

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT WORKING GROUP

RESTON AVENUE TO JARRETT VALLEY DRIVE

Working Group Attendees

Group Member	Representing	Email
Jack Crosby	Wolf Trap Woods HOA (Supervisor Foust selection)	jackcrosby01@gmail.com
Paul Davis	Supervisor Hudgins' Office	Paul.Davis@fairfaxcounty.gov
Lee Ann Hall	VDOT Working Group Facilitator	LeeAnn.Hall@VDOT.Virginia.gov
Andy Galusha	Fairfax County Park Authority	Andrew.Galusha@fairfaxcounty.gov
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Eric Knudsen	Great Falls Citizens' Association (GFCA)	m.eric.knudsen@gmail.com
Jenifer Joy Madden	Northern Vienna/NoVi Trails	viennatrails@aol.com
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Michael Martin	Reston Association (RA)	mmartin.mea@verizon.net
Doug Miller	Fairfax County DOT	Douglas.Miller@fairfaxcounty.gov
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Tim Thompson	Supervisor Hudgins selection	tctthompson@msn.com
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William Dunn	VDOT Project Manager	William.Dunn@VDOT.Virginia.gov

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SUBJECT: Route 7 Widening Project – Working Group Meeting #13
MEETING DATE: December 3, 2015: 9:00 am – 12:00 pm
MEETING LOCATION: VDOT Department of Transportation
4975 Alliance Drive, 1st Floor, Potomac Conference Room
REFERENCE: Route 7 Widening Project
Project Number 0007-029-128, P102, R202, C502, B610 UPC 52328
Fairfax County, Virginia

A working group meeting was conducted on December 3, 2015 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

Construction Progress from Adjacent Projects on Route 7

- Route 7 from Rolling Holly Drive to Reston Avenue
 - Completion
 - Contract – December 16th 2015
 - Actual – End of December 2015
 - Remaining construction items
 - Median construction, guardrail, final pavement surface and pavement markings
- Route 7 over DTR/DIAAH
 - Finalizing design and ROW acquisitions
 - Utility relocations beginning in January 2016
 - Construction begins March 2016
 - Construction Complete May 2018

September 24th Public Information Meeting

Total attendance for the PIP was 175+ Attendees including Delegate Murphy and Supervisor Foust

- Overall we received positive feedback on the format for the PIM
- A total of 65 Comments were received, VDOT is currently compiling the responses to the comments received from the September 24th Public Information meeting for Route 7.
- VDOT anticipates sending out an email response of the compiled comments in December.

Meetings with HOAs

- VDOT has met with Great Falls Crossing, Ciara Estates, Shaker Woods, Coventry Springs, and Wolf Trap Woods to date
- A meeting with Shouse Village is scheduled for January 2016
- VDOT has reached out to 20 out of 52 of the HOAs adjacent to the corridor to see the community would like to have a meeting to discuss the project.

Updated Design – Rodney Hayzlett – JMT

Baron Cameron/Route 7 Intersection changes. The intersection has been revised:

- Cul de sac shown at the end of Crippen Vale Court has been eliminated and an exit onto the Eastbound Exit Ramp to the Baron Cameron/Route 7 Intersection has been provided.
- An exit from the Sunoco and the Cee Cees Car Wash has been provided onto the Eastbound Exit Ramp.
- A through movement has been provided from Eastbound Exit Ramp onto the Eastbound Entrance Ramp at Baron Cameron. This will allow vehicles to exit Crippen Vale and the businesses in the southwest quadrant of the intersection and merge onto eastbound Route 7 without having to travel down to Hunter Gate Way and northbound on Baron Cameron Avenue.

Comments on the New Layout from the Working Group

- *VDOT still needs to coordinate with the businesses to see how this revised layout will affect their operations.*
- *There is a concern for vehicles travelling northbound through Baron Cameron intersection turning right into the new entrance to the Meadows Nursery. It was noted that traffic backs up here today. Would it be possible to provide a dedicated entrance lane or taper to the nursery to allow through traffic to proceed uninterrupted up Springvale.*
- *There is a concern for the traffic entering from Crippen Vale crossing 2 lanes to use the left turn lane from the Eastbound Exit Ramp to Springvale. A weaving analysis should be performed to confirm the movement is safe.*

Full Access at Delta Glen/Colvin Run West

- Colvin Run West onto Route 7 will be revised to provide a left/through/right access. Currently today this intersection only allows a right out onto westbound Route 7. At the PIM meeting several citizens requested this be revised and the movements be added.

Comments on the New Layout from the Working Group

- *Concern for providing a split phase movement for the left turn lanes has the potential to create delays on the corridor. The design team has analyzed the movement and initially it appears that with the low volume of traffic from the side streets the increased delay will be minimal.*

- *Concern for the existing bus stops adjacent to this intersection. Currently there are no adequate areas for waiting riders at the bus stops. The proposed roadway design will provide a 10' shared use path and an 8' green space buffer between the proposed curb line at the edge of the road and the path.*
- *VDOT and the design team are working with Fairfax County to revise the existing bus stop locations with the proposed design to assess design and corridor needs.*

Pedestrian Crossing/Tunnel for Colvin Mill

- The design team is assessing the possibility of providing a pedestrian crossing tunnel near the Colvin Run Mill to allow access to the north and south areas of the park bisected by Route 7.

Comments on the New Layout from the Working Group

- *The Fairfax County Park Authority sees the proposed pedestrian tunnel and the stream relocation of Colvin Run as an enhancement to the park property.*
- *Park Authority suggested that the trail section exiting the tunnel on the south side could be re-aligned to carry pedestrians to the historic mill race and dam rather than connection to the Rivers To Trail. This would result in less impacts and provide connectivity for park visitors to the historic mill race.*
- *Park Authority noted that the trail should be asphalt.*
- *Concern raised for the replacement of the existing box culverts under Carpers Farm Way impacting access to the neighborhood and school buses. The design team will provide a phased construction plan that will preserve movements through the area at all phases of construction.*
- *Concern raised for proposed storm water ponds shown in the Difficult Run Flood Plain. The Design Team is assessing these pond locations.*

Cross Section/Profile Adjustments-4:1 Slopes

- The design team is revising some of the more heavily bifurcated areas between eastbound and westbound Route 7 to provide less of a severe drop off across the median area between the travel lanes. The goal is to provide a 4:1 maximum slope.

Comments on the New Layout from the Working Group

- *Concern raised for the median width and the impacts to existing wetlands. The Design Team is assessing mitigation strategies to reduce impacts in preparation for a meeting with DEQ, Corp of Engineers and EPA.*

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Design Waiver for 11' Travel Lanes

- The design team is preparing a Design Waiver to document the use of 11' wide travel lanes on Route 7
- The reduction of the through lane widths has been proposed for this project to reduce project costs and reduce property impacts/right of way needs. Reduced lane widths result in:
 - Reduction in proposed pavement
 - Reduction in Right of Way and utility impacts
 - Reduction in impervious area requiring treatment for storm water management
 - Reduced pedestrian crossing times

Comments on the New Layout from the Working Group

- *Comment that the reduction in pavement widths will result in reduced impacts to wetlands and environmentally sensitive areas.*

Public Involvement Plan Moving Forward

- Monthly Newsletter
 - VDOT is working on a monthly newsletter to communicate information on the project. The newsletter will focus on different areas of the project.
- Website/Social Media
- Coordination with Envision Route 7
 - VDOT is coordinating to ensure that we are capturing all the comments on our project. There is confusion by the public that this is a separate project.
- January 9th Public Information Meeting
 - VDOT is tentatively looking at reducing the 2 day PIM to one day on January 9th based on the volume of turn out received at the previous PIM. The PIM will be from 10:00 am to 4:00 pm.
- April Public Hearing

NEXT WORKING GROUP MEETING – Tentatively scheduled for March 16 or 30th, VDOT will follow up with confirmation.

Items to discuss include: Summary of comments from January PIM, Public Hearing and noise walls.

These notes represent the general context and content of the items and issues discussed during the referenced meeting. Please forward any and all concerns you may have to Rodney Hayzlett

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via telephone at (804) 267-1269 or via email at rhayzlett@jmt.com. If 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