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
**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 roadway 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 Leesburg Pike/Rose Hill Road intersection with McLean Bible Church’s eastern entrance, installing a new displaced left turn lane with two new coordinated signals
- At Tewkebuck Road, shifting Route 7 away from Andrey Chapel Cemetery, adding right- and left-timber lanes on southbound Tewkebuck 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 right- and left-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.

**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 Amir Rahmani, P.E. at 703-255-1940 or TTY/TTD 711.

**Right of Way**

As design of this project is finalized, additional easements may be required beyond those proposed herein. 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.

**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 1, 2017 for the Build Alternative, which included a partial interchange of Route 7 at Baron Cameron Avenue/Springgros 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, 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 be 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 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 9947B) and 0007-029-225, P103, R201, C501, D607 (UPC 106917)
Federal: STP-SA01(745) and STP-SA01(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?

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.
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# Route 7 Corridor Improvements Project
## Public Information Meeting Sign-In Sheet
State Project 0007-029-042
UPC 108917

Tuesday, May 07, 2019

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# Route 7 Corridor Improvements Project

**SIGN IN SHEET**

**Tuesday, May 14th, 2019**

State Project # 0007-029-942  
UPC 106917

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<td><a href="mailto:mkaq1@yahoo.com">mkaq1@yahoo.com</a></td>
</tr>
<tr>
<td>Gene Balian</td>
<td>9214 Spring Haven Rd Vienna, VA 22182</td>
<td><a href="mailto:EBK@IPOG.COM">EBK@IPOG.COM</a></td>
</tr>
<tr>
<td>Kevin Brockway</td>
<td>9824 Lee Rd Vienna, VA 22181</td>
<td><a href="mailto:kbrockway2@gmail.com">kbrockway2@gmail.com</a></td>
</tr>
</tbody>
</table>
## Route 7 Corridor Improvements Project
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- **Tuesday, May 14th, 2019**
- **State Project # 0007-029-942**
- **UPC 106917**

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>E-MAIL ADDRESS</th>
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<tbody>
<tr>
<td>Barney Thompson</td>
<td>9405 Shore Dr, Vienna, VA 22182</td>
<td><a href="mailto:Thompson.Barney@verizon.net">Thompson.Barney@verizon.net</a></td>
</tr>
<tr>
<td>A R Thompson</td>
<td>3504 Seno St, Fairfax, VA 22030</td>
<td><a href="mailto:Ger07At3504@verizon.net">Ger07At3504@verizon.net</a></td>
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<tr>
<td>Rhoda Whitaker</td>
<td>9294 Southgate Blvd, Great Falls, VA 22066</td>
<td><a href="mailto:McWhitakerAO@AOL.com">McWhitakerAO@AOL.com</a></td>
</tr>
<tr>
<td>John E Dyer</td>
<td>1451 Hawthorne Ave, Vienna, VA</td>
<td><a href="mailto:John_dyer@verizon.net">John_dyer@verizon.net</a></td>
</tr>
<tr>
<td>MaryAnne Hamilton</td>
<td>9403 Shenick Dr, Vienna, VA 22182</td>
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</tr>
<tr>
<td>Kathryn Page</td>
<td>10200 Chester Oak Dr, Vienna, VA 22182</td>
<td><a href="mailto:Glovemama@aol.com">Glovemama@aol.com</a></td>
</tr>
<tr>
<td>Michael W. Yar</td>
<td>1438 Cambridge Place, Vienna, VA 22182</td>
<td><a href="mailto:Michael_yar@verizon.net">Michael_yar@verizon.net</a></td>
</tr>
<tr>
<td>N Keith Clark</td>
<td>9423 Shore Dr, Vienna, VA 22182</td>
<td><a href="mailto:kclarks3@verizon.net">kclarks3@verizon.net</a></td>
</tr>
<tr>
<td>Darren &amp; Allen Franks</td>
<td>1135 Trotting Horse, Great Falls</td>
<td><a href="mailto:dfranks@aol.com">dfranks@aol.com</a></td>
</tr>
<tr>
<td>Frederick Blois</td>
<td>1415 Oxen Rd, Vienna, VA 22182</td>
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**Route 7 Corridor Improvements Project**

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<tr>
<td>Jody Winter</td>
<td>1514 Snug Hill Ct</td>
<td><a href="mailto:jwinter@jwconsulting.com">jwinter@jwconsulting.com</a></td>
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<tr>
<td>Zhong Zhang</td>
<td>10400 Van Patten Ln Great Falls VA</td>
<td><a href="mailto:zzhang.us@gmail.com">zzhang.us@gmail.com</a></td>
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<tr>
<td>P. Green</td>
<td>PO BOX 83 F</td>
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<tr>
<td>Tommy Lin</td>
<td>9320 Landmark Pk</td>
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<tr>
<td>Paul Stewart</td>
<td>1111 Chapman St</td>
<td><a href="mailto:paula@paulastewart.net">paula@paulastewart.net</a></td>
</tr>
<tr>
<td>Susan Malke</td>
<td>9325 Bent Creek Ln</td>
<td></td>
</tr>
<tr>
<td>Ali Tahbaz</td>
<td>9393 Farmingdale Ct Great Falls VA</td>
<td><a href="mailto:atahbaz@tadjeanco.com">atahbaz@tadjeanco.com</a></td>
</tr>
<tr>
<td>Kevin + Matthew Olson</td>
<td>9712 Middleton Ridge Rd Vienna, VA</td>
<td><a href="mailto:k.olson2000@gmail.com">k.olson2000@gmail.com</a></td>
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<tr>
<td>Terry Cook</td>
<td>VDOT</td>
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<tr>
<td>L-Pin Ho</td>
<td>1206 Wissman Crt.</td>
<td><a href="mailto:hungfamilyemail@gmail.com">hungfamilyemail@gmail.com</a></td>
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<tr>
<td>Jay Volkert</td>
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<td>Yu Larry An</td>
<td>2392 Wolf Trap Creek Crt.</td>
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<tr>
<td>Vanessa Taylor</td>
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<td>Dennis Hertel</td>
<td>9721 Luckey Hill</td>
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<tr>
<td>Deepinder Singh</td>
<td>1408 Hidden Hill Dr.</td>
<td><a href="mailto:karamgilbo@gmail.com">karamgilbo@gmail.com</a></td>
</tr>
<tr>
<td>Rob DiTulio</td>
<td>11289 Stones Throw Dr.</td>
<td><a href="mailto:robbess09@yahoo.com">robbess09@yahoo.com</a></td>
</tr>
<tr>
<td>Rod Hennen</td>
<td>10080 Silverview</td>
<td><a href="mailto:RodD.Hennen@AOL.COM">RodD.Hennen@AOL.COM</a></td>
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<tr>
<td>Gautam Iyer</td>
<td>1171 Crippen Court</td>
<td><a href="mailto:gij00r@gmail.com">gij00r@gmail.com</a></td>
</tr>
<tr>
<td>R. Guizar</td>
<td>1993 Colvin Forest</td>
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<td>Neda Stephen Humenik</td>
<td>9454 Deramus Farm Ct</td>
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<td>Vienne, VA 22182</td>
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<tr>
<td></td>
<td>Vienne, VA 22182</td>
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<td>Robert Logan</td>
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<td></td>
<td>Vienna, VA 22182</td>
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<tr>
<td></td>
<td>Mclean VA 22102</td>
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<tr>
<td>Jeff Maltz</td>
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<td>Vienna</td>
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<td></td>
<td>Vienna</td>
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<td>Aaron Zhang</td>
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<td></td>
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<tr>
<td>Peter Rechen</td>
<td></td>
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</tr>
</tbody>
</table>
# Route 7 Corridor Improvements Project

**SIGN IN SHEET**

Tuesday, May 14th, 2019

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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Khelli Buharman</td>
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<td><a href="mailto:kmuharman@gmail.com">kmuharman@gmail.com</a></td>
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<td>Karl Person</td>
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<tr>
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<tr>
<td>No.</td>
<td>Title</td>
<td>Author</td>
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**Note:** The table entries are placeholders for demonstration purposes. The actual content might differ significantly.
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40
<table>
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<th>Date</th>
<th>Source</th>
<th>Comment</th>
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<tr>
<td>58</td>
<td>U.S. Patent</td>
<td>Refining process involving the refinement of coal-derived liquids to produce gases suitable for use in power generation or gasification. The process includes the distillation and condensation of the liquids to produce a high-quality gas. The gas is then dried and compressed to meet the specifications for power plant use. The process is designed to be efficient and environmentally friendly.</td>
<td>1950-1960</td>
<td>US Patent</td>
<td></td>
</tr>
<tr>
<td>79</td>
<td>U.S. Patent</td>
<td>Method of producing synthetic fuels from coal. The process involves converting coal into a gas and then condensing the gas to form a liquid fuel. This method is designed to produce a fuel that is similar to petroleum in terms of its properties. The process is scalable and can be adapted to different types of coal.</td>
<td>1950-1960</td>
<td>US Patent</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>U.S. Patent</td>
<td>Improved method for the production of coal-derived liquids. The process involves the use of a catalyst to enhance the efficiency of the distillation process. The catalyst helps to break down the coal into a liquid form more quickly and effectively. The resulting liquids are then processed to produce a high-quality gas.</td>
<td>1950-1960</td>
<td>US Patent</td>
<td></td>
</tr>
</tbody>
</table>

Note: The information provided is a summary of the patents related to the production of coal-derived liquids and synthetic fuels. For more detailed information, please refer to the original patents.
Written, Emailed and Oral Comments

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

All comments are subject to public disclosure.

Name (optional): Ms. Ruth Li
Address (optional): 9713 Locust Hill Drive, Covert Fords
Email (optional): ruthclil@gmail.com

1. Which of the following best applies to you?
   - [ ] I live on Route 7. If so, where: Intersection of Route 7 & Franklin Rd.
   - [x] I live in a neighborhood adjacent to Route 7.
   - [x] 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?
   - [x] Newspaper
   - [x] Postcard
   - [ ] VDOT Road Signs
   - [ ] Other: __________________________

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

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

COMMENT SHEET

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: ____________________________
   - [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?

   Please do not refer to this widening of Rt. 7 as improvements, you’re 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
   - [X] Other: EMAIL ____________________________

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

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: ____________________________
   - [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?
   Please put back the sound barriers along Laurel Hill Rd, Ash Grove and Wolf Trap Run Rd.

3. How did you hear about this meeting?
   - [ ] Newspaper
   - [ ] Postcard
   - [ ] VDOT Road Signs
   - [x] Other: HOA

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Colvin Run Elementary School
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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Andrea Sekel
Address (optional): ________________________________________________________________________
Email (optional): AmSeKel1@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?

   There don’t seem to be any shoulders along R+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
   - [x] Postcard
   - [ ] VDOT Road Signs
   - [ ] Other ____________________

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

COMMENT SHEET

Name (optional): KATHY STEWART
Address (optional): 
Email (optional): KUSSESE @ 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?
   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
   [x] Other

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COMMENT SHEET

State: 0007 029 542; P101; R20; C01; 8610; 0686; 0698 (UPC 93478) and
0007 029 225; P101; R20; C01; 0497 (UPC 156617)
Federal: STP SA01745 and STP SA01760

All comments are subject to public disclosure.

Name (optional): [REDACTED]
Address (optional): 9721 Locust Hill VAlleY
Email (optional): [REDACTED]

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?

3. How did you hear about this meeting?
   - [ ] Newspaper  [x] Postcard  [ ] VDOT Road Signs  [ ] Other ________________

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Colvin Run Elementary School
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Presentation starts at 7:30 p.m.

COMMENT SHEET
All comments are subject to public disclosure.

Name (optional): Jack Edelstein
Address (optional): 10411 Van Buren 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 vistas along Rt 7.

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.
Name (optional):  
Heasley Morse

Address (optional):  
9351 Robbel Place  
Vienna, VA  22182

Email (optional):  
hmorseCCRN@gmail.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.
   - [x] 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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Covington Run Elementary School
Tuesday, May 14, 2019, 7 to 9 p.m.
Presentation starts at 7:30 p.m.

COMMENT SHEET

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?
   - [x] 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
   - [x] Other: **NEIGHBOR**

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

COMMENT SHEET
All comments are subject to public disclosure.

Name (optional): will weiss
Address (optional): 
Email (optional): willweiss@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 8.5 acre property located at 6219 Leesburg Pike.

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 and 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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Presentation starts at 7:30 p.m.

COMMENT SHEET

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?

3. How did you hear about this meeting?

☐ Newspaper

☐ Postcard

☐ VDOT Road Signs

☐ Other

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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Sonia & Christian Kim
Address (optional): 8805 Glenridge Ct. Vienna, VA 22182
Email (optional): miksginos@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 Old Pool Road & Laurel Hill Rd.

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.
Name (optional): Bill Doyle
Address (optional): 
Email (optional): wdoyle@att.net

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. 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?
   - [x] Other (Please specify) 

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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.
   - [x] 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 and bicyclists and to remind motorists repeatedly of the presence of pedestrians and bicyclists, especially at intersections where right-turn-on-red is allowed.

3. How did you hear about this meeting?
   - [ ] Newspaper
   - [ ] Postcard
   - [ ] VDOT Road Signs
   - [x] Other: Fairfax Alliance for Better Bicycling

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Presentation starts at 7:30 p.m.

COMMENT SHEET
All comments are subject to public disclosure.
Name (optional): Henry Freund
Address (optional): 8834 Glenridge Ct, Vienna, VA 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.
   [x] 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:
   / Glenridge Ct, Old Ash Creek, Laurel Hill Rd
   / Wolftrap 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  [x] Postcard  [ ] VDOT Road Signs  [ ] Other ____________________

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COMMENT SHEET

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Name (optional): Joan Burkyrea
Address (optional): 16621 Covaulea St
Email (optional):

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?
   Intersection of Rt 7 and Baron Cameron (Springale 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?
   - [x] Newspaper
   - [ ] Postcard
   - [ ] VDOT Road Signs
   - [ ] Other __________________________

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All comments are subject to public disclosure.

Name (optional): Ron & Jay Meadows
Address (optional): 43054 John Mosby Hwy Chantilly VA 20151
Email (optional): rmeadows@mewdowsfarms.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.
   - [X] Other Business owner

2. Do you have any comments about the proposed improvements along the corridor?
   - We are concerned about sound wall @ 112S4 Leesburg Pike
   - We do not want it to hide our road frontage.
   - We are concerned about our site function @ 10618 Leesburg Pike. 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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COMMENT SHEET

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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?

   Woodlawn 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 has the most certainty traffic.

3. How did you hear about this meeting?
   - [ ] Newspaper
   - [ ] Postcard
   - [ ] VDOT Road Signs
   - [ ] Other: __________________________

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[Handwritten text:

Woodlawn 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 has the most certainty traffic.

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.]

[Handwritten address:

Dunn Meadow Blvd. Vienna, VA 22182]
Name (optional): John 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: ____________________________
   - [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. Well designed, I look forward to the improvement - full speed ahead!
   2. Disappointed that Springfield Barren Road intersection will not have more improvements ($1.2 million) - this will become a bottle neck

3. How did you hear about this meeting?
   - [ ] Newspaper  [X] Postcard  [ ] VDOT Road Signs  [ ] Other ________________

Thank you for the discussion!
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 onto our street to get off the higher speed 27 ft. 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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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Karen L Jones-Fairfax Trails and Streams
Address (optional): 805 N Crendon 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 paved concrete trail that will be the route for the Gerry Connolly Cross County Trail. We also want to make sure that there is at least 12 foot clearance from under difficult run to the R7 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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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): DEBORAH WHITAKER
Address (optional): 9204 IVY TREE LANE, GREAT FALLS, VA 22066
Email (optional): mcnkololo@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?

   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 Towson 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 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 everyday. Cars speed thru that intersection because they know the light can be long and of course, everyone wants to beat it. Please!!

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Name (optional): 

Address (optional): 8th Harriman St, Great Falls, VA 22066

Email (optional): leesa22066@yahoo.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?

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

3. How did you hear about this meeting?
   - [ ] Newspaper  
   - [X] Postcard  
   - [ ] VDOT Road Signs  
   - [ ] Other _____________________________

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COMMENT SHEET

All comments are subject to public disclosure.

Name (optional): Lori Gray
Address (optional): 94163 Derevanne 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?
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________

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 address on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.
Name (optional): Richard King
Address (optional): 1050 North Falls Ct., G, F.
Email (optional): BRKINGS@GMAIL.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?
   Could the speed limit on the completed highway be reduced to 55 mph?

3. How did you hear about this meeting?
   - [ ] Newspaper
   - [ ] Postcard
   - [ ] VDOT Road Signs
   - [x] Email

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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

All comments are subject to public disclosure.

Name (optional): TIM ZIMMERMAN
Address (optional): 1061 NORTHFALLS CT
Email (optional): tzm13@noi.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.
All comments are subject to public disclosure.

Name (optional): STEVE BARTO
Address (optional): 1317 CARPERS FARM WAY
Email (optional): stevebar7o@ool.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, $2.5 MILLION SPENT YET NO INTERSECTION YET NO BIRD DANGER DUE TO COST!
   - [ ] 2. @ BIKEPATH COST
   - [X] 3. BIKE PATH SOUTH OF 7 @ CARPERS FARM IN SPOTNARK, VERY POORLY PLANNED IS IT POSSIBLE TO HAVE ONLY ONE PATH REDUCES TO STORMWAT, THAT MUST BE RELOCATED FROM COLVIN RUN!)
   - [ ] 4. FAIRFAX WILL ANY LEGAL COSTS OR ILLICIT ALIENS BUT NOT THIS??

3. How did you hear about this meeting?
   - [x] Newspaper
   - [x] Postcard
   - [ ] VDOT Road Signs
   - [x] Other email notice

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 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

All comments are subject to public disclosure.

Name (optional): Stephan Parks
Address (optional): 1166 Rixey Ridge Rd, Great Falls, VA 22066
Email (optional): sparks4@gmail.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?  
   (Allowing U-Turns where Broom Gorement meets Route 7 is contradictory to your stated goals of increased capacity, improve safety and reduce traffic flow and enhance mobility. Frustrated by being delayed at the light by people making them unnecessary 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?  
   [x] Newspaper  [ ] Postcard  [ ] VDOT Road Signs  [x] Other: Heat Reminder via email

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

All comments are subject to public disclosure.

Name (optional): SHAMIL 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: ________________________________
   [x] I live in a neighborhood adjacent to Route 7.
   [x] 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 Towleton Rd with the development of 100 houses on the former Covace property, also concerned that our property value will decrease due to the widening of the road.

3. How did you hear about this meeting?
   [ ] Newspaper
   [ ] Postcard
   [ ] VDOT Road Signs
   [x] Other

Suggestion: Widem Towleton starting from before...

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.
Public Information Meeting

Route 7 Corridor Improvements Project
Reston Avenue to Jarrett Valley Drive
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Forestville Elementary School
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COMMENT SHEET

All comments are subject to public disclosure.

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

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?
   See attached

3. How did you hear about this meeting?
   [ ] Newspaper  [ ] Postcard  [ ] VDOT Road Signs  [x] Other

Please leave this comment sheet at the designated location, mail your comments to the address, on the reverse side, or email them to connectroute7@vdot.virginia.gov by May 24, 2019.
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. 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.
Public Information Meeting
Route 7 Corridor Improvements Project
Reston Avenue to Jarrett Valley Drive
A Design-Build Project

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

COMMENT SHEET

State: 0022-0292; R101; R201; C501; 0610; 0665; 0628 (UPC 994778) and 0022-0292; R101; R201; C501; 0628 (UPC 994777)
Federal: STP-546115 and STP-546117

All comments are subject to public disclosure.

Name (optional): Marian Shallal
Address (optional): 11326 Leesburg Pike
Email (optional): marian.shallal@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: __________________________
All comments are subject to public disclosure.

Name (optional): MOHAMMED H. NAJJ
Address (optional): 1377 DREAMWEAVER CT., VIENNA, VA 22182
Email (optional): mhnajj@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  
   - [x] 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.
Name (optional): Randy Whitney
Address (optional): 11101 Burg Road NW Reston, VA 20190
Email (optional): randy.whitney@gmail.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.
   - [x] 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 Bishops Gate Way. I use this for men often than to turn right.

3. How did you hear about this meeting?
   - [x] Postcard
   - [x] VDOT Road Signs
   - [ ] Newspaper
   - [ ] 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.
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 Pruett <charles.pruett@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/AH1rexSVUGo7fQuBF85vox7bqlCsbz1sXw_DF-3AKNFy... 7/2/2019
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 McGord <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.gov
ConnectRoute7.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

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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlICsbzl1sXx_DF-3AKNFy... 7/2/2019
No to widening Route 7

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>

Tue, May 14, 2019 at 3:28 PM

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 project 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/AH1rexSVUGo7fQuBF85vox7bqlICsbzl1sXx_DF-3AKNFy... 7/2/2019
Sincerely,
Jairica Johnson
Carpers Farm Resident

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
ConnectRoute7, rr <connectroute7@vdot.virginia.gov>

Fri, May 17, 2019 at 2:44 PM

To: Roz Elmore <rozelmore@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!

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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 <rozelmore@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

https://mail.google.com/mail/b/AH11rexSVUG07fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
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 website 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 <rozalmore@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.
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 Pruett <charles.pruett@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 strongly 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/AHl1rexSVUGo7fQuBF85v0x7bqlICsbzl1sXx_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 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.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlCsbzl1sXx_DF-3AKNFy... 7/2/2019
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 strongly 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.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlCsbzl1sXx_DF-3AKNFy... 7/2/2019
Thanks,

Bruce Wright
2079 Cobblestone Lane
Reston, VA 20191
703-328-9619
10219 Leesburg Pike - Entrance 9

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 of the driveways 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

https://mail.google.com/mail/b/AH1rsexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
On Wed, May 15, 2019 at 11:10 AM 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

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On Wed, May 15, 2019 at 11:10 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.

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3ACKNFy... 7/2/2019
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 willweiss@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](https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbz1sXx_DF-3AKNFy.../attachment_cid_452023925564129631541) 7/2/2019
May 14 Community meeting

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>  
To: Richard Manley <mm49a@gmail.com>
Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>
Bcc: jaustin@shirleycontracting.com, skunzt@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

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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,

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlICsbzl1sXx_DF-3AKNFy... 7/2/2019
On Thu, May 16, 2019 at 11:31 AM Richard Manley <mm49a@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
111110 Burywood Lane,
Reston Virginia 20194
Dear Ms. Pope,

Thank you for the email. I don’t know of anyone involved with the project, including me, that didn’t want the grade separation @BaconCameras to go forward. We barely squeezed 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
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/team_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

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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:

<table>
<thead>
<tr>
<th>Name: Sandra Gluvna</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-mail Address: <a href="mailto:sandra11@gmail.com">sandra11@gmail.com</a></td>
</tr>
</tbody>
</table>

https://mail.google.com/mail/b/AH1rOxSVUGo7fQuBF85vox7bqlCszbl1sXx_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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
Route 7 Widening

To: Steve Marshall <steve.a.marshall08@gmail.com>
Cc: DelKMurphy@house.virginia.gov, district31@senate.virginia.gov, carpersfarmboard@gmail.com, Steve Marshall <SMarshall@gfc.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.gov
ConnectRoute7.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-3AKNf...  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
Route 7 Corridor Improvements Project

To: Robert Terrafranca <Bterafranca@mac.com>
Cc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruitt <charles.pruitt@vdot.virginia.gov>
Bcc: jaustin@shirleycontracting.com, skuntz@dewberry.com

Thu, May 23, 2019 at 10:13 AM

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 <Bterafranca@mac.com> wrote:

Name: Robert Terrafranca
E-mail Address: Bterafranca@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/AH1rexSVUGo7fQuBF85vox7bqlICsbzl1sXx_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 ensure that flooding at Difficult Run does not block the road in the future as it has done so many times in the past?

Residents at
1305 Brookdale Terrace
In the City of
VIENNA

My organization is
Ray Duda <rayduda@verizon.net>  
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/AH1re5SVUGo7fQuBF85vox7bqlwCsbzl1sXx_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

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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

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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:

https://mail.google.com/mail/b/AH1rexFVUGo7fQuBF85v0x7bqICsbzl1sXx_DF-3AKNFy...  7/2/2019
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. 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 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
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 Pratt <charles.pratt@vdot.virginia.gov>
Bcc: skuntz@newberry.com, jkadin@shirleycontracting.com, smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad"
Ted.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/7cnp_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

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https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlCsbdzlsXx__DF-3AKNFy... 7/2/2019
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: <dev.macroops@virginia.gov>
Cc: Favola, Barbara A <district31@senate.virginia.gov>, DelKMurphy@house.virginia.gov, Georgia Esposito (GOV) <georgia.esposito@gov.virginia.gov>, John Foust <Dundonville@fairfaxcounty.gov>, Helen Cueva <Helen.Cueva@vdot.virginia.gov>, Tom Biesecker <tom.biesecker@fairfaxcounty.gov>, Mary Hynes <marshhynes@ceb.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don’t know of anyone involved with the project, including me, that didn’t want the grade separation at Beacen Cameron to go forward. We barely squeezed 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
Route 7 Widening Feedback

Jeff Norris <Jeff.Norris@Virginia.gov> Thu, May 23, 2019 at 3:32 PM
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 Carper's 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. Delays 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 deferred 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 (Carper's 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 Cobbin 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/AH1rexSVUGo7fQuBF85vox7bqlIcsbzl1sXx_DF-3AKNFy... 7/2/2019

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 for the benefit of the entire area, not just my neighborhood.

Thank you.

- Jeff Norris
1342 Carpers Farm Way
Vienna, VA 22182

https://mail.google.com/mail/b/AH1rekSVUGo7fQuBF85vox7bqICsbzl1sXx_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: <deve.macnopol@sorina.org>, <Favola, Barbara A @senate.virginia.gov>, <Det_RMurray@house.virginia.gov>, <Georgia Esposti (GOV) <georgia.esposito@governor.virginia.gov>, John Foust <Dravert@fairfaxcounty.gov>, Helen Cuervo <Helen.Cuervo@vdot.virginia.gov>, Tom Briesenoy <tom.briesenoy@fairfaxcounty.gov>, Mary Hynes <marghynes@ceb.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 at Beacon Cameron to go forward. We barely squeezed 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
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.


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/AH1rexSVUGo7fQuBF85vovx7bqICsblz1sXx_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 bath 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 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.

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

https://mail.google.com/mail/b/AH1rexSVUG07fQuBF85vxml7bqICsbzl1sXx_DF-3AKNFe... 7/2/2019
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 for Bacon 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
Concerns Regarding the Design of the Widening of Route 7 Near Colvin Run Mill

To: ronald.henry51@gmail.com
Cc: DelKMurphy@house.virginia.gov, district31@senate.virginia.gov, robert.a.berg@usace.army.mil, Md.Rahman@md.state.virginia.gov, Charles.Prullt@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 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/7cnp_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:

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
[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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy... 7/2/2019
A Proposal to Reduce Wetland and Flood Plain Loss During Widening of Route 7

Option 1
Plan to Widen Route 7 Would Impact Wetlands, Streams

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

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

Schul, Hannah <hannah.schul@deq.virginia.gov>  
To: ronald.henry51@gmail.com  
Cc: "Berg, Robert A CIV US ARMY CENAO (US)" <Robert.A.Berg@usace.army.mil>, rr ConnectRoute7 <connectroute7@vdot.virginia.gov>, delkmurphy@house.virginia.gov, district31@senate.virginia.gov

Mon, Jun 3, 2019 at 12:42 PM

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/AH1rexSVUGo7fQuBF85vox7bqlIcsbzl1sXx_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
Proposed Development Plan for Route 7, NAO-2014-01572

ConnectRoute7, rr <connectroute7@vdot.virginia.gov>  
To: Lulu Gebo <olivia.elinor@gmail.com>  
Cc: anne.gebhardts@navy.mil, gebo62@hotmail.com, ANTONELLA GEBHARDS <gebhardts@icloud.com>  
Bcc: Md Rahman <md.rahman@vdot.virginia.gov>, Charles Pruit <charles.pruitt@vdot.virginia.gov>, jasmin@shirleycontracting.com,  
       sluntz@dewberry.com, smitha.chellappa@fairfaxcounty.gov, "Borkowski, Tad" <Tad.Borkowski@fairfaxcounty.gov>, "Guarino, Michael" <Michael.Guarino@fairfaxcounty.gov>

Ms. Gebhardts:

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 on 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 of 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.


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/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_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 Gelts <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 to 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 Colin 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/Springvalle 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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlCsbzl1sXx_DF-3AKNFy... 7/2/2019
Dear Mr. Pope,

Thank you for the email. I don't know of anyone involved with the project, including me, that didn't want the grade separation @ Baron Cameron to go forward. We barely used 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

https://mail-attachment.googleusercontent.com/attachment/b/AH1rexSVUGo7fQuBF85vox...  7/2/2019
Carper’s Farm Resident

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

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.


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

https://mail.google.com/mail/b/AH1rexSVUGo7fOuBF85vox7bqICsbd1sXx_DF-3AKNFy... 7/2/2019
Crissy <crissybellandi@yahoo.com>  
To: "ConnectRoute7, rr" <connectroute7@vdot.virginia.gov>  

Wed, May 29, 2019 at 8:18 AM

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.aspx. 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.virgiadot.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

https://mail.google.com/mail/b/AH1rL2SVUGo7fQuBF85vOx7bqlCsbz1sXx_DF-3AKNFy...  7/2/2019
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=.7b35eab127f4). 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/291/15288) 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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqICsbzl1sXx_DF-3AKNFy...  7/2/2019
Fwd: Route 7 Widening URGENT

Commonwealth of Virginia

Fri, May 24, 2019 at 11:01 AM

To: Ashish Sarin <asarin76@gmail.com>
Cc: DelKMirzy@house.virginia.gov, diskid531@senate.virginia.gov, Aarti Sarin <asarin76@gmail.com>, huntermill@fairfaxcounty.gov, chairman@fairfaxcounty.gov, RobertBeng@fairfaxcounty.gov, MikeBirnman@fairfaxcounty.gov, charles Pruett<br>charles.pruett@vdot.virginia.gov, Boorseriblings@fairfaxcounty.gov, J pupilke@fairfaxcounty.gov, "Juanito, Michael" <Michael.Juanito@fairfaxcounty.gov>, Jennifer.Kaplin@fairfaxcounty.gov, jasuda@shirleycontracting.com, skuntz@devberry.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 YWO 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 a 6-foot buffer) will require extensive clearing of wetlands and environmental areas. AND move the entire width closer to our neighborhood (Due to Calvis Run Mill, it cannot move north)

The shared use paths on either 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:

- Due to cost, they have removed the “fly over” at the intersection of Route 7 and Baron Cameron/Springdale 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 deferred to a later project when the funds become available. Attached please find a response to this matter from VDOT’s Chief Engineer, Garrett Moore who advises: imposing this partial interchange with your local representatives and Fairfax County is the appropriate process.

- One point that was missed here is sound walls...we have been discussing this option for years with you if you were to build and expand the roads... I asked for a traffic counts 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 Site and Area Noise Abatement Plan (SNAP) 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/6r-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/ShirleyDawberry 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: 831-777-7411

On Thu, May 23, 2019 at 10:48 AM ConnectRoute7, r <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

https://mail.google.com/mail/b/AH1rexSVUGo7fQuBF85vox7bqlc5zd1sXx_DF-3AKNFy... 7/2/2019
On Wed, May 22, 2019 at 9:16 AM Ashish Sarin <asarin70@gmail.com> wrote:

To whomsoever it may concern,

We are deeply concerned about these points that will impact our neighborhood and we would like to 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... a bit nearer to the traffic or even a bit further.

I love the traffic that I have in my neighborhood and if such construction is occurring, we need to know your plan for sound walls and the response as a whole since there is no option to build sound walls in 2019. We can't accept.

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

Thank you,
Ashish

From: Carpers Farm Board <corperwasherboard@gmail.com>
Date: Wed, May 22, 2019 at 8:59 AM
Subject: Route 7 Widening URGENT

Hello,

We are writing to you to let you know that the Commonwealth of Virginia is planning to widen Route 7 (King Street) from approximately the location of the old Environmental Protection Agency (EPA) site to I-395. This is a major road project that will impact our neighborhood and we would like to discuss it in detail.

We have been working with your office for several years to address concerns about noise and traffic in our neighborhood. We understand that the widening of Route 7 is part of a larger plan to improve transportation in the area, but we believe there are better options for addressing these issues.

We are concerned about the impact of this project on our community. We want to ensure that our voices are heard and that our concerns are addressed.

Please consider scheduling a meeting with us to discuss this project in detail. We are available to meet at any time that is convenient for you.

Thank you for your time and attention to this matter.

Sincerely,
[Your Name]

[Your Contact Information]
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, there have been two very serious objections:

1. Their plan to build 200 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 6 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 Springville 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 16 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: comschroeder1@vdot.virginia.gov; Dwalsh@house.virginia.gov; dwilson231@senate.virginia.gov

Steve

Carpers Farm Homeowners Association
P.O. Box 228
Great Falls, VA 22066
carpersfarmboard@gmail.com

All Architectural Review Board (ARB) approval requests should be sent to: carpersfarmboard@gmail.com

*Approval request procedures are outlined in the directory

https://mail.google.com/mail/b/AH11ex5VUG07fQuBf85vox7bqlCsbzl1sXx_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: <deva.macoppo@virginia.gov>
Cc: Favola, Barbara A <district11@senate.virginia.gov>, <DefRMurphy@house.virginia.gov>, Georgia Espoito (GOV) <georgia.espoito@governor.virginia.gov>, John Font <Dransfield@fairfaxcounty.gov>, Hellen Cunio <Hellen.Cunio@vdot.virginia.gov>, Tom Bresliden <tom.bresliden@fairfaxcounty.gov>, Mary Hynes <maryhynes@rvh.virginia.gov>

Dear Ms. Pope,

Thank you for the email. I don’t know of anyone involved with the project, including me, that didn’t want the grade separation at Baron Cameron to go forward. We barely squeezed 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 cost 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
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.
PRESENT

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

AHM IRMAHAN, 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
PUBLIC COMMENTS

MR. CHEUNG: So my name is Yan Cheung, I'm at 9100 Leesburg Pike. 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.

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

MR. MEUNIER: My name is Tony Meunier.

THE COURT REPORTER: Yes, sir.

MR. MEUNIER: 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 506, 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 Tyson's at Baron Cameron, at 608.

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 - going to Tysons Corner because one out of every five cars turns off and goes into Reston and they have gone away with that.

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

THE COURT REPORTER: Thank you.

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

MS. CHALK: My name is Dell Chalk.

THE COURT REPORTER: Okay, ma'am.

MS. CHALK: Okay. 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.

THE COURT REPORTER: Thank you.

(Brief pause)

THE COURT REPORTER: Can I get your names, please.

MRS. KHAN: Shamin and Rafi Khan.

THE COURT REPORTER: Thank you. Please go ahead.

MRS. KHAN: 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. (Indicating) 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 (Indicating), 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.

That's it.

THE COURT REPORTER: All right. Thank you.

* * * * *

(Whereupon, at approximately 9:00 o'clock, p.m., the meeting was concluded.)
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
VIRGINIA DEPARTMENT OF TRANSPORTATION

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.
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
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
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. Thank you.

THE COURT REPORTER: Thank you.
(Whereupon, at approximately 9:00 o'clock,
p.m., the meeting was concluded.)

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