

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

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
Jennifer Kaplan	Supervisor Foust's Office	Jennifer.Kaplan@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.me@verizon.net
Doug Miller	Fairfax County DOT	Douglas.Miller@fairfaxcounty.gov
Lou Mesurak	Loudoun County OTS	Lou.Mesurak@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

Additional Attendees

Attendee	Representing	Email
Pam Grosvenor	Great Falls Citizens' Association (GFCA)	
Helen Cuervo	VDOT NOVA District Administrator	
Nick Roper	VDOT District Preliminary Engineering Manager	
Lauren Mollerup	VDOT Arlington/Fairfax Preliminary Engineering Manager	
Allison Richter	VDOT Arlington/Fairfax Preliminary Engineering	
Terry Yates	VDOT Arlington/Fairfax Preliminary Engineering	
Anna Fortune	VDOT Arlington/Fairfax Preliminary Engineering	
Elaine Hall	VDOT Arlington/Fairfax Preliminary Engineering	
Olivia Daniszewski	VDOT Location and Design	
Bryan Campbell	VDOT NOVA Environmental	
Anissa Brown	VDOT NOVA Environmental	
Steve Varner	VDOT NOVA Environmental	
L J Muchenje	VDOT Central Office Environmental - Noise	
Jenni McCord	VDOT NOVA Public Affairs	
Jeff Cronin	JMT (Project Design Consultant)	

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SUBJECT: Route 7 Widening Project – Working Group Meeting #14
MEETING DATE: May 18, 2016: 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 May 18, 2016 to discuss the next section of Route 7 widening from Reston Avenue to the Dulles Toll Road, specifically the following items:

A. Introductions

B. Construction Progress from Adjacent Projects on Route 7

- Route 7 at Towlston – FCDOT Project
 - Construction begins mid-June and end in August/September
- Route 7 at Colvin Run/Carpers Farm – FCDOT Project
 - Construction underway and ends in October
- Route 7 Bridges over Dulles Toll Road
 - Construction has started and will end in Spring 2018
- Route 7 at Reston Ave – flashing yellow left turn signal phasing modification to allow for left turns when sufficient gaps in Route 7 Eastbound traffic.
 - Requested by residents during HOA meetings.
 - Will be evaluated by VDOT Traffic Engineering staff to determine if this change is warranted.

C. Funding and Schedule - \$54M available, anticipate HB2 \$119, NVTA \$10M, \$70M shortfall

- Phase I is fully funded if NVTA approves requested \$10 million. Anticipated HB2 funding for Phase 2 still needs CTB final approval.
- Prospective Schedule – Design-Bid-Build (DBB), Design-Build (DB)
 - Public Hearing – November 2016
 - Design Approval – April 2017

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- Design-Bid-Build (Constructed in 2 phases)
 - Phase 1
 - RW NTP – September 2017
 - Advertise for Construction – December 2020
 - Construction Complete – December 2023
 - Phase 2
 - RW NTP – September 2018
 - Advertise for Construction – December 2021
 - Construction Complete – December 2024
- Design-Build (Constructed as one project)
 - RFQ – May 2017
 - RFP – August 2017
 - Award – January 2018
 - Construction Complete – June 2023
- **Pros & Cons**
 - **DB**, flexibility w/ innovation, has additional manpower, can begin CN while designing, and requires full funding in place by August 2017. Can move project to CN quicker and construction would be completed approximately 1.5 years earlier.
 - **DBB**, more linear, can move forward without being fully funded. However, to meet the schedule for Ph2, all funds will need to be in place by Jan 2018.
- Tim; if this project is still in a deficit by FY2018, who would need to apply for FY2019 funds? The County would apply for additional funding. If the County shifts funding to VDOT responsibility, their HB2 application would need to be resubmitted.
- Maintenance of Traffic Discussion:
 - DB – provisions to build per VDOT developed plans, though design-build team is given flexibility to accelerate work/provide innovative solutions.
 - Much of the construction will be done at night; during rush hours, the current number of lanes on Route 7 will be maintained (generally, two lanes both EB and WB)
 - VDOT aware that project is through a predominately residential area.
 - NOVA district has set standard restricted hours for construction (i.e. when a lane closure may be permitted), though these hours can be adjusted based on the project's

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traffic volumes and peak usage times. If the timing for the restricted construction hours is not working, the times will be adjusted.

- Again, based on volume and peak usage times, different times for construction on secondary roads may be established.

D. Meetings with HOAs

- Invitation letters sent to non-HOA residents, businesses, places of worship and schools
- Meeting with individual HOAs has helped the project team understand each community's concerns and several changes have been incorporated to the plans as a result of these meetings. Overall, it has been a successful means of public outreach.
- VDOT to provide meeting minutes and contact information to working group, though the latter will be somewhat limited due to privacy concerns.

E. Updated Roadway Design – changed as a result of HOA meetings

- Shain Ct/Northfalls Ct service road entrance
 - Kept existing access point to Route 7 instead of relocating as originally considered.
 - Recent concern: potential of connecting the service road to the nursery entrance at signal, still in the early stages of trying to understand the issue.
 - Potential difficulties include a significant elevation change between the service road and the nursery entrance, which will need to be overcome in order to connect the two and would cause additional impacts.
 - Shortened right turn lane to reduce property impacts.
- Access for businesses at Baron Cameron –
 - Egress for Crippen Vale Court, carwash has exit on access road, gas station has entrance and exit now. Design lowered bridge which helped provide acceptable grades for access to businesses from eastbound Route 7 ramp.
 - Cost of tunneling westbound traffic ~ \$20M (Estimate, will follow up with a more concrete figure if desired by Working Group).
 - Traffic analysis based on 2040 volume, analyzed on volume from 2011.

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- Current design maintains partial interchange which is consistent with Fairfax County's Comprehensive Plan.
- Towlston Rd retaining wall extended with added sidewalk
 - Wrapping retaining wall design limited impact to Eastern Ridge School
 - Provides sidewalk connectivity from proposed shared use path along westbound Route 7 to existing sidewalk on Vernon Drive.
- Wolftrap Run Road/McLean Bible Church/Lewinsville Road
 - Same access point to Lucky estates, extended service road to the western access for church, buses will access the signal via the extended service road.
 - Has allowed the elimination of the access road in front of the church, which will reduce impacts to church property and reduce impervious area for proposed stormwater management.
 - Coordinated signal may eliminate the need for police assistance during church hours. New design will allow more green space in front of church than existing condition.
 - Will review existing sidewalk and need for revisions.
 - Full signalized intersection at church - access on service road – Wolf Trap Run and Lucky Estates.
- Old Ash Grove access
 - Will not extend service road from Laurel Hill. There was an inherent challenge with turn radius for a large truck embedded in the extension of the service road.
 - Replaced with right turn lane and direct access to Route 7, which will match what currently exists.
- Additional Notes:
 - Signage on Georgetown Pike is not visible, please replace with larger signs and use larger signs on this Route 7 project.
 - The Difficult Run Bridge will provide clearance for horses, a 12 foot clearance is requested – standard is 10 foot minimum with 12 foot desirable.
 - Andrew Chapel, shift road slightly to reduce impact to cemetery.
- Amanda Drive:
 - No plans to change access. Concern was raised about intersection access. Angel to follow-up with Pam Grosvenor.

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- Beulah Rd:
 - Existing lane configuration was revised with the past few years to a left turn lane/left and through lane/ right turn lane which is different than the currently proposed configuration, a left turn lane / through lane / right turn lane. The proposed lane configuration will be re-evaluated along with the signal phasing.
- Carpers Farm:
 - Concern was raised that full access to Carpers Farm may not be maintained during construction. Full access will be maintained.

The second half of Working Group Meeting #14 began with a short discussion of the impacts to Park Authority Property.

- Fairfax County Park Authority: VDOT Environmental has sent them a letter and is expecting a response back by June 6th.
- The Working Group asked that education on Stormwater Water Management and stream relocation be conducted by VDOT for the citizens.
 - VDOT can come out to help present ideas and option, as well as to educate the public.

F. Noise Study Presentation

- Noise Impact Analysis Guidance updated in 2015, all analysis is based on this guidance- Type 1 projects which are federally funded must be evaluated or noise impacts (FHWA).
- Traffic, environmental traffic data are forecasted data for the year 2040. Consists of cars in corridor, composition of the traffic, percentage of trucks and light trucks, etc. Worst noise hour may not coincide with the peak traffic.
- Noise Model went through extensive validation effort, April 2014 FHWA mandated. Traffic Noise Model used to predict and assess noise level model for future design.
- Inputs to Noise model- noise sensitive sights (church & homes, parks), traffic (# trucks vs # cars), peak hour traffic.
- Sample graphics, completed preliminary study in 2/2016.
- Estimated noise walls –
 - Eastbound: .51 miles of walls
 - Westbound: .68 miles.

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- The study was a partial preliminary look at the project. The preliminary analysis will be available at Public Information Meeting in June, 2016. The results presented may be a work in progress.
 - Graphics will be produced after noise analysis is complete predicting noise sensitive sites.

- VDOT is doing more detailed analysis sooner than normal so that it is available to the public for the Public Information Meeting in June.
- Per Virginia's interpretation of the Federal Noise Standards, noise becomes unacceptable at 66 decibels. Educational presentation to explain the sound wall process will be included as part of the Public Information Meeting.
- Receptor areas are anywhere there are outdoor activities, such as decks or patios.
- Criteria for Wall warranted:
 - Approach or exceed FHWA Noise Abatement criteria
 - 10 decibel increase over existing condition
 - Section 4f- Three 3db increase between build and no build condition
- Feasibility – does it work acoustically?
 - – VDOT 50% of receptors must have noise reduction of 5db
 - Can it be constructed? - , utilities, etc.
- Reasonable – is it cost effective? 1,600 max square feet or less per benefited receptor.
- Optimal Placement– close to project boundaries or close to the houses.
- Length of wall designed to minimize flanking noise. Walls are extended 4 times the length of impacted site.
- After design is complete, democratic vote: 50% of respondents of benefitted receptors must favor construction of noise wall. Partial mitigation may occur as a result of the vote.
- Special Provision – aesthetic treatments, reflects desires of residents/locality.
- Reflective wall noise –The impact from reflection noise is not significant.
 - The majority of VDOT sound walls absorb some amount of noise instead of being reflective.
 - Model always takes reflective noise into consideration with design.
- i.e. – if background requires someone to raise their voice, the decibel is 66 or higher

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- Explain the difference between reductions in decibels due to trees vs. sound walls vs. terrain at PIM
- Helpful to have a chart showing effects of noise impacts, i.e. lawn mower, cars, etc. available at PIM
- Live link at PIM with designs, access to aesthetics for sound walls.

G. Stormwater Management Presentation

- 13 outfalls total that must be protected.
- For outfalls 5,6,&7, the 1% rule will be utilized in order to eliminate the need to treat water quantity and nutrient credits will be purchased to take care of the water quality requirements.
- Options considered to handle stormwater:
 - Underground detention- same footprint as a pond, clean out, treat the water
 - Wet ponds- concentrated flow
 - Constructed wetland- larger footprint
 - Extended detention pond- larger footprint
- Ponds based on 10 year storm
- Eric raised question – will VDOT be willing to consider putting in a fountain in Stormwater pond if the HOA agrees to do the maintenance? Response: VDOT will look into this but is concerned about long term maintenance and complexities around responsibilities if maintenance upkeep is not adhered.

H. Upcoming Public Information Meeting on Jun 16th

- Newsletter –
 - Members appreciative of scope of information in newsletter
 - Members would prefer more frequent communication, even if nothing has changed on the projects.
 - Updates could include such things as “We are currently working on x,y, and z” in order to keep everyone informed
 - Note changes in design – education on noise walls and storm water ponds.

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I. Open Discussion

- CDs with updated presentation, traffic simulation and Working Group Meeting 14 minutes will be sent out as soon as possible.
- Include working group on HOA meetings and advise when and where they are scheduled
- May 31st – More comprehensive overview expected for many different parts of the community.
- Main goal is to get everyone on the same page.
 - VDOT to give reduced version of the presentation (brief general overview), with an extensive Q&A portion from community members to follow.
- Sept. 28th – next Working Group meeting.
- PIM - Preferable to have 2 microphones available along with up close presentation (computer with small screen) for public access.
- Public Hearing – targeted for November.