

VDOT representatives will review and evaluate information received as a result of this meeting. Please make your comments on the comment sheet provided in this brochure. You may place your completed written comments in the comment box at the meeting, mail your comments to the addresses below, or email your comments to [ConnectRoute7@vdot.virginia.gov](mailto:ConnectRoute7@vdot.virginia.gov).

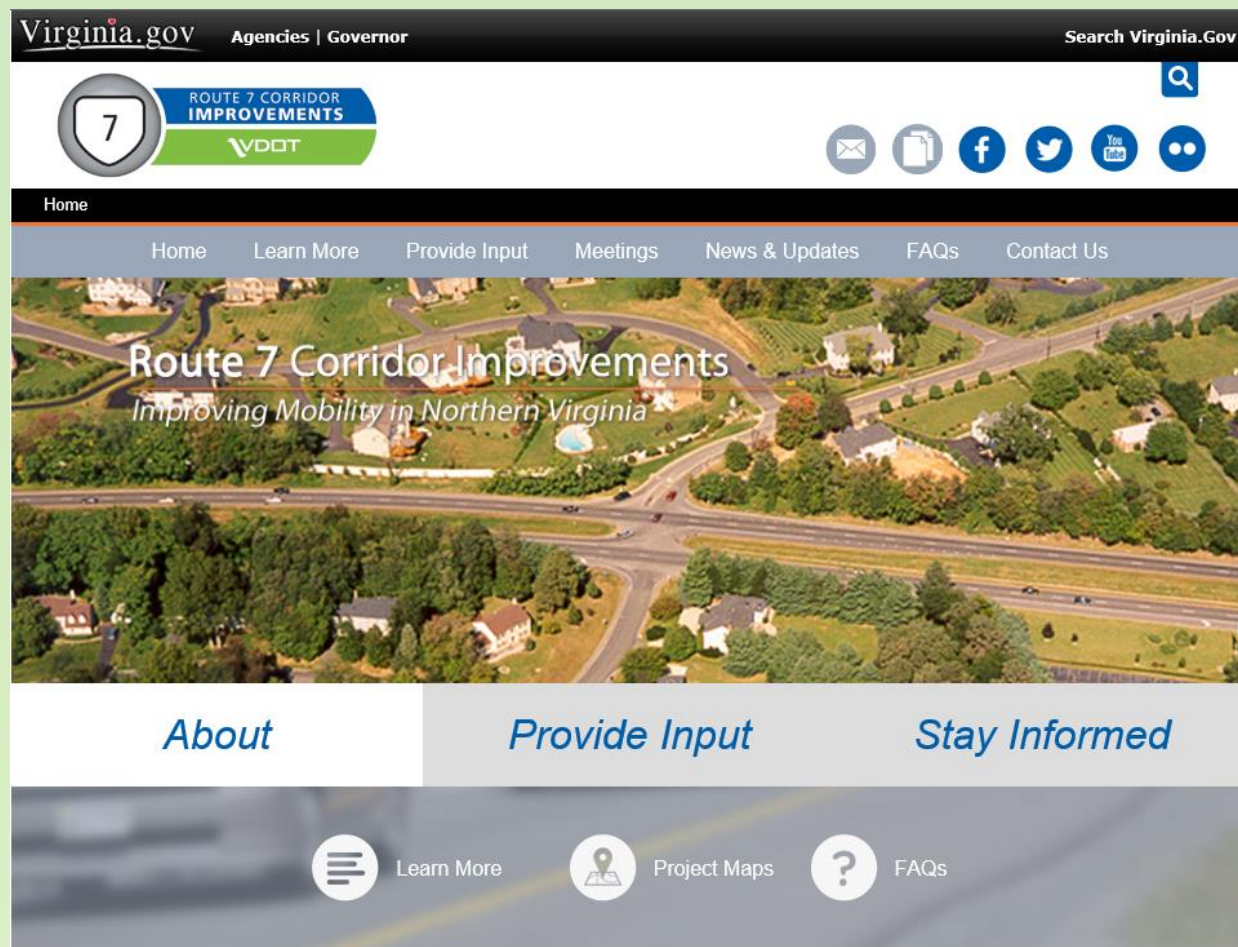
Please have your comments emailed or mailed to VDOT by **October 8, 2015**. All comments received are subject to public disclosure.

Project information shared at this Public Information Meeting, including a summary of comments received during the comment period, and responses to comments will be available at <http://www.ConnectRoute7.org> and at VDOT's Northern Virginia District Office.

**Contact Information:**

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For information & updates, please visit our website at [www.ConnectRoute7.org](http://www.ConnectRoute7.org)



# Route 7 Corridor Improvements Project

From Reston Avenue to Jarrett Valley Drive

Thursday, September 24, 2015  
6:00 p.m. - 8:30 p.m.  
Forestville Elementary School  
1085 Utterback Store Road, Great Falls, VA 22066

## 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.

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

This meeting is being held to provide an opportunity for citizens and organizations to give VDOT comments and/or 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.

A comment sheet is included in this brochure for the meeting and your feedback is encouraged. Your comments may also be emailed to [ConnectRoute7@vdot.virginia.gov](mailto: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 Map

**Purpose** – Increase Route 7's capacity, safety and mobility.

**Project length** – 6.9 miles

**Improvements** – Widen Route 7 from four to six lanes between Reston Avenue and Jarrett Valley Drive, improve intersections and add 10 ft shared use paths on both the eastbound and westbound sides of Route 7.

**Anticipated Cost** – \$265 million

**Construction Start** –  
PHASE I – Spring of 2021  
PHASE II – Winter of 2021

State Project Number: 0007-029-128, P102, R202, C502 UPC: 52328

## PROJECT DESCRIPTION

The Route 7 Corridor Improvements Project will improve 6.9 miles of Route 7 between Reston Avenue and Jarrett Valley Drive. The proposed work includes the widening of Route 7 from four to six lanes, intersection improvements, and adding 10 ft 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 application of access management on this Route 7 project places a focus on the location, spacing, and design of intersections, entrances, median openings, and traffic signals. Each of these creates "conflict points" where vehicles have to stop or slow, thus disrupting the flow of traffic. The more conflict points a roadway has, the more it experiences traffic congestion and crashes. Reducing the number of conflict points and their adverse impact on roadway operations and public safety will come through better management of access to Route 7.

With access management motorists spend less time

in traffic, increase fuel efficiency, air pollution is reduced, and commuting times are lessened.

As the project moves forward, it will be split into two phases once the design is approved by the Commonwealth Transportation Board (CTB). This approval typically occurs a few months after the Public Hearing. Detailed engineering design will then advance in parallel in the two separate phases. The division of the project is shown on the first page of the brochure.

Please note our next Public Information/Open House Meeting is scheduled for January 8<sup>th</sup> and 9<sup>th</sup>. This innovative two day meeting format offers the opportunity for community members to come at a pre-arranged time, sit with a Project Team member, view the design, and discuss any concerns they may have with what is proposed. Appointments are recommended so we may provide adequate meeting staff and resources. It is also our hope that this format will be convenient for you and will help you get all of your questions answered. Walk-ins will also be welcomed.

## WHAT'S NEW ON THE DISPLAYS?

- Preliminary locations of proposed Right-of-Way and easements
- Baron Cameron Avenue Intersection – eastbound Route 7 now passes under Baron Cameron Ave
- Preliminary limits of construction; locations of retaining walls; stormwater management ponds with grading limits; and driveway connections
- Travel lane widths are now 11 ft
- Intersection improvements and access management incorporated throughout corridor
- Median width in western segment (Phase II construction) set to 28 ft

\*\*\*All information presented at this Public Information Meeting for the Route 7 Corridor Improvements Project is conceptual and preliminary in nature and is currently under technical review by VDOT and Fairfax County. Items shown are subject to change based on comments received and information obtained as the project progresses. Items unknown and/or unavailable at this time – and therefore not depicted on the displays – include the location of any potential sound barrier walls; utility and/or maintenance easements; and other design elements to be incorporated as the project further develops. This conceptual layout is unapproved and is not to be used for any type of construction or the acquisition of right-of-way.

## ESTIMATED PROJECT COST\*

<b>Engineering Design</b>	\$14 Million
<b>Right-of-Way Acquisition &amp; Utility Relocations</b>	\$62 Million
<b>Construction</b>	\$189 Million
<b>Total estimated cost</b>	<b>\$265 Million</b>

*\*Dedicated project funding is being provided through Fairfax County's Tysons Transportation Plan on an as needed basis.*

## ANTICIPATED PROJECT SCHEDULE

January 8 & 9, 2016 – Public Information Meeting  
April 2016 – Design Public Hearing

	Right-of-Way Acquisitions & Utility Relocations	Construction Start
<b>PHASE I</b>	Spring 2017	Spring 2021
<b>PHASE II</b>	Spring 2018	Winter 2021

## TRAFFIC ENGINEERING

In addition to applying access management principles in the corridor, this project is implementing innovative intersection designs including a "Displaced Left" turn at the relocated Route 7/Lewinsville Road intersection, as well as "Median U-turns" for unsignalized intersections along the corridor.

There are videos that describe these innovations in traffic management in the lobby. The traffic engineering station in the main meeting room has animations of the intersection operations using traffic projected to the design year of 2040. Traffic engineering staff are available to answer your questions about this material.

Also, crosswalks and pedestrian countdown heads will be provided at all signalized intersections.

## RIGHT-OF-WAY

Preliminary Right-of-Way impacts presented on the displays are conceptual in nature and may change as design progresses in the future.

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 the Spring of 2017 for Phase I and Spring of 2018 for Phase II.

Representatives from the VDOT Right-of-Way section are present at tonight's meeting 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 Division at 800-367-7623 or TTY/TDD 711.

## ENVIRONMENTAL REVIEW

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

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 listing in the National Register of Historic Places will be available for review in the project's environmental documentation.

The public will be provided an opportunity to review and comment on the draft EA at the Design Public Hearing to be held in April of next year. Preliminary Noise Barrier Wall locations will be available for viewing at that time. Comments on the EA document will be accepted from 30 days before to 30 days after the Design Public Hearing.

## STORMWATER MANAGEMENT

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

The proposed locations and design of the Stormwater Management Ponds shown on the displays this evening remain preliminary in nature and will not be finalized until the Spring of 2017. Alternative types of facilities that could possibly reduce the ponds' impacts will be considered.