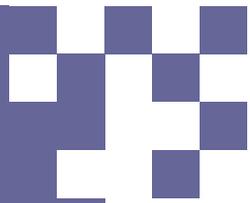




# SOAPSTONE CONNECTOR



Welcome to the

## PUBLIC INFORMATION MEETING

**Welcome!** Thank you for attending tonight's Public Information Meeting for the Environmental Assessment (EA) of the Soapstone Connector. The EA is being prepared by Fairfax County for a project to improve traffic operations on Wiehle Avenue and enhance multimodal access in the vicinity of the Wiehle-Reston East Metrorail Station. This undertaking is a collaborative effort among Fairfax County, the Virginia Department of Transportation, and the Federal Highway Administration. The purpose of tonight's meeting is:

- To receive citizen suggestions and comments on project purpose and need and conceptual alternatives.
- To share information on the study process and its current status.
- To answer your questions and listen to your concerns.

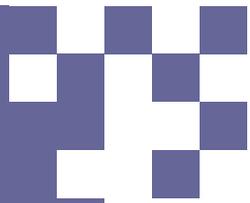
Please take the time to examine the information provided, ask as many questions as you wish, and give us your comments and suggestions. Your input is needed as part of the environmental review process and it is important.

Comment sheets are available for written comments. All comments received will be reviewed and considered by the project study team.

**Thank you for attending!**



# SOAPSTONE CONNECTOR



## PURPOSE AND NEED

### Current Conditions:

- The transportation network around the Wiehle-Reston East Metrorail Station is comprised primarily of major roadways (i.e., Wiehle Avenue, Sunset Hills Road, and Sunrise Valley Drive) and much smaller streets and driveways that provide access to individual buildings and developments.
- The current roadway network provides for two crossings of the Dulles Corridor on either side of the Wiehle-Reston East Metrorail Station.
- Vehicles traveling within the area, traveling to and from the Wiehle-Reston East Metrorail station, and entering and leaving the Dulles Corridor all compete for the same road space on Wiehle Avenue.

### Purpose:

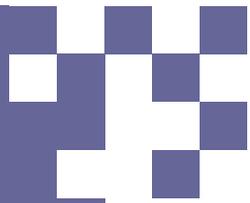
- The purpose of the project is to provide additional multi-modal capacity on a new north-south alternative in order to mitigate congestion on Wiehle Avenue.

### Need:

- The project will address:
  - Inability of Wiehle Avenue to accommodate current and forecasted traffic demand.
  - Delays on Wiehle Avenue at the intersections with Sunset Hills Road and Sunrise Valley Drive.
  - Lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
  - Lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station, from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.



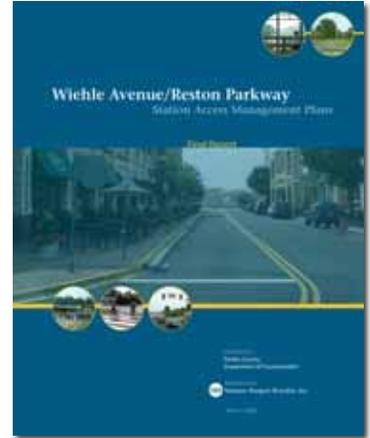
# SOAPSTONE CONNECTOR



## PROJECT HISTORY

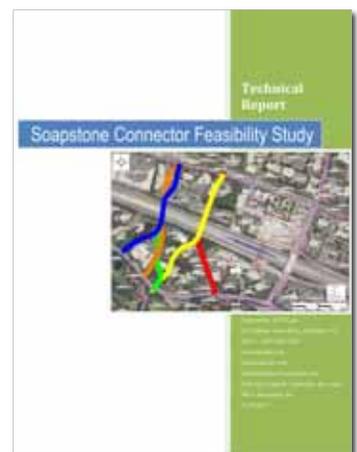
### 2008 Wiehle Avenue/Reston Parkway Station Access Management Plans Final Report, April 2008

- Initiated to consider the current status and future needs in the vicinity of the two Metrorail stations proposed for the Reston area at Reston Parkway and Wiehle Avenue.
- Study recommendations included increased roadway capacity, travel demand management (TDM) strategies, additions to the network of pedestrian paths, and spot safety improvements.
- Soapstone Connector was included in the list of recommended roadway projects.
- Recommendations were divided into three groups based on date of implementation; Soapstone Connector included in the first group, as one of the highest priority projects, that would be required at the opening of the Wiehle Avenue station.



### Soapstone Connector Feasibility Study, November 2013

- Assessed the engineering feasibility of a multimodal roadway that would provide a connection for motorists, pedestrians and bicyclists, and transit vehicles between Sunset Hills Road and Sunrise Valley Drive.
- Identified and screened multiple alternative alignments to narrow down the list to a limited number of feasible candidate alternatives.
- Conducted a more detailed evaluation of the short list of alternatives and assessed the alternatives in terms of traffic, environmental, land use, and engineering criteria.
- Conducted a type, size and location (TS&L) analysis of a new bridge over the Dulles Corridor and identified the most promising alignment for the Soapstone Connector.

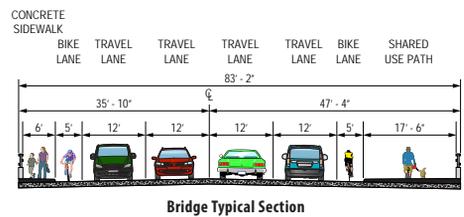
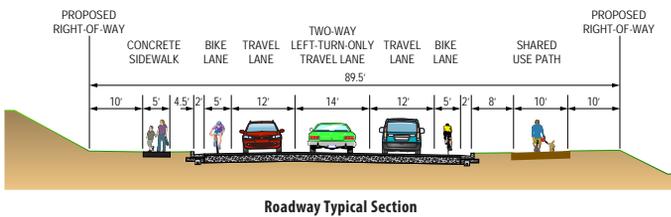
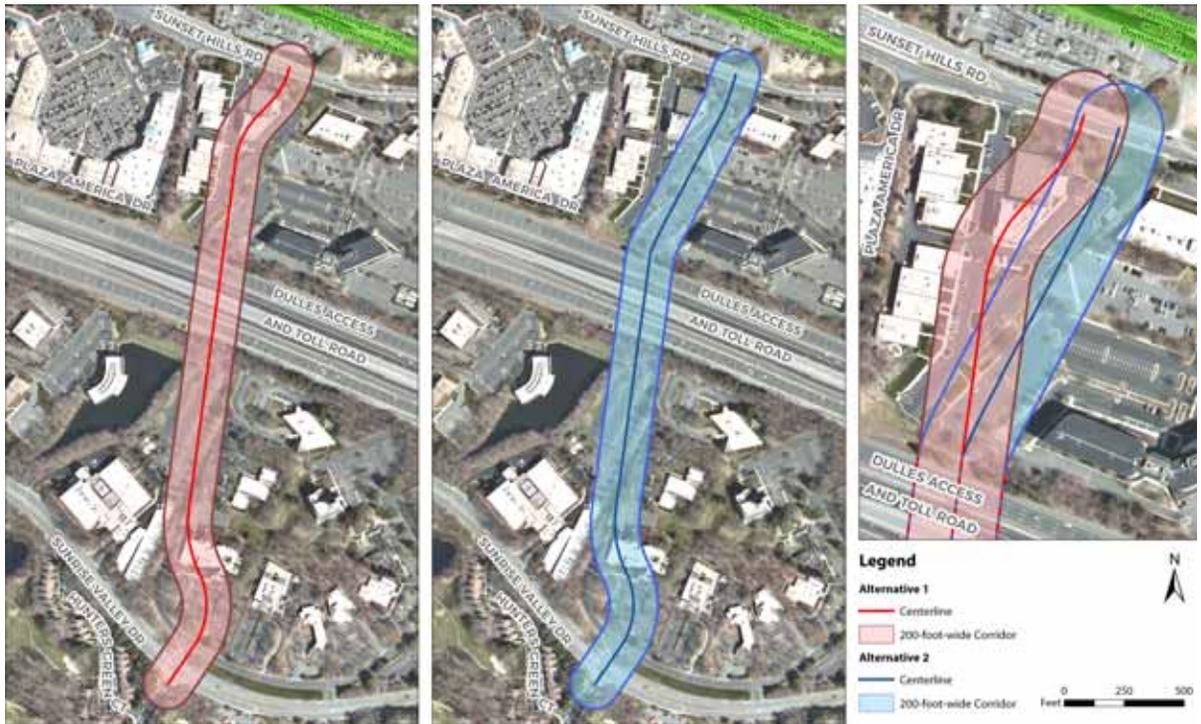
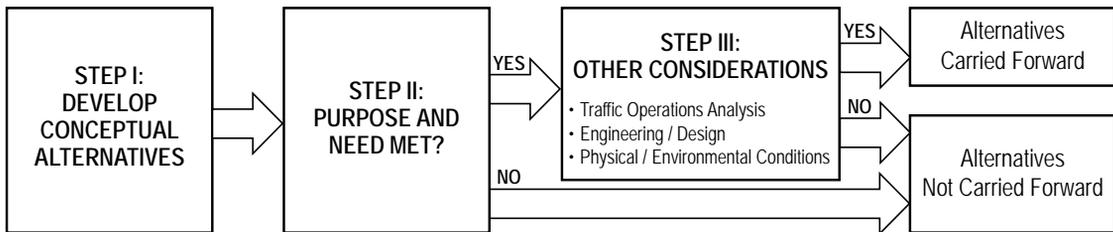




# SOAPSTONE CONNECTOR

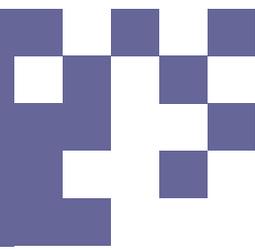
## ALTERNATIVES

Alternatives development consists of a collaborative process to develop a range of alternatives to meet the project's needs. The flowchart below illustrates the steps in the process, which involves identifying a range of alternatives initially and then narrowing the options to the Preferred Alternative for detailed consideration.

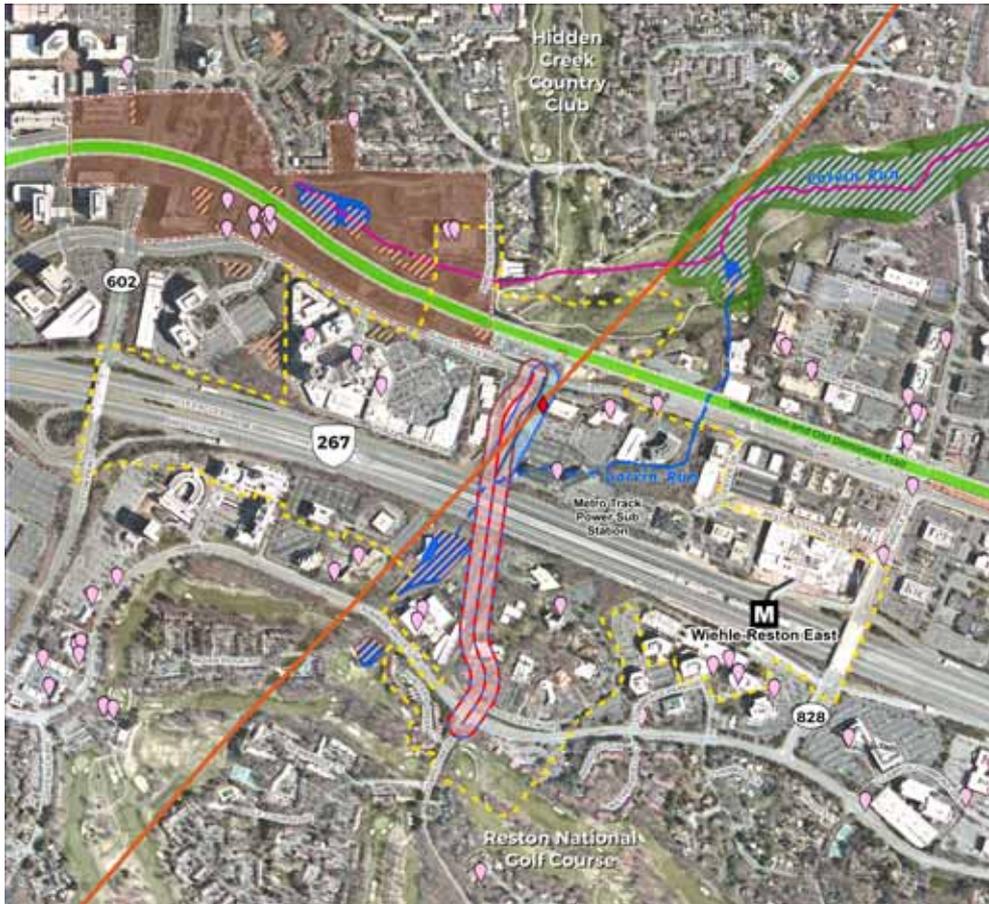




# SOAPSTONE CONNECTOR



## AFFECTED ENVIRONMENT



**Legend**

**Alternative 1**  
 - Centerline  
 - 200-foot-wide Corridor

**Alternative 2**  
 - Centerline  
 - 200-foot-wide Corridor

**Hazmat**  
 - Potential Hazmat Site (EPA, VDEQ)

**Major Utility Lines**  
 - Transcontinental Gas Pipeline  
 - Gas Valve Pad

**Natural Resources**  
 - Stream (NHD)  
 - Impaired Water  
 - Water Body (NHD)  
 - 100-year Floodplain (FEMA)  
 - Chesapeake Bay Preservation Area

**Stormwater Management**  
 - Stormwater Facility

**Historic Sites**  
 - Wiehle/Sunset Hills Historic District (029-0014)  
 - Washington & Old Dominion Railroad Historic District (008 Regional Park) (053-0270)  
 - Architectural Area of Potential Effects

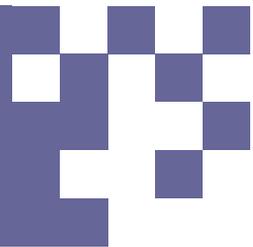
0 500 1,000 1,500  
 Feet

**Roadway Typical Section**

**Bridge Typical Section**



# SOAPSTONE CONNECTOR

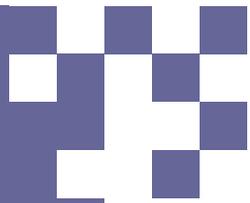


## ENVIRONMENTAL CONSIDERATIONS

| ENVIRONMENTAL RESOURCE                       | DISCUSSION   |
|--|--|
| Historic Properties                          | There are two known historic properties within the Area of Potential Effects (APE): the Washington & Old Dominion (W&OD) Railroad Historic District and the Wiehle-Sunset Hills Historic District. This project will be conducted in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to take into account the effects of their undertakings on historic properties. To successfully complete the Section 106 process, the potential effects on these properties will be identified and measures will be explored to avoid or minimize harm.   |
| Land Use/Land Cover                          | Land use in the vicinity of the proposed project is office, mixed use, and transportation. This is consistent with the land use identified within the Fairfax County Comprehensive Plan for the area surrounding the project. Land use surrounding the project is not expected to change due to implementation of the proposed project. This project is also presented within the transportation section of the Comprehensive Plan as a proposed highway overpass.   |
| Environmental Justice                        | There are two census tracts surrounding the project. Both have a minority percentage of the population less than that of Fairfax County. One of the tracts has a percentage of persons in poverty higher than the County. No residential relocations are expected to occur, and no disproportionate or adverse effects are expected to occur as a result of the project.   |
| Community Facilities and Services            | The project is located within the community of Sunset Hills and those surrounding the Reston National Golf Course. The latter include Golf Course View, Golf Course Square, Hunters Green, and Glencourse. As proposed, the project is located within the retail and commercial areas of these communities.  |
| Community Access                             | VA Route 267 (Dulles Toll Road (DTR)) provides access to the transportation network through dedicated interchanges. The proposed project is located between two of these interchanges, Wiehle Avenue and Reston Parkway. Sunset Hills Road and Sunrise Valley Drive parallel the DTR and provide access to businesses and residences. During the scoping process, comments and suggestions included concerns regarding safety and access to the neighborhoods.   |
| Agriculture and Prime Farmland               | As required by the federal Farmland Protection Policy Act (FPPA), Form CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects, was submitted to the Natural Resources Conservation Service (NRCS) for assistance in evaluating farmland impacts. According to NRCS, no prime or statewide important farmland exists in the project area due to the fact that the project area is committed to urban uses.   |
| Agricultural and Forestal Districts          | There are no Agricultural and Forestal Districts in the vicinity of the project.   |
| Mines, Minerals, and Geology                 | No resources are located within the project area according to the Department of Mines, Minerals and Energy on-line mapping system.   |
| Parks and Recreational Resources             | The Washington and Old Dominion (W&OD) Railroad Regional Park is located along the northern edge of the proposed project.  |
| Hazardous Materials Sites                    | Several facilities along the corridor may contain hazardous materials. If the project is located in the vicinity of these sites or possible contaminated soil, coordination with appropriate authorities will be initiated and a Hazardous Materials Plan will be developed to address concerns that may arise during construction. All solid waste material resulting from clearing and grubbing, demolition, or other construction operations will be removed from the project area and disposed of according to regulations.  |
| Waters of the U.S., Including Wetlands       | The project lies within the Difficult Run 12-digit Hydrologic Unit Code (HUC) boundaries (HUC Code 020700081004) and traverses one stream, Colvin Run. According to the National Wetlands Inventory (NWI) database, there are no wetlands within the project area.   |
| Chesapeake Bay Protection Areas              | The project is located within Fairfax County, which is a Tidewater jurisdiction subject to the Chesapeake Bay Preservation Act. There are no Resource Protection Areas within 500 feet of the project. Under Fairfax County's Chesapeake Bay Preservation Ordinance (Fairfax County Code of Ordinances, Article 5, Section 118-5-2), public roads and their associated structures are conditionally exempt from regulation provided they are constructed in accordance with the Erosion and Sediment Control Law (§62.1-44.15:51 et seq. of the Code of Virginia), the Stormwater Management Act (§62.1-44.15:24 et seq. of the Code of Virginia), and Chapter 104 (Erosion and Sediment Control) and Chapter 124 (Stormwater Management Ordinance) of the County Code. Given the exemption for public roads, as long as the necessary requirements are followed, the proposed project would be consistent with the Chesapeake Bay Preservation Act and Regulations. |
| Environmental Quality Corridor               | A stormwater management pond to the west of the project has been identified as an environmental quality corridor (EQC) consistent with Policy Plan Objective 9 of the Environment Element of the 2013 Fairfax County Comprehensive Plan. EQC boundaries are identified based on the presence of streams, floodplains, steep slopes, and wetlands. Supportable activities in EQCs include trails and passive recreation, road and utility crossings, and regional stormwater management ponds. As roads are among the supportable activities, the proposed project would be consistent with the County's EQC regulations.   |
| Floodplains                                  | There are no Federal Emergency Management Agency-mapped 100-year floodplains within 500 feet of the project.   |
| Wild and Scenic Rivers                       | No Federal or State Wild or Scenic Rivers, nor Nationwide Rivers Inventory segments, are located in the project vicinity.  |
| Marine and Estuarine Resources               | No marine or estuarine resources are located in the project vicinity. Best management practices and strict adherence to state and local regulations will be followed to protect downstream resources.  |
| Water Quality                                | Existing water quality is altered by stormwater runoff from developed and disturbed areas surrounding the project. A segment of Colvin Run downstream of the project (north of the project area) is listed as impaired and does not support aquatic life use. Best management practices and strict adherence to state and local regulations will be followed to protect the water quality, including the possibility of providing stormwater facilities to treat runoff.   |
| Public Water Supplies                        | There are no surface or groundwater public water supplies within 1.0 mile of the project.  |
| Terrestrial and Aquatic Habitat and Wildlife | The project is located within a commercial area that does not provide natural habitat conditions for wildlife. Common urban wildlife species may use trees onsite and the adjacent stormwater management pond. Wildlife habitat within the project vicinity is highly fragmented by existing developments and is limited to green spaces and stream valleys interspersed throughout residential areas.   |
| Wildlife and Waterfowl Refuges               | No wildlife or waterfowl refuges are present within 1.0 mile of the project.   |
| Threatened and Endangered Species            | The project area is within the range of the federally listed threatened northern long-eared bat ( <i>Myotis septentrionalis</i> ) and trees in the area may provide suitable habitat. It is expected that the rule issued by the US Fish and Wildlife Service under authority of Section 4(d) of the Endangered Species Act of 1973 will apply, which indicates that incidental take of northern long-eared bats attributable to maintenance, development, and rights-of-way expansion is not prohibited, provided that the necessary conservation measures are followed.  |
| Anadromous Fish, Trout Waters, and Shellfish | No anadromous fish, trout waters, or shellfish exist in the project area. Best management practices and strict adherence to state and local regulations will be followed to protect downstream resources.  |
| Invasive Species                             | In accordance with Executive Order 13112, Invasive Species, the potential for the establishment of invasive terrestrial or aquatic animal or plant species during construction of the project would be minimized by following provisions in VDOT's <i>Road and Bridge Specifications</i> . These provisions require prompt seeding of disturbed areas with mixes that are tested in accordance with the Virginia Seed Law and VDOT's standards and specifications to ensure that seed mixes are free of noxious species. While the project corridor is previously disturbed and likely to contain invasive species, best management practices and implementation of the stated provisions would reduce the potential for the establishment and proliferation of invasive species.  |
| Forest                                       | No commercial forest resources exist in the project corridor.  |
| Air Quality                                  | The Washington, DC region is in nonattainment for ozone and PM <sub>2.5</sub> . Assessment of potential impacts with respect to carbon monoxide (CO), small particulate matter (PM <sub>10</sub> ), and mobile source air toxics (MSAT) will be conducted consistent with VDOT and FHWA protocols and other applicable guidance, and findings will be presented in the EA and in an Air Quality Analysis Technical Report. Potential air quality impacts from construction activities also will be discussed in the report and EA.   |
| Noise  | A noise analysis will be conducted in accordance with requirements of 23 CFR 772 and consistent with VDOT and FHWA protocols. The findings will be presented in the EA and in a Noise Analysis Technical Report.   |



# SOAPSTONE CONNECTOR

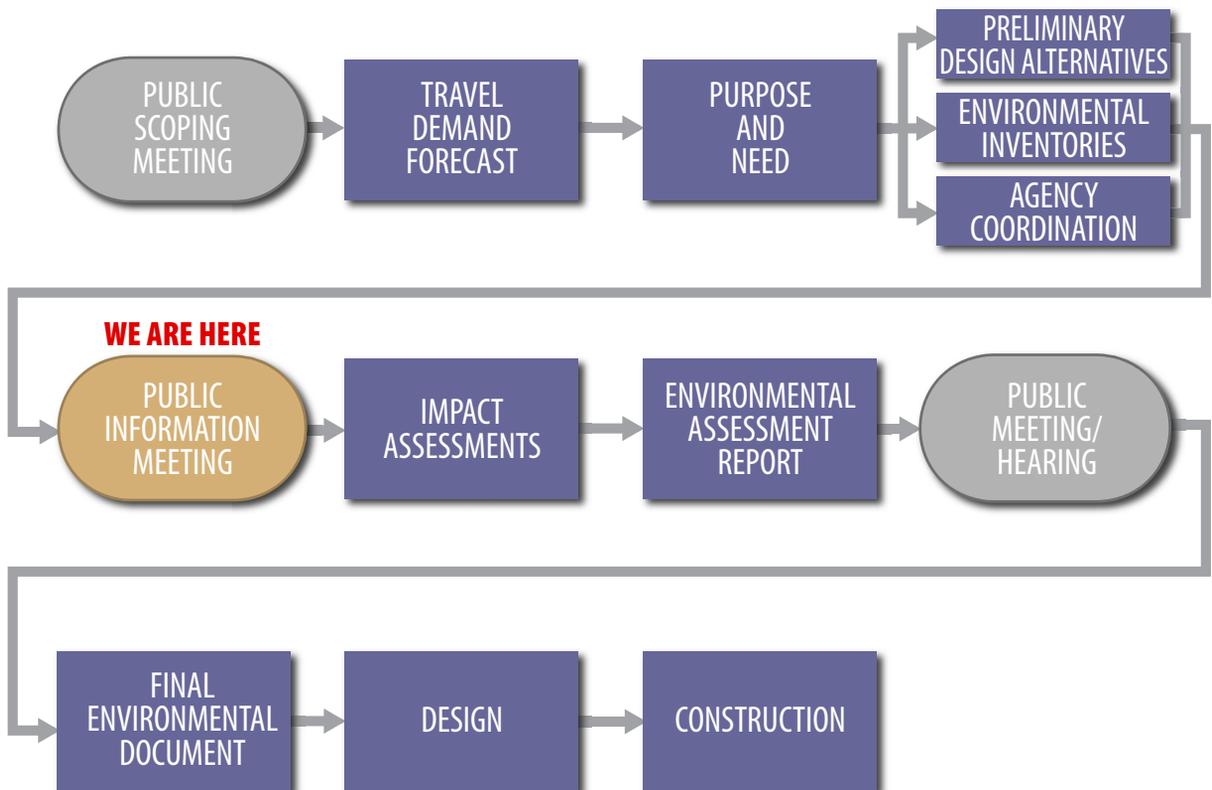


## ENVIRONMENTAL REVIEWS

The National Environmental Policy Act (NEPA) requires consideration of potential environmental consequences of transportation improvements, documentation of the analyses, and making the information available to the public for comment before implementation.

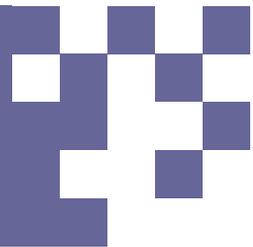
Tonight's meeting is an opportunity to update the public on project activities to date and gather input on the alternatives that have been developed to meet the identified travel needs, recognizing the area's environmental context. In addition to the proposed Soapstone Connector, Fairfax County will also consider the cumulative effects of other major projects in the area.

The results of environmental inventories and potential impacts associated with the proposed actions will be documented in an Environmental Assessment and presented at the final public meeting/hearing.

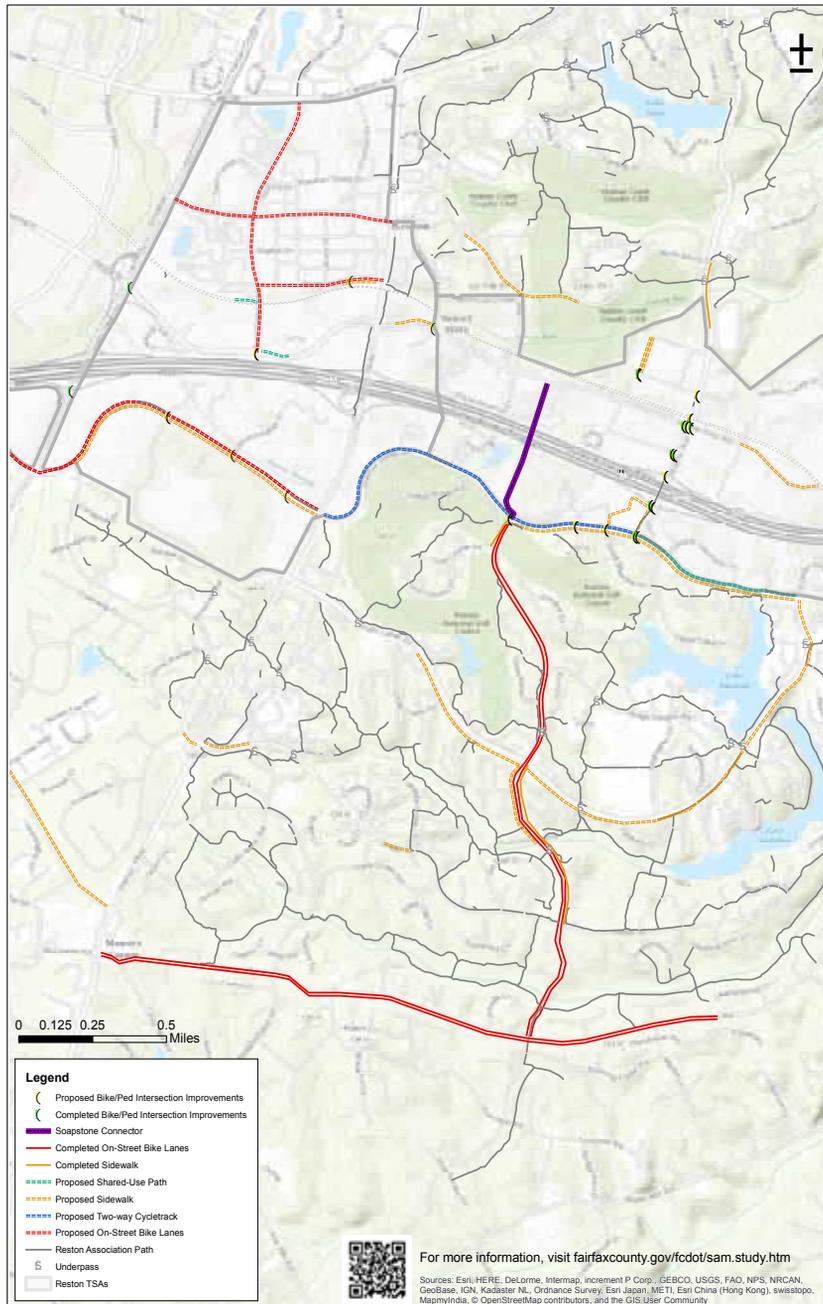




# SOAPSTONE CONNECTOR

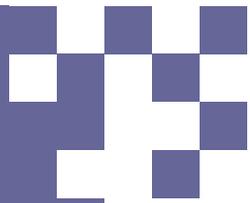


## FAIRFAX COUNTY FUNDED BICYCLE AND PEDESTRIAN PROJECTS





# SOAPSTONE CONNECTOR



## SCHEDULE AND NEXT STEPS

### Project Schedule

|  |                    |
|--|--------------------|
| Project Scoping  | Complete           |
| Data Collection  | Complete           |
| Alternatives Development / Public Information Meeting  | <b>We Are Here</b> |
| Environmental Assessment / Public Hearing              | Fall 2016          |
| Final Decision on the Environmental Assessment by FHWA | Fall 2017          |

### Next Steps

- Study team review of public comments.
- Evaluation of suggestions and concerns about conceptual alternatives.
- Assessment of environmental impacts.
- Preparation of Environmental Assessment (EA).
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- Submission of EA to FHWA, along with a copy of the public meeting transcript and a request that a decision be made by FHWA.
- Receipt of decision document from FHWA.

### Thank You!

Thank you for taking the time to review the materials presented at this public meeting. Your comments are valuable and greatly appreciated. Fairfax County will carefully consider all comments received at this meeting and during the comment period.

Written comments must be postmarked or sent electronically **no later than June 27, 2016** and may be submitted in three ways:

**At this Meeting:** Put written comments in the designated box.

**By Mail:** Audra K. Bandy, P.E.  
Project Manager  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033

**By E-mail:** [audra.bandy@fairfaxcounty.gov](mailto:audra.bandy@fairfaxcounty.gov)

*All comments submitted at this meeting and during the comment period will be incorporated in the meeting record, which is subject to public review.*