

Design Public Information Meeting Transcript

Route 7 Corridor Improvements Project

Project # 0007-029-942 & 0007-029-225, P-101, R-201, C-501, B-610, D-606, D-608

UPC 99478 & 106917

Federal Project # STP-5A01(745) & STP-5A01(790)

Fairfax County

May 7, 2019

7 p.m. to 9 p.m.

Forestville Elementary School

1085 Utterback Store Road

Great Falls, VA 22066

May 14, 2019

7 p.m. to 9 p.m.

Colvin Run Elementary School

1400 Trap Road

Vienna, VA


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Location Map – Project Limits



Public Information Meeting Brochure



ROUTE 7 CORRIDOR IMPROVEMENTS
VDOT
connectroute7.org

Public Information Meeting
Route 7 Corridor Improvements Project
A Design-Build Project
Reston Avenue to Jarrett Valley Drive

Forestville Elementary School
Tuesday, May 7, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

Colvin Run Elementary School
Tuesday, May 14, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

Public Information Meeting

The Virginia Department of Transportation welcomes you to a public information meeting for the Route 7 Corridor Improvements Project from Jarrett Valley Drive to Reston Avenue.

Thank you for your participation through public information meetings, briefings with homeowner associations and community groups along the corridor, and the design public hearing that allowed us to gather input during the development of this project over the last several years.

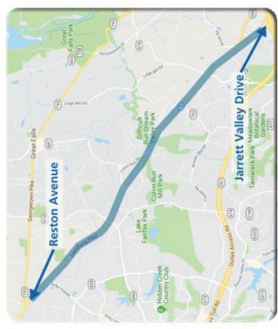
At tonight's meeting, we'll share information about the design-build phase of the project, including design progress and schedule, and the transition to construction work that is getting underway.

Please see any member of the project team here to ask questions, discuss project information or the design-build process. We have staff on hand to answer your questions on stormwater management, right of way, noise walls and other environmental topics, traffic engineering and other information.

VDOT strives to ensure that all members of the community have the opportunity to participate in public discussions on transportation projects and programs affecting them.

A comment sheet is included in this brochure and your input is encouraged. A court reporter is also present tonight to take your comments. All comments received will be reviewed by VDOT and the project team. After tonight's meeting, send your comments and questions to connectroute7@vdot.virginia.gov or the mailing address on the back of this brochure.

Project Overview



Purpose: Increase capacity, improve safety and traffic flow, and enhance mobility for all users

Project Limits: About 7 miles of Route 7 from Jarrett Valley Drive to Reston Avenue

Improvements: Widen the road from four to six lanes, add shared-use paths on both sides of Route 7 and make significant intersection improvements along the corridor

State Project # 0007-029-942, P101, R201, CS01, B610, D606, D608 (UPC 994738) and 0007-029-225, P101, R201, CS01, D607 (UPC 106917)
Federal Project # STP-5A01(745) and STP-5A01(750)

Get Involved

VDOT representatives will review and evaluate information received as a result of this meeting. Please fill out the comment sheet provided in this brochure. You may provide comments to the court reporter, leave the sheet or any other written comments in the comment box, or mail/email your comments. Comments must be postmarked, emailed or delivered to VDOT by May 24, 2019. Send comments to Mr. Arif Rahman, P.E. at the address below or to connectroute7@vdot.virginia.gov.

If your homeowner association or community group has specific needs for a larger briefing, let someone from the project team know tonight or send an email to connectroute7@vdot.virginia.gov. View the materials shared tonight, the latest information on project progress and scheduled traffic impacts, as well as sign up for email updates at connectroute7.org.

Contact Information	
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Virginia Department of Transportation



U.S. Department of Transportation
Federal Highway Administration




TTV/TDD Dial 711

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Project Description

This project will widen the road and make significant multimodal and intersection improvements to almost seven miles of Route 7 between Reston Avenue and Jarrett Valley Drive.

Collectively, these improvements aim to enhance safety, decrease congestion, increase capacity, and expand mobility for all users, as part of Fairfax County's Comprehensive Plan. Visit the interactive map at connectroute7.org to see site-specific details.

Project improvements include:

- Widening the road from four lanes to six lanes
- Building continuous shared-use paths along eastbound and westbound Route 7
- Raising the Difficult Run bridge above flood elevation
- Adding a shared-use trail under the Difficult Run bridge with a minimum-height clearance of twelve feet
- Adding a pedestrian underpass at Colvin Run Mill Park for enhanced park access
- Shifting Route 7 lanes away from Colvin Run Mill, and enlarging the culvert crossing under Carpers Farm Way
- Adding noise walls with architectural treatment (where determined to be reasonable and feasible as part of the final noise analysis)
- Adding stormwater ponds

Intersection Improvements include:

- Relocating the existing Lewinsville Road intersection with McLean Bible Church's eastern entrance; installing a new displaced-left intersection with two new coordinated signals
- At Towlston Road, shifting Route 7 away from Andrey Chapel Cemetery; adding right- and left-turn lanes on southbound Towlston Road; building new ADA-compliant sidewalk ramps and marking pedestrian crosswalks
- Widening Forestville Road to add southbound left- and right-turn lanes; adding ADA-compliant sidewalk ramps and marking pedestrian crosswalks
- Adding a third left-turn lane from westbound Route 7 to southbound Baron Cameron Avenue, as well as a free-flow ramp from northbound Baron Cameron Avenue to eastbound Route 7; building ADA-compliant sidewalk ramps and marking pedestrian crosswalks*
- Improving the approach angle from Utterback Store Road to Route 7; lengthening left- and right-turn lanes on Route 7; building ADA-compliant sidewalk ramps and marking pedestrian crosswalks
- Lengthening left- and right-turn lanes from Route 7 to many side streets along the corridor; eliminating some median crossings for safety

*Represents a change from public hearing concept design due to funding limitations. Partial interchange is being deferred at this time.

Baron Cameron Avenue Intersection Rendering



- The newly-designed Baron Cameron Avenue at-grade intersection is designed to:
- Improve operations along the corridor within budget constraints
 - Minimize right of way impacts
 - Eliminate significant utility relocations that would have been required by the partial interchange
 - Provide early delivery of location improvements at this location.

Estimated Project Cost

Preliminary Engineering: \$4.3 million
 Right of Way: \$28.1 million
 Construction: \$281.5 million
 Total Cost: \$313.9 million

This project includes federal, state (including Smart Scale), Northern Virginia Transportation Authority and Fairfax County funds.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Arif Rahman, PE, at 703-259-1940 or TTY/TDD 711.

Right of Way

As design of this project is finalized, additional easements may be required beyond the proposed right of way. Property owners will be informed of the exact location for any acquisitions needed during the right of way acquisition process and prior to construction on individual parcels.

Information about right of way acquisitions is discussed in VDOT's brochure, "Right of Way and Utilities: Guide for Property Owners and Tenants." Copies of this brochure are available here from VDOT personnel. After this meeting, information regarding right of way may be obtained from the right of way contact listed on the back of this brochure.

Anticipated Schedule

Final Construction Plans
Summer 2019 to Winter 2020
 Begin Right of Way Acquisition
Spring 2019
 Begin Construction
Spring 2019
 Utility Relocation
Winter 2020 to Spring 2022
 Interim Construction Milestones
August 2019: Triple left turn lane from westbound route 7 to southbound Baron Cameron Avenue open to traffic
Fall 2022: New Lewinsville Road intersection configuration and third through lanes on eastbound and westbound Route 7 between Riva Ridge Road and Reston Avenue open to traffic
 Project Completion
Summer 2024

Environmental Review

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771, an Environmental Assessment (EA) was made available for review and comment at a design public hearing meeting held on November 15, 2016. After public comments were addressed, the EA was finalized and the Federal Highway Administration subsequently issued a Finding of No Significant Decision on November 15, 2017 for the Build Alternative, which included a partial interchange of Route 7 at Baron Cameron Avenue/Springsdale Road. The Build Alternative has been modified since the FONSI decision to replace the proposed partial interchange with an signalized at-grade intersection. Pursuant to NEPA and 23 CFR 771.121, an Environmental Studies Document was prepared to evaluate the changes in the potential environmental impacts as a result of this design change. A Public Notice was published during March 2019 stating the Environmental Studies Document was available for review and comment; VDOT received no responses within the 15-day public comment period. On April 12, 2019, the FHWA concurred with VDOT's recommendation that the project continues to meet the criteria for an EA level of NEPA documentation and the original FONSI decision remains valid.

The EA/FONSI and the Environmental Studies Document are available at tonight's meeting, and can be also accessed on the project website. Representatives from the design-builder and VDOT are available to discuss the completed and ongoing environmental technical studies for the project as well as answer any questions.

Public Information Meeting Comment Sheet

	ROUTE 7 CORRIDOR IMPROVEMENTS VDOT connectroute7.org	Public Information Meeting Route 7 Corridor Improvements Project Reston Avenue to Jarrett Valley Drive A Design-Build Project
		Forestville Elementary School Tuesday, May 7, 2019, 7 to 9 p.m. Presentation starts at 7:30 p.m.
		Colvin Run Elementary School Tuesday, May 14, 2019, 7 to 9 p.m. Presentation starts at 7:30 p.m.
COMMENT SHEET		State: 0007-029-942, P101, R201, C501, B610, D606, D608 (UPC 99478) and 0007-029-225, P101, R201, C501, D607 (UPC 106917) Federal: STP-5A01(745) and STP-5A01(790)
All comments are subject to public disclosure.		
Name (optional): _____		
Address (optional): _____		
Email (optional): _____		
1. Which of the following best applies to you?		
<input type="checkbox"/> I live on Route 7. If so, where: _____		
<input type="checkbox"/> I live in a neighborhood adjacent to Route 7.		
<input type="checkbox"/> I commute on Route 7.		
<input type="checkbox"/> Other		
2. Do you have any comments about the proposed improvements along the corridor?		
3. How did you hear about this meeting?		
<input type="checkbox"/> Newspaper	<input type="checkbox"/> Postcard	<input type="checkbox"/> VDOT Road Signs
<input type="checkbox"/> Other _____		
Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.		

May 7 Sign-in Sheets

Route 7 Corridor Improvements Project
 Public Information Meeting Sign-In Sheet
 State Project 0007-029-942
 UPC 106917

Tuesday, May 07, 2019

Please print your NAME AND ADDRESS. Optional E-mail address for project updates

NAME	ADDRESS	E-MAIL ADDRESS
Paul Overberg	1466 Carrington Ridge Loop, Vienna	
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Peter Nguyen	10928 Great Passajr Ct. Great Falls, VA 22066	NGUYEN@GMAIL.COM
Jane Bryan		Jmbryan56@gmail.com

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Haym Nguyen	10928 Great Passage Ct	

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B

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Route 7 Corridor Improvements Project

SIGN IN SHEET

Tuesday, May 14th, 2019

State Project # 0007-029-942

UPC 106917

Please print your NAME AND ADDRESS. Optional E-mail address for project updates

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Margaret Kaugowski	9310 Keeby Garden Vienna VA 22182	margok2@cox.net
Lou Wilson	9312 Kibbey Glendale Vienna, VA 22182	Wilson060@gmail.com
Ram Mohori	9392 Farmingdale Great Falls	motoni@gmail.com
ED Baranowski	8866 Glenridge Ct Vienna VA 22182	ed.baranoski@gmail.com
Raj Duda	2085 Kedge Dr Vienna VA 22181	
Bruce Wright	2079 Cobblestone Reston VA 20191	bikecommuter@gmail.com
Kristen Chhabra	1361 Carpen Farm Way Vienna VA 22182	kchhabra99@hotmail.com

Route 7 Corridor Improvements Project

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Route 7 Corridor Improvements Project

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Bill & Peg Doole	1301 TRAP ROAD VIENNA, VA 22182	dnoordean@gmail.com
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Foran	PO Box 835 SF	
Tammy Lin	9412 Leeburg Pike	
Paula Stewart	1410 Chopin St	Paula@PaulaStewart.net
Quasim Mulku	9525 Bent Creek Ln	
Ali Tahbaz	9393 Farmingdale Ct Great Falls VA	atahbaz@TadjaCo.com
Kevin + Matthew Ohlson	9712 Middleton Ridge Rd Vienna, VA	Kevin.ohlson@outlook.com
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Terry Cook	SDOT	

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KARL PIERSON		
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Gene Liang	9537 Locust Hill Dr.	

No.	Name	Address	Live on Route 7	Where? Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	Issue: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
1	Ruth Li	9713 Locust Hill Drive, Great Falls	X	Intersection of Route 7 & Faulkner Dr.	X	X	E	Hope adding more noise walls.	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772.	X	X			Comment Sheet
2					X		O	Please don't refer to this widening of Rt. 7 as improvements. Your so-called improvements are hurting long time residents like myself of 40 years, who live on a side street that is connected to Rt. 7 and only 3 houses from Route 7. The noise level, congestion are only two of the problems VDOT is creating! Shame on you!	Thank you for your feedback on the Route 7 Corridor Improvements Project.			X	Email	Comment Sheet
3	Ed Baranoski	8865 Glenridge Court, Vienna			X		E	Please put back the sound barriers along Laurel Hill, Old Ash Grove, and Wolftrap Run Road.	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772.			X	HOA	Comment Sheet
4	Andrea Sekel				X		D	There don't seem to be any shoulders along Rt. 7 with the new improvements. Is this a safety hazard? Will cars end up going onto the shared use paths?	The project follows a VDOT urban typical section, which utilizes curb & gutter as opposed to a shoulder design. This is a standard VDOT design for design speeds of up to 60 mph, and matches the general typical section of the recently completed Route 7 widening west of the project limits. The curb standards, buffer strip between the curb and the shared use path, and path width are in accordance with applicable standards for this type of roadway.		X			Comment Sheet
5	Kathy Stewart				X		E	At prior meetings, there was a wall in the design adjacent to Wolf Den, which has been eliminated in the most current design. I was told this determination is based on how many people are benefited relative to the cost. What has changed that a wall was justified before but not now?	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772. The current Noise Barrier Locations are based on the Final Design Noise Analysis which is still subject to review and approval by VDOT and FHWA. The Final Design Noise Analysis includes more detailed topographic data and additional existing noise level survey data as compared to the preliminary design noise analysis.			X	HOA & VDOT email alerts	Comment Sheet
6	Dennis Hertel	9721 Locust Hill Drive, Great Falls			X			(No comments)	(No response needed)		X			Comment Sheet
7	Jack Edelstein	10411 Van Patten Lane, Great Falls	X				D	The improvements look good (effective) and will improve traffic flow and safety, as well as improve the overall appearance and vista along Route 7.	Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community about proposed improvements.			X	Flyer and email notice	Comment Sheet
8	Lesley Morse	9351 Robnel Place, Vienna, VA			X	X	O	Please consider decreasing tolls on the toll road during construction to reduce Rt. 7 traffic.	Tolls on the Dulles Greenway and the Dulles Toll Road are set by the owners of those roads (TRIP II and MWAA respectively) and subject to each organization's respective approval processes.		X			Comment Sheet
9	Amir M. Fouladgar	1051 Northfalls Court, Great Falls	X	In Northfalls Court			D	All very good.	Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community about proposed improvements.			X	Neighbor	Comment Sheet
10	Will Weiss					X	D	We own a property located at 10219 Leesburg Pike. I'm very concerned about the noise wall making it too difficult to pull in/out of our driveway. I also have concerns about the path. Our driveway is labelled entrance 9.	Thank you for contacting us about the integration of the project design with the existing driveway on your property. We will contact you directly to discuss the specific concerns that relate to your parcel.			X	Internet	Comment Sheet
11			X	Colvins Glen	X			(No comments)	(No response needed)		X	X	HOA email	Comment Sheet
12	Sonia & Christian Kim	8855 Glenridge Court, Vienna			X		E	Please place a sound wall in the section of Rte. 7 between Old Ash Grove & Laurel Hill Road.	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772.		X			Comment Sheet
13	Bill Doole				X		D	1. Noise walls along toll road and I-66 have been subject to crumbling. How will Rte. 7 walls be made better? 2. Wolf Den now has ornamental trees along Rte. 7. This enhances the attractiveness of the development. What will it look like after the project?	1.Noise walls will be designed and built according to FHWA and VDOT guidelines, including current material quality requirements. 2. Some tree clearing will be required along the frontage of the community for utility relocations and SWM Pond construction.			X	HOA email	Comment Sheet
14					X		D	Strongly support the shared use paths and related infrastructure. Given the amount and speed of Route 7 traffic, more consideration should be given to adding barriers along the full length of the paths. Also, please include as much signage as possible to aid pedestrians & bicyclists and to remind motorists repeatedly of the presence of pedestrians and bicyclists, especially at intersections where right-turn-on-red is allowed.	Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community about proposed improvements. Traffic Control devices and signage will be placed where appropriate in accordance with VDOT and FHWA guidelines.			X	Fairfax Alliance for Better Bicycling	Comment Sheet
15	Henry Freund	8854 Glenridge Court, Vienna	X		X	X	E	We have been told that a noise wall was in the plan in the areas: 1. Glenridge Court, Old Ash Grove, Laurel Hill Road 2. Wolftrap Run Road We are now told that this is not appropriate. Our community is in favor of the noise wall.	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772.		X			Comment Sheet
16	Joan Burkgren	10621 Cavalcade Street			X		BC, E	Intersection of Rt. 7 and Baron Cameron (Springvale Rd.) needs extra funding for a partial interchange. Changing the course of Colvin Run by the new bridge over Difficult Run is environmentally unsafe and will cause many problems in the future.	Due to funding constraints the partial interchange at Baron Cameron Avenue has been deferred to the future and replaced by an at-grade signalized intersection. As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf		X			Comment Sheet
17	Ron & Jay Meadows Meadows Farms	43054 John Mosby Highway, Chantilly				X	D	Business owner. We are concerned about sound wall at 11254 Leesburg Pike. We do not want it to hide our road frontage. We are concerned about our site function at 10618 Leesburg Pike. Turn radius seems very tight for delivery trucks. Parking could be negatively impacted.	Thank you for contacting us about the integration of the project design on your property. We will contact you directly to discuss the specific concerns that relate to your parcel.			X	Web site	Comment Sheet
18		Dunn Meadow Road, Vienna, VA					O	Woodland Estates kindly requests temporary speed humps along Dunn Meadow Road due to hills and curves, cars go well over 25 mph--many use Dunn Meadow as a cut-through to Hunter Mill Rd. which Google Maps & Waze direct. With 7's construction, most certainly traffic on our street will double. Thank you.	Request is outside the scope of this project and has been sent to the VDOT Customer Service Center.		X			Comment Sheet
19	Dan Elliott	912 Warwickshire Court			X		D, BC	1. Well designed, I look forward to the improvement--full speed ahead! 2. Disappointed that Springvale/BaronCameron intersection with Rt. 7 won't have more improvements (flyover)--this will become a bottleneck. Thank you for the discussion!	Due to funding constraints the partial interchange at Baron Cameron Avenue has been deferred to the future and replaced by an at-grade signalized intersection.		X			Comment Sheet
20	Goutam Patnaik	1333 Dreamweaver Court, Vienna			X		D	With the expected increased traffic on Route 7, we are concerned with increased safety hazards as we take a right turn onto our home street, Dreamweaver Court. As such, we would like a right turn lane to our street to get off the higher speed Rt. 7 and permit adequate time for outgoing traffic from our single lane street.	A turn lane warrant was performed during preliminary design for this intersection, and determined not to meet the minimum thresholds for a turn lane. VDOT's policy on the utilization of right turn lanes is based on the number of travel lanes and traffic volumes for both the intersecting street and the mainline. With a new third westbound thru lane being added, there will be increased ability for thru traffic that is behind turning traffic to merge into the other lanes, likely reducing interaction between turn traffic and thru traffic.			X	Neighbor	Comment Sheet
21	Karen L. Jones, Fairfax Trails and Streams	805 N. Croydon Street, Sterling				X	D	Our trail group, Fairfax Trails and Streams, wants to make sure that there is a scored concrete trail that will be the route for the Gerry Connelly Cross County Trail. We also want to make sure that there is at least 12 foot clearance from under Difficult Run to the Rt. 7 highway above.	The current proposed design for the path under the Difficult Run bridge includes a scored concrete surface and at least 12 feet of clearance.			X	Signed up for updates on VDOT project web site	Comment Sheet
22	Deborah Whitaker	9294 Ivy Tree Lane, Great Falls			X		O	Thank you for a very well done and informative meeting (my second). I have no problem with the Rt. 7 design. I am very concerned about the Towlston Road intersection. I understand that temporary lanes will be constructed by next summer however something needs to be done about the lights before then and before there is a fatality. In the morning and evening rush hours it takes 2 light cycles (18 min) to cross over Rt. 7 (going south)! I specifically would like to see the flashing turn signal returned to a regular turn signal. Too many people take very dangerous chances. It happens every day. Cars speed thru that intersection because they know that light can be long and of course, everyone wants to beat it. Please!!	The early widening at Towlston Road will lengthen the left turn lane and provide early functional improvements to the signal. Further improvements are incorporated into the final design of the project.		X			Comment Sheet
23	Sharon A. Lee	919 Harriman Street, Great Falls			X		BC	Very concerned with the Baron Cameron Route 7 intersection. I believe in a full fix not a partial improvement.	Due to funding constraints the partial interchange at Baron Cameron Avenue has been deferred to the future and replaced by an at-grade signalized intersection.		X			Comment Sheet
24	Lori Gray	9463 Deramus Farm, Vienna			X		E, O	We want the sound wall @ Clara Estates. Please also make sure we can use Towlston Road during construction.	Noise walls will be designed and constructed in accordance with VDOT and FHWA guidelines including, the State Noise Abatement Policy and Code of Federal Regulations 23 CFR 772. Towlston Road will remain open during construction and will be widened by one lane early in construction to provide interim congestion relief.		X			Comment Sheet
25	Richard King	1050 Northfalls Court, Great Falls			X	X	O	Could the speed limit on the completed highway be reduced to 50 mph?	The posted speed for Route 7 following construction will match the preconstruction posted speed of 55 MPH from the Reston Avenue to just west of Wolftrap Run Road and 45 MPH from just west of Wolftrap Run Road to Jarrett Valley Drive.			X	Email	Comment Sheet
26	Tim Zimmerman	1061 Northfalls Court, Great Falls			X			(No comments)	(No response needed)		X			Comment Sheet

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27	Steve Barto	1317 Carpers Farm Way			X			E, BC, O	1. @Carpers Farm entrance, \$2.5MM spent 2 yrs ago on intersection 2. 2x bikepaths cost Yet no flyover @Baron Cameron due to cost!!!!? Bike path south of 7 @Carpers Farm in wetlands! Very poorly planned. Is it possible to have only one path reduces to [illegible] than must be relocated & run up Colvin Mill Road! Fairfax will pay legal costs of ILLEGAL ALIENS BUT NOT THIS???	VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Pursuing funding for the partial interchange with your local representatives and Fairfax County is the appropriate process. The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp The project's Natural Resources Technical Report outlines the environmental impacts in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf	X	X	X		e letter notice	Comment Sheet
28	Stephen Parks	1116 Riva Ridge Drive, Great Falls			X			D	Allowing U-turns where Baron Cameron meets Rt. 7 is contradictory to your stated goals of increased capacity, improve safety and traffic flow and enhance mobility...Frustrated by being delayed at the light by people making the unnecessarily slow u-turns. I have seen numerous drivers run the right light to avoid further delays. Time to just say "NO".	Traffic signals along the project corridor will be optimized during and after construction to help traffic move more efficiently.	X	X	X		HOA reminder via email	Comment Sheet
29	Shamim Khan	9393 Wolf Trap Creek Court			X	X		D	Very concerned about traffic congestion on Towlston Road with the development of 100 houses on the former Covance property. Also concerned that our property value will decrease due to the widening of the road. Suggestion: Widen Towlston Road starting from before Vernon Drive.	The Project Scope includes widening Towlston Road from Vernon Drive to Route 7 including providing two additional lanes approaching the Route 7 signal. Towlston Road will also be widened by one lane early in construction to provide interim congestion relief.		X	X		HOA	Comment Sheet
30	Scott Knight	9803 Georgetown Pike			X			BC	I'm still not sure how VDOT made such a low cost estimate for this project and why Shirley Construction and their competition placed such high bids. If you take a drive further out on Route 7 and there are nine overpass interchanges in Loudoun County between here and Leesburg and some we can't afford half of one at Baron Cameron. Somehow there was money for all of those overpasses but not for this partial interchange. You do realize that much, if not, most of the traffic going westbound in the evening through this interchange is Loudoun traffic and so you should probably be able to draw from the sources that fund all of those bridges. VDOT's own study is saying that traffic is going to have an "F" level of service by 2040. And it is likely to be much sooner given how increasing tolls on the Toll Road are going to drive more people away from the toll road to Route 7. Go do this right the first time and find the money. We're in for several years of construction mess and if you ever were to circle back and find the money a proper interchange at Baron Cameron, people aren't going to want more years of construction gridlock. I'm calling this the Shirley Interchange from here on. Take responsibility and do it right.	VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Pursuing funding for the partial interchange with your local representatives and Fairfax County is the appropriate process.			X			Comment Sheet
31	Marjan Shallah	11326 Leesburg Pike				X	X		(No comments)	(No response needed)	X	X				Comment Sheet
32	Mohammed H. Naji	1377 Dreamweaver Court, Vienna	X					D	We need to have a shoulder to make a right turn on Dreamweaver Court. It is a safety issue. Drivers don't slow down to let us slow to turn on our street.	A turn lane warrant was performed during preliminary design for this intersection, and determined not to meet the minimum thresholds for a turn lane. VDOT's policy on the utilization of right turn lanes is based on the number of travel lanes and traffic volumes for both the intersecting street and the mainline. With a new third westbound thru lane being added, there will increased ability for thru traffic that is behind turning traffic to merge into the other lanes, likely reducing interaction between turn traffic and thru traffic.		X				Comment Sheet
33	Randy Whitney	11101 Burywood Lane, Reston			X	X		D	I am opposed to cutting off the ability to turn left from Bishopsgate Way. I use this far more often than to turn right.	The ability to turn left onto westbound Route 7 from Bishopsgate Way will be eliminated for safety reasons. To go westbound on Route 7 from Bishopsgate Way, drivers may turn right onto eastbound Route 7 and then make a U-turn at one of several different intersections along the corridor, including the signalized intersection at Baron Cameron Avenue.	X	X				Comment Sheet
34	Erin Lynch							O	Tonight's meeting went well. As a homeowner along Rt.7 I'm requesting temporary speed humps be set along Dunn Meadow Rd which parallels Rt. 7. It's a current cut through to Hunter Mill Road and Baron Cameron to avoid traffic and lights. With Google Maps and Waze this is increasingly affecting safety as people speed through and can't imagine w/construction how much more traffic will be diverted to the street. Again, temporary speed humps along Dunn Meadow Road as it curves and has a hill plus bus stops along this road.	Thank you for coming out to the Route 7 public information meeting last night. This request is outside of the scope of this project and has been forwarded to the appropriate staff at VDOT for consideration.						Email
35	Kevin Giles	1433 Greenmont Court, Reston						O	I live in Reston, and I support this project. Why would anyone object. I read the article expecting to see reasons why people are disagreeing with it. I did not see any reasons. What are they? We need an alternative way of getting to Tysons Corner. Please build it.	Thank you very much for sending VDOT your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. We appreciate feedback on the Route 7 Corridor Improvements Project from community members. Consistent with many significant road construction projects, questions from the community have ranged from those relating to environmental and noise concerns to questions about how the project will affect specific parcels. VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life."						Email
36	Richard Weisman	13323 Glen Taylor Lane, Herndon						O, SUP	I just heard about the plans for the Route 7 Corridor Improvement Project from Reston to Tysons. I live in western Fairfax County and strongly support you including 10-foot wide trails along Rt 7 as part of this project. I am a regular bicycle commuter and frequently need to travel between Reston and Tysons to visit family members and participate in community events. Adding a trail would greatly improve the safety of those travels and allow me to have one less car on the road. Currently it is way too dangerous to consider such a non-motorized trip. Unfortunately I have a conflict for your May 14 meeting but would appreciate your acknowledgement of this support.	Thank you very much for sending us your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. I'm sorry that you aren't able to attend the meeting tomorrow night, but please be assured that your input will be added to the public feedback record for the project.						Email
37	Jairica Johnson	Carpers Farm			X			E, D	I am a resident of the Carpers Farm community immediately off of Route 7. Your proposal to widen Route 7 is an inadequate and temporary fix to an extraordinary problem. Your proposal is not sustainable. More lanes only equal more traffic/congestion. You need only look at other area roadways to see that. More lanes has not eased traffic on interstates 270, 495, or 66 to name a few. Furthermore, I do not want to live behind a wall. Have you ever seen these "barriers" after a couple of years? They are unsightly; having very little to no maintenance. They are obtrusive. And what about the park land and stream? I bought my house so that I can look out and enjoy and participate in the nature, that is right outside my doorstep. This proposal is not the solution. We, residents, tax payers, and citizens, should not lose what is precious to us, in order to have more traffic and construction bombard our neighborhoods. It is not a solution. Nor is it the right thing to do. Please go back to the drawing board.	Thank you for sending VDOT your thoughts on the Route 7 Corridor Improvements Project—we appreciate feedback from community members, and your input will be included in the project's public feedback record. VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life." The project-related environmental assessment and other documents can be found on the project web site at http://connectroute7.org/learn_more/documents.asp . Regarding noise wall locations, the proposed 60% design can be found on the Route 7 project's interactive map at http://connectroute7.org/learn_more/interactivemap.asp . In keeping with FHWA's noise barrier process, once the final noise analysis determines where noise walls are warranted, feasible, and reasonable and VDOT and FHWA have approved the locations, input from the benefited property owners and tenants will be sought in the form of a vote. For more information, please see our recent public meeting handout on this process at http://connectroute7.org/documents/meetings/pim_may_7_2019/5888_noisebarrier_board.pdf .						Email
38	Roz Elmore							E, O	The people in Loudoun County pour down seven daily going to and from work. This does not help any homeowners on seven, it just clogs up the road. What we need is something that politicians can never seem to get done—a road into Maryland to let those in Loudoun get to the beltway. I hate the destruction of my neighborhood because VA is turning seven into a freeway. What about our way of life? I don't want a wider seven.	Thank you for sending VDOT your thoughts on the Route 7 Corridor Improvements Project—we appreciate feedback from community members, and your input will be included in the project's public feedback record. VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life." The project-related environmental assessment and other documents can be found on the project web site at http://connectroute7.org/learn_more/documents.asp .						Email

No.	Name	Address	Live on Route 7	Where?	Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	Issue: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
39	Bruce Wright	2079 Cobblestone Lane, Reston							<p>I strongly support the planned parallel trails along widened Route 7 from Reston Parkway to Tysons. There are currently short segments of trail along the road that are unusable because they don't connect. The proposed trails will fix that problem and allow people traveling along Route 7 the opportunity to walk or bike along the corridor. The most dangerous sections for trail users is at the intersections so I hope those intersections will be designed with safety first. I would also strongly support better public transit along that corridor. Bus Rapid Transit is an ideal solution to this congested roadway.</p> <p>After attending the Route 7 meeting today at Colvin Run Elementary School I have some additional comments:</p> <ol style="list-style-type: none"> 1. Please consider using Rest in Walk at the mainline pedestrian signals along Route 7, similar to what is in place now on Reston Parkway in Reston. This allows trail users to avoid having to push the button to cross. The WALK signal would be on for the full duration of the signal phase, rather than a just for a few seconds. 2. That a HAWK signal be used where trail users must cross the free flowing EB merge lane from Baron Cameron onto Route 7. 3. An existing trail is located between 11268 and 11266 Stones Throw Dr that extends from Stones Throw Dr toward Route 7 and then for a short distance along Route 7. The intention of the original trail was to allow residents of the Stones Throw neighborhood to connect directly to a future Route 7 trail. It was also supposed to connect to the trail segment from Bishops Gate Way west along Route 7. I very strong recommend that this existing trail from Stones Throw way be connected to the Route 7 trail, even if there is a sound barrier. This could be accomplished by an overlapping gap in the sound barrier. 4. Access across Route 7 for the Gerald Connolly Cross County Trail should be maintained during construction. 	<p>Thank you very much for sending us your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. We appreciate the feedback on the Route 7 Corridor Improvements Project from community members.</p> <p>Below please find the responses to your questions and concerns from the design-build team (in red):</p> <ol style="list-style-type: none"> 1. Please consider using Rest in Walk at the mainline pedestrian signals along Route 7, similar to what is in place now on Reston Parkway in Reston. This allows trail users to avoid having to push the button to cross. The WALK signal would be on for the full duration of the signal phase, rather than a just for a few seconds. During the completion of the final signal timing development process near project completion, this request will be evaluated and implemented where feasible, as this request is in accordance with current VDOT practice for reconstructed or new signals. It is likely that the pedestrian signals for crossings of many side streets will "rest" on the walk indication during the mainline Route 7 green vehicular indication. Exceptions will likely be at signals with very large crossing distances or unique phasing, in which case pedestrian actuation may be required. 2. That a HAWK signal be used where trail users must cross the free flowing EB merge lane from Baron Cameron onto Route 7. Signalization of this crossing is not proposed, and the use/installation of a HAWK signal is not appropriate for the configuration proposed at this location. Although no signalization is proposed, enhanced safety features are planned to be incorporated at this crossing. This includes the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians in the crosswalk. 3. An existing trail is located between 11268 and 11266 Stones Throw Dr that extends from Stones Throw Dr toward Route 7 and then for a short distance along Route 7. The intention of the original trail was to allow residents of the Stones Throw neighborhood to connect directly to a future Route 7 trail. It was also supposed to connect to the trail segment from Bishops Gate Way west along Route 7. I very strong recommend that this existing trail from Stones Throw way be connected to the Route 7 trail, even if there is a sound barrier. This could be accomplished by an overlapping gap in the sound barrier. We noticed this trail and appreciate the feedback and history of the intent of this facility. Unfortunately, it is located within a narrow easement which extends only to the property line of the development, and extension of the trail would require acquisition of easements on adjacent private properties which can't be completed as part of this project to provide a connection. Topography in this area would make connection to Route 7 difficult and would also result in additional utility impacts and easement impacts to adjacent properties for grading, neither of which can be incorporated by the project. Due to these challenges and restrictions, access to the shared use paths on Route 7 will need to be from the existing facilities on Stones Throw Drive, Fieldview Drive, and Reston Parkway. 4. Access across Route 7 for the Gerald Connolly Cross County Trail should be maintained during construction. During construction, pedestrian crossings will generally be maintained at all intersections with existing marked pedestrian crossings of Route 7. Where crossings are not maintained, marked pedestrian detours will be identified. 					Email
40	Will Weiss							D	<p>I was at the meeting last night, which answered a lot of questions while creating new ones for our property. I am very concerned about the safety of our driveway, which is called Entrance 9 on your plans. After reviewing carefully I can only conclude the following needs to be addressed: Driveway - The driveway entrance currently is only wide enough for one car. Because our cars pull in / out of the driveway simultaneously, a noise wall would create a blind situation which could be quite dangerous. In short, nobody could see each other until the last possible moment. Currently this isn't a problem as we can see each other and pull off the road until one the driveway is clear. With the path this will no longer be an option. Noise Wall site limitations - I would like to know how close they will be located to our driveway. Based on the drawings there are site limitations, both for the road and the pathway that crosses across our driveway. One of your engineers mentioned that we should have about 550 feet of site to judge traffic. Can you confirm this is accurate. I'm open to all solutions, but just don't want a dangerous situation created that can be avoided with a bit of forethought.</p>	<p>The proposed entrance will have a width of 16' across the shared use path and up to the face of the proposed noise barriers. From there it will gradually transition from 16' to approximately 12' to match the existing driveway width. Both the existing driveway and proposed driveway slope are and will be approximately 22%, however a wider flat spot, or landing, will be provided adjacent to Route 7 than the current condition in order to accommodate the shared use path and graded buffer strip. Vehicles will need to approach the top of the driveway with caution, but there is adequate distance to make a decision to enter Route 7 once at the top of the driveway.</p> <p>The ends of both potential noise barriers are shown to be located approximately 4' from the edge of both sides of the driveway. Sight lines for turning vehicles are established at a point 14.5' from the edge of the travel lane. Due to the width of the shared use path and buffer area, this 14.5' is located in front of the noise barriers. Based on the 60mph design speed and grade/slope of Route 7, the sight line profile for this entrance has been analyzed for 750' of sight line. The attached profile shows the proposed grade below this line of sight and shows that it will be possible to see at least 750' to the west of the driveway when vehicles are pulling out of the entrance.</p>					Email
41	Richard Manley	11110 Burywood Lane, Reston						BC	<p>I attended the community meeting on Tuesday, May 14 at Colvin Run School that described the Leesburg Pike widening project, the most recent in a series of community meetings and hearings that stretch back to 2012. The large attendance showed that the community is clearly interested and ready to pitch in with the project that should improve our lives once it's completed. The presentation clearly explained what we should expect over the next several years and also outlined the changes in the project design since the last public meeting series over 2 years ago. Surprisingly, we learned that since November 16, 2016, the design for the Leesburg Pike – Baron Cameron interchange (Rt 7 – Rt 606) has undergone a material change - an on-grade design vs the grade-separated baseline. Apparently no public announcement of this change has been made until the current May 2019 meeting series where it was presented to the attendees as a fait accompli. This change to the November 2016 public presentation design had never before been shared with the community – it was not disclosed on the project web site and no meetings have been held to discuss it. Maybe I missed it? In any case, I think it's a very unwise and shortsighted change that threatens to undermine the traffic flow improvement objectives of the entire multi-year, multi-hundred million dollar project. So, here are two primary questions I'd like answered. First, what is the traffic flow value of the grade separated interchange vs the new on-grade design and how does the new design impact the objectives of the project? Showing some rational decision making among the alternative designs based on traffic flow analysis and economics would be helpful so the public knows the trade-offs. And secondly, how can a material change be introduced to such a large project that impacts so many without public exposure and an opportunity for comment? Based on nothing more than intuition, in the absence of analysis results, I think the on-grade alternative is unwise and shortsighted. We will endure years of construction and disruption and the outcome will likely be much less beneficial than it might otherwise have been.</p>	<p>VDOT acknowledges the concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. VDOT's Chief Engineer, Garrett Moore, advises that pursuing this partial interchange with local representatives and Fairfax County is the appropriate process.</p>					Email
42	Sandra Gluwa	1358 Carpers Farm Way, Vienna						SUP, E	<p>Hello, I live in Carpers Farm, which is a neighborhood being affected by the widening of Rt. 7. Although I agree the additional lanes added to Rt. 7 are needed, I think the addition of bike paths on both sides of Rt. 7 are excessive and unnecessary. One bike path would be more than sufficient, cost less, and be less disruptive to the parklands and neighborhoods along Rt. 7. Living in Carpers Farm, I see so many enjoying the wetlands and stream bed area both at the entrance to Carpers Farm and along walking paths. It would be tragic to destroy that beautiful area and replace it with a large concrete ditch. The proposed plan makes little sense and seems like a waste of taxpayer funds. Save money and save the wetlands by only building ONE bike path.</p>	<p>The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp</p>					Email
43	Steve Marshall	10003 Scenic View Terrace, Vienna						E, SUP	<p>We own the home at 10003 Scenic View Terrace, Vienna, VA in Carper's Farm, one of the few properties in our neighborhood most directly impacted by the Route 7 Widening project. We have been given an update about the recent VDOT public presentations and understand that there is now a proposal pending to build two bike paths, one on the north side and one on the south side of Route 7, each of them requiring 18 feet of right of way, which will require extensive clearing of wetlands and environmental areas and move the entire width closer to our neighborhood (and, specifically, our home). This proposal to add a second bike path on the south side of Route 7 should be rejected for several reasons, running the gamut from environmental sensibility, to responsible fiscal policy, to basic public fairness. It seems entirely inconsistent to include bike paths in the project, which are ultimately intended to reduce auto emissions long-term, but to destroy natural habitat in the process. This is particularly true when an alternative exists that poses no such (additional) environmental impact. The second bike path could follow Colvin Run Road. This would preserve the Mill and eliminate the additional wetland destruction. Moreover, common sense suggests that the cost and complication of putting the bike path along Colvin Run Road would be far lower than that involved in reclaiming additional wetland. This is simply not a good use of taxpayer money. Northern VA, and especially Fairfax County residents, pay substantial taxes. Mismanagement of those funds, as well as the senseless devaluation of our property by moving a highway unnecessarily close to a quiet residential neighborhood, is bad politics and will chase higher earning taxpayers out of the district. None of us wants that result. While my wife and I have never been pleased about the Route 7 Widening project, we long ago accepted the inevitability of Route 7's expansion. However, with a project of this magnitude, a reasonable balance must be struck so that a few homes in particular are not left to bear the brunt of the negative impacts—noise, pollution, destruction of the natural environment, and property devaluation. Moving the project ever closer to our home raises the question of when one side of the Route is doing more than their fair share and the project begins to look like a public taking contrary to our common law. Please reject this most recent proposal change.</p>	<p>Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community. The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan The Route 7 Corridor Improvements Project is being designed and built in coordination with the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality, which have regulatory authority and oversight over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the impacts: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf Additional project environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp</p>					Email


No.	Name	Address	Live on Route 7	Where?	Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	ISSUE: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
44	Robert Terrafranca	1305 Brookdale Terrace, Vienna		Carpers Farm				E, SUP	I live in the Carpers Farm development. I think it is important to provide bike/foot paths on both sides of the road to promote both types of traffic and provide safety for pedestrians which is lacking in the current design. It would be nice to have an underpass at difficult run for bikes and foot traffic. The intersection at Carpers Farm road has always been dangerous since it is at the bottom of two hills. I am sure adding 2 more lanes will not make it safer.....An under pass at difficult run would at least give cyclists and pedestrians a safe way across and give parents in the area some peace of mind when our children go off to play and bike in the park. Will the changes to this section insure that flooding of Difficult Run does not block the road in the future as it has done so many times in the past?	In addition to shared use paths on both sides of Route 7, including on the bridge over Difficult Run, there will be a path that extends from Carper's Farm Way along the south side of Route 7 which will cross under the bridge to connect to an existing path on the north side of Route 7. This path is expected to become part of the Cross County Trail system. Signalized intersections along the corridor will be designed to incorporate pedestrian crossing facilities, including pedestrian actuated crossing equipment. Enhanced safety features for pedestrians/cyclists are also planned for the crossings at continuous flow lanes, including the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians. The new Route 7 bridge over Difficult Run will be higher and longer than the existing bridge providing a larger area under the bridge to pass the 25 year storm water and reduce the frequency of flooding on Route 7.					Email
45	Raymond Duda	2085 Kedge Drive, Vienna						D	I don't believe that the Route 7 corridor project will improve moving people from place to place. After spending over \$300M, we will still have people sitting in cars in traffic. Our experience shows that when this is the only way improvements are made to transportation, people stay in their cars and travel from further and further away. Investment in light rail or other transportation methods would be better use of the money. Besides, isn't Tysons supposed to be pedestrian and bicycling friendly? Where are you going to park all these additional cars. While at the May 14, 2019 meeting at Colvin Run Elementary School, I was unable to get answers to the following two questions. The current plan calls for slip lanes (continuous flow) at Baron Cameron Avenue and at Lewinsville Road. How will pedestrians and people on bicycles safely travel on the new shared use path? Will there be a tunnel or overpass? Currently, travelers on bicycles have difficulty crossing Route 7. For example, at Towiston Road traveling from Great Falls direction toward Vienna, there is no way to trip the light from the roadway. Traveling from Vienna toward Great Falls, there are three lanes. Again, there is no way to trip the traffic light with a bicycle. What traffic flow improvements will be made to this and other intersections to permit pedestrians and those on bicycles safely cross this now wider, high speed road? I don't think that road designers comprehend how building these massive roadways cuts off people from their nearby neighborhoods. Whether it is an interstate or a road like route 7, they are massive barriers to anyone without a car.	Pedestrian/cyclist tunnels and overpasses are not part of the project design, with the exception of the proposed tunnel under Route 7 at Colvin Run Mill Park which is intended to provide access between Fairfax County Park properties on either side of Route 7, but not necessarily connect to the shared use paths being built with the project. Enhanced safety features for pedestrians/cyclists are planned for the crossings at continuous flow lanes, including the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians. Signalized intersections will be designed to incorporate pedestrian crossing facilities, including pedestrian actuated crossing equipment. Each of the traffic signals being modified or installed with the project will incorporate pedestrian actuated crossing equipment to provide the ability to cross Route 7 safely with a protected movement.					Email
46	Michael Angles							BC, E, SUP	I am writing to express my strong objection to two components of the latest Route 7 Widening Project in Fairfax County. The plan to destroy extensive areas of wetlands to support two bike paths, in addition to being unnecessary, is environmentally irresponsible. We have an ever dwindling supply of natural lands remaining in Fairfax County and we certainly don't need to sacrifice more to build a duplicate bike path. And if past efforts are any indication, the ability to perform the engineering required without a negative impact on Route 7 from flooding is dubious at best. Additionally, the elimination of the flyover at Baron Cameron should bring the entire project into question. That interchange is already a major bottleneck; it is not at all uncommon to have to wait through three light cycles heading WEST bound during morning rush hour with the two lanes on Route 7 today. To spend the time and incredible money to widen Route 7 only to leave a major bottleneck in place (and certain to be worsened by the additional traffic that will surely follow the widening) makes no sense. If we are going to continue to spend enormous amount of taxpayers money on road project such as this, every aspect of the project needs to make sense and be done properly. That is clearly not the case with this major project as it is currently planned and I do not believe the project should move forward until these serious issues are addressed.	The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan . Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp . The Natural Resources Technical Report, which includes information on the project's impact on wetlands and floodplains, can be found here: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf . VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process. As part of the project, the westbound left turn lanes will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic, which will help to reduce the likelihood that queuing will extend into the thru lanes, improving operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.					Email
47	Jeff Norris	1342 Carpers Farm Way, Vienna						BC, E, SUP	I wanted to provide some feedback on the proposed Route 7 Widening project: 1) a bike lane on either side of Route 7 is excessive. One lane on one of the sides should be sufficient. Please abandon the plans for 2 bike lanes since they are not legally required and would be an unnecessary expenditure of taxpayer money. Two lanes would also make the project too large and adversely impact my neighborhood (see #3 below). 2) the proposed "fly over" at Baron Cameron seems like a necessary component to alleviating traffic on Route 7. Delaying this will reduce the benefits of the overall project. Please reconsider and include this in the immediate next steps of the plan. 3) A concrete ditch for the stream in front of my neighborhood (Carpers Farm) is unacceptable. This will materially degrade the value of our neighborhood and be an eyesore. It could also impact our property values. The existing stream must be preserved in a natural state and not in the form of a concrete ditch. This is a must have and for the benefit of the entire area, not just my neighborhood.	The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan . VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process. The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp .					Email

No.	Name	Address	Live on Route 7	Where? Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	Issue: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
48	Todd & Jaime Bowie	Carpers Farm					BC, E, SUP	<p>I am writing regarding the planned expansion of the Route 7. Although I agree with the need and general plan of the road widening, there are two issues of the current plan with which I want to express serious concern. The issues I'd like to raise are 1) the plan to have a bike path on both sides of Route 7 and 2) the elimination of the flyover at the Baron Cameron intersection.</p> <p>With regards to building bike paths on both sides of the road, the execution of this plan as it currently stands will significantly impact the wetlands area along Difficult Run as the dual path requires 18 additional feet of land over a single bike path. Near the area of Colvin Run Mill, due to the historic nature of the building all of that additional space (which if executed as planned will require over 36 feet of space plus that for 2 vehicle lanes) will need to come from the southern portion of the road which is where the bulk Difficult Run flows. This is also the point where Difficult Run has its closest approach to Route 7 and will have noticeable and significant impact to the waterway and surrounding area. A great deal of impact will already be felt by the environment due to this expansion and saving nearly 20 feet of natural space will at least mitigate the intrusion from this project.</p> <p>VDOT has stated in public recent public meetings that the parallel bike paths are not required by federal law or regulation but rather are part of a "County Plan". Since there is no requirement for dual paths, the plan should be examined very closely to weight the impact on the local environment against the benefit of having two parallel paths. To emphasize the need for a third party to critically assess the rational for this plan, this is the same county that spent well over \$1M in 2017/2018 - with full knowledge of the upcoming Route 7 widening project - to construct a bus shelter at the entrance to the Carpers Farm neighborhood which will now be removed effectively resulting in a wasted effort. Given this recent example of what I consider less-than-sound decision making by the county, it is my sincere hope that planners from outside of the county apply a critical eye to "need" for dual paths which would come at significant expense of the surrounding natural area.</p> <p>The second concern has to do with cancelling a planned flyover at the Baron Cameron intersection. I would urge the people who are reviewing the overall project priorities to look at the traffic conditions on Route 7 between 4 and 6 pm on any given weekday. Traffic routinely backs up from Baron Cameron to the intersection of 267 largely due to the large number of cars waiting to turn left at Baron Cameron. West of that intersection, the road clears for some distance until it slows again west of where the Route 7 widening project will begin. Should little be done with this intersection, the goal of improving traffic flow on Route 7, specifically westbound traffic in the afternoons, will be negated by the back up caused by all these cars waiting to turn left.</p> <p>As an additional point, I would postulate that as the Toll Road fees continue to rise (partially to fund the Silver line but that is another issue entirely) and as more people use apps to navigate back roads to avoid the toll, Route 7 traffic will increase more than already anticipated. This additional demand combined with no true solution at Baron Cameron will offset the benefit of a third lane and quickly see the return of significant congestion on Route 7 between Tyson's Corner and Baron Cameron.</p> <p>If there are budget constraints which have eliminated the flyover, please reassess the "need" for the additional bike path and possibly redirect the funding for that redundant path to something that will be of far greater benefit to the users of Route 7 - the flyover at Baron Cameron. I freely admit that I do not know if the cost for the additional bike path will offset the flyover, but it would surely help to close the budget gap to address the primary goal of the Route 7 expansion which is to better manage the growing volume of vehicular traffic and reduce congestion.</p> <p>Thank you for your time, attention and consideration for these important issues that matter a great deal to residents along Route 7.</p>	<p>Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information:</p> <p>The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan.</p> <p>Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp</p> <p>As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf.</p> <p>The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/77cip_finding_of_no_significant_impact_11-15-17_.pdf</p> <p>Regarding the Baron Cameron Avenue intersection, VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.</p> <p>As part of the project, the westbound Route 7 left turn lanes at the Baron Cameron Avenue intersection will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic, which will help to reduce the likelihood that queuing will extend into the thru lanes, improving overall operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.</p>					Email
49	Ronald K. Henry	10030 Scenic View Terrace, Vienna					E, SUP	<p>[Note: I do not have an email point of contact for DEQ, so I rely on VDOT and USACE to forward this comment to DEQ for its consideration] I live in the Carpers Farm subdivision at 10030 Scenic View Terrace.</p> <p>I am concerned about the excessive width proposed for the Route 7 improvements near Colvin Run Mill and the excessive destruction of wetlands and stream bed on the south side of Route 7 near the Mill.</p> <p>I also am concerned about the intention to turn a beautiful natural stream into a concrete ditch.</p> <p>A portion of the problem is described in the attached article which also is found at this link: https://www.restonnow.com/2019/04/25/plan-to-widen-route-7-would-impact-wetlands-streams/?mc_cid=1a01af47b0&mc_eid=573bec0653</p> <p>In large measure, the problem stems from the width required for the current design of the bicycle paths.</p> <p>During the public comment portion of each community meeting, I urged construction of a single bike path rather than the overkill of building grossly under-utilized bike paths on both sides of Route 7. The VDOT representatives listened politely, but gave no hint of interest in making any changes to their plan.</p> <p>Since the Colvin Run Mill can't be moved, all of the width of the project has to be taken from the wetlands and stream bed on the south side of Route 7. Constructing only a single bike path would reduce the overall width of the project by 18 feet (10 foot wide path plus 8 foot buffer between the path and the road).</p> <p>If the single bike path is on the north side of Route 7, it could follow Colvin Run Road rather than hug Route 7 which would be better for the bikers, local merchants on Colvin Run Road, safety, etc. This would reduce the width of the Route 7 project near Colvin Run Mill by an additional 18 feet for a 36 foot total width reduction. See Attached Option 1.</p> <p>If the single bike path is on the south side of Route 7, it could follow the existing path for much of its length rather than be parallel to the existing path. This alternative also would reduce the width of the Route 7 project near the Colvin Run Mill by an additional 18 feet for a 36 foot total width reduction. Following the existing path for as much of the distance as possible also would benefit bicyclists by getting them further away from Route 7 itself.</p> <p>During the community meetings, VDOT acknowledged that the double bike paths are not required by federal law or regulation. This is an improvement over the incorrect statements made during the meetings last year. VDOT now says they want double bike paths because that is the "County Plan" but, of course, a plan is only a plan not a mandate and the plan can be changed to meet actual needs.</p> <p>In addition to the excessive width of the project, many at the community meetings were surprised to learn about the current plan for what to do to the stream itself. Rather than move the stream bed a bit south to accommodate the widening, VDOT plans to build a concrete ditch parallel to Route 7 and put the Colvin Run stream into the concrete ditch. This is a large, expensive and completely unnecessary environmental loss. The Colvin Run stream does not need to be placed into a concrete ditch and the Colvin Run Mill area does not need to lose a long stretch of natural stream bed. In fact, given the available flood plain area to the south of Colvin Run stream, it is better for the stream NOT to be placed into a concrete ditch. Any flow that does not move immediately under the bridge carrying Route 7 should be allowed to spread out into the existing flood plain both to enrich the soil and to allow more gradual drainage which will reduce flooding stress further downstream.</p> <p>Finally, I need to veer off topic for a brief expression of simple taxpayer distress. No matter what happens in terms of tweaking the Route 7 widening plan, the new construction will rip out the bus stop that took an absurd amount of time and money to build just two years ago. That money never should have been wasted on an obviously temporary facility. I was told that bit of buffoonery cost the taxpayers about \$3 million. I don't know how "official" that number is, but this was pure waste that impairs our ability to pay for genuinely needed improvements of lasting value.</p>	<p>Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information:</p> <p>The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan.</p> <p>Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp</p> <p>As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf.</p> <p>The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/77cip_finding_of_no_significant_impact_11-15-17_.pdf</p>					Email

No.	Name	Address	Live on Route 7	Where?	Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	Issue: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
50	Anne & John Gebhards	1220 Carpers Farm Way, Vienna						BC, E, SUP	I am a nearby homeowner (1220 Carpers Farm Way, Vienna, VA 22182) to the proposed project referenced in the subject line and am seeking to express my strong concerns with two proposed elements of the plan. While the overall plan has excellent features that retain all of the entrance and egress options of our neighborhood and will ensure safety of residents at the intersection, I have two very serious objections: 1) The inclusion in the plan to build TWO bike paths, one on the north side and one of the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by an 8 foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width expansion closer to my property, which sits directly across Route 7 from Colvin Run Mill. The reduction of this area will further lessen the tree screening from Route 7, which is critical for the reduction of noise for nearby residences. The aesthetics and environmental impact to this extensive reduction of natural greenspace south of Route 7 will have a significantly detrimental impact to my property value as Route 7 moves significantly close to my property line and the overall plan erodes natural parkland that is enjoyed by the many residents of my neighborhood and other nearby locals. As the general widening is intended to increase traffic flow, traffic noise (which is already significant and has increased exponentially since I purchased the property due to tree damage in the park area over the last 10 years) will naturally increase, and the additional space for the second bike path requiring even further land clearance, will only exacerbate this issue and negatively impact our quality of life and property value, and that of my nearby neighbors. These wetlands and natural growth areas are a key resource for our neighborhood families and especially our children. I would ask that you consider running the bike path under the bridge at Difficult Run (just east of our entranceway), and then UP COLVIN RUN ROAD, thus saving 15 feet of wetlands and environmental area. Further, my second concern is the elimination of the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. It is confounding to me that there is money in this project to build two bike paths 7 miles long, but make a change that would effectively minimize the benefit of the entire project by requiring all traffic to stop at a red light that would be eliminated by the "fly over." I hope you will seriously consider both objections, particularly the bike path planning which is a maximalist design feature and serves a small constituency with significant negative second and third order effects for the wetlands, environmental area and my family home and neighborhood in particular. Thank you for your consideration and time.	The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan . The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the project's environmental impacts in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf . Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp . Relocating the shared use path along Colvin Run Road is not consistent with the Fairfax County Comprehensive Plan and could have significant right of way/easement and utility relocation implications and costs. VDOT acknowledges the concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. VDOT's Chief Engineer, Garrett Moore, advises that pursuing this partial interchange with local representatives and Fairfax County is the appropriate process. As part of the at-grade intersection reconfiguration, the westbound Route 7 left turn lanes to southbound Baron Cameron Avenue will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic. This will help to reduce the likelihood that queuing will extend into the through lanes, improving overall operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.					Email
51	Phil & Deonne Snare							BC, E, SUP	Folks Who Control the Destiny of our Little Community, It sometimes feels that in road work and travel plans enacted by the Commonwealth of Virginia, that outcomes are foregone conclusions and inputs are rarely acknowledged (I'm thinking the tunnel vs. raised track of Metro). That said, we're hoping that you'll consider our communications regarding the planned bike paths. At a practical level, bike paths have been developed in McLean and Reston (the ones we're aware of) and the use of them is questionable. I have yet to encounter a biker (truly) on any of the bike paths that were created and which necessitated the widening of various roads. In our case, it looks like, on judgment, that the use of a non-dedicated bike path would result in more of the same--little utility. Unlike the W&O, a real gift to the community for bikers, what has been proposed would not provide for any enhancements to our quality of life, which is important, but also importantly would profoundly disrupt the ecosystem on both sides of Route 7. Wouldn't the freed up monies from the cancelled flyover, be better spent to enhance our various roadways and the greenery in and about those roadways. The Commonwealth of Virginia's VDOT I think is exceptional in the beauty and sensitivity it seeks to foster in the state. In this instance, it is our hope you will consider the a misguided, well-intentioned plan to bring about a bike path which has a very low likelihood of usage.	Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information: The shared use paths for pedestrians and cyclists on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan . As part of the design process, a National Resources Technical Report was prepared and can be found here: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf Other environmental documents related to the project are located at http://connectroute7.org/learn_more/documents.asp					Email
52	Crissy Bellandi	Ashburn						E, O	I commute on Route 7 from Ashburn, VA to Tysons Corner, VA, I have commuted to work on Route 7 for over 15 years, and would like to submit the following comments on the Route 7 Corridor Improvement Project between Reston Avenue and Jarrett Valley Drive in Fairfax. 1. Wildlife bridges, culverts and corridors need to be included in this road project. This is especially necessary between Baron Cameron and Jarrett Valley Drive. I have seen countless dead animals on the side of the road while traveling to and from work and this is not only disturbing, but also a critical factor in the decline of wildlife. Humans are exacting a massive and possibly catastrophic toll on the planet's biodiversity, which will have major implications for humans (https://www.washingtonpost.com/climate-environment/2019/05/06/one-million-species-face-extinction-un-panel-says-humans-will-suffer-result/?utm_term=.7b35eab127fd). It is only reasonable that infrastructure planning incorporates measures to mitigate this effect. Over one million vertebrate animals are killed on roadways each day in this country (https://www.hcn.org/issues/291/15268) and this could be prevented with sensible design that incorporates wildlife. Additionally, deer collisions are very dangerous to drivers and result in higher insurance premiums for the entire area. This could be alleviated with animal friendly crossings. Also, if I never have to smell another dead deer on the side of the road on a 90 degree day, it will be too soon. 2. As many trees and green spaces as possible should be preserved along the project area. Trees are carbon sinks, habitat for wildlife and exposure to green spaces has positive impacts on both physical and mental well being (https://www.who.int/sustainable-development/cities/health-risks/urban-green-space/en/). Many places in Northern Virginia (including Ashburn where I live) are depleting green spaces at an accelerating pace. This is impacting people where they live, work and commute. 3. Plans should include the integration of light rail, terminating at the Spring Hill stop on Metro's Silver line. We are not going to pave our way out of traffic congestion in Northern Virginia. Public transportation must be included in all roadway projects on major roads in Northern Virginia going forward. Ideally, light rail would run from Leesburg in Loudoun County to the Metro in Tysons Corner. This would be a better long term solution than adding more lanes and reconfiguring intersections for the foreseeable future of this area.	Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. The project environmental documents, including the Federal Highway Administration's "Finding of No Significant Impact", are available at http://connectroute7.org/learn_more/documents.asp . A study on transit and transportation demand management (TDM) was done in the early stages of the planning process for this project, and a summary of the findings can be found here: http://www.virginiaodot.org/projects/resources/NorthernVirginia/Express_lane_study.pdf					Email
53	Ashish Sarin							BC, E, SUP	We are deeply concerned about these points that will impact our neighborhood and we would like to have you come to our neighborhood to discuss! One point that was failed to mention here are sound walls... we have been discussing this option for years with you if you were to build and expand the roads... I already hear the traffic amongst other neighbors in my neighborhood and if such construction is occurring, we need to know your plan for sound walls and a response such as "there is no option to build sound walls is not acceptable." Please respond with dates and times for us to meet and I will have the neighbors come together to discuss. ----- VDOT held two public presentations this month on this \$312 million construction project. We generally like the overall plan as it retains all entrance and egress options at our entrance. However have two very serious objections. 1. Their plan to build TWO bike paths, one on the north side and one on the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by 8-foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width closer to our neighborhood (Due to Colvin Run Mill, it cannot move north) 2. Due to cost, they have removed the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. They have the money to build two bike paths 7 miles long, but effectively minimize benefit of entire project by requiring all traffic to stop at a Red light that would be eliminated by the "fly over." They could run the Bike Path under the bridge at Difficult Run (just east of our entranceway), and then UP COLVIN RUN ROAD, thus saving 15 feet of wetlands and environmental area, which the Army Corps of Engineers has termed difficult at best. Public Comment ENDS May 24th, yes... this Friday.	The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan . The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf . Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. VDOT's Chief Engineer, Garrett Moore advises that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process. At this time, the preliminary findings of the updated noise analysis indicate that noise walls in this area not feasible due to the impacts to the Difficult Run floodplain. VDOT's State Noise Abatement Policy (SNAP) is based upon the FHWA noise regulations (23 CFR 772), and noise wall locations are determined by a thorough analysis of existing and projected noise conditions along the corridor. For more information about VDOT's noise wall process, please visit the VDOT web site: http://www.virginiaodot.org/projects/pr-noise-walls-about.asp .					Email
54	Margaret Karczewski							D	Last year when we had the--I think it was a year ago--we had the introductory to the plans on Route 7, all right, and we were told at that time that Stokley Way, there are going to be three lanes and we won't be able to turn left from Stokley Way and we won't be able to enter our neighborhood at Stokley Way going west. We won't be able to enter our neighborhood crossing three lanes like we were promised, Atwood would have a light where we could come into our neighborhood. This map shows that there is no light at Atwood and we won't be able to turn left to go west, but we won't be able to turn into our neighborhood either, you know. It's complex. I think it needs to be addressed. And then they've made no further plans on Atwood. We get a lot of traffic. We're going to have a lot of traffic there and it just dumps right at the entrance to our development and that is an extremely narrow road, which is Atwood, which will go over to Beulah Road. And even if we can only come in and use Beulah Road to get out and get home, there's going to be a lot of traffic on that narrow road and I know it's a Fairfax County road, a county road VDOT's not responsible for, but I want to know if VDOT is working with Fairfax County on the subject of improving that road along with this project.	Due to the proximity of Stokely Way to Towlston Road, a median opening is not proposed at Stokely Way. A left turn from westbound Route 7 is being provided at Atwood Road and a signalized intersection will be maintained at Beulah Road during and following completion of the project. Access to Stokely Way from westbound Route 7 will be provided via a U-turn at either Beulah Road or Atwood Drive. Atwood Road is being widened to two - 12' wide lanes between Route 7 and Robnel Place, including the construction of a sidewalk on the east side of Atwood Road. These improvements were coordinated with Fairfax County during the preliminary design stage of the project and are intended to increase capacity and improve safety on Route 7 while also maintaining access to the adjacent community served by Atwood Road and Stokely Way.					Court Reporter Transcript
55	Yan Cheung	9100 Leesburg Pike						D	My question was is when I stop on 55 miles an hour road and turn into my house, that could be an issue for the back and for me as well for safety. I wonder if I could talk to the gentleman, whoever comes in to do design work to make a safety entry for my house and I'm going to give some part of my land to make it easier for your construction as well as my safety entrance to my house.	Thank you for contacting us about the integration of the project design with the existing driveway on your property. We will contact you directly to discuss the specific concerns that relate to your parcel.					Court Reporter Transcript

No.	Name	Address	Live on Route 7	Where? Live in neighborhood adjacent to Route 7	Commute on Route 7	Other	Issue: BC=Baron Cameron Intersection SUP=Shared Use Paths E=Environmental (including noise walls) D=Design (general) O=Other	Comment/Question	Response	Newspaper	Postcard	VDOT Road Signs	Other	Source
56	Tony Meunier						D	I just noticed that those of us coming east on Route 7, we turn onto Baron Cameron to go to Reston, we have a yield right now and they're going to make us line up to turn right at a light, we have to wait for the light. I'd say one out of every five cars that comes down Route 7 turns onto the yield road which dumps us onto 606, Baron Cameron, and now they're going to have all that, one out of every five cars, stop on Route 7 at a light before we can turn right onto Baron Cameron. That is going to be—it's going to take away all of the advantage that they set up when one out of every five cars is actually lined up going east from the Leesburg area towards Tysons at Baron Cameron, at 606. I mean right now there's a little merge lane and it's a yield on Baron Cameron, which dumps a lot (unintelligible) makes it very very convenient to be in the right lane if you're going to Tysons Corner because one out of every five cars turns off and goes into Reson and they have done away with that. That's another—that's penny wise and pound foolish. That's how I'll leave it.	The existing eastbound right turn lane onto southbound Baron Cameron Avenue is a free-flow movement since right turning traffic is directed into the existing auxiliary lane on southbound Baron Cameron Avenue. In order to improve operations on Route 7, triple left turns from westbound Route 7 to southbound Baron Cameron Avenue will be constructed, which requires the elimination of the free-flow eastbound right turn lane. Eastbound traffic will still be able to make a right turn without stopping when the eastbound traffic signal is green, which is projected to be a majority of the time. The only time eastbound right turning traffic will be required to stop is at when the signal is red. While this may be an inconvenience to some traffic, the improvements are being made for the benefit of the entire corridor.					Court Reporter Transcript
57	Dell Chalk						O	This is about Delta Glen to Dunn Meadow, it's a cut-through between Route 7 and Hunter Mill and we have children and two bus stops and people are going to be driving through there to get away from the traffic and we wanted to request temporary speed humps during the construction. That's my question.	Thank you for your input. This request is outside of the scope of the Route 7 Corridor Improvements Project and has been passed on to the VDOT Customer Service Center (https://www.virginiadot.org/info/contactus.asp).					Court Reporter Transcript
58	Shamin and Rafi Khan						D	So currently we live off of Vernon Street, and from Vernon to make a right into Towlston it's only one lane going. Yes, you're going to widen it to three to go, but there's one section that is basically still remaining one lane. Our suggestion is, is that just take a little bit more, about 30 or 40, and make that into a lane that comes this way. I can draw it for you, it's just not easy to explain it just by—and especially because you have a neighborhood that's being built right here on this left side, the Colvance property, that Colvance will come out and that same one lane we will try to turn right, they will try to turn left onto it. So just a little bit longer widening right there would solve some of the problem.	The improvements on Towlston Road north of Route 7 have been coordinated with Fairfax County and the planned residential development on the east side of Towlston Road north of Route 7 (Arden at McLean development). Improvements on Towlston Road extend to the intersection with Vernon Drive and include construction of dedicated right and left turn lanes approaching Route 7. Extending these improvements further to the north to provide an additional southbound lane for approximately 225' (continuous between Vernon Drive and Route 7) would result in additional right-of-way acquisition impacts which are beyond the scope of the project.					Court Reporter Transcript
59	Ron Stead	1382 Blaristone Drive, Vienna		X	X		E	It is important that you provide for animal passages under the road so deer, fox, etc. can cross without being killed. This is also a driver safety issue. Fencing also necessary. The Canadians do this well. We should, too.	Since this road is not being designated as "limited access", installation of fence along the road is not being proposed. Noise barriers may help to reduce the amount of wildlife crossing of Route 7, but facilities designed specifically for wildlife crossing are not consistent with VDOT or FHWA design requirements and are not proposed as part of the improvements.	X				Comment Sheet
60	Jay Zaidi			X			E, D, O	I received a mailer in the mail regarding an information meeting regarding the Rt 7 expansion on Tuesday, May 7, 2019. I will be traveling during that time so wanted to send some questions to you. I live in the Piney Run neighborhood near the intersection of Rt. 7 and Bishopsgate Way. Here they are: - Have there been any studies done on the noise levels that are forecasted? Please share. - VDOT was conducting some tests on traffic volume to determine the noise levels. I'd like sound barriers placed on the side of Rt 7 since I'm concerned about the noise from the additional traffic that will result from the expansion. - Will the existing boundary walls around the sub-division be impacted by the expansion? If so, by how much? - What are the timelines for the expansion work and how will this impact people in my neighborhood?	Thank you for your interest in the Route 7 Corridor Improvements Project. On April 17, 2019, the VDOT/Shirley/Dewberry project team met with members from the Piney Run Meadow HOA--attached are the slides that were presented that evening, along with a copy of the handout. To address your specific questions: 1) Have there been any studies done on the noise levels that are forecasted? Please share. A copy of the preliminary noise analysis can be found on the project web site: http://connectroute7.org/documents/preliminary_noise_analysis_-_appendix_b.pdf The final noise analysis will also be posted to the website following its completion and approval by VDOT and FHWA, which is expected in late 2019. 2) VDOT was conducting some tests on traffic volume to determine the noise levels. I'd like sound barriers placed on the side of Rt 7 since I'm concerned about the noise from the additional traffic that will result from the expansion. The preliminary noise analysis indicated that a noise wall from Reston Parkway and continuing past Bishopsgate Way was most likely warranted, feasible, and a reasonable. Once the final noise analysis is complete and the design is updated with noise walls where the final noise analysis shows them to be warranted, feasible, and reasonable, the VDOT Chief Engineer has approved the design, and FHWA concurrence has been obtained, VDOT will solicit public input on the noise walls from the benefited homeowners and renters. Additional information on noise walls can be found on the VDOT web site at http://www.virginiadot.org/projects/pr-noise-walls-about.asp 3) Will the existing boundary walls around the sub-division be impacted by the expansion? If so, by how much? In some locations, it will be necessary to remove the privacy fences along Route 7 to accommodate the construction. The design is still underway, and we'll have more information about specific impacts to the Piney Run Meadow privacy fence in the upcoming months. In the meantime, the online interactive map that shows the 60% design may be helpful to you: http://connectroute7.org/learn_more/interactivemap.asp 4) What are the timelines for the expansion work and how will this impact people in my neighborhood? Preliminary activities such as utility location work, sign installation, and shoulder strengthening work is currently underway. The project's weekly lane closures are listed here: http://connectroute7.org/news_information/traffic_alerts.asp The most up to date lane closure information can be found through the Virginia 511 system: https://www.511virginia.org/					Email

Written, Emailed and Oral Comments



ROUTE 7 CORRIDOR IMPROVEMENTS
VDOT
connectroute7.org

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COMMENT SHEET State: 0007-029-942, P101, R201, C501, B610, D606, D608 (UPC 99478) and 0007-029-225, P101, R201, C501, D607 (UPC 106917)
Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Ms. Ruth Li

Address (optional): 9713 Locust Hill Drive, Great Falls

Email (optional): ruthli@gmail.com

1. Which of the following best applies to you?

I live on Route 7. If so, where: intersection of route 7 + Faulkner Rd.

I live in a neighborhood adjacent to Route 7.

I commute on Route 7.

Other

2. Do you have any comments about the proposed improvements along the corridor?

hope adding more noise walls

3. How did you hear about this meeting?

Newspaper Postcard VDOT Road Signs Other _____

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Name (optional): _____

Address (optional): _____

Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Please don't refer to this widening of Rt 7 as improvements, your so called improvements are hurting longtime residents like myself of 40 yrs, who live on a side street that is connected to Rt 7 and only 3 houses from Route 7. The noise level, congestion are only two of the problems VDOT is creating! Shame on you!

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other EMAIL

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All comments are subject to public disclosure.

Name (optional): Ed Baranoski
Address (optional): 8866 Glenridge Ct Vienna VA 22182
Email (optional): ed.baranoski@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Please put back the sound barriers along Laurel Hill, Old Ash Grove, and Wolf Trap Run Rd.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other HOA

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Andrea Sekel

Address (optional): _____

Email (optional): amsekeli@aol.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

There don't seem to be any shoulders along Rt 7 with the new improvements. Is this a safety hazard? Will cars end up going onto the shared use paths?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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All comments are subject to public disclosure.

Name (optional): KATHY STEWART

Address (optional): _____

Email (optional): BUGSSITE@AOL.COM

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

At prior meetings, there was a wall in the design adjacent to Wolf Den, which has been eliminated in the most current design. I was told this determination was based on how many people are benefited relative to the cost. What has changed that a wall was justified before but not now?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other HOA & VDOT email alerts.

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All comments are subject to public disclosure.

Name (optional): PENNY HERTEL
Address (optional): 9721 LOCUST HILL CRESTWALKS
Email (optional): PENNY.M.HERTEL@GMAIL.COM

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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All comments are subject to public disclosure.

Name (optional): Jack Edelstein
Address (optional): 10411 Van Patten Ln, Great Falls, VA 22066
Email (optional): jack.edelstein@verizon.net

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

The improvements look good (effective) and will improve traffic flow and safety, as well as improve the overall appearance and vista along Rt 7.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other Flyer + email notice

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All comments are subject to public disclosure.

Name (optional): hesley morse
Address (optional): 9351 Robnel Place Vienna, VA 22182
Email (optional): LMorseCCRN@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

Please consider decreasing tolls on the toll road during construction to reduce Rt 7 traffic.

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

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All comments are subject to public disclosure.

Name (optional): AMIR M. FOULADGAR
Address (optional): 1051 NORTHFALLS CT., GREAT FALLS, VA 22066
Email (optional): fouladgar.massoud@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: IN NORTHFALLS CT.
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

ALL VERY GOOD.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other NEIGHBOR

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All comments are subject to public disclosure.

Name (optional): Will Weiss

Address (optional):

Email (optional): willaweiss@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other - we own an property located at

2. Do you have any comments about the proposed improvements along the corridor?

I'm very concerned about the noise wall making it too difficult to pull in/out of our driveway. I also have concerns about the path. our driveway is labeled entrance 9.

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other Internet

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All comments are subject to public disclosure.

Name (optional): _____

Address (optional): _____

Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: Colvins Glen
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other HOA e-mail

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Sonia + Christian Kim
Address (optional): 8855 Glenridge Ct, Vienna, VA 22182
Email (optional): miksainos@yahoo.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Please place a sound wall between in the section of Rte. 7 between Old Ash Grove + ~~Wassara~~ Laurel Hill Rd.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Bill Doole

Address (optional): _____

Email (optional): wdoole@att.net

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

1. Noise walls along toll road and I-66 have been subject to crumbling. How will Rte 7 walls be made better?
2. Wolf Den now has ornamental trees along Rte 7. This enhances the attractiveness of the development, what will it look like after the project?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other Homeowners Assoc. email

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.



ROUTE 7 CORRIDOR IMPROVEMENTS



connectroute7.org

Public Information Meeting Route 7 Corridor Improvements Project

Reston Avenue to Jarrett Valley Drive
A Design-Build Project

Forestville Elementary School
Tuesday, May 7, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

Colvin Run Elementary School
Tuesday, May 14, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

COMMENT SHEET

State: 0007-029-942, P101, R201, C501, B610, D606, D608 (UPC 99478) and 0007-029-225, P101, R201, C501, D607 (UPC 106917)
Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): _____

Address (optional): _____

Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Strongly support the shared use paths and related infrastructure. Given the amount and speed of Route 7 traffic, more consideration should be given to adding barriers along the full length of the paths. Also, please include as much signage as possible to aid pedestrians + bicyclists and to remind motorists repeatedly of the presence of pedestrians + bicyclists, especially at intersections where right-turn-on-red is allowed.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other *Fairfax Alliance for Better Bicycling*

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): HENRY FREUND
Address (optional): 8834 GLENRIDGE CT, VIENNA 22182
Email (optional): HPF_ANON@YAHOO.COM

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

WE HAVE BEEN TOLD THAT A NOISE WALL WAS IN THE PLAN IN THE AREAS:
1/ GLENRIDGE CT, OLD ASH GROVE, LAUREL HILL RD
2/ WOLFRAP RUN RD
WE ARE NOW TOLD THAT THIS IS NOT APPROPRIATE
→ OUR COMMUNITY IS IN FAVOR OF THE NOISE WALL

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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MAY 14 2019

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Joan Burkgren
Address (optional): 10621 Cavalcade ST
Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Intersection of Rt 7 and Barton Cameron (Springdale Rd) needs extra funding for a partial interchange.

Changing the course of Colvin Run by the new bridge over difficult Run is environmentally unsafe and will cause many problems in the future.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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All comments are subject to public disclosure.

Name (optional): Ron & Jay Meadows Meadows Farms
Address (optional): 43054 John Mosby Hwy Chantilly VA 20152
Email (optional): Jmeadows@meadowsfarms.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other Business owner

2. Do you have any comments about the proposed improvements along the corridor?

We are concerned about sound wall @ 11254 Leesburg Pike
We do not want it to hide our road frontage.

We are concerned about our site function @ 10618 Leesburg P.k.e. Turn radius seems very tight for delivery trucks. Parking could be negatively impacted

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other Website

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): _____
Address (optional): Dunn Meadow Road Vienna, VA 22182
Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Woodward Estates kindly requests temporary speed humps along Dunn Meadow Road due to hills and curves, cars go well over 25 MPH - many use Dunn Meadow as a cut-through to Hunter Mill Rd. which Google Maps & Waze direct. With 7's construction, most certainly traffic on our street will double. Thank you.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Dan Elliott
Address (optional): 912 Warwickshire CT.
Email (optional): _____

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

① Well designed, I look forward to the improvement - full speed ahead!

② Disappointed that Springvale/Basson (Amenon) intersection with Rt 7 won't have more improvements (fly over) - this will become a bottle neck

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

Thank-you for the discussion!

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All comments are subject to public disclosure.

Name (optional): Goutam Patnaik
Address (optional): 1333 Dreamweaver Court, Vienna, VA 22182
Email (optional): Patnaikg@Pepperlaw.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

With the expected increased traffic on Route 7, we are concerned with increased safety hazards as we take a right turn onto our home street, Dreamweaver Court. As such, we would like a right turn lane ~~into~~ to our street to get off the higher speed Rt. 7 and permit adequate time for outgoing traffic from our single lane street.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other Neighbor

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5/15/19

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All comments are subject to public disclosure.

Name (optional): Karen L Jones - Fairfax Trails and Streams
Address (optional): 805 N Croxson St Sterling Va 20164
Email (optional): SADIQI 0417@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Our trail group, Fairfax Trails and Streams wants to make sure that there is a scored concrete trail that will be the route for the Gerry Connelly Cross County Trail. We also want to make sure that there is at least 12 foot clearance from under Difficult Run to the R+7 highway above.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other Signed up for updates on VDOT project website

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All comments are subject to public disclosure.

Name (optional): DEBORAH WHITAKER
Address (optional): 9294 IVY TREE LANE, GREAT FALLS, VA 22066
Email (optional): MCWKOLBIO@aol.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

Thank you for a very well done and informative meeting (my second). I have no problem with the RT 7 design. I am very concerned about the Towlston Road intersection. I understand that temporary lanes will be constructed by next summer however something needs to be done about the lights before then and before there is a fatality. In the morning and evening rush hours it takes ¹⁰ light cycles to cross over RT 7 (going south)! I specifically would like to see the flashing turn signal returned to a regular turn signal.

3. How did you hear about this meeting?

- Newspaper
 - Postcard
 - VDOT Road Signs
 - Other _____
- Too many people take very dangerous chances. It happens every day. cars speed thru that intersection because they know that light can be long and of course, everyone wants to beat it. Please!!

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All comments are subject to public disclosure.

Name (optional): Sharon A. Lee

Address (optional): 918 Harriman St; Great Falls, VA 22066

Email (optional): leesq22066@yahoo.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

Very concerned with the Baran Cameron Route 7
intersection. I believe in a full fix not
a partial improvement.

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Lori Gray
Address (optional): 9463 Beranus Farm, Vienna
Email (optional):

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

We want the sound wall @
Ciara Estates. Please also
make sure we can use Tolstan
Road during construction

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

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All comments are subject to public disclosure.

Name (optional): Richard King

Address (optional): 1050 North Falls Ct. G.F.

Email (optional): RRKINGS@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

could the speed limit on the completed highway be reduced to 50 mph?

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other EMAIL

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All comments are subject to public disclosure.

Name (optional): TIM ZIMMERMAN

Address (optional): 1061 NORTHEILLS CT

Email (optional): tkm23@aol.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): STEVE BARTO
Address (optional): 1317 Carpers Farm Way
Email (optional): stevebar-to@aol.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
[X] I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

1. @ CARPERS FARM ENTRANCE, \$2.5mm SPENT 2 YRS AGO ON INTERSECTION
2. 2x BIKEPATHS COST
YET NO FLYOVER @ BACON RAILROAD due to cost!!! ???
- BIKE PATH SOUTH OF 7 @ CARPERS FARM IN WETLANDS! VERY POORLY PLANNED
IS IT POSSIBLE TO HAVE ONLY ONE PATH reduces to streetway
that must be relocated & run up COLVIN MILL ROAD!
- FAIRFAX WILL PAY LEGAL COSTS OF ILLEGAL ALIENS BUT NOT THIS???

3. How did you hear about this meeting?

- [X] Newspaper [X] Postcard [] VDOT Road Signs [X] Other e letter notice

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Federal: STP-5A01(745) and STP 5A01(790)

All comments are subject to public disclosure.

Name (optional): Stephen Parks
Address (optional): 1116 Riva Ridge Dr, Great Falls, VA 22066
Email (optional): 41sports@gmail.com

- 1. Which of the following best applies to you?
I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?
Allowing U-Turns where Baron Cameron meets Rt. 7 is
contradictory to your stated goals of increased capacity, improve traffic flow and enhance mobility --- Frustrated by being delayed at the light by people making them necessarily slow u-turns. I have seen numerous drivers run the red light to avoid further delays. Time to just say "NO".

- 3. How did you hear about this meeting?
Newspaper
Postcard
VDOT Road Signs
Other HOA Reminder via e-mail

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All comments are subject to public disclosure.

Name (optional): SHAMIM KHAN

Address (optional): 9393 WOLF TRAP CREEK CT.

Email (optional):

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

Very concerned about traffic congestion on Towleston Rd with the development of 100 houses on the former Covance property. also concerned that our property value will decrease due to the widening off the road.

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other HOA

Suggestion Widen Towleston starting from before Kern

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.

See back



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Presentation starts at 7:30 p.m.

COMMENT SHEET

State: 0007-029-942, P101, R201, C501, B610, D606, D608 (UPC 99478) and 0007-029-225, P101, R201, C501, D607 (UPC 106917)
Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Scott Knight
Address (optional): 9803 Georgetown Pike
Email (optional): scott.knight@gfca.org

1. Which of the following best applies to you?

- I live on Route 7. If so, where: _____
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

see attached

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.

Sc

initial

~~As my dad would probably say in a situation like this, I'm disappointed in you.~~ I'm still not sure how VDOT made such a low cost estimate for this project and why Shirley Construction and their competition placed such high bids. If you take a drive further out on Route 7 and there are nine overpass interchanges in Loudoun County between here and Leesburg and somehow we can't afford half of one at Baron Cameron. Somehow there was money for all of those overpasses but not for this partial interchange. You do realize that much, if not, most of the traffic going westbound in the evening through this interchange is Loudoun traffic and so you should probably be able to draw from ~~that source.~~ *the SOVRIPS that fund all of those bridges*

VDOT's own study is saying that traffic is going to have an "F" level of service by 2040. And it is likely to be much sooner given how increasing tolls on the Toll Road are going to drive more people away from the toll road to Route 7. Go do this right the first time and find the money. We're in for several years of construction mess and if you ever were to circle back and find the money a proper interchange at Baron Cameron, people aren't going to want more years of construction gridlock.

I'm calling this the Shirley Interchange from here on. Take responsibility and do it right. *the voice*



ROUTE 7 CORRIDOR IMPROVEMENTS



connectroute7.org

Public Information Meeting
Route 7 Corridor Improvements Project

Reston Avenue to Jarrett Valley Drive
A Design-Build Project

Forestville Elementary School
Tuesday, May 7, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

Colvin Run Elementary School
Tuesday, May 14, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

COMMENT SHEET

State: 0007-029-942, P101, R201, C501, B610, D606, D608 (UPC 99478) and
0007-029-225, P101, R201, C501, D607 (UPC 106917)
Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): MarJan Shalla

Address (optional): 11326 Leesburg Pike

Email (optional): marjan.shalla@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.



ROUTE 7 CORRIDOR IMPROVEMENTS



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Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): MOHAMMED H. NAJI
Address (optional): 1377 DREAMWEAVER CT., Vienna, VA 22182
Email (optional): mhnaji@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where: 1st House on Dreamweaver CT.
- I live in a neighborhood adjacent to Route 7.
- I commute on Route 7.
- Other

2. Do you have any comments about the proposed improvements along the corridor?

we need to have a shoulder to make a right turn on Dreamweaver CT. it is a safety issue. Drivers don't slow down to let us slow to turn on our street.

3. How did you hear about this meeting?

- Newspaper
- Postcard
- VDOT Road Signs
- Other _____

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.



ROUTE 7 CORRIDOR IMPROVEMENTS



connectroute7.org

Public Information Meeting
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0007-029-225, P101, R201, C501, D607 (UPC 106917)
Federal: STP-5A01(745) and STP-5A01(790)

All comments are subject to public disclosure.

Name (optional): Randy Whitney
Address (optional): 11101 Bury Wood CN Reston, VA 20199
Email (optional): randy.whitney@gmail.com

1. Which of the following best applies to you?

- I live on Route 7. If so, where:
I live in a neighborhood adjacent to Route 7.
I commute on Route 7.
Other

2. Do you have any comments about the proposed improvements along the corridor?

I am opposed to cutting off the ability to turn left from Bishopsgate way. I use this for more often than to turn right.

3. How did you hear about this meeting?

- Newspaper
Postcard
VDOT Road Signs
Other

Please leave this comment sheet at the designated location, mail your comments to the addressee on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Thank you

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Wed, May 8, 2019 at 11:11 AM

To: erinlynch@msn.com

Cc: NOVAINFO@vdot.virginia.gov

Bcc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, Jenni McCord <jennifer.mccord@vdot.virginia.gov>, Kathleen Leonard <kathleen.leonard@vdot.virginia.gov>, jaustin@shirleycontracting.com

Ms. Lynch:

Thank you for coming out to the Route 7 public information meeting last night. Dunn Meadow Road (the actual road itself) is outside of the Route 7 Corridor Improvements Project limits; therefore, by copy of this email, I'm forwarding your request to VDOT for consideration.

If you have any additional questions about the Route 7 project, please feel free to contact me at any time.

Thanks so much!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

----- Forwarded message -----

From: **Erin Lynch** <erinlynch@msn.com>

Date: Tue, May 7, 2019 at 9:34 PM

Subject: Thank you

To: ConnectRoute7@vdot.virginia.gov <ConnectRoute7@vdot.virginia.gov>

Tonight's meeting went well. As a homeowner along Rt.7 I'm requesting temporary speed humps be set along Dunn Meadow Rd which parallels Rt. 7. It's a current cut through to Hunter Mill Road and Baron Cameron to avoid traffic and lights. With Google Maps and Waze this is increasingly affecting safety as people speed through and can't imagine w/construction how much more traffic will be diverted to the street.

Again, temporary speed humps along Dunn Meadow Road as it curves and has a hill plus bus stops along this road.

Thank you.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

great idea! Please include the path and tunnel

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Tue, May 14, 2019 at 3:31 PM

To: Kevin Giles <kgiles27@gmail.com>

Bcc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, Olivia Daniszewski <olivia.daniszewski@vdot.virginia.gov>, jaustin@shirleycontracting.com, Kathleen Leonard <kathleen.leonard@vdot.virginia.gov>, Jenni McCord <jennifer.mccord@vdot.virginia.gov>

Thank you very much for sending VDOT your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. We appreciate feedback on the Route 7 Corridor Improvements Project from community members. Consistent with many significant road construction projects, questions from the community have ranged from those relating to environmental and noise concerns to questions about how the project will affect specific parcels. VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life."

Thank you for your support of the Route 7 Corridor Improvements Project, and if you have any other questions or concerns about the project, please feel free to contact us.

Route 7 Corridor Improvements Project

ConnectRoute7@vdot.virginia.govConnectRoute7.org

Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Fri, May 10, 2019 at 3:45 PM Kevin Giles <kgiles27@gmail.com> wrote:

I live in Reston, and I support this project.

Why would anyone object. I read the article expecting to see reasons why people are disagreeing with it. I did not see any reasons. What are they?

We need an alternative way of getting to Tysons Corner.

Please build it.

Kevin Giles
1433 Greenmont Ct
Reston, VA 20190



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Support for Rt 7 bicycling trails

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Mon, May 13, 2019 at 3:22 PM

To: Richard Weisman <all4cycling@gmail.com>

Bcc: Olivia Daniszewski <olivia.daniszewski@vdot.virginia.gov>, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, jaustin@shirleycontracting.com

Mr. Weisman:

Thank you very much for sending us your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. I'm sorry that you aren't able to attend the meeting tomorrow night, but please be assured that your input will be added to the public feedback record for the project.

If you have any other questions or concerns about the Route 7 Corridor Improvements Project, please feel free to contact me.

Thanks again!

Best regards,

Jennifer Thomas Alcott

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Fri, May 10, 2019 at 5:12 PM Richard Weisman <all4cycling@gmail.com> wrote:

TO: VDOT

I just heard about the plans for the Route 7 Corridor Improvement Project from Reston to Tysons. I live in western Fairfax County and strongly support you including 10-foot wide trails along Rt 7 as part of this project. I am a regular bicycle commuter and frequently need to travel between Reston and Tysons to visit family members and participate in community events. Adding a trail would greatly improve the safety of those travels and allow me to have one less car on the road. Currently it is way too dangerous to consider such a non-motorized trip. Unfortunately I have a conflict for your May 14 meeting but would appreciate your acknowledgement of this support.

Thanks!
Richard Weisman
13323 Glen Taylor Lane
Herndon, VA 20171



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

No to widening Route 7

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Tue, May 14, 2019 at 3:28 PM

To: Jairica <jairison_@hotmail.com>

Bcc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, jaustin@shirleycontracting.com, Olivia Daniszewski <olivia.daniszewski@vdot.virginia.gov>, Jenni McCord <jennifer.mccord@vdot.virginia.gov>, Kathleen Leonard <kathleen.leonard@vdot.virginia.gov>

Thank you for sending VDOT your thoughts on the Route 7 Corridor Improvements Project—we appreciate feedback from community members, and your input will be included in the project's public feedback record.

VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life." The project-related environmental assessment and other documents can be found on the project web site at http://connectroute7.org/learn_more/documents.asp.

Regarding noise wall locations, the proposed 60% design can be found on the Route 7 project's interactive map at http://connectroute7.org/learn_more/interactivemap.asp. In keeping with FHWA's noise barrier process, once the final noise analysis determines where noise walls are warranted, feasible, and reasonable and VDOT and FHWA have approved the locations, input from the benefited property owners and tenants will be sought in the form of a vote. For more information, please see our recent public meeting handout on this process at http://connectroute7.org/documents/meetings/pim_may_7_2019/5888_noisebarrier_board.pdf.

Thank you for your feedback on the Route 7 Corridor Improvements Project, and if you have any other questions or concerns about this project, please feel free to contact us.

Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
 Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Sun, May 12, 2019 at 11:11 PM Jairica <jairison_@hotmail.com> wrote:
 Dear Sir or Ma'am,

I am a resident of the Carpers Farm community immediately off of Route 7. Your proposal to widen Route 7 is an inadequate and temporary fix to an extraordinary problem. Your proposal is not sustainable. More lanes only equal more traffic/congestion. You need only look at other area roadways to see that. More lanes has not eased traffic on interstates 270, 495, or 66 to name a few. Furthermore, I do not want to live behind a wall. Have you ever seen these "barriers" after a couple of years? They are unsightly; having very little to no maintenance. They are obtrusive. And what about the park land and stream? I bought my house so that I can look out and enjoy and participate in the nature, that is right outside my doorstep. This proposal is not the solution. We, residents, tax payers, and citizens, should not lose what is precious to us, in order to have more traffic and construction bombard our neighborhoods. It is not a solution. Nor is it the right thing to do. Please go back to the drawing board.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

Sincerely,

Jairica Johnson
Carpers Farm Resident



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Why would I want to create more ttraffic on route 7?

ConnectRoute7, rr <connectroute7@vdot.virginia.gov> Fri, May 17, 2019 at 2:44 PM
To: Roz Elmore <rozelmor@yahoo.com>
Bcc: smitha.chellappa@fairfaxcounty.gov, Md Rahman <md.rahman@vdot.virginia.gov>, Olivia Daniszewski <olivia.daniszewski@vdot.virginia.gov>, jaustin@shirleycontracting.com, Jenni McCord <jennifer.mccord@vdot.virginia.gov>, Kathleen Leonard <kathleen.leonard@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Ms. Elmore:

Thank you for your additional feedback. New road projects, such as the road from Loudoun to Maryland that you suggested, are funded through the Commonwealth Transportation Board's Six-Year Improvement Program. For additional information, please visit <http://www.ctb.virginia.gov/planning/syip/default.asp>. Suggestions for new roads can be made through an online form: <http://www.ctb.virginia.gov/planning/springmeetings/comment.asp>

The U.S. Army Corps of Engineers (USACE) has a long history of involvement in transportation infrastructure. Please see <https://www.usace.army.mil/About/History/Brief-History-of-the-Corps/Improving-Transportation/> for more information. In addition, USACE has regulatory authority over wetlands and other aquatic resources. A synopsis of their involvement can be found on their web site: <https://www.usace.army.mil/About/History/Brief-History-of-the-Corps/Environmental-Activities/>

Your thoughts on transportation infrastructure in Fairfax County have been forwarded to the Fairfax County Department of Transportation for their consideration.

If you have any additional questions about the upcoming construction of the Route 7 Corridor Improvements Project, please feel free to contact us. Thank you!

Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, May 14, 2019 at 6:07 PM Roz Elmore <rozelmor@yahoo.com> wrote:

If route 7 was no longer available out of Loudoun county, do you think those people would abandon their home? No they would find a new way to go to work. After all, I was living in Great Falls for quite some time when you all decided that I can no longer go down Utterback to go across seven to the grocery store. How much more do we give because it is not convenient for you to build a road to Maryland that as to be built. I wonder if you have ever tracked where the traffic is going in the morning. I think they are going to the beltway, and many if not most are going to DC or MD. In the early '70's there was talk of a road to MD. If Jacksonville FLA can get so many roads over to the beach, why can't we get a road to go somewhere? To me this makes sense, rather than destroy a series of neighborhoods that were built in recent years. It is incompetence that keeps these problems from being solved. Loudoun County has

done a better job of getting the roads that we need, where Fairfax has fumbled along. When did the army corps of engineers build roads.

On Tuesday, May 14, 2019, 3:35:56 PM EDT, ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Thank you for sending VDOT your thoughts on the Route 7 Corridor Improvements Project--we appreciate feedback from community members, and your input will be included in the project's public feedback record.

VDOT has been collaborating with the surrounding communities, civic associations, and other stakeholders such as Fairfax County, the Northern Virginia Transportation Authority, Federal Highway Administration, U.S. Army Corps of Engineers, and others for over seven years on the Route 7 Corridor Improvements to design and build a project that is compatible with Fairfax County's Comprehensive Plan, meets applicable environmental regulations, and is consistent with VDOT's mission to "plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life." The project-related environmental assessment and other documents can be found on the project web site at http://connectroute7.org/learn_more/documents.asp.

Thank you for your feedback on the Route 7 Corridor Improvements Project, and if you have any other questions or concerns about this project, please feel free to contact us.

Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, Apr 30, 2019 at 7:25 PM Roz Elmore <rozelmor@yahoo.com> wrote:

The people in Loudoun County pour down seven daily going to and from work. This does not help any homeowners on seven, it just clogs up the road. What we need is something that politicians can never seem to get done--a road into Maryland to let those in Loudoun get to the beltway. I hate the destruction of my neighborhood because VA is turning seven into a freeway. What about our way of life? I don't want a wider seven.



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Support for trails on Route 7

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Thu, May 16, 2019 at 2:35 PM

To: Bruce Wright <bikecommuter@gmail.com>

Bcc: skuntz@dewberry.com, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, jaustin@shirleycontracting.com, Olivia Daniszewski <olivia.daniszewski@vdot.virginia.gov>

Mr. Wright:

Below please find the responses to your questions and concerns from the design-build team (in red):

1. Please consider using Rest in Walk at the mainline pedestrian signals along Route 7, similar to what is in place now on Reston Parkway in Reston. This allows trail users to avoid having to push the button to cross. The WALK signal would be on for the full duration of the signal phase, rather than a just for a few seconds.

During the completion of the final signal timing development process near project completion, this request will be evaluated and implemented where feasible, as this request is in accordance with current VDOT practice for reconstructed or new signals. It is likely that the pedestrian signals for crossings of many side streets will "rest" on the walk indication during the mainline Route 7 green vehicular indication. Exceptions will likely be at signals with very large crossing distances or unique phasing, in which case pedestrian actuation may be required.

2. That a HAWK signal be used where trail users must cross the free flowing EB merge lane from Baron Cameron onto Route 7.

Signalization of this crossing is not proposed, and the use/installation of a HAWK signal is not appropriate for the configuration proposed at this location. Although no signalization is proposed, enhanced safety features are planned to be incorporated at this crossing. This includes the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians in the crosswalk.

3. An existing trail is located between 11268 and 11266 Stones Throw Dr that extends from Stones Throw Dr toward Route 7 and then for a short distance along Route 7. The intention of the original trail was to allow residents of the Stones Throw neighborhood to connect directly to a future Route 7 trail. It was also supposed to connect to the trail segment from Bishops Gate Way west along Route 7. I very strong recommend that this existing trail from Stones Throw way be connected to the Route 7 trail, even if there is a sound barrier. This could be accomplished by an overlapping gap in the sound barrier.

We noticed this trail and appreciate the feedback and history of the intent of this facility. Unfortunately, it is located within a narrow easement which extends only to the property line of the development, and extension of the trail would require acquisition of easements on adjacent private properties which can't be completed as part of this project to provide a connection. Topography in this area would make connection to Route 7 difficult and would also result in additional utility impacts and easement impacts to adjacent properties for grading, neither of which can be incorporated by the project. Due to these challenges and restrictions, access to the shared use paths on Route 7 will need to be from the existing facilities on Stones Throw Drive, Fieldview Drive, and Reston Parkway.

4. Access across Route 7 for the Gerald Connolly Cross County Trail should be maintained during construction.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

During construction, pedestrian crossings will generally be maintained at all intersections with existing marked pedestrian crossings of Route 7. Where crossing are not maintained, marked pedestrian detours will be identified.

I hope this additional information helps, and if you need any clarification or have any other concerns, please let me know. We appreciate the opportunity to collaborate with the community on this project.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 15, 2019 at 12:03 PM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:
Mr. Wright:

Thank you for coming to the Route 7 Corridor Improvements Project public information meeting last night. By copy of this email, I'm passing your thoughts on to the design-build team for consideration.

Thanks so much for your support of the project--we appreciate it!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, May 14, 2019 at 9:59 PM Bruce Wright <bikecommuter@gmail.com> wrote:
Jennifer,

After attending the Route 7 meeting today at Colvin Run Elementary School I have some additional comments:

1. Please consider using Rest in Walk at the mainline pedestrian signals along Route 7, similar to what is in place now on Reston Parkway in Reston. This allows trail users to avoid having to push the button to cross. The WALK signal would be on for the full duration of the signal phase, rather than a just for a few seconds.
2. That a HAWK signal be used where trail users must cross the free flowing EB merge lane from Baron Cameron onto Route 7.

3. An existing trail is located between 11268 and 11266 Stones Throw Dr that extends from Stones Throw Dr toward Route 7 and then for a short distance along Route 7. The intention of the original trail was to allow residents of the Stones Throw neighborhood to connect directly to a future Route 7 trail. It was also supposed to connect to the trail segment from Bishops Gate Way west along Route 7. I very strong recommend that this existing trail from Stones Throw way be connected to the Route 7 trail, even if there is a sound barrier. This could be accomplished by an overlapping gap in the sound barrier.

4. Access across Route 7 for the Gerald Connolly Cross County Trail should be maintained during construction.

Bruce

Bruce Wright
2079 Cobblestone Lane
Reston, VA 20191
703-328-9619

On May 13, 2019, at 3:26 PM, ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Mr. Wright:

Thank you very much for sending us your thoughts on the shared use paths along Route 7 between Reston Avenue and Jarrett Valley Drive. We appreciate the feedback on the Route 7 Corridor Improvements Project from community members.

If you have any other questions or concerns about the Route 7 Corridor Improvements Project, please feel free to contact me.

Thanks again!

Best regards,

Jennifer Thomas Alcott

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Mon, May 13, 2019 at 11:55 AM Bruce Wright <bikecommuter@gmail.com> wrote:

I strongly support the planned parallel trails along widened Route 7 from Reston Parkway to Tysons. There are currently short segments of trail along the road that are unusable because they don't connect. The proposed trails will fix that problem and allow people traveling along Route 7 the opportunity to walk or bike along the corridor. The most dangerous sections for trail users is at the intersections so I hope those intersections will be designed with safety first.

I would also strongly support better public transit along that corridor. Bus Rapid Transit is an ideal solution to this congested roadway.

Thanks,
Bruce Wright
2079 Cobblestone Lane
Reston, VA 20191
703-328-9619



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

10219 Leesburg Pike - Entrance 9

ConnectRoute7, rr <connectroute7@vdot.virginia.gov> Fri, May 17, 2019 at 2:02 PM
To: Will Weiss <willaweiss@gmail.com>
Cc: Cindy Tao <taocindy@gmail.com>, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>
Bcc: jaustin@shirleycontracting.com, gmrykalo@dewberry.com, skuntz@dewberry.com

Mr. Weiss:

I checked with the design staff about your driveway, and here are their responses (your wording is **bold**, the response is **red**):

Driveway - The driveway entrance currently is only wide enough for one car. Because our cars pull in / out of the driveway simultaneously, a noise wall would create a blind situation which could be quite dangerous. In short, nobody could see each other until the last possible moment. Currently this isn't a problem as we can see each other and pull off the road until one the driveway is clear. With the path this will no longer be an option.

Response: The proposed entrance will have a width of 16' across the shared use path and up to the face of the proposed noise barriers. From there it will gradually transition from 16' to approximately 12' to match the existing driveway width. Both the existing driveway and proposed driveway slope are and will be approximately 22%, however a wider flat spot, or landing, will be provided adjacent to Route 7 than the current condition in order to accommodate the shared use path and graded buffer strip. Vehicles will need to approach the top of the driveway with caution, but there is adequate distance to make a decision to enter Route 7 once at the top of the driveway.

Noise Wall site limitations - I would like to know how close they will be located to our driveway. Based on the drawings there are site limitations, both for the road and the pathway that crosses across our driveway. One of your engineers mentioned that we should have about 550 feet of site to judge traffic. Can you confirm this is accurate.

Response: The ends of both potential noise barriers are shown to be located approximately 4' from the edge of both sides of the driveway. Sight lines for turning vehicles are established at a point 14.5' from the edge of the travel lane. Due to the width of the shared use path and buffer area, this 14.5' is located in front of the noise barriers. Based on the 60mph design speed and grade/slope of Route 7, the sight line profile for this entrance has been analyzed for 750' of sight line. The attached profile shows the proposed grade below this line of sight and shows that it will be possible to see at least 750' to the west of the driveway when vehicles are pulling out of the entrance.

I've also attached the design sheet that illustrates the driveway and sight line.

I hope this alleviates the concerns about your driveway's interface with the new road configuration. If you have any additional questions or concerns, please let us know.

Thanks so much!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 15, 2019 at 1:10 PM Will Weiss <willaweiss@gmail.com> wrote:
Jennifer,

Thank you for getting back to me. I look forward to hearing from your team.

On Wed, May 15, 2019 at 12:44 PM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:
Mr. Weiss:

Thank you for attending the Route 7 Corridor Improvements Project public information meeting last night--we appreciate the time you took out of your schedule to be there. I wanted to let you know that we received your email and that I've asked our design team for the clarification and additional information you requested. Safety is a critical factor of any construction project and we appreciate your collaboration with us.

Either I or someone else from the design-build team will be back in touch with you and provide additional information on the proposed design of your driveway entrance.

Thanks so much!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 15, 2019 at 10:11 AM Will Weiss <willaweiss@gmail.com> wrote:
Hello,

I was at the meeting last night, which answered a lot of questions while creating new ones for our property. I am very concerned about the safety of our driveway, which is called Entrance 9 on your plans. After reviewing carefully I can only conclude the following needs to be addressed:

- **Driveway** - The driveway entrance currently is only wide enough for one car. Because our cars pull in / out of the driveway simultaneously, a noise wall would create a blind situation which could be quite dangerous. In short, nobody could see each other until the last possible moment. Currently this isn't a problem as we can see each other and pull off the road until one the driveway is clear. With the path this will no longer be an option.
- **Noise Wall site limitations** - I would like to know how close they will be located to our driveway. Based on the drawings there are site limitations, both for the road and the pathway that crosses across our driveway. One of your engineers mentioned that we should have about 550 feet of site to judge traffic. Can you confirm this is accurate.

I'm open to all solutions, but just don't want a dangerous situation created that can be avoided with a bit of forethought.

I can be reached at willaweiss@gmail.com or 703-282-3328.

I look forward to hearing from you.

--


Take care,

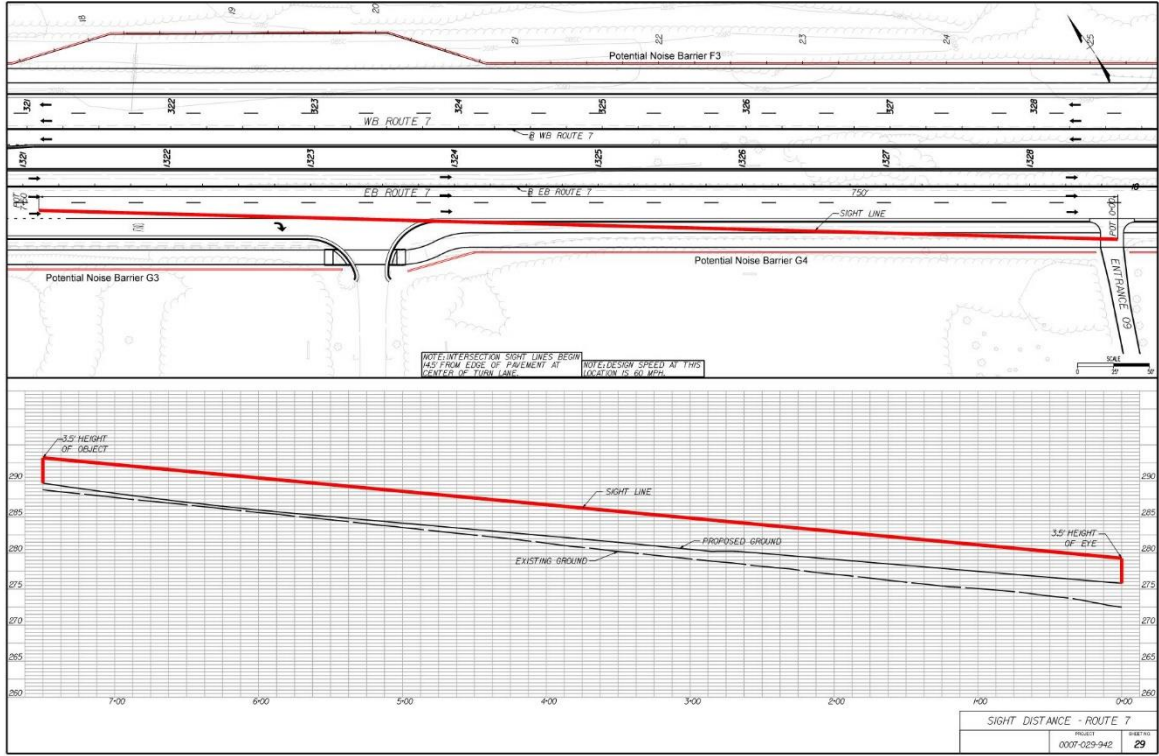
Will Weiss

--

Take care,

Will

 **Entrance 9 Sight Line.pdf**
92K





ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

May 14 Community meeting

ConnectRoute7, rr <connectroute7@vdot.virginia.gov> Tue, May 21, 2019 at 1:00 PM
To: Richard Manley <rm49a@gmail.com>
Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>
Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Mr. Manley:

I just wanted to follow up and acknowledge your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available.

I have taken the liberty of extracting a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.

If you have any questions or concerns about the construction activities, please feel free to contact me at any time. My contact information is listed below.

We appreciate your feedback about the Route 7 Corridor Improvements Project, and will include your input in the project's records.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Thu, May 16, 2019 at 2:45 PM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Mr. Manley:

Thank you for your feedback on the Route 7 Corridor Improvements Project. I wanted to let you know that we received your email and that we'll be providing a response from the design-build project team as soon as possible.

Thanks so much!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Thu, May 16, 2019 at 11:31 AM Richard Manley <rnm49a@gmail.com> wrote:

Dear Sir,

I attended the community meeting on Tuesday, May 14 at Colvin Run School that described the Leesburg Pike widening project, the most recent in a series of community meetings and hearings that stretch back to 2012. The large attendance showed that the community is clearly interested and ready to pitch in with the project that should improve our lives once it's completed. The presentation clearly explained what we should expect over the next several years and also outlined the changes in the project design since the last public meeting series over 2 years ago.

Surprisingly, we learned that since November 16, 2016, the design for the Leesburg Pike – Baron Cameron interchange (Rt 7 –Rt 606) has undergone a material change - an on-grade design vs the grade-separated baseline.

Apparently no public announcement of this change has been made until the current May 2019 meeting series where it was presented to the attendees as a fait accompli. This change to the November 2016 public presentation design had never before been shared with the community –it was not disclosed on the project web site and no meetings have been held to discuss it. Maybe I missed it?

In any case, I think it's a very unwise and shortsighted change that threatens to undermine the traffic flow improvement objectives of the entire multi-year, multi-hundred million dollar project.

So, here are two primary questions I'd like answered:

First, what is the traffic flow value of the grade separated interchange vs the new on-grade design and how does the new design impact the objectives of the project? Showing some rational decision making among the alternative designs based on traffic flow analysis and economics would be helpful so the public knows the trade-offs.

And secondly, how can a material change be introduced to such a large project that impacts so many without public exposure and an opportunity for comment?

Based on nothing more than intuition, in the absence of analysis results, I think the on-grade alternative is unwise and shortsighted. We will endure years of construction and disruption and the outcome will likely be much less beneficial than it might otherwise have been.

Sincerely,

Richard Manley
11110 Burywood Lane,
Reston Virginia 20194

Manley Baron Cameron.png
34K

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>

Date: Mon, Dec 10, 2018 at 11:27 AM

Subject: Re: Route 7 Corridor Improvements project

To: <dave.marypopo@verizon.net>

Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dranesville@fairfaxcounty.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcounty.gov>, Mary Hynes <marvhynes@ctb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely squeaked by within the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the costs of the grade separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as they consider future options.

Sincerely,
Garrett Moore



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Corridor Improvements Project

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Wed, May 22, 2019 at 2:36 PM

To: Sandra Gluvna <sandra11@gmail.com>

Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Ms. Gluvna:

Thank you for your comments on the Route 7 Corridor Improvements Project. I've conferred with the design-build team, and they've provided the following responses (indicated in red below) to your questions and concerns:

I think the addition of bike paths on both sides of Rt. 7 are excessive and unnecessary. One bike path would be more than sufficient, cost less, and be less disruptive to the parklands and neighborhoods along Rt. 7. ...Save money and save the wetlands by only building ONE bike path.

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>

Living in Carpers Farm, I see so many enjoying the wetlands and stream bed area both at the entrance to Carpers Farm and along walking paths. It would be tragic to destroy that beautiful area and replace it with a large concrete ditch. The proposed plan makes little sense and seems like a waste of taxpayer funds.

The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp

We appreciate your feedback on the project, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, May 21, 2019 at 12:45 PM Sandra Gluvna <sandra11@gmail.com> wrote:

Name: Sandra Gluvna**E-mail Address:** sandra11@gmail.com

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

COMMENT

Hello, I live in Carpers Farm, which is a neighborhood being affected by the widening of Rt. 7. Although I agree the additional lanes added to Rt. 7 are needed, I think the addition of bike paths on both sides of Rt. 7 are excessive and unnecessary. One bike path would be more than sufficient, cost less, and be less disruptive to the parklands and neighborhoods along Rt. 7. Living in Carpers Farm, I see so many enjoying the wetlands and stream bed area both at the entrance to Carpers Farm and along walking paths. It would be tragic to destroy that beautiful area and replace it with a large concrete ditch. The proposed plan makes little sense and seems like a waste of taxpayer funds. Save money and save the wetlands by only building ONE bike path.

Resides at

1358 Carpers Farm Way

in the City of

Vienna (Fairfax Co)

My organization is



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Widening

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Wed, May 22, 2019 at 2:56 PM

To: Steve Marshall <steve.a.marshall08@gmail.com>

Cc: DelKMurphy@house.virginia.gov, district31@senate.virginia.gov, carpersfarmboard@gmail.com, Steve Marshall <SMarshall@fr.com>, Sarah <sarah.l.marshall08@gmail.com>, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com, smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad" <Tad.Borkowski@fairfaxcounty.gov>, "Guarino, Michael" <Michael.Guarino@fairfaxcounty.gov>

Mr. Marshall:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community.

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here:

<https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>

The Route 7 Corridor Improvements Project is being designed and built in coordination with the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality, which have regulatory authority and oversight over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the impacts:

http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf

Additional project environmental documents are available on the project's web site at

http://connectroute7.org/learn_more/documents.asp

Thank you again for taking the time to share your thoughts, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott

Public Relations Specialist

Route 7 Corridor Improvements Project

ConnectRoute7@vdot.virginia.govConnectRoute7.org

Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 22, 2019 at 9:58 AM Steve Marshall <steve.a.marshall08@gmail.com> wrote:

We own the home at 10003 Scenic View Terrace, Vienna, VA in Carper's Farm, one of the few properties in our neighborhood most directly impacted by the Route 7 Widening project. We have been given an update about the recent VDOT public presentations and understand that there is now a proposal pending to build two bike paths, one on the north side and one on the south side of Route 7, each of them requiring 18 feet of right of way, which will require extensive clearing of wetlands and environmental areas and move the entire width closer to our neighborhood (and, specifically, our home).

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

This proposal to add a second bike path on the south side of Route 7 should be rejected for several reasons, running the gamut from environmental sensibility, to responsible fiscal policy, to basic public fairness. It seems entirely inconsistent to include bike paths in the project, which are ultimately intended to reduce auto emissions long-term, but to destroy natural habitat in the process. This is particularly true when an alternative exists that poses no such (additional) environmental impact. The second bike path could follow Colvin Run Road. This would preserve the Mill and eliminate the additional wetland destruction. Moreover, common sense suggests that the cost and complication of putting the bike path along Colvin Run Road would be far lower than that involved in reclaiming additional wetland. This is simply not a good use of taxpayer money. Northern VA, and especially Fairfax County residents, pay substantial taxes. Mismanagement of those funds, as well as the senseless devaluation of our property by moving a highway unnecessarily close to a quiet residential neighborhood, is bad politics and will chase higher earning taxpayers out of the district. None of us wants that result.

While my wife and I have never been pleased about the Route 7 Widening project, we long ago accepted the inevitability of Route 7's expansion. However, with a project of this magnitude, a reasonable balance must be struck so that a few homes in particular are not left to bear the brunt of the negative impacts—noise, pollution, destruction of the natural environment, and property devaluation. Moving the project ever closer to our home raises the question of when one side of the Route is doing more than their fair share and the project begins to look like a public taking contrary to our common law.

Please reject this most recent proposal change.

Regards,
Steve Marshall



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Corridor Improvements Project

ConnectRoute7, rr <connectroute7@vdot.virginia.gov> Thu, May 23, 2019 at 10:13 AM
To: Robert Terrafranca <BTerrafranca@mac.com>
Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>
Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Mr. Terrafranca:

Thank you for your feedback on the Route 7 Corridor Improvements Project.

In addition to shared use paths on both sides of Route 7, including on the bridge over Difficult Run, there will be a path that extends from Carper's Farm Way along the south side of Route 7 which will cross under the bridge to connect to an existing path on the north side of Route 7. This path is expected to become part of the Cross County Trail system. Signalized intersections along the corridor will be designed to incorporate pedestrian crossing facilities, including pedestrian actuated crossing equipment. Enhanced safety features for pedestrians/cyclists are also planned for the crossings at continuous flow lanes, including the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians.

The new Route 7 bridge over Difficult Run will be higher and longer than the existing bridge providing a larger area under the bridge to pass the 25 year storm water and reduce the frequency of flooding on Route 7.

If you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 22, 2019 at 11:47 AM Robert Terrafranca <BTerrafranca@mac.com> wrote:

Name: Robert Terrafranca

E-mail Address: BTerrafranca@mac.com

COMMENT

I live in the Carpers Farm development. I think it is important to provide bike/foot paths on both sides of the road to promote both types of traffic and provide safety for pedestrians which is lacking in the current design. It would be nice to have an underpass at difficult run for bikes and foot traffic. The intersection at Carpers Farm road has always been dangerous since it is at the bottom of two hills. I am sure adding 2 more lanes will not make it safer.....An under pass at difficult run would at least give cyclists and

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

pedestrians a safe way across and give parents in the area some peace of mind when our children go off to play and bike in the park. Will the changes to this section insure that flooding of Difficult Run does not block the road in the future as it has done so many times in the past?

Resides at

1305 Brookdale Terrace

in the City of

VIENNA

My organization is



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Corridor Improvements Project

Ray Duda <rayduda@verizon.net>

Wed, May 22, 2019 at 4:22 PM

To: "ConnectRoute7, rr" <connectroute7@vdot.virginia.gov>

Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Jennifer -

Thank you for the prompt response and for the information.

Unfortunately, the plan is disappointing.

We've seen how motorists respond to crossings at slip lanes and this solution doesn't provide adequate safety for the vulnerable users.

As for signal control at route 7 crossings, this solution works for pedestrians but not for people on bicycles. Having to move off the roadway, across lanes and perhaps up a curb to activate a signal then back to the roadway is not conducive to safe travel.

When the primary motivation is to move more motor vehicles more quickly, safety suffers. When few people take advantage of the paths, it becomes obvious why.

Thank you,

Ray

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "ConnectRoute7, rr" <connectroute7@vdot.virginia.gov>

Date: 5/22/19 2:32 PM (GMT-05:00)

To: Raymond Duda <rayduda@verizon.net>

Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Subject: Re: Route 7 Corridor Improvements Project

Mr. Duda:

Thank you for your comments on the Route 7 Corridor Improvements Project. I've conferred with the design-build team, and they've provided the following responses (indicated in **red** below) to your questions and concerns:

The current plan calls for slip lanes (continuous flow) at Baron Cameron Avenue and at Lewinsville Road. How will pedestrians and people on bicycles safely travel on the new shared use path? Will there be a tunnel or overpass?

Pedestrian/cyclist tunnels and overpasses are not part of the project design, with the exception of the proposed tunnel under Route 7 at Colvin Run Mill Park which is intended to provide access between

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

Fairfax County Park properties on either side of Route 7, but not necessarily connect to the shared use paths being built with the project. Enhanced safety features for pedestrians/cyclists are planned for the crossings at continuous flow lanes, including the use of a high-visibility crosswalk, double posting of fluorescent pedestrian crossing warning signs, and advance signs reminding motorists of the state law to yield to pedestrians. Signalized intersections will be designed to incorporate pedestrian crossing facilities, including pedestrian actuated crossing equipment.

Currently, travelers on bicycles have difficulty crossing Route 7. For example, at Towlston Road traveling from Great Falls direction toward Vienna, there is no way to trip the light from the roadway. Traveling from Vienna toward Great Falls, there are three lanes. Again, there is no way to trip the traffic light with a bicycle. What traffic flow improvements will be made to this and other intersections to permit pedestrians and those on bicycles safely cross this now wider, high speed road?

Each of the traffic signals being modified or installed with the project will incorporate pedestrian actuated crossing equipment to provide the ability to cross Route 7 safely with a protected movement.

If you have any additional questions about the construction, please feel free to contact me at any time.

Thanks so much!

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, May 21, 2019 at 9:11 AM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Mr. Duda:

Thank you for your feedback on the Route 7 Corridor Improvements Project. I'll be send you a more detailed response to your concerns ASAP, but wanted to let you know that we did receive your email and appreciate your comments.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Sun, May 19, 2019 at 6:49 AM Raymond Duda <rayduda@verizon.net> wrote:

Name: Raymond Duda

E-mail Address: rayduda@verizon.net

COMMENT

I don't believe that the Route 7 corridor project will improve moving people from place to place. After spending over \$300M, we will still have people sitting in cars in traffic. Our experience shows that when this is the only way improvements are made to transportation, people stay in their cars and travel from further and further away. Investment in light rail or other transportation methods would be better use of the money. Besides, isn't Tysons supposed to be pedestrian and bicycling friendly? Where are you going to park all these additional cars. While at the May 14, 2019 meeting at Colvin Run Elementary School, I was unable to get answers to the following two questions. 1) The current plan calls for slip lanes (continuous flow) at Baron Cameron Avenue and at Lewinsville Road. How will pedestrians and people on bicycles safely travel on the new shared use path? Will there be a tunnel or overpass? 2) Currently, travelers on bicycles have difficulty crossing Route 7. For example, at Towlston Road traveling from Great Falls direction toward Vienna, there is no way to trip the light from the roadway. Traveling from Vienna toward Great Falls, there are three lanes. Again, there is no way to trip the traffic light with a bicycle. What traffic flow improvements will be made to this and other intersections to permit pedestrians and those on bicycles safely cross this now wider, high speed road? I don't think that road designers comprehend how building these massive roadways cuts off people from their nearby neighborhoods. Whether it is an interstate or a road like route 7, they are massive barriers to anyone without a car.

Resides at

2085 Kedge Dr

in the City of

Vienna

My organization is



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Widening Project

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Fri, May 24, 2019 at 1:09 PM

To: Michael Angles <mikeangles1@gmail.com>

Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: skuntz@dewberry.com, jaustin@shirleycontracting.com, smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad" <Tad.Borkowski@fairfaxcounty.gov>, "Guarino, Michael" <Michael.Guarino@fairfaxcounty.gov>

Mr. Angles:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information (in red):

- *The plan to destroy extensive areas of wetlands to support two bike paths, in addition to being unnecessary, is environmentally irresponsible. We have an ever dwindling supply of natural lands remaining in Fairfax County and we certainly don't need to sacrifice more to build a duplicate bike path. And if past efforts are any indication, the ability to perform the engineering required without a negative impact on Route 7 from flooding is dubious at best.*

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>.

Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp

The Natural Resources Technical Report, which includes information on the project's impact on wetlands and floodplains, can be found

here: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf

The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf

- *Additionally, the elimination of the flyover at Baron Cameron should bring the entire project into question. That interchange is already a major bottleneck; it is not at all uncommon to have to wait through three light cycles heading WEST bound during morning rush hour with the two lanes on Route 7 today. To spend the time and incredible money to widen Route 7 only to leave a major bottleneck in place (and certain to be worsened by the additional traffic that will surely follow the widening) makes no sense*

VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.

As part of the project, the westbound left turn lanes will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic, which will help to reduce the likelihood that queuing will extend into the thru lanes, improving operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.

Thanks again for your input, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

Jennifer Thomas Alcott
Public Relations Specialist
 Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
 Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Thu, May 23, 2019 at 11:51 AM Michael Angles <mikeangles1@gmail.com> wrote:

Dear sirs:

I am writing to express my strong objection to two components of the latest Route 7 Widening Project in Fairfax County.

The plan to destroy extensive areas of wetlands to support two bike paths, in addition to being unnecessary, is environmentally irresponsible. We have an ever dwindling supply of natural lands remaining in Fairfax County and we certainly don't need to sacrifice more to build a duplicate bike path. And if past efforts are any indication, the ability to perform the engineering required without a negative impact on Route 7 from flooding is dubious at best.

Additionally, the elimination of the flyover at Baron Cameron should bring the entire project into question. That interchange is already a major bottleneck; it is not at all uncommon to have to wait through three light cycles heading WEST bound during morning rush hour with the two lanes on Route 7 today. To spend the time and incredible money to widen Route 7 only to leave a major bottleneck in place (and certain to be worsened by the additional traffic that will surely follow the widening) makes no sense.

If we are going to continue to spend enormous amount of taxpayers money on road project such as this, every aspect of the project needs to make sense and be done properly. That is clearly not the case with this major project as it is currently planned and I do not believe the project should move forward until these serious issues are addressed.

Regards

Michael Angles



----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>

Date: Mon, Dec 10, 2018 at 11:27 AM

Subject: Re: Route 7 Corridor Improvements project

To: <dave.marypopo@verizon.net>

Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dranesville@fairfaxcounty.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcounty.gov>, Mary Hynes <maryvhynes@ctb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely squeaked by within the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the costs of the grade separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as they consider future options.

Sincerely,
Garrett Moore



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Widening Feedback

Jeff Norris <Jeff.Norris@pm.me>

Thu, May 23, 2019 at 3:32 PM

Reply-To: Jeff Norris <Jeff.Norris@pm.me>

To: "ConnectRoute7, rr" <connectroute7@vdot.virginia.gov>

Cc: "DelKMurphy@house.virginia.gov" <DelKMurphy@house.virginia.gov>, "district31@senate.virginia.gov" <district31@senate.virginia.gov>, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, "Robert.A.Berg@usace.army.mil" <Robert.A.Berg@usace.army.mil>, "huntermill@fairfaxcounty.gov" <huntermill@fairfaxcounty.gov>, "chairman@fairfaxcounty.gov" <chairman@fairfaxcounty.gov>

Appreciate the response.

Discretion can still be made to only have 1 bike lane. If strong enough demand for 2 lanes is demonstrated, can't it be considered later? Seems like overkill, both in cost and loss of trees, wetlands, etc. before we know 1 lane is insufficient.

I still strongly disagree with the plan to put a concrete ditch in front of our neighborhood. If that is ultimately approved as part of the final plan, I will work with my neighbors to stop that from ultimately being implemented since it will degrade our neighborhood, both in appearance and value.

Respectfully,

- Jeff Norris

1342 Carpers Farm Way
Vienna, VA 22182

----- Original Message -----

On Wednesday, May 22, 2019 2:42 PM, ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Mr. Norris:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate hearing from the community. I've conferred with the design-build team, and below are their responses (in red) to your questions:

1) a bike lane on either side of Route 7 is excessive. One lane on one of the sides should be sufficient. Please abandon the plans for 2 bike lanes since they are not legally required and would be an unnecessary expenditure of taxpayer money. Two lanes would also make the project too large and adversely impact my neighborhood (see #3 below).

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>

2) the proposed "fly over" at Baron Cameron seems like a necessary component to alleviating traffic on Route 7. Delaying this will reduce the benefits of the overall project. Please reconsider and include this in the immediate next steps of the plan.

VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.

3) A concrete ditch for the stream in front of my neighborhood (Carpers Farm) is unacceptable. This will materially degrade the value of our neighborhood and be an eyesore. It could also impact our property values. The existing stream must be preserved in a natural state and not in the form of a concrete ditch. This is a must have and for the benefit of the entire area, not just my neighborhood.

The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail:
http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf
Additional environmental documents are available on the project's web site at
http://connectroute7.org/learn_more/documents.asp

Thank you again for taking the time to share your thoughts, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Tue, May 21, 2019 at 9:10 AM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:
Mr. Norris:

Thank you for your feedback on the Route 7 Corridor Improvements Project. I'll be send you a more detailed response to your concerns ASAP, but wanted to let you know that we did receive your email and appreciate your comments.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Fri, May 17, 2019 at 8:57 PM Jeff Norris <Jeff.Norris@pm.me> wrote:

Hi.

I wanted to provide some feedback on the proposed Route 7 Widening project:

1) a bike lane on either side of Route 7 is excessive. One lane on one of the sides should be sufficient. Please abandon the plans for 2 bike lanes since they are not legally required and would be an unnecessary expenditure of taxpayer money. Two lanes would also make the project too large and adversely impact my neighborhood (see #3 below).

2) the proposed "fly over" at Baron Cameron seems like a necessary component to alleviating traffic on Route 7. Delaying this will reduce the benefits of the overall project. Please reconsider and include this in the immediate next steps of the plan.

3) A concrete ditch for the stream in front of my neighborhood (Carpers Farm) is unacceptable. This will materially degrade the value of our neighborhood and be an eyesore. It could also impact our property values. The existing stream must be preserved in a natural state and not in the form of a concrete ditch. This is a must have and for the benefit of the entire area, not just my neighborhood.

Thank you.

- Jeff Norris
1342 Carpers Farm Way
Vienna, VA 22182

----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>

Date: Mon, Dec 10, 2018 at 11:27 AM

Subject: Re: Route 7 Corridor Improvements project

To: <dave.marypopo@verizon.net>

Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dranesville@fairfaxcounty.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcounty.gov>, Mary Hynes <marvhynes@ctb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely squeaked by within the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the costs of the grade separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as they consider future options.

Sincerely,
Garrett Moore



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 expansion project

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>
To: Todd Bowie <toddbowie719@gmail.com>

Tue, May 28, 2019 at 9:53 AM

Mr. and Mrs. Bowie:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information:

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>.

Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp

As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf.

The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf

Regarding the Baron Cameron Avenue intersection, VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.

As part of the project, the westbound Route 7 left turn lanes at the Baron Cameron Avenue intersection will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic, which will help to reduce the likelihood that queuing will extend into the thru lanes, improving overall operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.

Thank you again for your input, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

On Thu, May 23, 2019 at 1:50 PM Todd Bowie <toddbowie719@gmail.com> wrote:
Good afternoon,

I am writing regarding the planned expansion of the Route 7. Although I agree with the need and general plan of the road widening, there are two issues of the current plan with which I want to express serious concern. The issues I'd like to raise are 1) the plan to have a bike path on both sides of Route 7 and 2) the elimination of the flyover at the Baron Cameron intersection.

With regards to building bike paths on both sides of the road, the execution of this plan as it currently stands will significantly impact the wetlands area along Difficult Run as the dual path requires 18 additional feet of land over a single bike path. Near the area of Colvin Run Mill, due to the historic nature of the building all of that additional space (which if executed as planned will require over 36 feet of space plus that for 2 vehicle lanes) will need to come from the southern portion of the road which is where the bulk Difficult Run flows. This is also the point where Difficult Run has its closest approach to Route 7 and will have noticeable and significant impact to the waterway and surrounding area. A great deal of impact will already be felt by the environment due to this expansion and saving nearly 20 feet of natural space will at least mitigate the intrusion from this project.

VDOT has stated in public recent public meetings that the parallel bike paths are not required by federal law or regulation but rather are part of a "County Plan". Since there is no requirement for dual paths, the plan should be examined very closely to weight the impact on the local environment against the benefit of having two parallel paths. To emphasize the need for a third party to critically assess the rationale for this plan, this is the same county that spent well over \$1M in 2017/2018 - with full knowledge of the upcoming Route 7 widening project - to construct a bus shelter at the entrance to the Carpers Farm neighborhood which will now be removed effectively resulting in a wasted effort. Given this recent example of what I consider less-than-sound decision making by the county, it is my sincere hope that planners from outside of the county apply a critical eye to "need" for dual paths which would come at significant expense of the surrounding natural area.

The second concern has to do with cancelling a planned flyover at the Baron Cameron intersection. I would urge the people who are reviewing the overall project priorities to look at the traffic conditions on Route 7 between 4 and 6 pm on any given weekday. Traffic routinely backs up from Baron Cameron to the intersection of 267 largely due to the large number of cars waiting to turn left at Baron Cameron. West of that intersection, the road clears for some distance until it slows again west of where the Route 7 widening project will begin. Should little be done with this intersection, the goal of improving traffic flow on Route 7, specifically westbound traffic in the afternoons, will be negated by the back up caused by all these cars waiting to turn left.

As an additional point, I would postulate that as the Toll Road fees continue to rise (partially to fund the Silver line but that is another issue entirely) and as more people use apps to navigate back roads to avoid the toll, Route 7 traffic will increase more than already anticipated. This additional demand combined with no true solution at Baron Cameron will offset the benefit of a third lane and quickly see the return of significant congestion on Route 7 between Tyson's Corner and Baron Cameron.

If there are budget constraints which have eliminated the flyover, please reassess the "need" for the additional bike path and possibly redirect the funding for that redundant path to something that will be of far greater benefit to the users of Route 7 – the flyover at Baron Cameron. I freely admit that I do not know if the cost for the additional bike path will offset the flyover, but it would surely help to close the budget gap to address the primary goal of the Route 7 expansion which is to better manage the growing volume of vehicular traffic and reduce congestion.

Thank you for your time, attention and consideration for these important issues that matter a great deal to residents along Route 7.

Todd and Jaime Bowie

Residents of the Carpers Farm neighborhood

----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>

Date: Mon, Dec 10, 2018 at 11:27 AM

Subject: Re: Route 7 Corridor Improvements project

To: <dave.marypope@verizon.net>

Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dranesville@fairfaxcounty.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcounty.gov>, Mary Hynes <marvhynes@ctb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely squeaked by within the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the costs of the grade separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as they consider future options.

Sincerely,
Garrett Moore



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Concerns Regarding the Design of the Widening of Route 7 Near Colvin Run Mill

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Tue, May 28, 2019 at 9:56 AM

To: ronald.henry51@gmail.com

Cc: DelKMurphy@house.virginia.gov, district31@senate.virginia.gov, robert.a.berg@usace.army.mil, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Mr. Henry:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information:

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>.

Environmental documents related to the project are posted on the web site at http://connectroute7.org/learn_more/documents.asp

As part of the design process, ten different options for the Colvin Run stream relocation were considered with a variety of factors going into the decision-making process, including impacts to wetlands. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf.

The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf

Thank you again for your input, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Thu, May 23, 2019 at 1:10 PM <ronald.henry51@gmail.com> wrote:

-

May 23, 2019

To: VDOT; U.S. Army Corps of Engineers; and Virginia Department of Environmental Quality;

[Note: I do not have an email point of contact for DEQ, so I rely on VDOT and USACE to forward this comment to DEQ for its consideration]

I live in the Carpers Farm subdivision at 10030 Scenic View Terrace.

I am concerned about the excessive width proposed for the Route 7 improvements near Colvin Run Mill and the excessive destruction of wetlands and stream bed on the south side of Route 7 near the Mill.

I also am concerned about the intention to turn a beautiful natural stream into a concrete ditch.

A portion of the problem is described in the attached article which also is found at this link:

https://www.restonnow.com/2019/04/25/plan-to-widen-route-7-would-impact-wetlands-streams/?mc_cid=1a01af47b0&mc_eid=573bec0653

In large measure, the problem stems from the width required for the current design of the bicycle paths.

During the public comment portion of each community meeting, I urged construction of a single bike path rather than the overkill of building grossly under-utilized bike paths on both sides of Route 7. The VDOT representatives listened politely, but gave no hint of interest in making any changes to their plan.

Since the Colvin Run Mill can't be moved, all of the width of the project has to be taken from the wetlands and stream bed on the south side of Route 7. Constructing only a single bike path would reduce the overall width of the project by 18 feet (10 foot wide path plus 8 foot buffer between the path and the road).

If the single bike path is on the north side of Route 7, it could follow Colvin Run Road rather than hug Route 7 which would be better for the bikers, local merchants on Colvin Run Road, safety, etc. This would reduce the width of the Route 7 project near Colvin Run Mill by an additional 18 feet for a 36 foot total width reduction. See Attached Option 1.

If the single bike path is on the south side of Route 7, it could follow the existing path for much of its length rather than be parallel to the existing path. This alternative also would reduce the width of the Route 7 project near the Colvin Run Mill by an additional 18 feet for a 36 foot total width reduction. Following the existing path for as much of the distance as possible also would benefit bicyclists by getting them further away from Route 7 itself.

During the community meetings, VDOT acknowledged that the double bike paths are not required by federal law or regulation. This is an improvement over the incorrect statements made during the meetings last year. VDOT now says they want double bike paths because that is the "County Plan" but, of course, a plan is only a plan not a mandate and the plan can be changed to meet actual needs.

In addition to the excessive width of the project, many at the community meetings were surprised to learn about the current plan for what to do to the stream itself. Rather than move the stream bed a bit south to accommodate the widening, VDOT plans to build a concrete ditch parallel to Route 7 and put the Colvin Run stream into the concrete ditch. This is a large, expensive and completely unnecessary environmental loss. The Colvin Run stream does not need to be placed into a concrete ditch and the Colvin Run Mill area does not need to lose a long stretch of natural stream bed. In fact, given the available flood plain area to

the south of Colvin Run stream, it is better for the stream NOT to be placed into a concrete ditch. Any flow that does not move immediately under the bridge carrying Route 7 should be allowed to spread out into the existing flood plain both to enrich the soil and to allow more gradual drainage which will reduce flooding stress further downstream.

Finally, I need to veer off topic for a brief expression of simple taxpayer distress. No matter what happens in terms of tweaking the Route 7 widening plan, the new construction will rip out the bus stop that took an absurd amount of time and money to build just two years ago. That money never should have been wasted on an obviously temporary facility. I was told that bit of buffoonery cost the taxpayers about \$3 million. I don't know how "official" that number is, but this was pure waste that impairs our ability to pay for genuinely needed improvements of lasting value.

Sincerely,

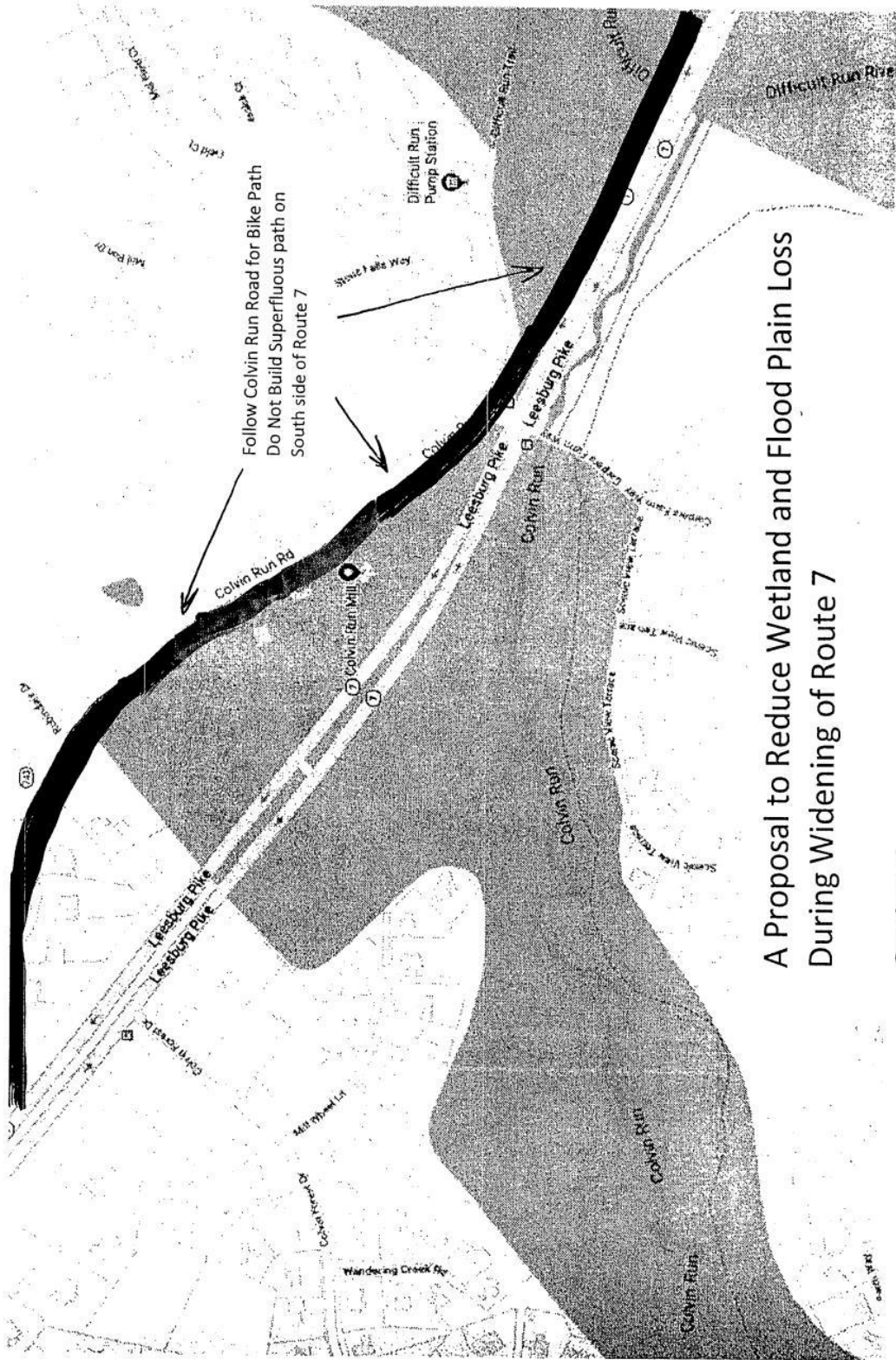
Ronald K. Henry

10030 Scenic View Terrace

Vienna, Virginia 22182

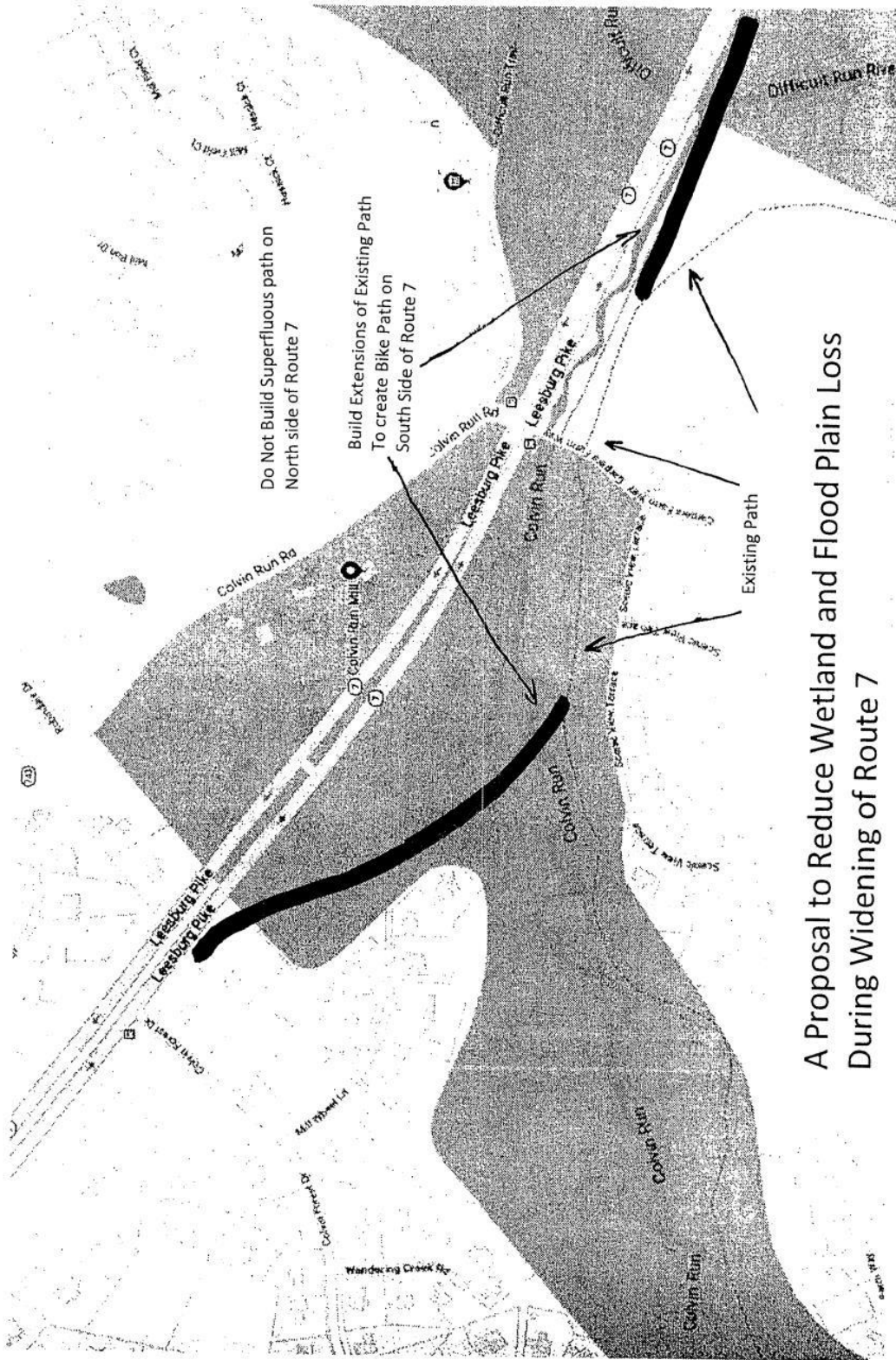
(202) 942-6866

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**A Proposal to Reduce Wetland and Flood Plain Loss
During Widening of Route 7**

Option 1



A Proposal to Reduce Wetland and Flood Plain Loss During Widening of Route 7

Option 2



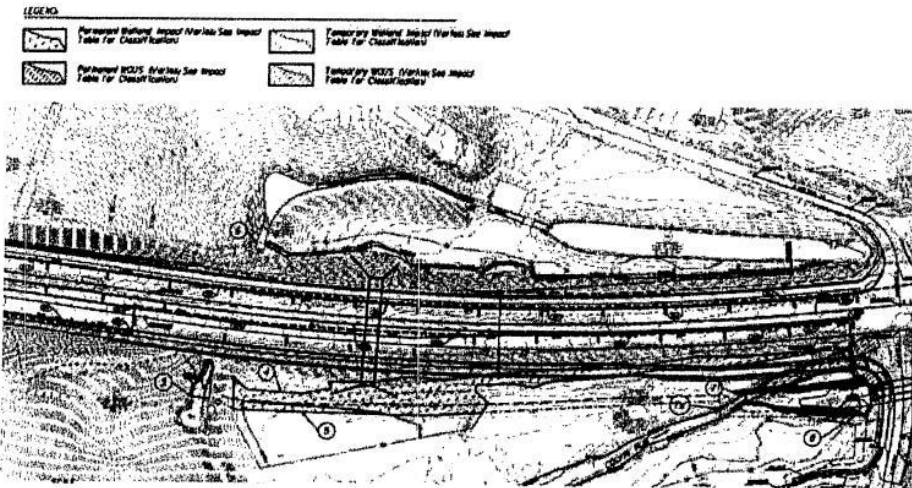
Columns LEGAL INSIDER PET OF THE WEEK RESTON REAL ESTATE HOME RENOVATIONS

Plan to Widen Route 7 Would Impact Wetlands, Streams

NEWS

by Fatimah Waseem — April 25, 2019 at 3:30 pm

15 Comments



The U.S. Army Corps of Engineers is considering a proposal to widen a three-mile stretch on Route 7 from four to six lanes.

The project, which runs from Reston Avenue to Colvin Run Road, would require the removal of just under one acre of wetlands and 2,196 linear feet of streams — the equivalent of a little over seven football fields. **Shirley Contracting Company**, the applicant, is attempting to minimize the environmental impacts of the project by

shifting the proposed realignment by several feet. This shift would save nearly three acres of wetlands and preserve 109 linear feet of streams, according to the U.S. Army Corps of Engineers.

Still, Shirley Contracting Company will have to provide roughly 1.9 acres of wetland credits and 2,101 feet of stream credits to offset the impact of the project on the environment. Credits are a way to create compensatory mitigation to ensure ecological losses to streams and wetlands do not result in a net loss of natural resources.

Intersection improvements, the replacement of the bridge over Difficult Run, shared-use paths, utility relocations and stormwater management are also planned. Roughly 1,600 linear feet of Colvin Run, which runs parallel to Route 7, will also be relocated.

The U.S. Army Corps of Engineers will issue a permit for the project if it determines the project is in the public interest. “The decision will reflect the national concern for both protection and utilization of important resources,” according to the U.S. Army Corps of Engineers. The project must also get a green light from the [Virginia Department of Environmental Quality](#).

The public comment period ends on May 24. Written comments can be sent to robert.a.berg@usace.army.mil or by mail to Norfolk District, Corps of Engineers (ATTN: CENAO-WR-R), 803 Front Street, Norfolk, Virginia 23510-1011).

Map via U.S. Army Corps of Engineers

ENVIRONMENT, RESTON AVENUE, ROUTE 7





ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

DEQ Response: Concerns Regarding the Design of the Widening of Route 7 Near Colvin Run Mill

Schul, Hannah <hannah.schul@deq.virginia.gov>

Mon, Jun 3, 2019 at 12:42 PM

To: ronald.henry51@gmail.com

Cc: "Berg, Robert A CIV USARMY CENAO (US)" <Robert.A.Berg@usace.army.mil>, rr ConnectRoute7 <connectroute7@vdot.virginia.gov>, delkmurphy@house.virginia.gov, district31@senate.virginia.gov

Good afternoon Mr. Henry,

I'm writing in response to your email "Concerns Regarding the Design of the Widening of Route 7 Near Colvin Run Mill" sent May 23, 2019. I am the DEQ permit writer for both the Route 7 East and West projects. I appreciate your concerns, and will address them below.

Regarding the bike paths, the designs were developed by VDOT and Fairfax County. I cannot speak to the overall design decisions made by VDOT and the County, but can share some pertinent environmental avoidance and minimization information from the November 2017 "Route 7 Natural Resources Technical Report." I am happy to share this report with you, but would need to do so via our state file share as it is too large to attach to this email. Please let me know if you would like a copy. The report details avoidance and minimization efforts for the shared use paths, including the reduction of the shared use path width from 10 feet to 8 feet wide at the Difficult Run crossing and reduction of the shared use path buffer from the back of curb from 8 feet to 5 feet for the entire project. These measures reduced both wetland and stream impacts.

The alignment of the road through the Colvin Run area was coordinated with Fairfax County Park Authority over multiple meetings and design iterations. The option to utilize a natural stream alignment design resulted in significant utility and forested wetland impacts, and was determined to not be the Least Environmentally Damaging Practical Alternative (LEDPA) design alternative. The current alignment shown is compliant with the LEDPA, incorporating a rip-rapped or equivalent lined channel which is straight, resulting in reduced impacts to the forested wetlands along the south side of Route 7. The alignment of Route 7 and the relocated Colvin Run channel were developed to avoid relocation of the existing 54 inch water main, further reducing easement acquisition on Park property and providing additional reductions in wetland and stream impacts.

I cannot speak to Route 7 construction and its effects on the recently constructed bus station. This may be best answered by County or VDOT representatives.

The permit applications for the Route 7 Corridor Improvements East and West projects are currently being processed. The East portion qualifies for an individual permit, and the draft permit will be public noticed for 30 days in a local newspaper. Public comments are welcome during this public notice period. The West portion is a general permit and therefore does not require a public notice.

Please let me know if you have any further questions or concerns, and if you'd like a copy of the Route 7 Natural Resources Technical Report.

Thank you,

--

Hannah Schul

VWP Permitting Specialist

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

Office of Wetlands and Stream Protection
Department of Environmental Quality
1111 East Main Street, Suite 1400
Richmond, Virginia 23219

(804) 698-4074
Hannah.Schul@deq.virginia.gov

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Proposed Development Plan for Route 7, NAO-2014-01572

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Tue, May 28, 2019 at 12:55 PM

To: Lulu Gebbs <olivia.elinor@gmail.com>

Cc: anne.gebhards@navy.mil, gebbs62@hotmail.com, ANTONELLA GEBHARDS <agebhards@icloud.com>

Bcc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>, jaustin@shirleycontracting.com, skuntz@dewberry.com, smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad" <Tad.Borkowski@fairfaxcounty.gov>, "Guarino, Michael" <Michael.Guarino@fairfaxcounty.gov>

Ms. Gebhards:

Thank you for your comments on the Route 7 Corridor Improvements Project. In response to your questions and concerns, the project's design-build team offers the following information (in red):

1) The inclusion in the plan to build TWO bike paths, one on the north side and one of the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by an 8 foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width expansion closer to my property, which sits directly across Route 7 from Colvin Run Mill. The reduction of this area will further lessen the tree screening from Route 7, which is critical for the reduction of noise for nearby residences. The aesthetics and environmental impact to this extensive reduction of natural greenspace south of Route 7 will have a significantly detrimental impact to my property value as Route 7 moves significantly close to my property line and the overall plan erodes natural parkland that is enjoyed by the many residents of my neighborhood and other nearby locals. As the general widening is intended to increase traffic flow, traffic noise (which is already significant and has increased exponentially since I purchased the property due to tree damage in the park area over the last 10 years) will naturally increase, and the additional space for the second bike path requiring even further land clearance, will only exacerbate this issue and negatively impact our quality of life and property value, and that of my nearby neighbors. These wetlands and natural growth areas are a key resource for our neighborhood families and especially our children.

I would ask that you consider running the bike path under the bridge at Difficult Run (just east of our entranceway), and then UP COLVIN RUN ROAD, thus saving 15 feet of wetlands and environmental area.

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>.

The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the project's environmental impacts in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf. The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf. Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp.

Relocating the shared use path along Colvin Run Road is not consistent with the Fairfax County Comprehensive Plan and could have significant right of way/easement and utility relocation implications and costs.

Further, my second concern is the elimination of the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. It is confounding to me that there is money in this project to build two bike paths 7 miles long, but make a change that would effectively minimize the benefit of the entire project by requiring all traffic to stop at a red light that would be eliminated by the "fly over."

VDOT acknowledges the concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply delayed to a future project when the funds become available. Attached please find a copy of an email from VDOT's Chief Engineer, Garrett Moore, where he advises that pursuing this partial interchange with local representatives and Fairfax County is the appropriate process.

As part of the at-grade intersection reconfiguration, the westbound Route 7 left turn lanes to southbound Baron Cameron Avenue will be lengthened and increased from two lanes to three lanes to provide more storage for turning traffic. This will help to reduce the likelihood that queuing will extend into the through lanes, improving overall operations at the signal. Additionally, the third lane in each direction on eastbound and westbound Route 7 will add 50% more capacity to the road, allowing the traffic signals to be retimed and optimized to better accommodate traffic volumes and turning patterns.

Thank you again for taking the time to share your thoughts, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy... 7/2/2019

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Fri, May 24, 2019 at 6:09 PM Lulu Gebbs <olivia.elinor@gmail.com> wrote:

Dear Sir or Madam,

I am a nearby homeowner (1220 Carpers Farm Way, Vienna, VA 22182) to the proposed project referenced in the subject line and am seeking to express my strong concerns with two proposed elements of the plan. While the overall plan has excellent features that retain all of the entrance and egress options of our neighborhood and will ensure safety of residents at the intersection, I have two very serious objections:

1) The inclusion in the plan to build TWO bike paths, one on the north side and one of the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by an 8 foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width expansion closer to my property, which sits directly across Route 7 from Colvin Run Mill. The reduction of this area will further lessen the tree screening from Route 7, which is critical for the reduction of noise for nearby residences. The aesthetics and environmental impact to this extensive reduction of natural greenspace south of Route 7 will have a significantly detrimental impact to my property value as Route 7 moves significantly close to my property line and the overall plan erodes natural parkland that is enjoyed by the many residents of my neighborhood and other nearby locals. As the general widening is intended to increase traffic flow, traffic noise (which is already significant and has increased exponentially since I purchased the property due to tree damage in the park area over the last 10 years) will naturally increase, and the additional space for the second bike path requiring even further land clearance, will only exacerbate this issue and negatively impact our quality of life and property value, and that of my nearby neighbors. These wetlands and natural growth areas are a key resource for our neighborhood families and especially our children.

I would ask that you consider running the bike path under the bridge at Difficult Run (just east of our entranceway), and then UP COLVIN RUN ROAD, thus saving 15 feet of wetlands and environmental area.

Further, my second concern is the elimination of the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. It is confounding to me that there is money in this project to build two bike paths 7 miles long, but make a change that would effectively minimize the benefit of the entire project by requiring all traffic to stop at a red light that would be eliminated by the "fly over."

I hope you will seriously consider both objections, particularly the bike path planning which is a maximalist design feature and serves a small constituency with significant negative second and third order effects for the wetlands, environmental area and my family home and neighborhood in particular.

Thank you for your consideration and time.

Sincerely,
Anne, John, Maxwell and Olivia Gebhards

1220 Carpers Farm Way
Vienna, VA 22182
571-201-2946



Baron Cameron VDOT.png
34K

----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>

Date: Mon, Dec 10, 2018 at 11:27 AM

Subject: Re: Route 7 Corridor Improvements project

To: <dave.marypoppe@verizon.net>

Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Fo <Dranesville@fairfaxcountv.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcountv.gov>, Mary Hynes <marvhynes@cti>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely sqt the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as future options.

Sincerely,
Garrett Moore



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Carper's Farm Resident

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Tue, May 28, 2019 at 9:27 AM

To: Phil Snare <pdsnare@gmail.com>

Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Mr. Snare:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings. In response to your concerns, the design-build team offers the following information:

The shared use paths for pedestrians and cyclists on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>.

As part of the design process, a National Resources Technical Report was prepared and can be found here: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf.

The Federal Highway Administration (FHWA) "Finding of No Significant Impact" document is also available on the project web site at http://connectroute7.org/documents/r7cip_finding_of_no_significant_impact_11-15-17_.pdf

Other environmental documents related to the project are located at http://connectroute7.org/learn_more/documents.asp

Thank you again for your input, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
 Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
 Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Fri, May 24, 2019 at 10:37 AM Phil Snare <pdsnare@gmail.com> wrote:

Folks Who Control the Destiny of our Little Community,

It sometimes feels that in road work and travel plans enacted by the Commonwealth of Virginia, that outcomes are foregone conclusions and inputs are rarely acknowledged (I'm thinking the tunnel vs. raised track of Metro). That said, we're hoping that you'll consider our communications regarding the planned bike paths.

At a practical level, bike paths have been developed in McLean and Reston (the ones we're aware of) and the use of them is questionable. I have yet to encounter a biker (truly) on any of the bike paths that were created and which necessitated the widening of various roads. In our case, it looks like, on judgment, that the use of a non-dedicated bike path would result in more of the same--little utility. Unlike the W&O, a real gift to the community for bikers, what has been proposed would not provide for any enhancements to our quality of life, which is important, but also

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importantly would profoundly disrupt the ecosystem on both sides of Route 7. Wouldn't the freed up monies from the cancelled flyover, be better spent to enhance our various roadways and the greenery in and about those roadways.

The Commonwealth of Virginia's VDOT I think is exceptional in the beauty and sensitivity it seeks to foster in the state. In this instance, it is our hope you will consider the a misguided, well-intentioned plan to bring about a bike path which has a very low likelihood of usage.

In Consideration,

Phil and Deonne Snare - Carper's Farm



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Route 7 Corridor Improvement Project

Crissy <crissybellandi@yahoo.com>

Wed, May 29, 2019 at 8:18 AM

To: "ConnectRoute7, rr" <connectroute7@vdot.virginia.gov>

Hello Jennifer,

Thank you for responding to my comments and providing the additional information. It is very helpful!

Best regards,

Crissy Bellandi

Sent from my iPhone

On May 28, 2019, at 9:50 AM, ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Ms. Bellandi:

Thank you for your feedback on the Route 7 Corridor Improvements Project. We appreciate the time you took to send in your comments, and they will be included in the record of the recent public information meetings.

The project environmental documents, including the Federal Highway Administration's "Finding of No Significant Impact", are available at http://connectroute7.org/learn_more/documents.asp. A study on transit and transportation demand management (TDM) was done in the early stages of the planning process for this project, and a summary of the findings can be found here: http://www.virginiadot.org/projects/resources/NorthernVirginia/Express_lane_study.pdf

Thanks again for your input, and if you have any additional questions about the upcoming construction, please feel free to contact me at any time.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 22, 2019 at 9:15 PM Crissy Bellandi <crissybellandi@yahoo.com> wrote:

Hello,

I commute on Route 7 from Ashburn, VA to Tysons Corner, VA, I have commuted to work on Route 7 for over 15 years, and would like to submit the following comments on the Route 7 Corridor Improvement Project between Reston Avenue and Jarrett Valley Drive in Fairfax.

1. Wildlife bridges, culverts and corridors need to be included in this road project. This is especially necessary between Baron Cameron and Jarrett Valley Drive. I have seen

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countless dead animals on the side of the road while traveling to and from work and this is not only disturbing, but also a critical factor in the decline of wildlife. Humans are exacting a massive and possibly catastrophic toll on the planet's biodiversity, which will have major implications for humans (https://www.washingtonpost.com/climate-environment/2019/05/06/one-million-species-face-extinction-un-panel-says-humans-will-suffer-result/?utm_term=.7b35eab127fd). It is only reasonable that infrastructure planning incorporates measures to mitigate this effect. Over one million vertebrate animals are killed on roadways each day in this country (<https://www.hcn.org/issues/291/15268>) and this could be prevented with sensible design that incorporates wildlife. Additionally, deer collisions are very dangerous to drivers and result in higher insurance premiums for the entire area. This could be alleviated with animal friendly crossings. Also, if I never have to smell another dead deer on the side of the road on a 90 degree day, it will be too soon.

2. As many trees and green spaces as possible should be preserved along the project area. Trees are carbon sinks, habitat for wildlife and exposure to green spaces has positive impacts on both physical and mental well being (<https://www.who.int/sustainable-development/cities/health-risks/urban-green-space/en/>). Many places in Northern Virginia (including Ashburn where I live) are depleting green spaces at an accelerating pace. This is impacting people where they live, work and commute.

3. Plans should include the integration of light rail, terminating at the Spring Hill stop on Metro's Silver line. We are not going to pave our way out of traffic congestion in Northern Virginia. Public transportation must be included in all roadway projects on major roads in Northern Virginia going forward. Ideally, light rail would run from Leesburg in Loudoun County to the Metro in Tysons Corner. This would be a better long term solution than adding more lanes and reconfiguring intersections for the foreseeable future of this area.

Thank you for your consideration.

Best regards,
Crissy Bellandi
703-862-8559



ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Fwd: Route 7 Widening URGENT

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Fri, May 24, 2019 at 11:01 AM

To: Ashish Sarin <asarin76@gmail.com>

Cc: DelKMurphy@house.virginia.gov, district31@senate.virginia.gov, Aarti Sarin <asarin78@gmail.com>, huntermill@fairfaxcounty.gov,

chairman@fairfaxcounty.gov, Robert.A.Berg@usace.army.mil, Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>

Bcc: smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad" <Tad.Borkowski@fairfaxcounty.gov>, "Guarino, Michael" <Michael.Guarino@fairfaxcounty.gov>,

jennifer.kaplin@fairfaxcounty.gov, jaustin@shirleycontracting.com, skuntz@dewberry.com

Mr. Sarin:

Thank you for your feedback on the Route 7 Corridor Improvements Project. I've touched base with other members of the design-build team, and the team's responses to your questions and concerns are **noted in red below**.

- *Their plan to build TWO bike paths, one on the north side and one on the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by 8-foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width closer to our neighborhood (Due to Colvin Run Mill, it cannot move north)*

The shared use paths on each side of Route 7 along this corridor are consistent with Fairfax County's Comprehensive Plan and were developed in coordination with the Fairfax County Department of Transportation. Additional information on the Fairfax County Comprehensive Plan can be found here: <https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan>

The U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality have regulatory authority over wetlands and aquatic resources. The project's Natural Resources Technical Report outlines the stream relocation options in detail: http://connectroute7.org/documents/environmental_documents/02e_natural_resources_technical_report_11.14.17.pdf. Additional environmental documents are available on the project's web site at http://connectroute7.org/learn_more/documents.asp

- *Due to cost, they have removed the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. They have the money to build two bike paths 7 miles long, but effectively minimize benefit of entire project by requiring all traffic to stop at a Red light that would be eliminated by the "fly over."*

VDOT acknowledges your concerns about the elimination of the partial interchange at Baron Cameron Avenue from the current Route 7 Corridor Improvements Project. While the partial interchange is no longer a part of this particular construction project due to current funding constraints, it has been simply **delayed to a future project** when the funds become available. Attached please find a response to this matter from VDOT's Chief Engineer, Garrett Moore where he advised that pursuing this partial interchange with your local representatives and Fairfax County is the appropriate process.

- *One point that was failed to mention here are sound walls... we have been discussing this option for years with you if you were to build and expand the roads... I already hear the traffic amongst other neighbors in my neighborhood and if such construction is occurring, we need to know your plan for sound walls and a response such as "there is no option to build sound walls is not acceptable."*

At this time, the preliminary findings of the updated noise analysis indicate that noise walls in this area not feasible due to the impacts to the Difficult Run floodplain. VDOT's State Noise Abatement Policy (SNAP) is based upon the FHWA noise regulations (23 CFR 772), and noise wall locations are determined by a thorough analysis of existing and projected noise conditions along the corridor. For more information about VDOT's noise wall process, please visit the VDOT web site: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp>. I've also attached a process/timeline chart that illustrates the steps to determining where noise walls will be constructed.

The VDOT/Shirley/Dewberry design-build team is available to meet with your HOA group on **Monday, June 10 at 7 p.m.** If you have a location in your neighborhood to host the meeting, please let me know the address and I'll pass it along to our other team members. If not, I'll look into available nearby public facilities (like a library)—just let me know your preference.

Please feel free to gather specific questions from your HOA members and send them to me in advance so that we can provide the most detailed level of response at the meeting on the 10th.

Thanks so much, and I look forward to meeting with your group.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Thu, May 23, 2019 at 10:48 AM ConnectRoute7, rr <connectroute7@vdot.virginia.gov> wrote:

Mr. Sarin:

Thank you for sending your comments regarding the Route 7 Corridor Improvements Project. I will be back in touch with a more detailed response soon, but wanted to acknowledge that your email has been received.

We appreciate the feedback from the community, and I'll send more information to you in the next day or two.

Best regards,

Jennifer

Jennifer Thomas Alcott
Public Relations Specialist
Route 7 Corridor Improvements Project
ConnectRoute7@vdot.virginia.gov
ConnectRoute7.org
Route 7 Corridor Improvements Project Hotline: 833-777-7411

On Wed, May 22, 2019 at 9:16 AM Ashish Sarin <asarin76@gmail.com> wrote:
To whomever it may concern,

We are deeply concerned about these points that will impact our neighborhood and we would like to have you come to our neighborhood to discuss!

One point that was failed to mention here are sound walls... we have been discussing this option for years with you if you were to build and expand the roads... I already hear the traffic amongst other neighbors in my neighborhood and if such construction is occurring, we need to know your plan for sound walls and a response such as "there is no option to build sound walls is not acceptable.

Please respond with dates and times for us to meet and I will have the neighbors come together to discuss.

Thank you,
Ashish

----- Forwarded message -----

From: **Carpers Farm Board** <carpersfarmboard@gmail.com>
Date: Wed, May 22, 2019 at 8:39 AM
Subject: Route 7 Widening URGENT

To:
Cc: <ccrdid@aol.com>, <mouam@yahoo.com>, <pandg.ats@gmail.com>, <paulaov@yahoo.com>, <phillynit@yahoo.com>, <suzanne@suzanmegabiler.com>, Aarti Sarin <asarin76@gmail.com>, Abbott, Jo <josephine@aocinc.net>, Aejin Lee <aejinlee@hotmail.com>, Alex Ross <AROSS@tollbrothersinc.com>, Allyson Higgins <allyhiggins@gmail.com>, Amanda Bertin <amandabertin@gmail.com>, Ana Ratcliffe <aratcliffe1968@gmail.com>, Anderson, Tim & Sue <lmmanderson@bohnelsonteam.com>, angela@angelafracciolo.com <angela@angelafracciolo.com>, Angles, Christine <christineangles@hotmail.com>, Annie Gebhards <anne.gebhards@navy.mil>, Annie Gebhards <gebhards.family@gmail.com>, Ashish Sarin <asarin76@gmail.com>, Aung Lwin <aunglwin29@gmail.com>, B. 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VDOT held two public presentations this month on this \$312 million construction project. We generally like the overall plan as it retains all entrance and egress options at our entrance. However have two very serious objections.

1. Their plan to build TWO bike paths, one on the north side and one on the south side of Route 7, each of them requiring 18 feet of right of way (10 foot path separated by 8-foot buffer) will require extensive clearing of wetlands and environmental areas, AND move the entire width closer to our neighborhood (Due to Colvin Run Mill, it cannot move north)
2. Due to cost, they have removed the "fly over" at the intersection of Route 7 and Baron Cameron/Springvale Road. They have the money to build two bike paths 7 miles long, but effectively minimize benefit of entire project by requiring all traffic to stop at a Red light that would be eliminated by the "fly over."

They could run the Bike Path under the bridge at Difficult Run (just east of our entranceway), and then UP COLVIN RUN ROAD, thus saving 15 feet of wetlands and environmental area, which the Army Corps of Engineers has termed difficult at best.

Public Comment ENDS May 24th, yes... this Friday.

Here are the email addresses to send comments
 connectroute7@vdot.virginia.gov;
 DelKMurphy@house.virginia.gov;
 district31@senate.virginia.gov

Steve

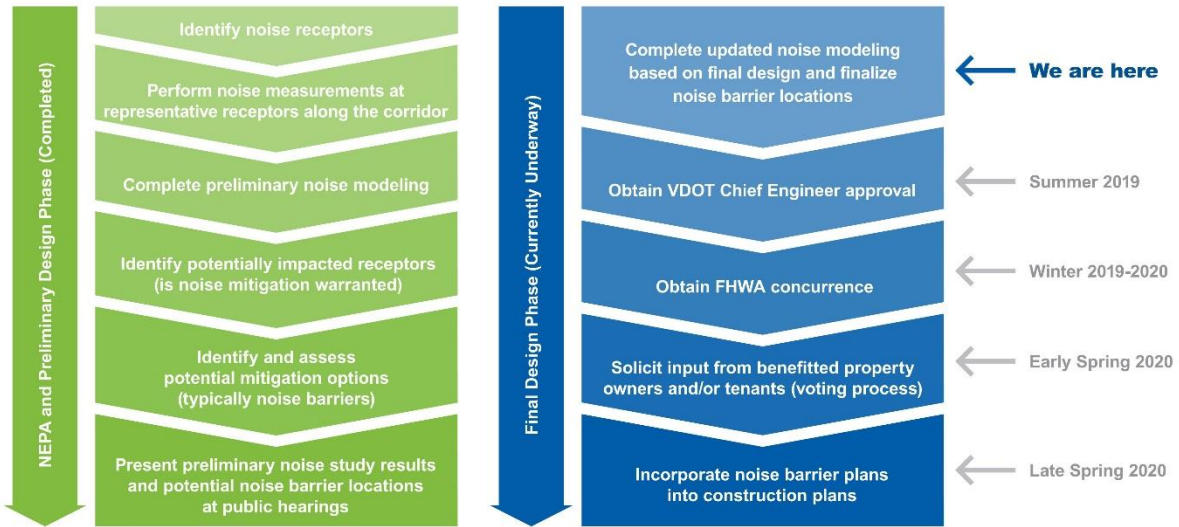
...
Carpers Farm Homeowners Association
 P.O. Box 226
 Great Falls, VA 22066
 carpersfarmboard@gmail.com

All Architectural Review Board (ARB) approval requests should be sent to:
 carpersfarmarb@gmail.com
 *Approval request procedures are outlined in the directory

2 attachments

-  Baron Cameron VDOT.png 34K
-  5888_NoiseBarrier_Board.pdf 372K

Noise Barrier Process



For more information visit: CONNECTROUTE7.org



----- Forwarded message -----

From: **Moore, Garrett** <garrett.moore@vdot.virginia.gov>
 Date: Mon, Dec 10, 2018 at 11:27 AM
 Subject: Re: Route 7 Corridor Improvements project
 To: <dave.marypope@verizon.net>
 Cc: Favola, Barbara A <district31@senate.virginia.gov>, <DelKMurphy@house.virginia.gov>, Georgia Esposito (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dranesville@fairfaxcountv.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Biesiadny <tom.biesiadny@fairfaxcountv.gov>, Mary Hynes <marvhynes@ctb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don't know of anyone involved with project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely squeaked by within the resources that could be gathered at this time to get the project underway without the grade separation in there. The project would not have been able to go forward if the costs of the grade separation were included.

I would be happy to discuss with you and would also suggest you may want to let Fairfax County and the Northern Virginia Transportation Authority know your position as they consider future options.

Sincerely,
 Garrett Moore

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VIRGINIA DEPARTMENT OF TRANSPORTATION

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PUBLIC INFORMATION MEETING
ROUTE 7 CORRIDOR
IMPROVEMENTS PROJECT

Tuesday, May 7, 2019
Forestville Elementary School
1085 Utterback Store Road
Great Falls, Virginia 22066
7:00 p.m.

RUDIGER, GREEN & KERNS REPORTING SERVICE
CERTIFIED VERBATIM REPORTERS
4116 LEONARD DRIVE
FAIRFAX, VIRGINIA 22030
(703) 591-3136

PRESENT

WILLIAM CUTLER, P.E.
Virginia Department of Transportation
District Construction Engineer

ARIF RAHMAN, P.E.
Virginia Department of Transportation
Design-Build Project Manager

JEFF AUSTIN
Shirley Contracting
Design-Build Project Manager

JENNIFER THOMAS ALCOTT
Public Relations
Shirley Contracting

Public Comments

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PUBLIC COMMENTS

1
2 MR. CHEUNG: So my name is Yan Cheung, I'm at
3 9100 Leesburg Pike. My question was is when I stop on 55
4 miles an hour road and turn into my house, that could be
5 an issue for the back and for me as well for safety.

6 I wonder if I could talk to the gentleman,
7 whoever comes in to do design work to make a safety entry
8 for my house and I'm going to give some part of my land to
9 make it easier for your construction as well as my safety
10 entrance to my house. Thank you.

11 THE COURT REPORTER: Yes, sir. Could I get
12 your name, please.

13 MR. MEUNIER: My name is Tony Meunier.

14 THE COURT REPORTER: Yes, sir.

15 MR. MEUNIER: I just noticed that those of us
16 coming east on Route 7, we turn onto Baron Cameron to go
17 to Reston, we have a yield right now and they're going to
18 make us line up to turn right at a light, we have to wait
19 for the light.

20 I'd say one out of every five cars that comes
21 down Route 7 turns onto the yield road which dumps us onto
22 606, Baron Cameron, and now they're going to have all
23 that, one out of every five cars, stop on Route 7 at a

1 light before we can turn right onto Baron Cameron. That
2 is going to be -- it's going to take away all of the
3 advantage that they set up when one out of every five cars
4 is actually lined up going east from the Leesburg area
5 towards Tysons at Baron Cameron, at 606.

6 I mean right now there's a little merge lane
7 and it's a yield on Baron Cameron, which dumps a lot
8 (Unintelligible) makes it very very convenient to be in
9 the right lane if you're going to - going to Tysons Corner
10 because one out of every five cars turns off and goes into
11 Reston and they have done away with that.

12 That's another -- that's penny wise and pound
13 foolish. That's how I'll leave it.

14 THE COURT REPORTER: Thank you.

15 Yes, ma'am, can I get your name please.

16 MS. CHALK: My name is Dell Chalk.

17 THE COURT REPORTER: Okay. Go ahead, ma'am.

18 MS. CHALK: Okay. This is about Delta Glen to
19 Dunn Meadow, it's a cut-through between Route 7 and Hunter
20 Mill and we have children and two bus stops and people are
21 going to be driving through there to get away from the
22 traffic and we wanted to request temporary speed humps
23 during the construction.

1 That's my question.

2 THE COURT REPORTER: Thank you.

3 (Brief pause)

4 THE COURT REPORTER: Can I get your names
5 please.

6 MRS. KHAN: Shamin and Rafi Khan.

7 THE COURT REPORTER: Thank you. Please go
8 ahead.

9 MRS. KAHN: So currently we live off of Vernon
10 Street, and from Vernon to make a right into Towlston it's
11 only one lane going.

12 Yes, you're going to widen it to three to go,
13 but there's one section that is basically still remaining
14 one lane. Our suggestion is, is that just take a little
15 bit more, about 30 or 40, and make that into a lane that
16 comes this way. (Indicating) I can draw it for you, it's
17 just not easy to explain it just by -- and especially
18 because you have a neighborhood that's being built right
19 here on this left side (Indicating), the Colvance
20 property, that Colvance will come out and that same one
21 lane we will try to turn right, they will try to turn left
22 onto it.

23 So just a little bit longer widening right

1 there would solve some of the problem.

2 That's it.

3 THE COURT REPORTER: All right. Thank you.

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14 (Whereupon, at approximately 9:00 o'clock,
15 p.m., the meeting was concluded.)

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CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.



JUDY F. HENDERSON
Verbatim Reporter

COPY

VIRGINIA DEPARTMENT OF TRANSPORTATION

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PUBLIC INFORMATION MEETING
ROUTE 7 CORRIDOR
IMPROVEMENTS PROJECT

Tuesday, May 14, 2019
Colvin Run Elementary School
1085 Utterback Store Road
Great Falls, Virginia 22066
7:00 p.m.

RUDIGER, GREEN & KERNS REPORTING SERVICE
CERTIFIED VERBATIM REPORTERS
4116 LEONARD DRIVE
FAIRFAX, VIRGINIA 22030
(703) 591-3136

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PUBLIC COMMENTS

THE COURT REPORTER: Could I get your name please?

MS. KARCZEWSKI: Margaret Karczewski.

Last year when we had the - I think it was a year ago - we had the introductory to the plans on Route 7, all right, and we were told at that time that Stokley Way, there are going to be three lanes and we won't be able to turn left from Stokley Way and we won't be able to enter our neighborhood at Stokley Way going west. We won't be able to enter our neighborhood crossing three lanes like we were promised, Atwood would have a light

1 where we could come into our neighborhood.

2 This map shows that there is no light at
3 Atwood and we won't be able to turn left to go west, but
4 we won't be able to turn into our neighborhood either, you
5 know. It's complex. I think it needs to be addressed.

6 And then they've made no further plans on
7 Atwood. We get a lot of traffic. We're going to have a
8 lot of traffic there and it just dumps right at the
9 entrance to our development and that is an extremely
10 narrow road, which is Atwood, which will go over to Beulah
11 Road. And even if we can only come in and use Beulah Road
12 to get out and get home, there's going to be a lot of
13 traffic on that narrow road and I know it's a Fairfax
14 County road, a county road VDOT's not responsible for, but
15 I want to know if VDOT is working with Fairfax County on
16 the subject of improving that road along with this
17 project. Thank you.

18 THE COURT REPORTER: Thank you.

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CERTIFIED VERBATIM REPORTERS
4116 LEONARD DRIVE
FAIRFAX, VIRGINIA 22030
(703) 591-3136

1 (Whereupon, at approximately 9:00 o'clock,
2 p.m., the meeting was concluded.)
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CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter
before whom the foregoing comments were made, do hereby
certify that the comments were taken by me
stenographically and thereafter reduced to typewriting;
and that I have no interest in said proceedings, financial
or otherwise, nor through relationship with any of the
parties in interest or their counsel.



JUDY F. HENDERSON
Verbatim Reporter