

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
Rodney Hayzlett	JMT (Project Design Consultant)	RHayzlett@jmt.com
Randy Boice	JMT (Project Design Consultant)	RBoice@jmt.com
Alison Antonowics	Supervisor Smyth's Office	Alison.Antonowics@fairfaxcounty.gov
Karyn Moreland	Fairfax County DOT	Karyn.Moreland@fairfaxcounty.gov
Michael Guarino	Fairfax County DOT	Michael.Guarino@fairfaxcounty.gov
Smitha Chellappa	Fairfax County DOT	Smitha.Chellappa@fairfaxcounty.gov
Julie Ide	Supervisor Foust's Office	julie.ide@fairfaxcounty.gov
Eric Knudsen	Great Falls Citizens' Association (GFCA)	m.eric.knudsen@gmail.com
Jenifer Joy Madden	Northern Vienna/NoVi Trails	viennatrails@aol.com
Kathryn Parker Martin	Hunter Mill TAC	Kathryn.martin@fairfaxcounty.gov
Michael Martin	Reston Association (RA)	mmartin-mea@verizon.net
Doug Miller	Fairfax County DOT	Douglas.Miller@fairfaxcounty.gov
Lou Mosurak	Loudoun County OTS	Lou.Mosurak@Loudoun.gov
James A. Robertson	McLean Citizens Association (MCA)	jim@ann-jim.com
Tim Thompson	Supervisor Hudgins selection	tctthompson@msn.com
Michael Caplin	Tyson's Partnership	macaplin@tysonspartnership.org
Vicki Lyon	Bishopsgate Area	vickilyon@comcast.net
Angel Tao	VDOT Deputy Project Manager	Angel.Tao@VDOT.Virginia.gov
William Dunn	VDOT Project Manager	William.Dunn@VDOT.Virginia.gov

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SUBJECT: Route 7 Widening Project – Working Group Meeting #12
MEETING DATE: September 16, 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 September 16, 2015 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

Follow-up items from WG meeting #11

- New Members – Vicky Lyons is a new member representing Ascot HOA.
- Fairfax County Transit - Aug 17th VDOT met to discuss bus routes and existing /proposed bus stops locations. Recently updated ridership information was provided; there are 574 bus routes – not a lot of change from 2015 data. Ridership along the Route 7 corridor is generally low. Fairfax County is looking at consolidating some of the stops – may be adding pull offs for buses after signals for the buses to pull out back into the roadway.
- Paul Davis – Supervisor Hudgins office requested – legend for survey staking and a legend for markings. The plans and public display boards have legends to identify features. VDOT Environmental has staked out wetlands with a pink ribbon. A legend for survey ribbon was provided to the WG.
- Pedestrian Crossings along Route 7 - Jennifer Joy Madden asked about pedestrian crossings on Route 7 for bus transit locations. Jack Crosby – suggested a loop around so transit does not have to go all the way to Reston. Route 7 does not typically have a signal movement where all vehicular traffic is stopped and all pedestrian movements move in one phase. Pedestrian phase length would be dictated by width of Route 7 and speed of pedestrians. Eric Knudsen asked if there will be medians with refuse on western side of Route 7. VDOT will get back with information on intersection pull offs.

Environmental Document Update - Anissa Brown - Asst. District Environmental Engineer

- VDOT has adopted the Federal Noise policy from FHWA. For a noise barrier to be warranted (AKA Noise impact) the noise must exceed the FHWA noise abatement criteria.
- In order for a noise barrier to meet criteria it must be reasonable and feasible.
- The receptors must experience a 5 dB or more of noise reductions along with over 50% of the impacted & benefitted property owners need to be in favor of the noise wall for the wall to be implemented.

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- VDOT then determines if the noise barrier can be constructed – factors related to the design & construction include safety, barrier height, topography, drainage, utilities, maintenance of the abatement measure, maintenance access (easements and/or ROW) to adjacent properties & general access.
- Cost effectiveness – 1600 SF of noise barrier or less is the threshold allowed per benefited receptor
- Design goal – 7 dB of noise reduction at 1 impacted receptor
- Physical structures – Each structure counts as 1 receptor. – An apartment building is 1 receptor (1 structure). The analysis is not based on the number of people in that structure.

Right of way Process – Gary Farrell

- Overview of ROW Acquisition Process –The ROW process is divided in 4 phases – PE (Preliminary Engineering), ROW, Utility Relocation and Construction. Lee Ann stated that this ROW presentation is a refresher of info previously presented on ROW & Noise walls. Today's presentation is more detailed for the ROW acquisition process.
- In the PE phase, the ROW group is involved in pre-scoping, design, scoping, estimating, and plan reviews.
- ROW acquisition phase includes legal research on owners of the land/property rights needed. Just Compensation for rights, real estate closings, Certificate of Takes, relocation of businesses. The goal of the ROW phase is to ensure no conflicts with utilities.
- All acquisition of property rights must be completed prior to construction. The ROW phase ends at the start of construction which begins at the advertisement for bidders on the construction process. ROW certification for FHWA certifies that all utilities are clear.
- Property Acquisition – Fair market value is the amount of \$ value determined by a certified appraiser of the remainder of the property created by the project. By law we cannot pay less than fair market value, but can go higher. Anyone with ownership rights to the property, including 3rd party interests (sign owners, etc.) maybe compensated. Relocations can be complex and include (by law) reimbursement of moving expenses, temporary rent, payment for upside down value, purchasing buy down points on a new mortgage. All renters are displaced and must be relocated as separate relocations.
- Types of rights – Fee simple (full title to property); Permanent & Utility Easements (may be for drainage, site distance, traffic signals, noise walls, utility easements, etc.) Temporary Easements (for construction purposes or right of entry). Prescriptive ROW – easement determined by Byrd Act of 1932 in which VDOT maintenance needs the prescriptive ROW to maintain those old roads. VDOT must stay in the limits of the prescriptive easement. Jack Crosby asked – Does prescriptive ROW continue if VDOT no longer maintains a road, does VDOT lose the prescriptive rights? VDOT does not lose the rights as the rights run with the land. Plats are attached with all roads to be maintained with prescriptive rights attached to the Byrd Act. Easement remains with the land even if VDOT no longer maintains – the County will take over maintaining the road. VDOT has a right of assign and an assign to the County. An abandonment process may be applicable and would need to be done by the

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property owner to the County. Route 7 will never be maintained by the County – it always maintained by state because FHWA listed Route 7 as a National Highway System (NHS) route.

Updated Design – Rodney Hayzlett – JMT

- Displays to be presented at September 24th PIM - The plans that will be presented today and next week at the PIM are currently being reviewed by VDOT staff and comments due between now and mid-October. JMT will be incorporating the changes from the comments between October and December 1st. More design information will be presented on these plans, i.e. proposed right of way, construction limits, entrance tie-ins to driveways, updated storm water management (SWM) ponds, turn lane lengths, auto turn movements and etc. There will be 8 design boards at the Sept 24th meeting.
- Eric Knudsen asked has VDOT coordinated with the school on the proposed sanitary sewer near Bishops Gate Way? William noted that we have been coordinating this with the County. Jennifer Joy Madden asked a question if there would be trail access for Bishopsgate Way – Rodney responded that yes the proposed shared use paths will be connected to the neighborhood trails. Vick Lyons asked what is VDOT doing for run-off of Route 7 at Bishopsgate? – Rodney stated, we currently have 13 SWM ponds to contain roadway run-off from Route 7 and will treat all proposed impervious runoff, however, this does not include managing the run-off from private properties/developments. Jack Crosby asked are there advantages to digging a hole in the ground vs. keeping it in a watershed. It seems you are upsetting the natural watershed by digging the hole. Rodney responded that yes, because we are required by regulations to contain the water to control & treat the water from all the impervious area of the road (not just the added roadway).
- Route 7 EB lanes are now going under Baron Cameron. The entire intersection with WB Route 7 / Baron Cameron / Springvale Road will be at-grade and will be signalized, but the lanes under Baron Cameron (Route 7 EB) will not stop at the intersection. Jack Crosby stated traffic on Baron Cameron will back up at the signal – Rodney stated that turning right from Baron Cameron to EB Route 7 will have a free-flow lane with a dedicated acceleration lane from Baron Cameron onto Route 7 EB. There will be pedestrian crossings (dedicated lanes and signal phasing on all sides of the intersection at Baron Cameron to enable cyclists and pedestrians to cross Route 7).
- Route 7 EB lanes from Baron Cameron to Delta Glen – in this section the right most acceleration lane from Baron Cameron will transition into the right turn lane at Delta Glen. In addition a separate dedicated left turn lane will be provided to Colvin Run.
- Colvin Run/Carpers Farm Intersection – nothing has changed significantly from previous design the WG has seen. We are continuing to refine the geometric design for improvements

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for the hydraulics to prevent overtopping of Route 7. Tim Thompson stated his concern is flooding over roadway from Difficult Run and the wetlands near Carpers Farm. Rodney stated the Culverts at Colvin Run Mill (historic) will be maintained but not improved. Eric Knudsen asked about what hydraulic considerations were being considered to prevent silt build up downstream. The current stream does not have all the curves that the new design is showing and is concerned about silt run-off. Rodney said we will be reviewing the hydraulics for the stream using the design storm of 25 year event along with the 100 year storm. We are currently working on the design for hydraulics now and will be ready for the public hearing in April. Lauren stated the design will be well vetted with the Corps of Engineers.

- Andy Galusha requested a separate tunnel be provided for tourist access from the Mill property to the park property without having to cross at-grade along Route 7.
- At Lyons St there is not a striped cross walk across Route 7 at the bus stops because it is not a signalized intersection. No cross walk striping is being provided across Route 7 at unsignalized intersections.
- At Wolf Trap Road and McLean Bible Church – Jack Crosby wanted to ensure that the last 3 options are still under consideration. Rodney stated yes that all options are still being evaluated.
- Jack Crosby mentioned a bus turning left on to Wolftrap Run Road from WB Route 7. We checked with FCPS and they looked at their AVL system and no school bus makes this movement. All school buses that turn into Wolftrap Run Road are turning right from EB Route 7.
- Jennifer Joy Madden asked if pedestrian facilities would be provided at Route 7 and Lewinsville Road intersection to provide access to the bus stops. We mentioned that all signalized intersections would provide pedestrian facilities and signals for safe crossings of Route 7.
- Jennifer Joy Madden asked if there will there be a bus stop at Jarrett Valley – No because of the silver line.
- Eric Knudsen asked if U-turns at Jarrett Valley would be eliminated? VDOT gave the option to prohibit U-turns to citizens at Carrington. It was not accepted. The community was concerned that motorists would turn in their neighborhood and U-turn adding traffic to their neighborhood.
- Jack Crosby commended VDOT for the level of detail and consideration given to this stage of plans.

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- Jack Crosby asked what has been done in relation to the Park and Rides along the corridor? Michael Guarino stated the County is working on updating their park and ride study but did not anticipate change from previous results due to the low density and low ridership.
- Fire & Rescue access for emergencies off of Markell Court will be eliminated for the proposed assisted living facility.

Logistics for the Sept. 24th PIM Meeting at Forestville ES:

- There will be sixteen Presentation Boards showing the plans for the corridor (two sets of 8). The duplicate set of these boards will be on the other side of the cafeteria. Separate tables will be staffed to address ROW, Storm Water Management, Traffic, Environmental, Civil Rights.
- There will be 2 stations that have FHWA videos previously shown (Michigan left presentation and the Displaced left presentation).
- Vicki Lyons – is concerned about the noise impacts to residents of Bishopsgate from the Assisted Living facility.
- Eric Knudsen asked has anything been determined about replacement of trees along the corridor?
- He also asked that we please keep in mind (for future planning), that VDOT considers not prohibiting the ability to have HOV for future generations.
- Jennifer Joy Madden suggested VDOT communicate with the group “Envision Route 7” who are thinking about light rail and other future plans for the other side of Route 7 at Tysons.
- Schedule
 - Phase I, ROW and Utility Relocations (Spring 2017), Construction (Spring 2021)
 - Phase II, ROW and Utility Relocations (Spring 2018), Construction (Winter 2021)
- Public Involvement Plan Moving Forward
 - Postcards – Upcoming Public Meetings
 - Meetings with HOAs - Lee Ann asked Eric Knudsen which HOAs are covered under GFCA. Also need the same for Reston.
 - New email address is on the back of the post card.
 - Website – ready to launch by the end of this week. All the information for the Sept. 24th meeting will be posted to the website.
 - Upcoming Working Group Meetings – December 3rd – next working group meeting.
 - Individual meetings with HOAs are to be determined.

NEXT WORKING GROUP MEETING – December 3, 2015

Items to discuss include: Summary of comments from September PIM, Summary of HOA meetings, Design Updates since last WG meeting.

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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