

ROUTE 7 WIDENING PROJECT
RESTON AVENUE TO JARRETT VALLEY DRIVE **WORKING GROUP**

MEETING SUMMARY
Route 7 Widening Project
Working Group Meeting # 3
VDOT NOVA DISTRICT

ATTENDEES:

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SUBJECT: Route 7 Widening Project– Storm Water Management & Drainage Overview

MEETING DATE: June 6, 2012

MEETING LOCATION: Tysons-Pimmit Library Meeting Room

REFERENCE: Route 7 Widening Project
Project Number 0007-029-128 UPC 52328
Fairfax County, Virginia

Working Group Meeting # 3 on the above referenced project was held on Wednesday, June 6, 2012 at the Tysons-Pimmit Library in Falls Church, Virginia.

Specific items discussed:

- Activity since the previous meeting
- Response to comments from previous meeting

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- Meeting w/ bicycle/pedestrian advocates – May 29th
- Storm Water Management and Drainage Overview for the project

Summary of the Bicycle/Pedestrian Meeting

- A 10' shared use path will be provided along the eastbound and westbound sides of Route 7.
- The Route 7 project will attempt to utilize existing trails where possible, but many do not appear to meet AASHTO and/or ADA standards for width and or grades.
- A design waiver would be needed to utilize an existing trail that is substandard. Obtaining a design waiver will be difficult since there are 4 governing criteria for shared use paths design for FHWA. More than likely a new trail adjacent to the roadway would be constructed rather than obtaining a design waiver. The designers will evaluate on a case by case basis.
- A connection to the Cross County Trail will be evaluated to be provided under the new bridge crossing to be constructed at Difficult Run. It was noted that an 10' minimum clearance should be provided under the bridge for horse crossings. A second "at grade" connection would be provided at the Colvin Run Road / Route 7 intersection.

Storm Water Management and Drainage

- Recent changes in Department of Conservation and Recreation (DCR) regulations will have significant impacts on the project. The original project proposed 6 storm water facilities for the corridor. The updated regulations require a higher level of phosphorus removal resulting in the need for additional storm water facilities throughout the corridor.
- The design team will need to evaluate existing storm water management (SWM) facilities along the corridor and see if there are opportunities to partner with other organizations and expand existing facilities. The SWM facility at Nike Park is one location. Additional possible locations are Difficult Run/Colvin Run Park and Carpers Farm Way.
- The design team will be tasked with evaluating different types of storm water management design tool box options for the corridor which some of which were discussed but not limited to:
 - Low Impact Design (LID) – Bioretention, Infiltration, Grass Swales
 - Underground Storage
 - Water Quality Inlets – Hydrodynamic vs. Filtering
 - Traditional SWM Ponds

As discussed in the meeting, there are pros and cons for each of these tools which will have to be evaluated as the stormwater management strategy is developed for the project.

- The Difficult Run area will be a challenge for the placement of a SWM facility. This area is a floodplain which may require coordination with FEMA if there are any changes to the flood plain limits. The use of park lands by a transportation project violates federal 4F environmental regulations.
- A traditional SWM pond has annual maintenance cost of \$1200 per year versus \$10,000 a year for underground storage retention.

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- Proposed SWM facilities will include landscaping to improve aesthetics to help blend in to the communities in an effort to address context sensitive solutions for adhering to stormwater management regulations.

Comments

- A Survey Notification Letter was mailed out to inform residents along the corridor that JMT Engineering would be performing survey work. It was requested that a copy of the letter be provided to the home owner associations along the corridor to help answer questions from residents on the survey activity. A copy of this letter will also be posted on the web page for the project.
- It was requested that a follow up coordination meeting was to be set with the designers of the Dulles Toll Road Bridge improvements to discuss the provisions for pedestrian/bicycle facilities. There is concern for at-grade crossings along the ramps to the Dulles Toll Road.
- Fairfax County Park Authority is not concerned with flooding of the proposed trail if placed underneath the proposed bridge crossing at Difficult Run as long as it is stabilized and is out of the mean water surface elevations.
- It was suggested that JMT review the BMP Clearing House Website for alternate storm water management facilities that could be implemented with the project.
- It was suggested that JMT try to combine the shared use paths and proposed SWM facilities to minimize the footprint required by providing trails over the SWM facilities where feasible.
- Fairfax County will review the proffers for the developments along the corridor to ensure that the project is making use of the available land that is available.

Next Steps

- Additional working group meetings will be held to gather more information while preparing the design of the project.
- A Citizen Information Meeting will be held for the project in the Fall of 2012.

These notes represent the general context and content of items discussed during the referenced meeting. Please forward any and all concerns or comments you may have to Jeff Cronin via telephone at (804) 267-1262 or via email at jcronin@jmt.com . If the comments are not received within ten (10) business days of this draft, we will assume that these notes reflect the intent and content of the meeting and will be the final meeting notes for your file.

Distribution: Attendees