

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

MEETING SUMMARY
Route 7 Widening Project
Working Group Meeting #9

ATTENDEES:

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SUBJECT: Route 7 Widening Project – Working Group Meeting #9

MEETING DATE: September 25, 2013

MEETING LOCATION: Virginia 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 September 25, 2013 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

DTR Bridge Project Update

- Public Hearing is planned for Winter 2013 (Dec)
- Shared Use Path (SUP) options include: at grade, underpass, and median
 - Connect from Jarrett Valley to Metro Station

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- The At Grade Option would require 9 crossings of ramps
- The Underpass Option includes 8 underpasses and 1 at grade crossing due to vertical and horizontal constraints.
- The Median Option consist of a single SUP in the median
- Other options evaluated include:
 - Bridge over Jarrett Valley and on-ramp to DTR
 - SUP down Jarrett Valley and bridge over on-ramp to DTR
 - Tunnel under on-ramp to DTR – grade limitations – 5% max slope
 - Spiral structural ramp – involved heavy property impacts getting the grades to work
 - New signal control to on-ramp to DTR ramp to allow at-grade crossing
- Construction Costs:

<u>At-Grade</u>	<u>Underpass</u>	<u>Median</u>
\$17.3	\$21.7	\$17.3
- Overall the total cost is \$31 million

Express Lanes Study

- Kanti Srikanth (VDOT Transportation Planning Manager) and CH2MHill presented the methodology and findings of the express lanes study.
- It was requested that some of the tables in the presentation show the existing traffic data and also that more information be provided about the sensitivity analysis. [UPDATE: The presentation was emailed to the working group members on 10/16/2013 with this information included].
- There was a question about how many of those on Rte 7 are destined to Tysons compared to other areas.
- It was requested that an alternative be tested that does not include a HOT component, or that is only transit/HOV3+ without the option to pay as a low occupancy vehicle.

Alternate Intersection Analysis

Mr. Boice presented the alternative intersection analysis/designs for the corridor.

- Utterback Store Road
 - Continuous Green “T”
- Colvin Run Road / Carpers Farm Way
 - Hybrid Median U-Turn
 - Comment was made that there is concern denying left turn lane movements at Colvin Run will get negative feedback at the public information meeting
 - Comment was made that the citizens desire left turns out at the western Colvin Run Road intersection in off-peak hours
- Baron Cameron Avenue
 - Eastbound Route 7 Flyover
- Lewinsville Road

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- Displaced Left Turn and Realignment

Preliminary Design Update

- Coordinated Alternative Intersection Concepts
 - Developed partial interchange option for Baron Cameron intersection
 - Evaluated Lewinsville Road intersection configuration accommodating church operations
- Evaluating proposed profiles for eastbound and westbound lanes. Generating preliminary impacts for right of way evaluation.
- Water Resources / Hydraulic Design:
 - Developed a preliminary map and summary of potential storm water management sites
 - Reviewed all of the existing culvert crossings
 - Performed Hydrology Analysis using the Anderson Method to verify the discharges used in the USGS Open File Report for the following crossings:
 - Route 7 over Difficult Run
 - Colvin Run watershed
 - Route 7 over Dog Run
 - Route 7 over Piney Run
 - Performed the hydraulic analysis combining Difficult Run and Colvin Run structures in one HEC-RAS model
 - Working with Structures to Determine TS&L for Bridges
 - Suggestion was made to meet with EQAC – Fairfax County SWM group

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 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