 117
403	Chapter 6	113	117	2nd column - I have read better descriptions of context sensitive design solutions. I don't think that the description here is particularly user friendly. (PWC-2)	This is VDOT's interpretation. The 2nd column is reporting on what VDOT's current Context Sensitive Solutions policy is (see above)

	Chapter	Old Page	New Page	Comment	Proposed Response
	PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:				
404	Chapter 6	113	117	Last paragraph - is insulting to VDOT staff as it says the "VDOT staff may find it useful to consult ..." This could be phrased better in a manner that is not condescending to VDOT. (PWC-2)	This simply refers to the CSS Principles as the refinements created by the joint AASHTO/FHWA Task Force. I do not believe VDOT found this insulting when we discussed it at our meeting with them on November 15, 2007 and when they reviewed it in our draft memo at our Advisory Committee Meeting on February 14, Nor did they make any comments about it in their review of the draft.
405	Chapter 6	112-115	116-117	The document spends a lot of time setting up context sensitive design solutions. It is not being presented in an objective way, but as if it is the solution to all transportation woes. (PWC-2)	This is the policy and approach of all three states and is consistent with the direction they are heading, especially when it comes to projects that have many different points of views and values.
406	Chapter 6	115	119	1st para, last paragraph - is insulting to VDOT staff as it says the "VDOT may need to examine its internal review processes" This could be phrased better in a manner that is not condescending to VDOT. (PWC-2)	VDOT has reviewed this and did not share your concern as one of their 56 comments. Maryland SHA has already adjusted their internal review processes to increase awareness of the byway. At our September 22nd Advisory Committee meeting we agreed to add information in Chapter 7 as to how the internal review processes could be adjusted to increase awareness of the byway in the day-to-day management of the roadway. (See text insert 5: DOT /local/byway coordination)
407	Chapter 6	115	119	First column: "a) Understanding ..." this paragraph applies to local planning departments which guide the development along the corridor. Is there a discussion about local planning department responsibilities supporting the preservation of this corridor? Performance standards for development along the corridor, not just road work? Does it include setbacks screening, landscaping? (Crump)	For this 175 mile multi-state, multi jurisdiction corridor we have been able to identify planned growth areas, and identify which jurisdictions have a range of available tools summarized on page 62. We have a best practices slide show that will be incorporated into the appendix and has already been utilized in the corridor.
408	Chapter 6	115	119	2. Determining quality of Traveler Experience: Questions about the nature of the travel experience should include the following: a. Do I feel safe? b. Is this route convenient? c. Do I have alternate routes? d. Does this route provide adequate mobility? (VDOT)	Will add additional questions related to safety and mobility
409	Chapter 6	115	119	3. Determine the Character Defining Features of the Project Area: The defining features should include: a. levels of traffic / congestion b. Accident history / patterns (VDOT)	Character defining features refer to the Intrinsic Quality of the Byway according to the guidance provided by FHWA. These conditions are more extensively discussed in Chapter 3, starting on page 53. Reference to these conditions as described on page 53 will be added to the questions on page 119
410	Chapter 6	115	119	Uses amorphous terms like "small town character" and "narrow shoulders." These elements may not be appropriate for the more urban parts of the Journey. (PWC-2)	The fourth bullet addresses your point "... or of traversing a four-lane road with wide landscaped median" The text examples are just about proportional to the range of experiences found along the entire 175-mile travel route. The 2nd bullet, for example is independent of whether or not the road is 2- or 4-lanes (Culpeper County for example has some very scenic views of open spaces and broad views across a four-lane road). adjusted text to address concern
411	Chapter 6	115	120	Last para on page is a whole laundry list of some very expensive items (under grounding of overhead utilities, etc). The document does not identify costs or identify who the responsible party for paying for these expensive features (PWC-2)	One of the purposes of this document is to develop an overall vision for the roadway that can be built out over time. By documenting this effort in the corridor management plan, it will provide the first step in seeking funding for some of these items for a wide range of sources. Appendix 4 will be augmented with additional types of funding sources for some of these measures. adjusted text on page 120, 1st paragraph
412	Chapter 6	116	120	3. Part c, Perhaps the primary focus should be on character of scenic views rather than defining elements of the roadways themselves (VDOT)	This depends upon where you are and how well the roadway is designed. In the more rural areas the road itself is less a part of the view if it "lies lightly on the land" (such as Route 231), while in towns, the roads and adjacent buildings comprise the entire view. FHWA is looking to how we are going to manage the relationships between the road and the intrinsic qualities so that the total experience can be maintained at a high level. Reference will be made to the corridor definition, p8, to reinforce these relationships in the text in Chapter 6.
413	Chapter 6	117	121	The design philosophy to "roll with the natural terrain" will not work in all situations particularly urban situations or areas with sight distance issues. The context is 4-lane rural sections. (PWC-2)	Will add this as a fifth category (called 2-lane urban or suburban areas near cities and towns) - this also in response to a VDOT comment (below)
414	Chapter 6	117	121	4. The description of the two lane rural section describes the adjacent landscape as "... agricultural and forested land uses." This description does not address the medium and high density suburban development along Route 15 from Route 29 to Route 234 from Woodlea Drive to the Route 7/15 Bypass and Ida Lee Park to Route 661, Montessor Road. (VDOT)	Will add this as a fifth category (called 2-lane urban or suburban areas ear cities and towns)
415	Chapter 6	117	121	Speed limits are often reduced in response to adjacent land uses in these areas. The context here is Historic Crossroads and Small Villages. (PWC-2)	Yes, that is what it says in paragraph 3.
416	Chapter 6	118	122	5. In Loudoun County the portion of Route 15 that is on the NHS is between South King Street (not Dulles Greenway) and the Maryland line. (VDOT)	will revise as noted

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
417	Chapter 6	118	122	6. The CMP states that "inclusion as part of the NHA <i>implies</i> (emphasis added) that the route must meet multiple functions and purposes including the accommodation of a wide range of vehicle and user types." The word "implies" minimizes the role of the NHS routes and is somewhat misleading. The NHS is important to the nation's economy, defense, and mobility. These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other Intermodal transportation facility. (Quoted from http://www.fhwa.dot.gov/planning/nhs) (VDOT)	Change first sentence to read: "The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility." and change the word "implies" to "indicates"
418	Chapter 6	118	122	Top of column 2 - statement regarding the responsibilities of highways in the National Highway System is not accurate and should be amended. The criteria listed may be over-simplified. (PWC-2)	As per VDOT comment (above) and as we discussed at the 9-22 Advisory Committee meeting we will change first sentence to read: "The National Highway System (NHS) includes the Interstate Highway System as well as other roads, important to the nation's economy, defense, and mobility." and change the word "implies" to "indicates"
419	Chapter 6	118	122	7. (2). The purpose of the byway must be appropriately blended with the purpose of its route elements as transportation assets for mobility and access (VDOT)	Will replace last sentence, column 2, as follows: The purpose of the routes that comprise the byway must balance both its transportation functions for mobility and access, and its role as the primary travel route through the JTHG National Heritage Area.
420	Chapter 6	119	123-128	Reads like a mandate for CSS. (PWC-2)	This text was intended to be associated with Bucklands on the next page. New text has been developed that relates CSS to the scalability of the project (that is different approaches to different complexities of problems.) (See text insert: CSS scalability)
421	Chapter 6	119	123-128	8. In order to be truly context sensitive, "regional/interstate traffic, mobility, commerce and safety" must be listed throughout this section along with the other listed issues that must be addressed (VDOT)	Text in paragraph 1, references the "full range of issues" - but will add examples of the major categories, including the transportation context issues noted. We will come up with a shorthand way to insure that everyone understands that the "full range of issues" includes all of the above.
422	Chapter 6	119	128	9. (3) In the stakeholder interviews section, the discussion of chair or co-chair of the task force being a member of the CTB may need more discussion as to the availability and willingness of these officials to meaningfully participate and function in this manner. In addition, the decision making process needs to better define local government roles and who is responsible for making final decisions inside the VDOT decisionmaking paradigm of project development. (VDOT)	See comment and response on line above see text on page 128, 1st column
423	Chapter 6	119	128	Strike "Once consensus has been reached on all of the above," Add "Once a decision has been made to move forward," Reason for Change and other Comments: Movement on a transportation project should not stop because 100% consensus cannot be reached; sometimes you have to move forward with a majority opinion. (PWC-3)	Will make the change as noted - also note that this text will be moved back one page to refer more directly to Buckland and additional text has been developed that is more general (see note above) text changed on page 128
424	Chapter 6	120	125	4)-Approach to Addressing Capacity Issues Along the Byway – Strike "Where more capacity is needed, distribute travelers by creating new network connection, not by channeling them to one corridor." Add "Where more capacity is needed and traffic safety is compromised, examine all possible alternatives, including new network connections, in order to mitigate both traffic and safety needs." Reason for Change and other Comments: Statement makes it seem that a new network connection (or bypass) is a forgone conclusion when dealing with transportation volume and capacity needs. Also, transportation safety should be equivalent in importance to the capacity needs of the roadway in order for an additional road facility to be considered. The paragraphs following the subtitle change mentioned above should also identify other alternatives other than just new connections. (PWC-3)	Will make the change as noted - "parkway concept" is also described and will be referenced. - text changed on page 125
425	Chapter 6	120	125	3. Page 120, 2nd paragraph – In addition to the difficulty in gaining community support, it may be worth noting the difficulty in obtaining funding. This discussion seems to coincide with PennDOT's SMART Transportation initiative. (Christine Spangler, PennDOT)	text changed on page 125

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
426	Chapter 6	120	127	<p>Buckland and Vicinity - Strike "A series of meetings and a design charette is needed to achieve a consensus approach and feasible concepts(s) for the section of the Byway where US Route 15 and 29 overlap in the vicinity of Buckland." Add "For the section of the Byway where U.S. Route 15 and U.S. Route 29 intersect, in the vicinity of Buckland, a series of meetings and a design charette may be needed to try to achieve a consensus approach and to arrive at feasible transportation design solutions. This process should consider all alternatives, including, but not limited to, interchange improvements, new network connections, road widening, supplemental transit services, etc."</p> <p>Reason for Change and other Comments: The concept conveyed in the original language should be more clearly developed so that all parties have a clear understanding of the roles and responsibilities of all agencies involved. Also, such meetings should consider the full range of transportation design options. (PWC-3)</p>	Will make the change as noted - see above two comments regarding process descriptions and adding other concepts - when referring to options or ideas, we will refer to them as "one example," and refer to "consideration should be given to a wide range of options that address the problem" text changed on page 127
427	Chapter 6	120	125	10. The policy of the CMP is "Where more capacity is needed, distribute travelers by creating newnetwork connections, not by channeling them inone corridor." Although this will behelpful in facilitating local access and managing access points along the corridor, it does not address regional/interstate needs. One of the areas recommended for this approach is Rte 15 north of Leesburg and the recommendationis to linklocal roads alongthis portion of the corridor. Although this recommendation should reduce the number of local trips, it does nothing to address the functional obsolescence with respect to regional and interstate traffic with truck percentages reaching 16%. Moreover, Loudoun County removed any reference to new road networks in their draft update to their Countywide Transportation Plan. It will be difficult to implement this recommendation without formal county implementation in their CTP (VDOT)	The CMP is reflecting the input provided by local government. The Lucketts bypass was apparently removed by the County from their CTP, but Terry Laycock indicated to us at a meeting in County offices in early January 2008 (attended by VDOT representatives) that they would be preserving rural road network connections (not the bypass). Unless something has changed since January 2008, we believe this accurately reflects the current thinking of Loudoun County. For Buckland, this approach was discussed extensively at our February AC Meeting and supported by the AC committee including representatives for Prince William and Fauquier Counties. see text change from PWC on line 424
428	Chapter 6	120	130	11. There is a recommendation to lower the speed limit in Lucketts to 25 mph. This arbitrary speed limit will need to be reconciled with multiple engineering studies that have led to thecurrent35 mph posting and with the Code of Virginia that requires speed limits to be based on an engineering study. (VDOT)	The language referenced indicates that the 25mph speed limit should be "reexamined, linking a lower design speed of 25mph with the ability to establish a connected network of secondary rural roads." Will also cite the previous engineering studies and the Code of Virginia.
429	Chapter 6	122		Begins to discuss other county's specific sections of the Byway. (PWC-2)	Assume no response needed, just a reference for Prince William County reviewer.
430	Chapter 6	124	130	Picture caption 6-19. Approaching intersection of US 17 and 29/15. Comment: The main part of the photo is actually heading north towards Warrenton, away from the Opal intersection, not approaching it. (PEC)	Will revise caption accordingly. Now Figure 6-18
431	Chapter 6	126	132	12. With regards to the land use plan discussion at Opal Interchange in Faquier County, the ida of form-based zoning code is interesting, but may not aid development of this interchange at this stage. (VDOT)	Text will be modified to accurately state that this approach assumes the buildout of the interchange as designed by VDOT with possibly some aesthetic design treatment as noted.
432				Specifically says that "typical road sections should reinforce the desired land use and vice versa." This statement is potentially problematic as this could affect (downzone?) land use along the corridor route.	Also a VDOT COMMENT - see note on line 433
433	Chapter 6	127	133	Strike "Typical road sections should reinforce the desired land use and vice versa. As the Byway transitions between rural and urban (or villages), so too should the typical road section." Add: Please develop a statement that does not tie the Byway to the need for change in land use, or by inference, the downzoning of private property.	See note below - also a VDOT comment - added traffic conditions reference to PWC text
				Reason for Change and other Comments: Prince William County, and many other jurisdictions, were told repeatedly by the Journey Through Hallowed Ground organization that the designation of the Byway would not affect land use. This passage seems to suggest otherwise. The original statement opens up a huge can of worms. (PWC-3)	
434	Chapter 6	127	133	13. #5, The typical section for roads concept seems to ignore or set aside the mobility aspect of highways and appears weighted toward local contexts. Typical road sections should reflect and accommodate actual traffic characteristics. (VDOT)	Will change the first paragraph, 2nd sentence to read: "Typical road sections should reinforce the desired land uses, while reflecting and accommodating the functional requirements of actual traffic conditions. Future land uses should be planned to match the capacity of the transportation system."
435	Chapter 6	129	135	P 129 4th • down—"their' should be 'there' (Ellen Percy-Miller)	Will make change as noted.
436	Chapter 6	131	137	States that "collect runoff from the roadway using BMP or LID in vegetated swales with infiltration." However, is the context the Town of Culpeper or is a universal concept being presented? (PWC-2)	This is an illustration of one way to address the issues along an entrance corridor into town. The design guidelines on page 152-162 indicate how these concepts might be applied throughout the corridor to specific types of roadways (e.g. 2-lane rural, or 4-lane urban) - it is different for each.
437	Chapter 6	132	138	Has "traffic circles" and wide pedestrian boulevards. However, is the context is the Town of Orange or is a universal concept being presented? (PWC-2)	This illustrative example is specific to Orange. Overall concepts for design, maintenance and management start on page 137.
438	Chapter 6	134		Talks about speed reduction, installation of guard rails and use of rumble strips, which may not be appropriate for all parts of the Journey. (PWC-2)	The text under "Turning Movements Along the Byway" are specifically referencing the pilot project in the Lucketts vicinity being implemented by VDOT. Please read top of page 135, 1st column, 1st sentence

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
439	Chapter 6	134	140	This is the beginning of a discussion on safety issues. It does not seem to address issues related to pedestrian and bicycling safety issues. (Lynne Crump)	Virginia Tech prepared a study to identify the most appropriate routes for bicycles and pedestrians in the corridor. We will add a section briefly summarizing bicycle and pedestrian safety issues especially as they relate to creating opportunities for people to get out of their cars (in towns, trailheads, roadside pull-offs, etc.). This will be discussed further at the meeting on 9/22/08.
440	Chapter 6	135	141	The roundabout in Gordonsville was created in 1940 and is not a recent experiment/success as is being portrayed. The "roundabout" concept is being presented as the transportation solution at all major 2 lane roads along the Journey. Is this appropriate? (PWC-2)	Will reference the 1940 date - no statement is made about it as a success story. Success stories are identified throughout the document as "Best Practices Along the Journey". See VDOT comment on line 423 below
441	Chapter 6	135	141	First column, second paragraph: Add a statement about using roundabouts whenever possible as a way to announce scenic byways connecting to the corridor. (Lynne Crump)	Will make change as noted.
442	Chapter 6	135	141	14. The plan appears to support turn lanes if appropriately qualified (VDOT)	yes, provided they are designed in a manner that fits the context of the byway.
443	Chapter 6	135	141	15. Intersection Design a. The CMP states that "roundabouts in lieu of signalized intersections should be examined at each of the major two-lane road intersections along the byway". The CMP should acknowledge that it is already VDOT policy to consider roundabouts whenever an intersection warrants a traffic signal (VDOT)	so noted
444			141	b. In discussion of the proposed roundabout in Lucketts, it was considered and rejected by Loudoun County only. The roundabout proposal was never presented to VDOT for consideration (VDOT)	so noted
445	Chapter 6	135	141	16. Safety Measures and Transitions Between Speed Zones: a: Care should be taken to coordinate design speeds with <u>actual</u> operating speeds as well as the desired operating speeds. Artificially low speed limits have been proven to result in higher accident rates (VDOT)	This is the reason for the transition from rural high speed roadway to village street. The goal in the villages is to make them safe for both pedestrians and vehicles, so that people can feel safer getting out of their cars and walking between shops and services. By transitioning the speed limits and reinforcing those desired speed limits with appropriate roadway design, roadside features, and land use, the actual operating speeds will be reduced.
446			142	b: In the "Best Practices along the Journey", the proposed 10 foot. And 11 foot travel lanes with minimal shoulders have proven to be unsuitable for interstate traffic. They have resulted in increased accident rates, including run-off-the-road and fixed object accidents. VDOT's recently completed spot safety improvements along Rte 15 between Whites Ferry Road and Lucketts proved ineffectiveness of grass shoulders on a corridor with this level of traffic. The shoulders have been repeatedly rutted and grass has only established in a few spots. Also, VDOT conducted a series of tests of various combinations of soil, gravel and seed mixtures with stabilization mats along Rte50 and they have proven to be ineffective with the traffic volumes (VDOT)	The lane widths refer to the transition from a rural highway to a village street. A reference could be made to application on non-NHS routes. Turf shoulders - there has been and continues to be a lot of interest by localities and residents in turf shoulders, including their benefits for water quality in the Chesapeake Bay. It would be helpful to provide more information on how to make them work better. They have worked on Paris Pike in Lexington KY). We would be interested in seeing the results of the tests including a description of how they were constructed (e.g. the combinations), the timing of the turf establishment period, the conditions at the locations where the tests were conducted, what kind of maintenance was provided, and what the nature of the problems were so that we may include that information in the CMP. More research is needed. see line 194
447	Chapter 6	135	141	Roundabouts were considered at Mountville Road by Maryland SHA and in Lucketts by Loudoun County and VDOT, but were determined to be limited by constraints of slope and impact to adjacent uses. A roundabout is proposed in Orange. An existing roundabout in Gordonsville is probably one of Virginia's first. Comment: Gilbert's corner roundabouts are planned and groundbreaking has begun, but they aren't mentioned here. (PEC)	Referenced in paragraph above - will add Gilbert's Corner geographic reference to route numbers (15 and 50)
448	Chapter 6	136	142	Traffic calming devices are being pushed. (PWC-2)	Bottom of page 142 - says "Application of these types of measures should be considered" -
449	Chapter 6	137	144	Second paragraph: the discussion here talks about "...the three distinct regionally scaled visual environments along the Byway...", it seems as though a map showing those areas and the total miles of each would be very helpful. The map displayed shows the number of lanes and future growth areas, but it is not clear where the three distinctions are. Second paragraph: change "...and urban areas." to "and urban or village areas." Third paragraph: line 7, remove extra period (.) (Lynne Crump)	Will include three photographs, each showing one of the three environments along the byway. Will also include character areas maps that shows where along the corridor the three types are located. - this will be Map 9, Appendix 1 Will make change as noted. Will make change as noted.
450	Chapter 6	137	144	Rural Areas. In the case of rural areas, the natural and cultural landscape (forest, agricultural, riparian) should be the dominant character while man-made elements such as the roadway, homes and rural businesses should be less dominant in scale. . Comment: Delete extra period. (PEC)	Will make change as noted.
451	Chapter 6	137	144	The text specifically refers to rural areas, transitional areas, and urban areas but does not have a map to show which place is which. (PWC-2)	The map on page 137 will be augmented and placed in the Appendix as an 11 x 17 map (Map 9) with the more detailed information of where the rural, transition and urban areas are located.

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
452	Chapter 6	138	145	17., p. 138, Alignment and geometry section, obstacles should be removed first if possible, and then shielded. In addition, the discussion of rural areas speaks to the need for roadways to “lay gently on the land.” This is an ideal for facilities on new locations. It would seem most probably that most of the work on the Byway and in the Heritage area should be anticipated to be on or along existing facilities. (VDOT)	Text will be changed to indicate that "obstacles should be removed, first, if possible." Reference will be made to the nature of future work (or else item can be deleted - may apply if new rural network is ever implemented as suggested in this planning effort.)
453	Chapter 6	138	145	18., p. 138, The proposed policies for the Rural, Transition, and Urban areas will need to be reconciled with AASHTO. (VDOT)	A new section will be added on page 145: "The guidelines that follow are generally consistent with AASHTO. Actual use of selected practices will be consistent with AASHTO policy. AASHTO Policy requirements coupled with sound engineering judgment and firm knowledge of the performance record of involved facilities will be the key elements of good engineering design practice. Where through sound engineering judgment, it can be determined that application of the AASHTO guidance is impractical from a financial, environmental, or community impact perspective, then design exceptions should be applied for through each State DOT's appropriate process."
454	Chapter 6	138	145	P 138 last sentence in Alignment & Geometry –“replace. with like kind” What about the new concrete median islands and curbs PWC is putting up on rural roads leading off Rt. 15. Can't they be done in quartzite or some local rock and planted with landscaping? (Ellen Percy-Miller)	Agreed. Planted medians are an attractive enhancement. Once maintenance agreements have been established with local organizations such enhancements can be considered.
455	Chapter 6	138-139	146	why not add a photo of one of the alternative drainage treatments recommended? (Lynne Crump)	Will look for appropriate images and include if possible. Added SHA examples
456	Chapter 6	139	146	Mentions several LID solutions. Has VDOT approved these for use along highway projects? (PWC-2)	At this planning level of detail, LID solutions would be considered on a limited case by case basis. Confirmed by VDOT
457	Chapter 6	140	147	First column: instead of showing a standard guardrail show one of the more context sensitive ones. This document has the potential to show new ways of doing things. Unless it is necessary to illustrate the traditional ways of doing things, all photos and illustrations should be of newer solutions. (Lynne Crump)	This section is meant to show standard practices - many examples of context sensitive barriers are shown on the following pages 144-150. This will be clarified in the photo captions.
458	Chapter 6	140	147	19., p. 140, Utilities: The CMP states: “Where feasible, consider placing the wires underground as part of new construction.” It needs to be determined if this will become a cost to the project or will existing policy be followed in that the additional amount to utilities will be paid by a third party. (VDOT)	Will add to last sentence under Utilities, 2nd column: "As part of the feasibility analysis, it should be determined whether or not a 3rd party will be able to fund the placement of utilities underground, or whether it is feasible to consider it as part of the cost of the new construction budget."
459	Chapter 6	140	147	Should include language to support communities that want to underground their utilities in situations other than new construction.	Will add language.
460	Chapter 6	140	147	20., p. 140, Guardrail: VDOT will have to install guardrail wherever a roadside hazard exists that cannot be removed, regardless of whether there is a curb in front of it. (VDOT)	so noted, will change the text
461	Chapter 6	140	147 ref to page 145	21., p. 140, Bridges: a design exception will be needed if the proposed bridge widths do not meet width requirements based upon geometric standards. (VDOT)	See page 145, chapter 6.
462	Chapter 6	141	148-149	Second column, second paragraph: change “...This is similar to the Wyoming 2-tube Steel Railing with a color-galvanized fi finish at a cost of...” to “...This is similar to the Wyoming 2-tube Steel Railing with a color-galvanized finish at a cost of...” Second column, last paragraph (and next page): this begins some references to costs per linear foot for different guardrails. Though this information is very valuable, the costs should be labeled as 2008 costs. (Lynne Crump)	Will make change as noted. Will make change as noted.
463	Chapter 6	141-142	148-149	5. Note that the section discussing bridge railings (pages 141 -142) does not coincide with PennDOT guidance. Design Manual, Part 2 (Pub. 13M) states that bridge railings should meet the requirements of Test Level 5 of NCHRP 350, unless a test level 4 or 6 is authorized by the District Executive. (Christine Spangler, PennDOT)	Good point - the design speed reference should say LESS than 62mph. Will reference the higher test levels for design speeds OVER 62mph.
464	Chapter 6	142	150	22., p. 142/143, Access Management:	so noted, will change the text will delete last sentence will delete
465	Chapter 6			a. The CMP states “The need for acceleration and deceleration lanes should be minimized.” The CMP needs to acknowledge the need for queuing, maintaining traffic flow and the role these auxiliary lanes play in avoiding rear end accidents.	
466	Chapter 6			b. The access management policies in the CMP need to be coordinated with VDOT's new access management regulations. The plan stipulates that no turn lanes to and from the Byway in rural areas would be permitted. This may not be possible to achieve.	
467	Chapter 6			c. The CMP states that “No turn lanes should be provided in rural areas.” Implementation of this policy could easily result in maneuvers with motorists driving on shoulders to get around those turning left. (VDOT)	
468	Chapter 6	142	150	Transportation Planning should review the Access Management Policy mentioned at the bottom of Column 2. Also mentions reduction of design speeds and the use of acceleration and deceleration lanes. (PWC-2)	Text states that these policies should be considered, but will make more clear in the text that these are suggestions.
469	Chapter 6	143	150	Midway - Column 1 - mentions the establishment of maintenance procedures. I thought that this was VDOT's responsibility. (PWC-2)	Will change title to read "Maintenance of Enhancement Areas" VDOT maintains the roadway and to a minimum out to the clear zones, but they do not have the resources to do much more than mowing.
470	Chapter 6	144-154	152-162	Mentions median island widths of sometimes as much as 50 feet. The resulting right-of-way width would be exceedingly difficult for the County to acquire. (PWC-2)	This is a range (24-50) for the 4-lane roadway with design speed 45mph or greater.

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
471	Chapter 6	144-154	152-162	Mentions minimum travel way widths of 10 feet. VDOT requires a minimum width of 11 feet. The County DCISM requires a minimum width of 12 feet. Therefore, the statement is not consistent with VDOT or County policy. (PWC-2)	Per comments from VDOT, will be adding footnote to the table indicating that the values are general, but when applied should be consistent with AASHTO policy (for NHS segments) and VDOT policy for non-NHS segments. We will add to the note to indicate "and local government policy" for the non-NHS segments. The note will also reference the use of VDOT's design exception process that can be used when professional engineering judgment indicates that the narrower travel width should be used to minimize impacts to environmental, historic, cultural, and community values (as per the Federal policy)
472	Chapter 6	144-154	152-162	This section also mentions the use of streetscape lighting. This is an expensive item for streetscaping. (PWC-2)	So noted - these would be implemented on a case by case basis as part of future enhancement projects and other funding sources.
473	Chapter 6	144	152 ref to page 145	23., p. 144, Design Standards. AASHTO Policy requirements coupled with sound engineering judgment and firm knowledge of the performance record of involved facilities will be the key elements of good engineering design practice. (VDOT)	See page 145, chapter 6 .
474	Chapter 6	145	153	24., p. 145, Light fixture replacements in general will be done per VDOT policy and legislation. If not supported by state monies, they must still comply with Virginia Code. (VDOT)	So noted, will add a footnote reflecting the comment
475	Chapter 6	146	154	25., p. 146, Rural 4-Lane Roadway Design Elements with Design Speed 45 MPH or Greater: What is the purpose of the reduced travel lane and shoulder widths? Most of these segments have already been built as freeways, or higher speed arterials, and the application of the proposed typical section would seem to a reduction of existing sections. This is not a normal approach and could only be done with approved exceptions. (VDOT)	This section would apply to expansion of US 15 in Prince William and Loudoun Counties, and for modifications to existing four lane sections.
476	Chapter 6	148	156	26., p. 148, In the roadway geometry discussion, a ten foot lane width is cited. This width may be used, unless exceptions are granted, only where supported by AASHTO Policy. (VDOT)	See comment #18 on page 138, chapter 6.
477	Chapter 6	150	158	Second column: the photo and drawing are of Palisades Parkway in New York and New Jersey. The point of the illustration is good. But using an example closer to home is better. The same point can be made with examples from the Blue Ridge Parkway, the George Washington Parkway or Colonial Parkway here in Virginia and these are all All-American Roads. (Lynne Crump)	Will look for images from this area and include if possible - Colonial Parkway perhaps, but these are some of the best illustrations of this concept.
478	Chapter 6	150	158	Photo caption US 15/29 approaching Vint Hill Road creates a special condition.....Traditional parkway design may offer.....design challenge in a manner that maintains the character defining features of the adjacent historic landscapes at Buckland. Comment: Should be <i>defining</i> (PEC)	Will make change as noted.
479	Chapter 6	151	159	Second picture caption on left side. "An overpass has been designed for the intersection in Opal to separate US Route 17.....A photograph from Greenville, Delaware shows how landscaped medians, sidewalks, and crosswalks, help define the character of this suburban village (lower right). Comment: Is Opal really going to have a village-like feel with highway overpasses? (PEC)	So noted. - the plan calls for Opal to make the best of the situation as decisions have already been made.
480	Chapter 6	155	163	27., p.155, Maintain safe slopes and clear zones. (VDOT)	
481	Chapter 6	155	163	Paragraph 2 Work with existing topographic conditions: base the length of the slope, its steepness, and the shape of the berm on the shape of the existing terrain. Berms should not look like a knife cut through butter. Comment: This should be re-worded. (PEC)	Will revise to read "Work with existing topographic conditions: base the length of the slope, its steepness, and the shape of the berm on the shape of the existing terrain. Berms should not look like artificial mounds placed at regular intervals." Will revisit.
482	Chapter 6	156	164	Second column, fourth paragraph: the list of visitor's centers does not match Map 5 or 6. The dots for several are in the wrong place and some listed are not shown. Also there are other visitor's centers that are within the area that are not listed. Specific ones missing are in: Route 301 at the Potomac Bridge crossing in King George County, Fairfax City, Occoquan, Downtown Fredericksburg, Alexandria, and Arlington (2 sites). Check the new VDOT road map for locations of we Lynne Crump me and information centers. Also, it seems that if you are going to show ones outside of the Heritage area you should show all within the map area. (Lynne Crump)	The visitors centers that are shown on the map are the ones associated with "getting to the byway" - from the major approach routes to the byway. Only visitor centers that are on roads that connect with the Heritage Area will be shown. Route 301 does not connect with the Heritage Area. If there are any other visitor centers that are on roads that do not connect with the visitor centers, they will be removed from the map.
483	Chapter 6	156	164	P 156 Where is Haymarket? (Ellen Percy-Miller)	No existing visitor center at Haymarket
484	Chapter 6	156	164	Paragraph 5. The primary sources of visitor information about the Heritage Area will be the Journey Through Hallowed Ground website (www.hallowedground.org). The FHWA Byway web site for visitors (www.Bywaysonline.org) will link to the Journey website. Links to the JTHG web site also will be established on county, state and related national heritage tourism websites. Comment: Both website and web site are used and it should be consistent throughout. (PEC)	Will review document for inconsistency and correct.
485	Chapter 6	157	165	Left column. "I-66 heading east from Front Royal there is a visitor information center in Front Royal....Middleburg is the next one....Further study is needed to determine the best way to capture these travelers and which way are they likely to go." Comment: Another option for visitors is to take the Rt 17 exit from I-66 to Warrenton where there is a visitor's center. Many people from Front Royal area frequently travel to Fauquier County. (PEC)	So noted. Revision made

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
486	Chapter 6	157	165	Left side. US Route 211 from Luray to Sperryville (with decision point at Sperryville to go towards Culpeper on US Route 522 or to Warrenton on US Route 211 to the Central Shenandoah Valley (Luray/Page County visitor center) – then directional signs are needed from Sperryville Comment: This is confusing since traveling to Warrenton on Rt 211 will take you to the Warrenton/Fauquier Visitor’s Center, not to the Central Shenandoah Valley. Should be re-worded. (PEC)	Will verify route and reword accordingly.
487	Chapter 6	157	165	Top of page. Dulles Greenway heading west – will be the most direct route from Dulles Airport. The visitor information kiosk at Dulles Airport may be an opportunity for capturing new audiences coming to the Washington region for other reasons. Comment: Should be kiosk. (PEC)	Will make change as noted.
488	Chapter 6	158	165-166	under “Byway Linkages” the existing Virginia Byways that connect to the corridor should be mentioned... There are six that intersect or cross The Journey. Other missing connections/crossings: The Rappahannock River Heritage Trail, Bull Run Mountain Trail, Culpeper Historical Horse Tail, Culpeper Rappahannock Trail, and U.S. Bicycle Route 76. NOTE – some of these are in the planning stages and future collaboration would be ideal. (Lynne Crump)	Will add these trails and routes to the list of Byway linkages.
489	Chapter 6	158	165-166	Byway Linkages. Comment: What about Civil War Trails in Warrenton/Fauquier County and connection to the Warrenton Greenway that connects to the Warrenton Historic District? (PEC)	A more general reference to Virginia Civil War Trails has been included.
490	Chapter 6	158	166	Top of page, right side. The turns are fairly easy to follow and can be found easily on the tear-off map, in the guidebook, or on a state Byway map. Comment: add a space between can and be. (PEC)	Will make change as noted.
491	Chapter 6	159	167	28., p. 159, Details of Wayfaring sign strategies need to be worked out. (VDOT)	Agreed, much of this was put into the grant application for Visual and Graphic Identity package - to be done with PennDOT, SHA, and VDOT. That grant application can be added as an Appendix and referenced on p167 (see text insert 4: Signs)
492	Chapter 6	159	167	The signs shown should be better coordinated. (PWC-2)	So noted - that will be the goal of the implementation grant referenced on page 159, 2nd column, bulleted options are identified.
493	Chapter 6	160	168	Second column, bottom of page: one line of the following paragraph is on this page, there is room for more lines; break the paragraph later bringing the 3 lines forward to this page. (Lynne Crump)	Will revise page formatting once all text and graphic revisions have been made. (Each time something is revised spacing usually shifts.)
494	Chapter 6	160	169	29., p. 160, The Master Landscape Plan concept needs more discussion. Such a plan is more ideally a supporting effort. It would be helpful for all to generally agree that development and transportation infrastructure improvements are more appropriately guided by land use planning and restrictions in conjunction with sound, appropriate, and supporting transportation planning. Landscaping plans can support these efforts, but should not be used to frame them. In addition, specifically, some comment should be offered as to increasing wild life habitation and what impact that will have on potential for highway accidents. Also, elaboration on the specific nature and duration of planting easements within public rights of way would be helpful. (VDOT)	2nd column, 2nd full paragraph - "The landscape master plan ..." add the following text at the end of paragraph: "The development of the master plan would involve extensive coordination of transportation planning and programming along the Byway." Add the following text to address the wildlife issues (primarily deer). "Deer and wildlife management techniques should also be considered as part fo the landscape master plan. Deer management techniques can help reduce the incidence of deer-auto collisions. This will be important in locations where new trees are planted and where existing woodlands are immediately adjacent to the highway. Adequate clear spaces will be necessary between vegetation and the highway so deer will not browse near the highway and increase the likelihood that deer will run into the road. Other possible management techniques include the use of fencing at frequent deer crossings, or the use of vegetation that deer find unpalatable."
495	Chapter 6	161	170-171	30., p. 161, Under-grounding of utilities is generally thought of as betterment when considered within the context of a public transportation project. More discussion of how this paradigm might be appropriately altered, whether associated with public or privately funded improvements, is probably needed. (VDOT)	see response to comment #19 on page 147, chapter 6
496	Chapter 6	161	171	Top of right side. Relocating overhead utilities underground. This will provide additional time to work with adjacent property owners that must provide the underground connection to the distribution lines. Comment: Should be distribution (PEC)	Will make change as noted.
497	Chapter 6	162	172	A major initiative of the Adams County Historical Society and the Lutheran Theological Seminary at Gettysburg is the rehabilitation of Schmucker Hall. This initiative should be added. I've copied Wayne Motts, Executive Director of the ACHS on these comments because Wayne can provide you with all the information you need on this initiative. The same addition should be made to the "JTHG Draft Implementation Table" appendix, p. 8 (Latschar)	Will add the rehabilitation of Schmucker Hall to the list on pages 162-163 and the implementation table in the appendix. (This was inadvertently left off the list. We apologize.)
498	Chapter 6	162	171	31., p. 162, Design and Redevelopment Guidelines, there is some introductory discussion here, but no information provided regarding who will be tasked to lead these efforts. (VDOT)	Add the following text: "In Virginia, these guidelines will be focused on helping those localities that are not currently using "entrance corridor" guidelines to develop them. In Maryland, Frederick County may consider updating their existing guidelines, and in Pennsylvania, the model guidelines could be utilized by municipalities along the byway and adapted as needed."
499	Chapter 6	162	171	32., p. 162, JTHG Bicycle Trail Guidebook and Master Improvement Plan: This aspect of the plan provides an excellent argument for wide pave shoulders, along with well documented positive impacts on accident rates. (VDOT)	The bike routes are a parallel route to US 15.
500	Chapter 6	162	171	Train Transportation Analysis: The Journey represents a tremendous opportunity to incorporate many different modes of transportation. Planning work is needed to identify ways in which communities can take advantage of and promote use of existing and planned train service to Byway communities. Comment: How does this fit in with Norfolk Southern plans and our position on train transportation/commuter rail? (PEC)	This was a suggestion made at multiple public meetings and by several advisory group members - no mention was made of PEC's position on train/transportation/commuter rail, so we are unsure of what that is and how it relates.

	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
501	Chapter 6	163	172	The "NPS Shuttle Transportation System" should be corrected to read the "Adams County Shuttle Transportation System." Although NPS took the lead in planning this system, implementation of the plan has been taken over (to our great relief!) by the Adams County Transit Authority. Please note also that the expected start date of the system is now February 2009. The same correction should be made to the "JTHG Draft Implementation Table" appendix, p. 8. List of proposed enhancement projects: a correction under the City of Manassas list: "The Old Town Civil War Trails walking and driving tours" are in place and not proposed "The Manassas Old Town visitor facilities in the historic district" are already in place. (Latschar)	Will make changes as noted.
502	Chapter 6	163	172	33., p. 163, Enhancement projects should be sponsored by the locality in which the project is located. (VDOT)	The word sponsor should be changed to "facilitate" - this is referring especially to the problems that localities have in managing the grants without sufficient staff or experience. All the projects listed were generated by each locality noted.
503	Chapter 6	163	172	34., p. 163, A public hearing is required before all Enhancement Program application submissions – the "notice" mentioned here is part of the later project development process. (VDOT)	So noted. Will change the text accordingly
504	Chapter 6	163	173	Transportation Enhancement Projects. For Loudoun, the plan recommends two potential Gilberts Corner projects—(1) multi-use trail connecting Mt. Zion and Aldie and (2) southern Loudoun visitor center. Added to these projects should be funding for land or easement acquisition to protect intrinsic scenic/historic qualities along the Route at Gilberts Corner and funding to accomplish context sensitive design solutions at Gilberts Corner. (PEC)	Will confirm these with the original suggestions as made by each jurisdiction and add as appropriate.
505	Chapter 6	163	173	Most of the road projects mentioned here (under PWC's projects) are not on the County's Thoroughfare Plan and are not included in the Comprehensive Plan? (PWC-2)	These are enhancement project ideas provided to us by Prince William County representatives on the Advisory Committee. This is the first step in obtaining outside funding for these. We will add a note that in order to enhance funding for these projects, localities should confirm that they are identified in the Comprehensive Plan, or the Comprehensive Plan should be amended to add them to those plans.
506	Chapter 6	163	173	Specifically mentions Transportation Enhancement Projects. JTHG may not be aware the Prince William County builds its own roads and does not necessarily have to follow Federal Standards (or federalize a project). Enhancement programs may kick in Federal standards which are much more arduous and time consumptive. For instance, Federal standards on right-of-way could easily add 3 years to a project. Federal standards often kick projects up to a new level of difficulty that Prince William County may not want to deal with. (PWC-2)	See note above - these were provided to us by PWC members of the Advisory Committee. Will add a footnote to that effect and indicate that PWC prefers to find non-federal funding sources.
507	Chapter 6	164	174	Enhancement Project Lists by Locality. Comment: What about American Battlefield Protection Program Grants awarded to Fauquier County Government and Auburn? There is nothing mentioned about the Town of Remington and their transportation grants or plans for the Rappahannock Station park. (PEC)	Those already listed are specific enhancement grants. Will confirm these with the original suggestions as made by each jurisdiction and add as appropriate. Will add American Battlefield Protection Program information as per response to comment on page 74, chapter 4.
508	Chapter 7	165	176	First column, third paragraph: last line, there is a reference to the five main goals of the JTHG Partnership. Identify where one can see those goals listed [page or chapter]. (Lynne Crump)	Paragraph will be revised to read "Managing the primary travel route through the Heritage Area as one of the America's Byways™ Collection is one of the working goals of the JTHG Partnership. (See page ___)"
509	Chapter 7	165	176	Second column, last bullet: Are PA and MD DOT part of this committee? Identify the members of the existing committee. (Jackie Koons-Felion)	This will be discussed at the meeting on 9/22/2008. We will identify the types of people on the committees but not their names.
510	Chapter 7	165	176	Byways Manager needs to coordinate and enable negotiations among jurisdictions (Prince William Co.)	Will revise as suggested
511	Chapter 7	165	176	Column 2 @ #2 Instead of "communicating with all stakeholders along the byway with regard to issues facing the byway" we would recommend "Coordinating and facilitating projects and issues." The first phrase sounds like the byways manager will always be in the initial project mode. This will not be so. (Prince William Co.)	Will revise as suggested.
512	Chapter 7	166	178	Second column, under "high priority projects": Suggestion- Chart these priority projects in Appendix 4. Would serve as a quick and easy check list and would be much easier to keep track of vs. locating in the CMP. (Jackie Koons-Felion)	These projects are already included in the implementation table in the Appendix 4.
513	Chapter 7	166	178	6) add period (.) at end of sentence. (Lynne Crump)	Will make change as noted.
514	Chapter 7	166	178	P166 #11 implementation grants for construct of visitor centers for locations currently not served. How about Chapman's / Beverley Mill? (Ellen Percy-Miller)	Visitor centers are needed at locations identified on Map 6. That does not refer to interpretive facilities such as the Mill - we will clarify the difference in the text to avoid confusion
515	Chapter 7	166	178	Revisions to Priority Projects and Programs: • Add to list of priorities activities that encourage coordination across multiple jurisdictions, states, agencies, etc. • #5 Objection to specific reference to sesquicentennial events – would like to refer to "cooperative marketing and promotion." Feels current language might by limiting to some sites and exclude others all together. • #4 on slide – revise to include preservation language. "conserve the qualities and enhance the character..." Remove reference to "where growth is expected" → open to entire corridor (Ad Comm, 9/22/08)	Will add multi-jurisdictional activities to list. Will revision to include proposed language. Will include preservation language and remove reference to growth areas.

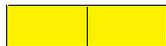
	Chapter	Old Page	New Page	Comment	Proposed Response
PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:					
516	Chapter 7	166	178	2nd column: #5 - Community Design and Transportation Workshops are mentioned as a high priority for Buckland vicinity. Is this a PWC priority? (Prince William Co.)	This is a priority for the Byway in order to get designated as an All-American Road we need to document our commitments to demonstrating that the byway experience will be maintained at a high level over time. This was supported by PWC members of the Advisory Committee. We hope it is a priority of PWC.
517	Chapter 7	167	179	Second column, second paragraph: title should read "National Scenic Byways Program" Also include the following: "While there is federal funding criteria each state may have their own additional criteria and requirements in applying for the National Scenic Byways Funds. Interested applicants should contact their state scenic byway coordinator for further information." (Jackie Koons-Felion)	Will make change as noted.
518	Chapter 7	167	179	Second column, under "Transportation Enhancement Program": Also include the following: "While there is federal funding criteria each state may have their own additional criteria and requirements in applying for Transportation Enhancements. Interested applicants should contact their state Transportation Enhancement Coordinator to request further information." (Jackie Koons-Felion)	Will make change as noted.
519	Chapter 7	167	178	Under <i>Priority Projects and Funding</i> (see list of <i>High Priority Projects</i>) Comment: Easement funding is listed at #9. While other priorities may exist, important to note that it is often impossible to dictate the timing of conservation opportunities, thus the plan should recognize that funding should be pursued for such projects as opportunities arise. Aldie Battlefield should be among those sites that under immediate pressure and/or also have an active group that is ready to go. (PEC)	So noted. - will add Aldie Battlefield as example and reference the timing issues and opportunity issues.
520	Chapter 7	167	178	Are transportation museums (plural) really needed? (Prince William Co.)	This is the list of eligible activities - it does not imply that this is something that is needed for the byway. We will note which categories are ones directly related to the priorities of the CMP (1, 2, 3, 4, 5, 6, possibly 7 although most have been or are being rehabilitated, 9, 10, 11)
521	Chapter 7	167	179	Transportation Enhancement Program: It should be noted that this requires local initial or matching funding. PWC is currently not in a position to match grant programs. (Prince William Co.)	Will add note about matching funds. One of the opportunities of the partnership, is that there opens up a number of ways to achieve the matching funds of which you are probably aware - such as donated labor from non-USDOT funding sources.
522	Appendices	n.a		It is difficult to tell where in the document you are as none of the appendices has a cover sheet. Please add cover sheet to assist the reader in navigating through the document. (Prince William Co.)	Dividers will be added to the final document. A preface will be added explaining how the document is structured.
523	Appendix 1	n/a		Map 1 – state parks are not completely shown or labeled; also all the little communities that are mentioned in the text need to be shown on at least one of the maps. Map 2 – show all scenic byways that cross or end at the JTHG; also the Potomac Heritage National Scenic Trail should be shown. Map 5 - Sky Meadows State Park in Fauquier County and Leesylvania State Park in Prince William County are not shown, nor are other nearby state park sites. Map 5 – label all visitor centers (VC), several missing or in the wrong place; Charlottesville VC in the wrong place and the one downtown not shown; the state VC at the Route 301 bridge over the Potomac River is not shown. Map 6 – Same comments as previous map on VC. Map 7 – The section of the byway as one comes into Charlottesville via Route 22 goes along Route 250, which is not designated. This map should show the designated scenic rivers within the corridor: Goose Creek, Rappahannock River, Rivanna River, and Catoctin Creek. (Lynne Crump)	Map 1 - only shows federal parks, forest and WMAs. State and county parks are shown on the Recreational Resources map. (Map revised to correct display of state properties.) Map 2 - We do not have gis data for all byways and trails that intersect the JTHG. We will try to obtain data for all byways and trails mentioned in these comments that are not already on the linkages maps. Map 5 - Refer to earlier comments regarding Sky Meadows. Inclusion of this and other sites will be discussed at meeting on 9/22/2008. Map 5 - The visitors centers that are shown on the map are the ones associated with “getting to the byway” - from the major approach routes to the byway. Only visitor centers that are on roads that connect with the Heritage Area will be shown. Route 301 does not connect with the Heritage Area. If there are any other visitor centers that are on roads that do not connect with the visitor centers, they will be removed from the map. Map 6 - See above. Map 7 - Byway route has been revised to follow Route 22 to Milton Road. Designated scenic rivers within the corridor will be labeled.
524	Appendix 1 - Historical and Cultural Resources Maps	n/a		I could not determine if Hunterstown Village and the adjacent Battlefield is shown (under wording?) . Also the entire Fruitbelt, has been “deemed eligible” as a National Historic District, although it has not yet been officially listed	Hunterstown Historic District is shown as a National Register site, and the "Boundary Increase," which includes the battlefield, is shown as eligible. Current data does not include the fruit belt. Will inquire about more up-to-date information. If gis data is not available, a reference will be made in the legend.
525	Appendix 1	n/a		Map 1 Mill isn't even listed as a secondary site Map 2 Mill not listed even as Civil War Trails site Map 8—Byway Visitor Attractions & Sites—Mill not listed, nor Thoroughfare nor LaGrange Winery (Ellen Percy-Miller)	Sites are only listed on Map 8; however, Chapman's Mill is not included because it has not yet been determined an anchor or secondary site. It will be reviewed by the DMOC at their meeting in October.
526	Appendix 1	n/a		Maps: Many of the maps don't compliment the text, and vice versa. It would be nice if the same information was in both the document and the maps. (PEC)	Will review maps for coordination with text. References to the maps are in the text.

	Chapter	Old Page	New Page	Comment	Proposed Response
				PLEASE SEE END OF FILE FOR LEGEND REGARDING COLOR CODING:	
527	Appendix 1	Map 2		Hard to distinguish symbols of trails when printed. Red seems to overpower map. (PEC)	Will review color choice.
528	Appendix 1	Map 3		At this scale, some National Register sites are hard to see. Consider labeling them or using symbols to differentiate. (PEC)	Due to the scale of the maps and the number of designation categories being shown, symbology is somewhat tricky -- will revise to make as readable as possible.
529	Appendix 1	Map 5		Parks are a little hard to see at this scale, especially when printed on an 8.5x11. No symbol box for Fauquier indicating fishing, picnicking, horseback riding, camping, etc. (PEC)	Will review park symbols and revise as necessary. Maps are designed to be printed at 11 x 17 or viewed on the screen
530	Appendix 1	Map 6		Label location of the information centers; not just indicate with a "?". (PEC)	Will make change as noted.
531	Appendix 1	Map 8		So much information here that is a little hard to see. Should each county be shown on a different map? Also, it appears that sites in Fauquier County (other than Warrenton) were omitted. What about the 19 Historic Districts, vineyards on the wine trail, Chapman's Mill, John Marshall Birthplace, National Register sites, battlefields, Afro-American Historical Society, Gold Mining Museum, Town of the Plains, Town of Remington, Paris, Delaplaine, Atoka, etc. (PEC)	Will revise map after DMOC meets in October and site list is determined.
532	Appendix 1	Map 8		Believe that this is Appendix I - Map 8 although it is difficult to tell as none are properly labeled. (Prince William Co.)	Maps are labeled in the lower right-hand corner. Dividers between the Appendices will be included in the final document.
533	Appendix 1	Map 8		There are several errors in this section. Cunningham Falls Park is missing. Manassas is referred to as a town and not a city. Great Meadows/Gold Cup venue is missing. Downtown Charlottesville is missing. University of Virginia campus and academic village is missing. (Prince William Co.)	Will change the legend to read "City or Town" Cunningham Falls Park is not visible because the map shows only federal public lands. (CFP is a state park.) Great Meadows/Gold Cup are not shown because they were not submitted to the DMOC. The DMOC will be meeting in October to review the sites included in the plan. Charlottesville Historic District and several sites within (including UVA) are labeled with a callout box to the right of Charlottesville on the map.
534	Appendix 2			Highway Safety Maps Comment: These maps seem confusing to me with all the data. Cite source of map data. (PEC)	This has been forwarded to the engineer and will be corrected.
535	Appendix 2			Figs 1-10: Traffic Counts & Crash Data: Where's Maryland data? Looks like Virginia is much more dangerous than Pennsylvania. Need to interpret. (Prince William Co.)	Maryland date is included in the Catocin Mountain Byway Management Plan (already designated as a National Scenic Byway) - a note will be added in the preface and at the beginning of Appendix 2. Pennsylvania's section is on a lot less traveled road.
536	Appendix 2			Figs 1-10: Needs to be rewritten for clarity and conciseness. Parallelism in writing. (Prince William Co.)	These are the maps from Chapter 3, page 51 - may need to summarize that text and place the full text here so Appendix 2 stands alone - will need to consult with FHWA, VDOT, and PennDOT on this. If we do that we may want to also add the Maryland pieces to the Appendix from the separate plan. Advice is to keep highway safety analysis in CMP to meet fourteen requirements of CMP
537	Appendix 3	n/a		Could someone please tell me why there is nothing listed under the Anchor Site List (Appendix 3: Heritage Tourism) in Orange County. What are Montpelier and Wilderness Battlefields, not to mention numerous other sites. What happened? (Bill Rolfe) Orange County -- Visitor Services Exchange Hotel (Gordonsville) Gilmore Cabin Barboursville Ruins Oakley and Wreck at Fat Nancy Fat Nancy Ellwood Mayhurst grounds Willow Grove (Joan Green, Orange Co)	The following sites have been submitted by Orange County. This list will be reviewed by the DMOC and discussed further at meeting on 9/22/2008. Site lists have been revised as per DMOC meeting on October 16th. <u>Anchor Site</u> Montpelier <u>Secondary Sites</u> Exchange Hotel (Gordonsville) Gilmore Cabin (at Montpelier) Barboursville Ruins Oakley and Wreck at Fat Nancy Ellwood Manor Mayhurst Inn Willow Grove 1910 Train Station Montebello Resort Barboursville Winery Horton Winery James Madison Museum Somerset Print Shop Wilderness Saunders Field (battle site) Germanna Colonies Memorial Town of Orange Town of Gordonsville St. Thomas Episcopal Church 1959 Courthouse

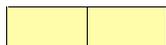
	Chapter	Old Page	New Page	Comment	Proposed Response
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538	Appendix 3	n/a		<p>- Secondary list of places – three resources are listed- I think we should change natural to “scenic” or add scenic. It seems that in this context ‘scenic’ implies beauty that has been manipulated by man; whereas ‘natural’ would mean those areas left alone. Most of the sites under natural have more of man’s impacts, but all are scenic. It also seems that since the focus is on the two intrinsic qualities, historic and scenic, as reference on page 7 on the second column, that those should be the only columns, or at least have them be the first two. What are there no Fauquier County sites listed?</p> <p>- I recommend that all state properties be listed on at least one of the inventories of historical/cultural, natural, recreational resources, and maybe on the visitor attractions inventory also. Lake Anna, Sky Meadows, Staunton River, Leesylvania, and Mason Neck State Parks are as close or closer to the byway than some of the other features listed.</p>	<p>Will add "scenic" to the list of secondary sites.</p> <p>See comment regarding Sky Meadows on page 48, Chapter 3.</p>
539				<p>- Here is information necessary to add Sky Meadows to the Primary List. It is from Cyndi Juarez, Virginia State Parks, District III Northern Virginia, Public Relations and Marketing Specialist.</p> <ul style="list-style-type: none"> o Sky Meadows State Park - Site open: year-round, 8am - dusk; Mount Bleak house open on weekends 1-4pm, April - Nov. o Relation to themes: <ul style="list-style-type: none"> o - Land of Conflict and Reunification o - Place of National Beauty and Rural Character <p>The park is located in the Crooked Run Valley, state historical and agricultural districts. The historic centerpiece is the Mount Bleak house which was the home of Abner and Mary Settle and their family during the Civil War. Although there were no battles fought on their property, they frequently had troops from either side encamped in their fields. Two of their sons rode with John Mosby and nearby Route 17 was the road General Jackson marched his troops down to catch the train to Manassas early in the War. (Lynne Crump)</p>	<p>See comment regarding Sky Meadows on page 48, Chapter 3.</p>
540	Appendix 3	n/a		<p>Culpeper driving tour is listed as anchor site. Several other towns also have driving tour that are not mentioned in plan. (Ad Comm, 9/22/08)</p>	<p>Will refer to DMOC to provide other driving tours that relate to Journey themes and will include such in the CMP.</p>
541	Appendix 3	n/a		<p>Anchor Sites: Balls Bluff is on this list and the Mill is not?!? (Ellen Percy-Miller)</p> <p>Secondary Sites: Mill is not listed under PWC or Fauquier County. It should be under both counties as it straddles the county line. (Ellen Percy-Miller)</p>	
542	Appendix 3	n/a		<p>There are several errors in this section. Manassas has been left out (Anaberg Manor, Liberia, etc.) Manassas Park left out Signal Hill Civil War site) (Prince William Co.)</p>	<p>The site list will be reviewed by the DMOC at their meeting in October. After that time, revisions to Appendix 3 will be made.</p>
543	Draft Implementation Table	3		<p>Item c.5 – The Land Conservancy of Adams County should be consulted on this item to decide how, if at all, they can participate. Contact: Elizabeth Kerlin, 717-334-2828. (Mike Piakowski)</p>	<p>So noted. They will be added if Elizabeth Kerlin confirms their ability to participate.</p>
544	Draft Implementation Table	4		<p>Item c.6 – The PA DCNR Bureau of Forestry employs “Service Foresters” that assist land owners with the preparation of Forest Stewardship Plans. They should be consulted regarding this item. Contact PA DCNR Department of Forestry District 1, 717-352-2211. (Mike Piakowski)</p>	<p>So noted - we will add PA DCNR Bureau of Forestry as a resource and contact made prior to determine if additional information can be put in the plan regarding this item.</p>
545	Draft Implementation Table	8 (??)		<p>Adams County and Municipalities, Gettysburg 3rd Ward – Small museum... - The Lincoln Highway Heritage Corporation (LHHC), a PA Heritage Park, has a grant program that could potentially help with funding this initiative. In fact, the museum submitted an initial application to LHHC for related planning work in 2008 but later withdrew their application. The LHHC should be listed as a possible funding partner. Contact Olga Herbert, LHHC Executive Director at 724-238-9030. (Mike Piakowski)</p>	<p>So noted - we will add LHHC as a possible funding partner and contact Ms. Herbert for further information.</p>
546	Appendix 4	n/a		<p>This whole section is excellent. I especially like c3. (Ellen Percy-Miller)</p>	
547	Appendix 4	9		<p>P 9 Under PWC—town of Haymarket should be added. It has history and could be given a little bit more charm with help. Haymarket has been underplayed throughout this document. (Ellen Percy-Miller)</p>	<p>So noted.</p>
548	Appendix 4	9		<p>Brentsville was left out. Please add to the text. (Prince William Co.)</p>	<p>The source of these projects are from PWC advisory committee members and suggestions made at public meetings (one of which was in PWC). No mention of Brentsville projects was made - Brentsville enhancements would be better added to the future management plan for the entire byway. -- this will be discussed in the preface.</p>
549	Appendix 4	12		<p>P 12 i13 very important. You have great themes and ideas (Ellen Percy-Miller)</p>	
550	Appendix 4	14		<p>P 14 i9 Love it. (Ellen Percy-Miller)</p>	
551	Appendix 4	19		<p>P 19 t2 I would hate for the success of JTHG to be at the expense of residents living on scenic rural roads that will be altered for safety of Journey visitors, ex. Waterfall-Hopewell Rd. running from PWC to The Plains in Fauquier. (Ellen Percy-Miller)</p>	<p>So noted.</p>
552	Appendix 4	20		<p>P 20 t4 Journey will change road design and safety issues for this area. As a resident, I thank you. (Ellen Percy-Miller)</p>	

	Chapter	Old Page	New Page	Comment	Proposed Response
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553	Appendix 4	n/a		Tasks and Responsibilities. Comment: Tasks under Byway Preservation and Conservation focus on preservation/conservation activities, notably creation of JTHG Easement Program and investment vehicle. PEC is not listed among those responsible and many of the activities listed for other organizations are already provided by the PEC. (PEC)	Will correct - PEC should have been listed.
554	The following revisions to photographs have been or are being made and will be visible in the next CMP print:				
555					
556					
557	Chapter 1	1		Fig. 1-1 replaced with JTHG photo of VA 231 (1 VA 231 d.jpg) Fig. 1-2 cropped (would like to keep to show tree canopy over byway) Fig. 1-3 replaced with JTHG photo of Leesburg (1 Main Street Leesburg.jpg)	
558	Chapter 2	13		Will insert JTHG photo of Native American (p062-63_KLGHG2-071012-16792.jpg)	
		16		Fig. 2-10 replaced with JTHG photo of Barboursville Ruins (p212_KLGHG2-071112-19589.jpg)	
		20		Will insert JTHG photo of Catoctin Furnace (p080_KLGHG2-071010-16405.jpg)	
		24		Will replace Fig. 2-19 with photo of equestrian event, courtesy of Historic Morven Park and International Equestrian Center.	
		28		Will insert photo of "Other Important Views" (potentially JTHG photo of two-lane road with tree canopy: (1) 1 Rt 20 North of C'Ville.jpg, (2) _DSC0086.jpg, or (3) _DSC0087.jpg)	
559	Chapter 3	44		Will insert (or replace Fig. 3-5) JTHG photo of carolers in Frederick, MD (p214-215_KLGHG2-071201-20366.jpg)	
45			Replace fig. 3-8 with correct photo of Seton Shrine provided by Tourism Council of Frederick (10-08-08)		
46			Will insert JTHG photo of Oatlands (p166-167_KLGHG2-071026-18827.jpg)		
47			Fig. 3-11 replaced with photo of Governor's Mansion at Morven Park, courtesy of Historic Morven Park and International Equestrian Center		
49			Fig. 3-17 replaced with JTHG photo of Inn at Meander Plantation (p076_KLGHG2-071016-17002.jpg)		
560	Chapter 5	50		Fig. 3-18 replaced with photo courtesy of The Montpelier Foundation; Will insert photo of mansion at Ash Lawn-Highland, courtesy of Ash Lawn-Highland	
103			Fig 5-17 replaced with another LKLA photo of Orange		
561	Chapter 6	107		Will insert photo of outbuildings at Ash Lawn-Highland, courtesy of Ash Lawn-Highland	
		117		Fig. 6-8 replaced with JTHG photo (_DSC0086.jpg) – need to confirm location in caption Fig. 6-9 not changed – no photos of four-lane roadway provided by JTHG Fig. 6-10 replaced with JTHG photo of Lucketts (1 Lucketts Store x.jpg) Fig. 6-11 replaced with JTHG photo of Leesburg (Main Street 1 loudoun King Street CMW.jpg)	
		153		Culpeper photo replaced with another LKLA photo of Culpeper – no alternatives of Culpeper provided by JTHG	

LEGEND FOR COLOR CODING OF COMMENTS:



Comments received at the 9-22-08 Advisory Committee meeting and our response as agreed to at the meeting

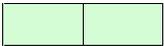


Comments received from Ellen Percy_Miller and PEC after the initial comment period, but not included in Advisory Committee Handout from 9-22-08. Some of these issues were discussed at the meeting



Comments received from Prince William County after the 9-22-08 Advisory Committee Meeting. Responses coded with this color exclude Chapter 6 comments, received separately.

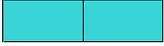
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 Comments received from Prince William County after the 9-22-08 meeting. Responses coded with this color are for Chapter 6 only (received separately from other chapter comments)



Comments received from Prince William County after the 9-22 meeting regarding specific language for Chapter 6 that they would like inserted into the plan (inserted as requested and noted)



Responses received from Linda Wright (Buckland Preservation Association) after the 9-22-08 meeting further clarifying previously made comments



Response to Chapter 2 Comments from John Milner Associates (updated 10-08-08)

Note a few additional minor updates are noted with October 8th throughout the file. **Any clarifications or changes to the original October 8th matrix response are marked in red**