

VDOT representatives will review and evaluate information received as a result of this meeting. Please fill out the comment sheet provided in this brochure. You may place your completed written comments in the comment box at the meeting, mail them to the addresses below, or email connectroute7@vdot.virginia.gov.

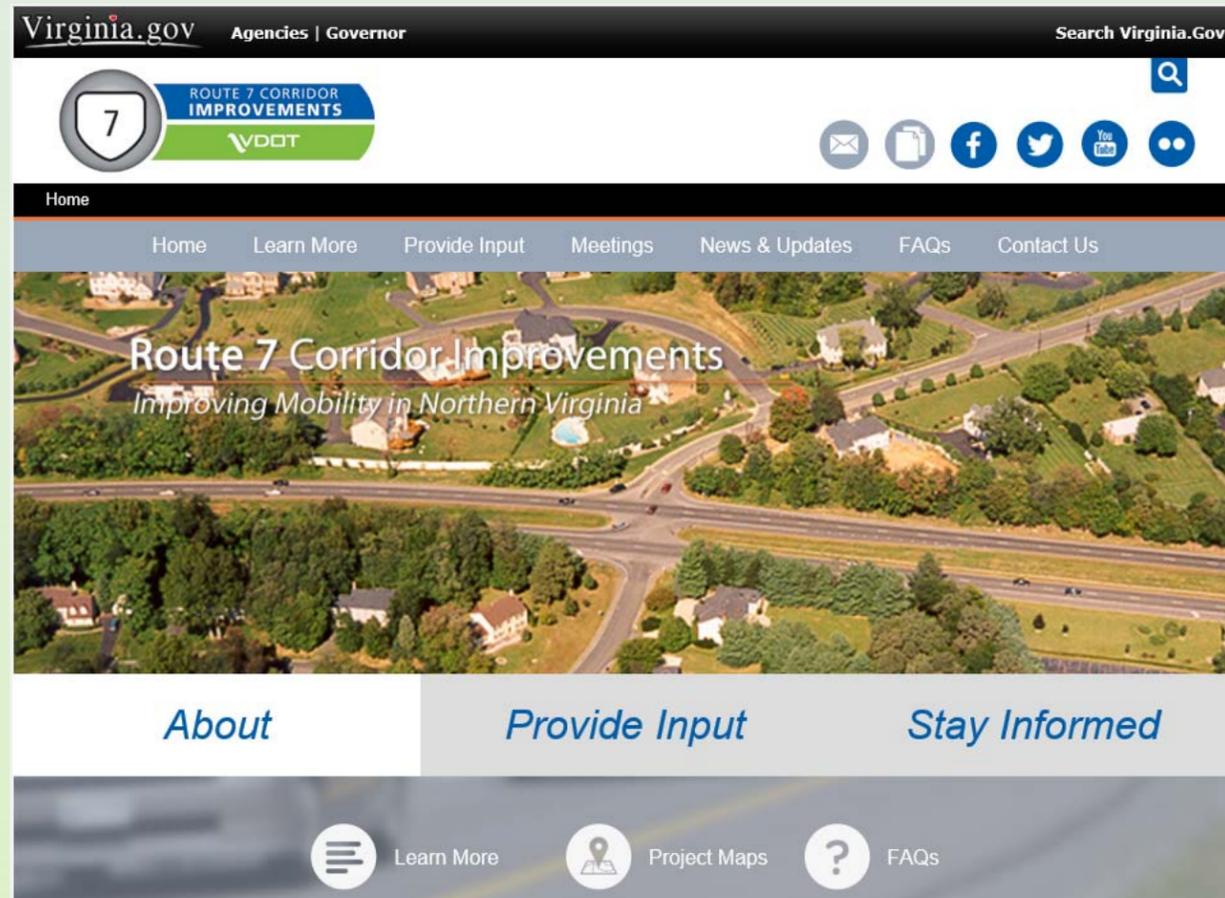
Please email or mail your comments to VDOT by **June 30, 2016**. All comments received are subject to public disclosure.

Project information shared at this meeting, including a summary of comments received during the comment period, along with responses will be available at www.connectroute7.org and at VDOT's Northern Virginia District Office.

Contact Information:

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For information and updates, visit
www.connectroute7.org



Route 7 Corridor Improvements

Reston Avenue to Jarrett Valley Drive

Thursday, June 16, 2016
6 p.m. - 8:30 p.m.
Colvin Run Elementary School
1400 Trap Road, Vienna

PUBLIC INFORMATION MEETING

The Virginia Department of Transportation welcomes you to a Public Information Meeting for the Route 7 Corridor Improvements Project from Reston Avenue to Jarrett Valley Drive in Fairfax County. We look forward to your active participation.

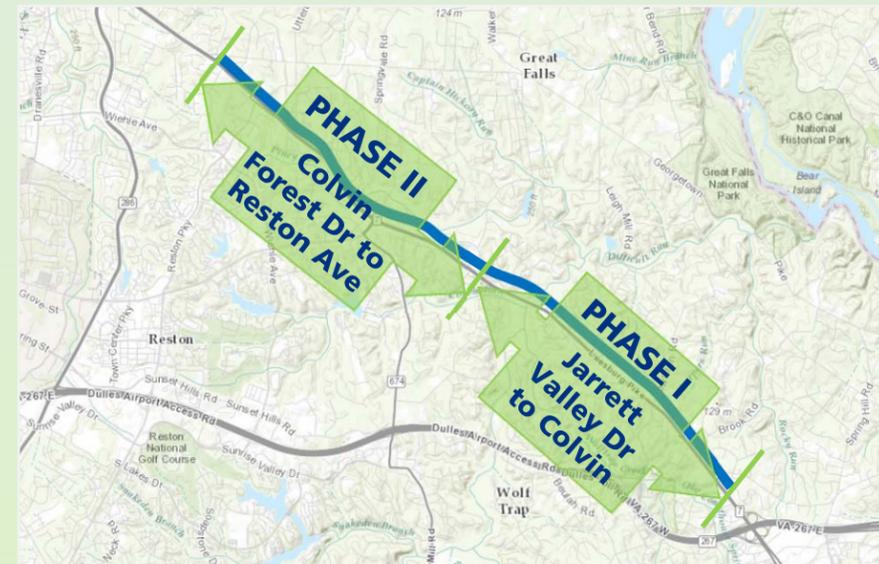
This meeting is being held to provide an opportunity for citizens and organizations to comment or give suggestions on the proposed project. VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them.

Members of the project team are present this evening to discuss the project and answer your questions.

A comment sheet is included in this brochure and your feedback is encouraged. You can email comments to connectroute7@vdot.virginia.gov.

All comments received as a result of tonight's meeting will be reviewed and summarized by VDOT and posted to the project's website. They will also be taken into consideration as the project design continues to be developed.

AT A GLANCE



Project Location

Purpose – Increase capacity, safety and mobility.

Project length – 6.9 miles

Improvements – Widen from four to six lanes between Reston Avenue and Jarrett Valley Drive, improve intersections and add ten-foot shared-use paths on both eastbound and westbound sides.

Anticipated Cost – \$234 million

Construction Start –
Phase I – December 2020
Phase II – December 2021

PROJECT OVERVIEW

This project will improve 6.9 miles of Route 7 between Reston Avenue and Jarrett Valley Drive. Proposed work includes widening Route 7 from four to six lanes, intersection improvements, and adding ten-foot-wide shared-use paths on both sides of the road. These improvements will decrease congestion, increase capacity, improve safety, and expand mobility for cyclists and pedestrians - all in conformity with Fairfax County's Comprehensive Plan.

The purpose of this meeting is to share the latest revisions as a result of the project team's on-going public outreach with individual homeowners associations and community groups, as well as draft preliminary noise study findings and updated stormwater management design.

The current project schedule is dependent on funding and project delivery method. Design-Bid-Build is the traditional method of designing and then constructing a project. In Design-Build, a portion of the design overlaps with construction, which can allow for a faster completion.

If the project is delivered by Design-Bid-Build, as it moves forward it will be split into two phases once it has received design approval from the Commonwealth Transportation Board. The phases are shown on the front of the brochure. CTB approval typically occurs a few months after the Public Hearing. Detailed engineering design would then advance in parallel in the two phases. If the project is delivered by Design-Build, it would move forward as a single project.

WHAT'S NEW ON THE DISPLAYS?

- Revised access point to Route 7 for Shain Court/Northfalls Court
- Revised business access at the Baron Cameron Avenue partial interchange
- Full directional access restored at Delta Glen Court/Colvin Run Road West
- Pedestrian passage added for Colvin Run Mill Park
- Middleton Ridge retaining walls added
- Southbound Towlston Road retaining wall extended and sidewalk added
- Revised access configuration at McLean Bible Church/Lewinsville Road/Lucky Estates Drive/Wolftrap Run Road
- Old Ash Grove access point
- Draft** findings of the **preliminary** noise wall study
- Preliminary** stormwater management ponds with grading limits

Information shown at this meeting is conceptual and preliminary. Since the last public information meeting (September 2015), the displays have been updated per comments from an internal technical review and from project team meetings with individual communities/HOAs. Items shown are subject to change based on forthcoming comments and information garnered as the project develops. Items unknown and/or unavailable at this time - therefore not depicted on the displays - include right of way and easements for any potential sound barrier walls; utility and/or maintenance easements; and other design elements to be incorporated as the project progresses. The conceptual layout is unapproved and not to be used for any type of construction or acquisition of right of way.

ESTIMATED PROJECT COST

Phase I Cost	\$136 million
Phase I Funding	\$136 million
(Includes funding anticipated from House Bill 2 and Northern Virginia Transportation Authority)	
Phase II Cost	\$98 million
Phase II Funding	\$42 million
(Includes anticipated funding from HB2)	
Total Cost	\$234 million
Total Funding	\$178 million
Deficit	\$56 million

In the final 2017 Six-Year Improvement Program, Route 7 Phase 1 and Phase 2 have been merged into one project.

ANTICIPATED PROJECT SCHEDULE

November 2016 – Design Public Hearing
April 2017 – Design Approval

	Design-Bid-Build	Design-Build
Right of Way/ Utilities Start	Phase I: September 2017 Phase II: September 2018	August 2017
Construction Start	Phase I: December 2020 Phase II: December 2021	January 2018
Construction End	Phase I: December 2023 Phase II: December 2024	June 2023

TRAFFIC ENGINEERING

Access Management is the strategy used to control access to highways by controlling access location, spacing of intersections, and limiting vehicle movements to improve overall mobility, reduce congestion, reduce number and severity of crashes and vehicle conflicts. A "Median U-turn"—also known as the "Michigan Left"—is a way of replacing the left turn-outs at unsignalized intersections along the corridor with the safer U-turn movements at the next signalized intersection, dramatically reducing the number of conflict points at the intersection.

In addition, this project is employing a "Displaced Left" innovative intersection design at the relocated Route 7/Lewinsville Road intersection. The traffic engineering station in the main meeting room has an animation of the intersection operations using projected traffic volumes for the design year 2040.

RIGHT OF WAY

Preliminary right of way impacts presented on the displays are conceptual in nature and may change as the design progresses.

If it is determined that additional land rights would need to be purchased, affected property owners will be contacted by VDOT Right of Way agents beginning in September 2017 for Phase I and September 2018 for Phase II.

VDOT Right of Way representatives are available tonight to answer any general questions regarding this process.

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 VDOT's Civil Rights at 703-259-1775 or TTY/TDD 711.

ENVIRONMENTAL REVIEW

Pursuant to federal guidelines and the National Environmental Policy Act (NEPA), VDOT is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with the project's construction.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on properties listed in or eligible for a National Register of Historic Places listing will be available for review in the EA.

The complete draft NEPA document will be available 30 days ahead of, as well as at, the Design Public Hearing. The document will be finalized and approved by FHWA after receipt and consideration of public comments. The preliminary noise study findings displayed tonight are works-in-progress and subject to change.

STORMWATER MANAGEMENT

Stormwater runoff is rainwater and melted snow that runs off the surface of streets, lawns, farms, homes, and construction and industrial sites. Excess stormwater runoff has the potential to cause downstream flooding, infrastructure damage and stream bank erosion. Roadway pollutants not filtered from the runoff can contaminate streams, rivers, and wetlands. Stormwater management addresses these concerns through strategic design measures that control runoff. VDOT is committed to ensuring that stormwater runoff from all its roads and facilities comply with federal and state environmental regulatory requirements.

The proposed locations and design of the stormwater management ponds shown on the displays this evening are **preliminary** and will not be finalized until September 2017. For more detail on terminology and Frequently Asked Questions, please see the attached insert.