

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT **WORKING GROUP**

RESTON AVENUE TO JARRETT VALLEY DRIVE

Working Group Meeting #22 Minutes

Wednesday, Sept. 25, 2019: 1 p.m. – 3 p.m.

VDOT NOVA District Office, Potomac Conference Room

4975 Alliance Drive, Fairfax, VA 22030

VDOT Proj No. 0007-029-942 and 0007-029-225, UPC 99478 and 106917

A working group meeting was conducted on Sept. 25, 2019, to discuss the section of Route 7 Corridor Improvements from Reston Avenue to Jarrett Valley Drive, specifically the following items:

Session 1 Summary

Introductions

Introductory remarks were provided by Bill Cuttler. All attendees introduced themselves and stated organizational affiliation.

Washington Gas Project Update

Jeff Hicks, Washington Gas, provided an overview of the Strip 1 West Improvements work. Coordination between VDOT, Washington Gas, Shirley Contracting Company, LLC and Dewberry Engineers Inc. is ongoing. Copies of slides are attached.

Question (Eric Knudsen): Where is the new line proposed to cross under Difficult Run?

Answer: The new line will be on the north side of Route 7 where the current line is located, but the new line will be deeper to minimize environmental impacts.

Question (George Dove): When will the work be finished?

Answer: 2023

Question (Ashu Gupta): I'd like to talk to Washington Gas about tree replanting. When will the fence be installed?

Answer: Jeff Hicks will discuss landscaping with Ashu Gupta. The fence is scheduled for installation this fall.

Bill Cuttler discussed the Sept. 10, 2019 incident that required an extended lane closure on westbound Route 7 through peak traffic hours and noted that de-briefing meetings were held with the involved parties. Additional measures will be planned to prevent a recurrence.

Route 7 Project Update

Jeff Austin, Shirley Contracting Company, LLC, provided an update on the completed and ongoing design phase activities, summary of the design and construction schedules, construction activities and the upcoming work between Fall 2019 and Spring 2020. Copies of slides are attached.

Question (Tim Thompson): Regarding the noise walls, will you be notifying people whether or not the findings of the final noise analysis are consistent with the preliminary noise analysis?

Answer (Bill Cuttler): Yes, we can share that information.

Eric Knudsen noted that HOA meetings may not be the best way to provide this information due to internal communications issues with some HOAs, and that the noise wall information should be relayed through additional means.

Answer (Jeff Austin): All benefitted receptors will be notified of the final noise analysis findings through the voting process.

Smitha Chellappa, Fairfax County Department of Transportation, discussed the NVTA application.

Question (Tim Thompson): Regarding HOA signage along Route 7—VDOT has mentioned that they would be paying for signage that must be moved, but nothing has been discussed lately and he has received multiple questions about this issue. When will discussions about compensation for signs occur?

Answer (Bill Cuttler): Discussions regarding compensation for signage are on a case-by-case basis and the details are dependent upon several factors including whether the sign is on private property or under VDOT Permit within existing right-of-way. Questions from specific HOAs or individuals may be referred to the Route 7 design-build team. All offers will be sent out to the parcel owners by Spring 2020.

Question (Eric Knudsen): Traffic counts show that most of the traffic on southbound Towlston Road turns right (west) on Route 7. Why not extend the right-turn lane all the way to Vernon Drive?

Answer (Steve Kuntz): Extending the right-turn lane to Vernon Drive would require additional right of way acquisition, the extension of the retaining wall at this location, will affect several different utilities in this area and may necessitate additional redesign and relocation of utilities. We are also constrained by the NEPA document.

Tim Thompson suggested reducing the length of the left-turn lane on Towlston Road, shifting the left-turn lane and through lane east, and lengthening the right turn lane in the footprint of the current design.

Answer (Steve Kuntz): The geometry of this road and the design standards for a 35 MPH road prohibit the necessary lateral lane shift in the short linear footage available.

Erik Knudsen recommended making one right-turn lane and one right-turn/thru lane since there are very few vehicles that go straight through the intersection, or make the left-turn lane a left-turn/thru lane and have two right-turn lanes.

Answer (Bill Cuttler): We will look at the traffic volumes and examine some creative options for this intersection.

Question (Erik Knudsen): Can you give us the answer now? We are getting questions from others about this intersection.

Answer (Bill Cuttler): We will get back to you on this issue, and the Route 7 design-build team welcomes questions from all members of the community.

Question (Jennifer Kaplan): When will the noise wall analysis be completed?

Answer: October 2019.

George Dove noted that from a transportation standpoint, his community is pleased with the project and appreciates the meeting that was held on July 25; however, concerns remain regarding several issues:

- Noise wall locations.
- Tree clearing between Wolf Trap Woods and McLean Bible Church. Destroying 300 feet of forest betrays the public trust.
- Two stormwater management ponds on their property.

A letter from Wolf Trap Woods and three elected officials to VDOT is forthcoming that contains eight action items for consideration by the project team.

Question (Ashu Gupta): When will the median crossover at Markell Court/Amanda Drive go away?

Answer (Jeff Austin): Late October or early November 2019. We will notify the public and the specific neighborhoods prior to temporary or permanent closure of median crossovers.

Session 2 Summary

The summary of Session 2 below is not intended to serve as formal meeting minutes; rather, it is a summary of the highlights of the discussion.

- **Jarrett Valley Drive:** The Department advised that two warning signs have been installed at the ramp from the Toll Road to Route 7 stating that no turns are permitted at the next signal. Only one complaint has been received so far.
- **Towlston Road:** The Department advised that additional features including signage and box pavement markings at Vernon Drive to not block the intersection have been installed. Discussion concerning enforcement of the “do not block intersection” signage, cut-through traffic and speeding followed. The Department will request enhanced presence from the Fairfax County Police Department.
- **Baron Cameron Avenue:** The Department advised that the triple left-turn lanes from Route 7 westbound to Baron Cameron Avenue have been operational since August 19, 2019 and are functioning as designed for enhanced operations of the Route 7 westbound lanes. Discussion regarding the merging movement at Hunter Gate Way, driver inattention, and safety aspects of the merge and weave movements followed. The Department is continuing to monitor the traffic and will make future adjustments and enhancements at this intersection as needed.
- **Colvin Run Relocation:** The Department updated the attendees on the Virginia Marine Resources Commission (VMRC) issuance of permit for the relocation of Colvin Run. Staff was presented to the Working Group a brief history of the current design:
 - A meandering channel was shown in 2016 Public Hearing.

ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

WORKING GROUP

- In April 2017, the United States Army of Corps of Engineers (USACE) commented on the design that a Least Environmentally Damaging Practicable Alternative (LEDPA) had not been developed and it is not a permissible design.
- The Department presented fifteen different options to USACE between April and November 2017, leading to current design that minimizes impacts to forested wetlands. USACE accepted the current design as the preliminary LEDPA on November 13, 2017.

A discussion occurred regarding the width of the disturbed area to relocate the stream in a meandering channel, which would be being significantly greater than the width of the existing stream. In response to the question of why couldn't the Department use the same width for the meandering channel on the graphics, the Department advised that the existing channel is not a natural meandering channel--rather is a stream that has been previously re-aligned. The Department will evaluate a low-flow meandering channel, if possible, within the current channel configuration.

Next Meeting: March 25, 2020, 1 p.m.
 VDOT NOVA District Office
 Potomac Conference Room

Attachments: Presentation slides, sign in sheet.

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SIGN-IN SHEET

First Name	Last Name	Representing	Email Address	Initials
John	Alexander	Shirley Contracting Company, LLC	john.alexander@shirleycontracting.com	
Mike	Amos	Shirley Contracting Company, LLC	mike.amos@shirleycontracting.com	
Allison	Antonowics	Supervisor Linda Q. Smyth	alison.antonowics@fairfaxcounty.gov	
Jeff	Austin	Shirley Contracting Company, LLC	jaustin@shirleycontracting.com	
Tony	Bansal	Falls Park Estates HOA	tonyb08@gmail.com	<i>AB</i>
Andrew	Beacher	VDOT	andrew.beacher@vdot.virginia.gov	<i>AB</i>
Tom	Biesiadny	Fairfax County Department of Transportation	Tom.biesiadny@fairfaxcounty.gov	
Tina	Briganti-Dunn	VDOT	christiana.briganti@vdot.virginia.gov	
Larry	Butler	Reston Association	larry@reston.org	
Smitha	Chellappa	Fairfax County Department of Transportation	smitha.chellappa@fairfaxcounty.gov	
Mike	Cook	Shirley Contracting Company, LLC	michael.cook@shirleycontracting.com	
Helen	Cuervo	VDOT	helen.cuervo@vdot.virginia.gov	
Bill	Cuttler	VDOT	william.cuttler@vdot.virginia.gov	<i>BC</i>
George	Dove	Wolf Trap Woods Homes Association	GDovefaia@msn.com	
William	Dunn	VDOT	william.dunn@vdot.virginia.gov	
Thomas	Folse	VDOT	thomas.folse@vdot.virginia.gov	
T.	Fryer	Washington Gas	tfryer@washgas.com	<i>TF</i>



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First Name	Last Name	Representing	Email Address	Initials
Andy	Galusha	Fairfax County Park Authority	andrew.galusha@fairfaxcounty.gov	AG
Michael	Guarino	Fairfax County Department of Transportation	michael.guarino@fairfaxcounty.gov	MG
Renee	Hamilton	VDOT	renee.hamilton@vdot.virginia.gov	RH
Jesse	Herman	Supervisor Catherine Huddins	jesse.herman@fairfaxcounty.gov	JH
Jeffrey	Hicks	Washington Gas	jhicks@washgas.com	JH
Jennifer	Kaplan	Supervisor John W. Foust	jennifer.kaplan@fairfaxcounty.gov	JK
Eric	Knudsen	Great Falls Citizens Association	m.eric.knudsen@gmail.com	EK
Peter	Kramer	Shirley Contracting Company, LLC	pete.kramer@shirleycontracting.com	PK
Steve	Kuntz	Dewberry	skuntz@dewberry.com	SK
Kim	Larkin	Dewberry	klarkin@dewberry.com	KL
Kathleen	Leonard	VDOT	kathleen.leonard@vdot.virginia.gov	KL
Vicki	Lyon	Ascot HOA/Bishopsgate Area	vickilyon@comcast.net	VL
Jenifer Joy	Madden	Northern Vienna/NoVi Trails	viennatrails@aol.com	JM
Ryan	Marrah	Shirley Contracting Company, LLC	ryan.marrah@shirleycontracting.com	RM
Kathryn	Martin	Fairfax County - Hunter Mill District Transportation Advisory Council	kathryn.martin@fairfaxcounty.gov	KM
Michael	Martin	Reston Association	mrmetc@verizon.net	MM
John	Mazur	FHWA	John.Mazur@dot.gov	JM



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First Name	Last Name	Representing	Email Address	Initials
Jenni	McCord	VDOT	jennifer.mccord@vdot.virginia.gov	<i>JM</i>
Rick	Meyer	Shirley Contracting Company, LLC	rmeyer@shirleycontracting.com	<i>RM</i>
Karyn	Moreland	Fairfax County Department of Transportation	karyn.moreland@fairfaxcounty.gov	<i>KM</i>
Jerry	Mrykalo	Dewberry	gmrykalo@dewberry.com	
C. Michael	Pruitt	VDOT	charles.pruitt@vdot.virginia.gov	<i>CM</i>
Arif	Rahman	VDOT	md.rahman@vdot.virginia.gov	<i>AR</i>
Allison	Richter	VDOT	allison.richter@vdot.virginia.gov	<i>AR</i>
Jim	Robertson	McLean Citizens Association	jim@ann-jim.com	
Nick	Roper	VDOT	nicholas.roper@vdot.virginia.gov	
Jennifer	Thomas	Shirley Contracting Company, LLC	jennifer.thomas@shirleycontracting.com	<i>JAT</i>
Tim	Thompson		tctthompson@msn.com	
Catherine	Torgersen	Fairfax County DPWES	catherine.torgersen@fairfaxcounty.gov	
Jay	Volkert	Senator Barbara Favola	jvolkert@rcn.com	
Bryan	Campbell	VDOT	Bryan.Campbell@vdot.virginia.gov	<i>BPC</i>
Steven	Welch	VDOT	Steven.Welch@vdot.virginia.gov	<i>SW</i>
ASHU	GUPTA	Falls Park Estates	ASHKOSH@GMAIL.COM	<i>AG</i>
MICHAEL	AIKMAN	WAL	MAIKMAN@WASTRAS.COM	<i>MA</i>







ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT

RESTON AVENUE TO JARRETT VALLEY DRIVE

Route 7 Working Group Meeting No. 22

Route 7 Project Design-Build Team (VDOT/Shirley/Dewberry)

Sept. 25, 2019

Agenda

- **Session 1**

- Introductions
- Washington Gas Project Update
- Route 7 Project Update
- Questions/Discussion

- **Session 2**

- Jarrett Valley Drive
- Towlston Road
- Baron Cameron Avenue
- Colvin Run Relocation

Strip 1 West System Improvements

Phase 1 Update- Bishopsgate Way to Springvale Road

- Underground Construction - 95% complete
- Scheduled to be completed **Fall 2019**

Phase 2 Update – Dulles Toll Road to Trap Road

- Underground Construction – 25% complete
- Right of Way Clearing – **Completed**
- All work will occur within VDOT and MWAA Right of Way
- Night Work starting in **October 2019**
- Scheduled to be completed **Spring 2020**

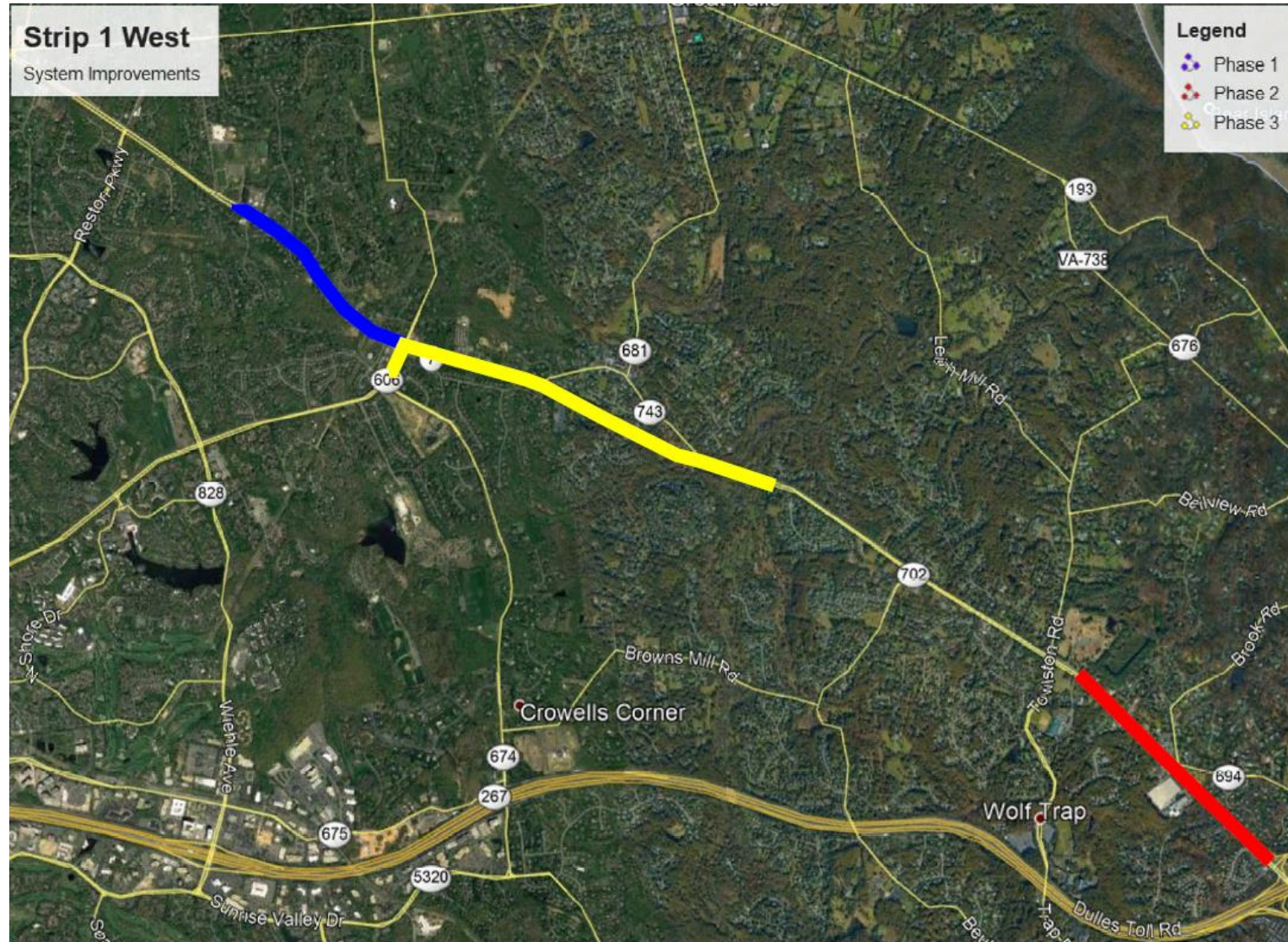
Contractor – Michels Pipeline Construction

Strip 1 West System Improvements

Phase 3 – Route 7 - Springvale Road to Faulkner Drive & Route 606 – Leesburg Pike to Hunter Mill Road

- In Design – Coordinating with Shirley Contracting
- Approximately 11,000 feet of new gas main
- Underground Construction **early 2020 through 2021**
- Right of Way Clearing **early 2020**
- Notable Locations:
 - Route 7 Crossing at Baron Cameron Avenue
 - Difficult Run Stream Crossing
- Potential Temporary Construction and Permanent Easements

Strip 1 West System Improvements Update



Strip 1 West System Improvements

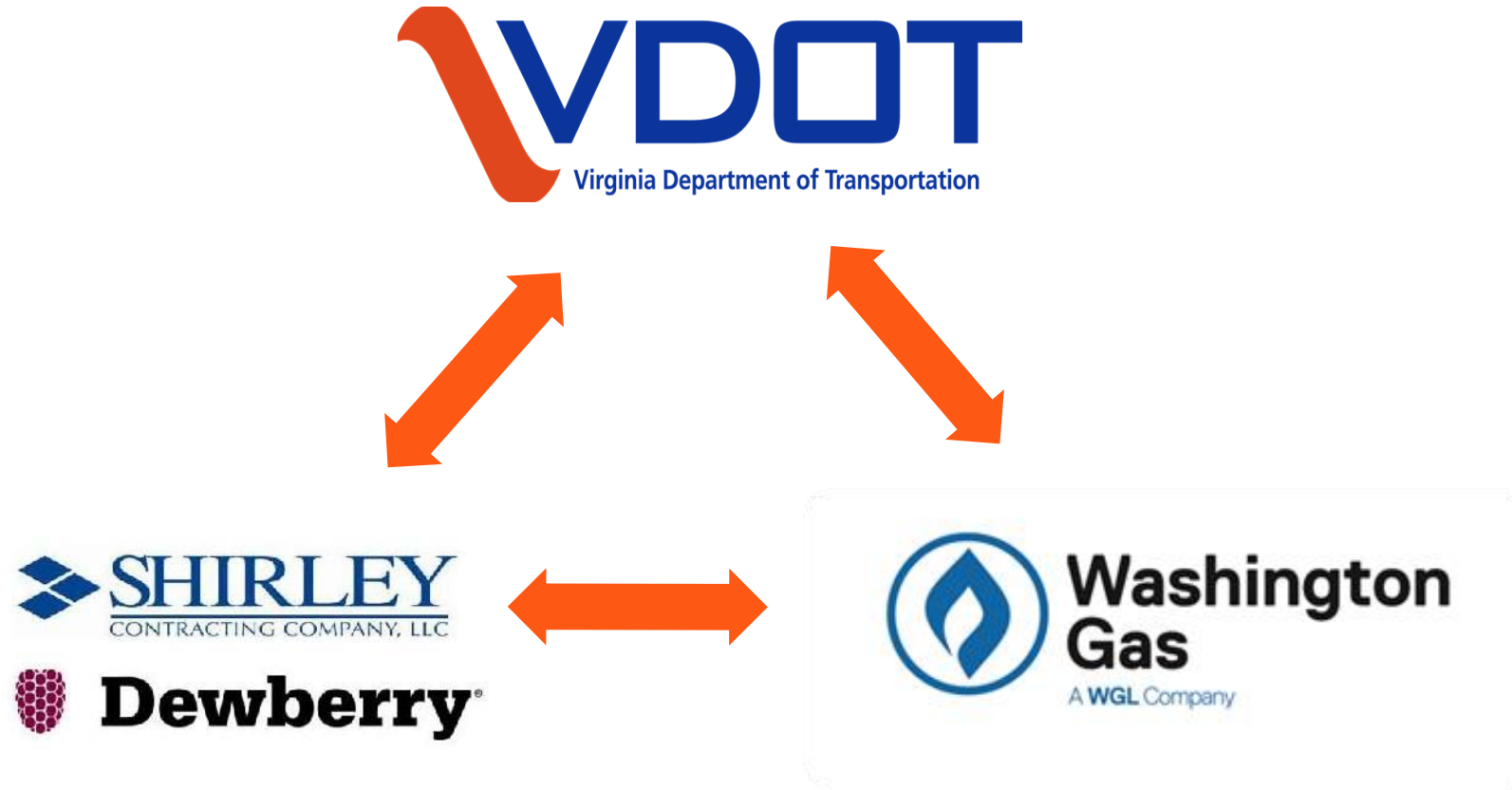
Future Phases

- Washington Gas and Shirley Contracting are currently coordinating the design and construction sequencing on future phases.
- All future phases will be constructed within the Route 7 Improvement project timeline.
- Washington Gas will also be performing gas main and service relocations directly related to the roadway improvements starting Fall 2019 between Baron Cameron Avenue and Reston Parkway

For more information and project updates:

www.washingtongas.com/strip1west

VDOT Route 7 Corridor Improvements & Washington Gas 24-inch Line Upgrade



Coordination and Communication

Route 7 Project Update: Design Activities

Design Phase Activities Completed Since Last WG Meeting

- Existing Tree Surveys
- Traffic Control Plans for the project area west of Baron Cameron Avenue
- Right-of-Way Plans
- Submitted 100% Roadway and Bridge Plans—all prescriptive design elements addressed
- Obtained USACE and DEQ permits for the west end of the project—Reston Avenue to Delta Glen Court
- Published Public Notices for VMRC and DEQ permits for the east end of the project--Delta Glen Court to Jarrett Valley Drive



Route 7 Project Update: Design Activities

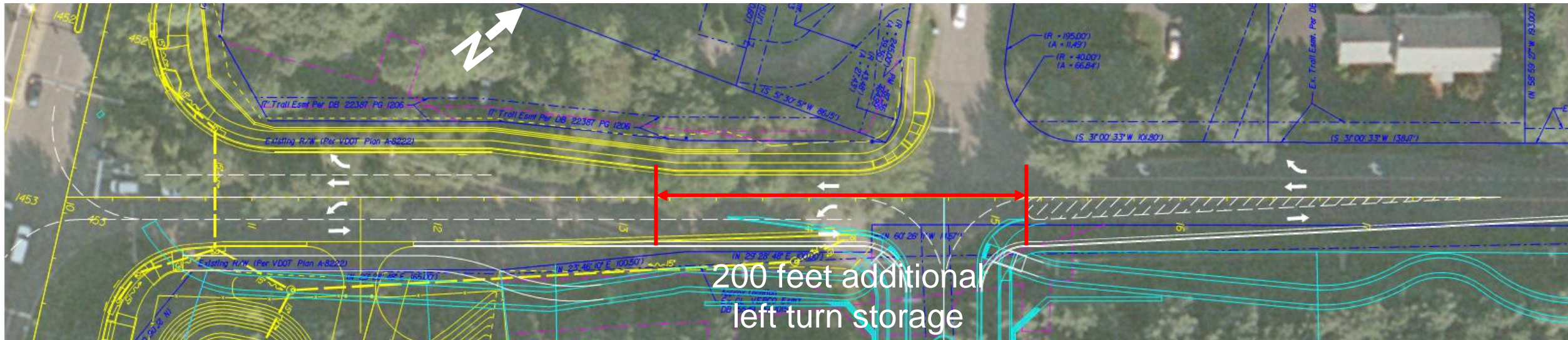
Ongoing Design Phase Activities

- Noise Modeling & Analysis
- Lighting and Electrical Design
- Traffic Management System (TMS) Design

Future Design Phase Activities

- Landscaping Design

Additional Towlston Road Improvements at the Request of Elected Officials



- Provides additional 200 feet of left turn storage
- Additional widening limited to east side of roadway
- To be delivered by Spring 2024

Route 7 Project Update: Right of Way

Right-of-Way Statistics

- Early ROW Plans (30 Parcels)
- Full ROW Plans (additional 200 Parcels)
- 21 Offers
- 3 Acceptances

Right-of-Way Process Update

New Property Owner Notification Process as of July 1, 2019

- “Permission to Enter” letter with proof of delivery (certified mail, courier, in-person), for any data collection, including appraisals
- If no response in 15 days, “Notice of Intent” letter via certified mail and posted on property/delivered by courier/in-person
- Letters must contain specific information regarding who will be doing what, when and how

Route 7 Project Update: Schedule

Task	Date	2018				2019				2020				2021				2022				2023				2024			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Contract Execution	July 30, 2018		★																										
Design	Summer 2018 to Early 2020																												
Right-of-Way	Summer 2019 to Summer 2021																												
Utility Relocation	Winter 2020 to Spring 2022																												
Construction	Spring 2019 to Summer 2024																												
Project Complete	July 31, 2024																												★
Washington Gas	Fall 2018 to Spring 2024																												

Interim Milestones

- Open Third WB left Turn lane to Baron Cameron Avenue – Aug. 29, 2019
 - **COMPLETED: August 19, 2019**
- Towlston Road Temporary Improvements – Summer 2020
- Open Lewinsville Road Intersection and Displaced Left to Traffic – October 25, 2022
- Open Third lane from Riva Ridge Road to West End of the Project – October 25, 2022

Route 7 Project Update: Construction Activities

Construction Activity Summary Since Last WG Meeting

- Utility Relocation Work near Baron Cameron Avenue
- WB Route 7 Shoulder Widening and Traffic Shift west of Baron Cameron Avenue
- Barrier Installation and Earth Moving Activities in the Median
- Storm Pipe and Structure Installation
- Completed early improvements at Baron Cameron Avenue; opened third left-turn lane 10 days prior to contract milestone date.



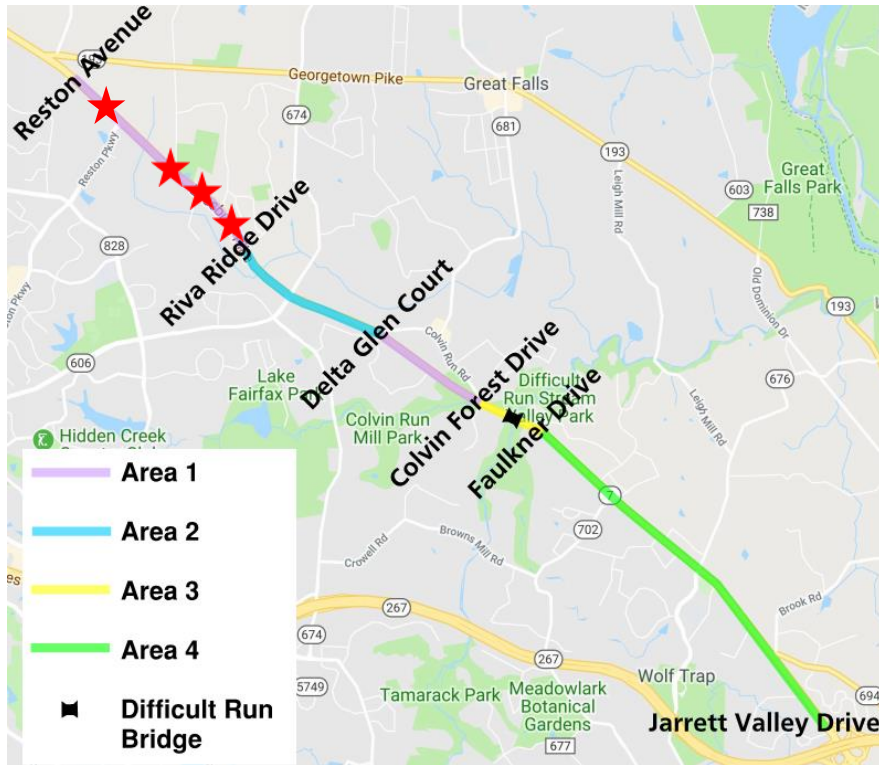
Route 7 Project Update: Construction Activities

Addressing Public's Concerns

- Right-turn taper at Northfalls Court
- Signal timing at Reston Avenue
- Modification of barrier layout at Amanda Drive
- Rumble strips on Utterback Store Road
- “Don’t block the box” striping at Towlston Road/Vernon Drive intersection
- Additional striping at Springvale Road/Baron Cameron Avenue



Route 7 Project Update: Upcoming Construction



Fall/Winter 2019 – Spring 2020

Weekday lane closure hours

9:30 a.m. – 3 p.m. (2 p.m. on Fridays)

Nighttime lane closure hours

10 p.m. – 5 a.m. Sunday - Thursday nights

10 p.m. – 9 a.m. Friday night/Saturday morning

10 p.m. – 8 a.m. Saturday night/Sunday morning

Weekend Work ★

Utterback Store Road

Bishopsgate Way

Reston Parkway

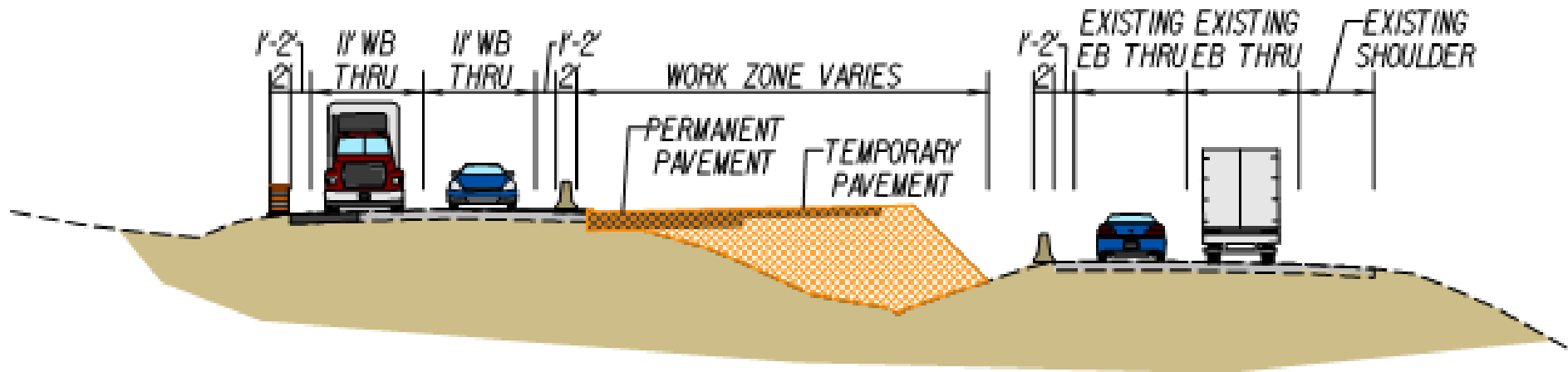
Markell Court

Barrier placement and utility work may occur in all four project areas.

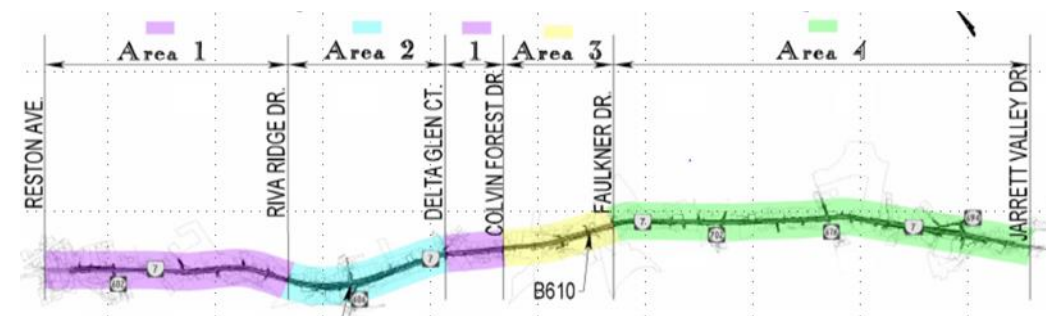
Sequence of Construction

Area 1 – West of Difficult Run (Excluding Baron Cameron)

STAGE 1B: Construct Median Pavement - Summer 2019 to Spring 2020



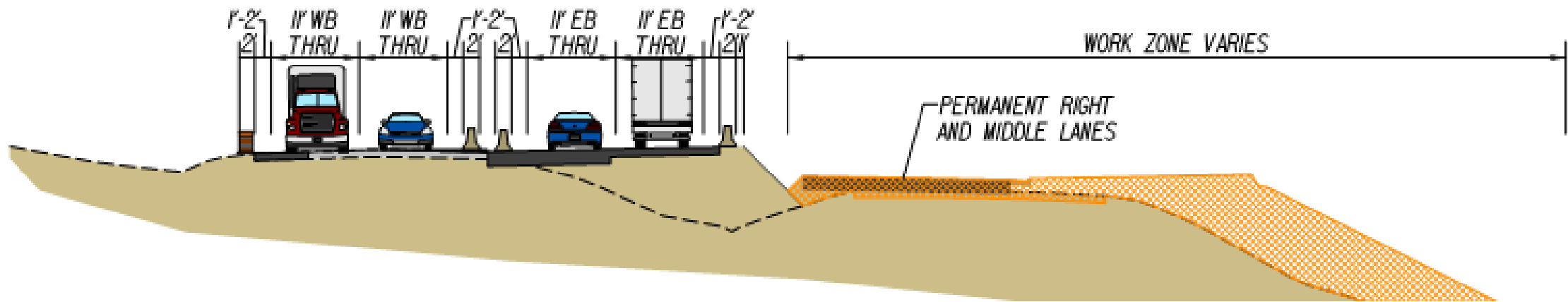
Summer 2019 to November 2019



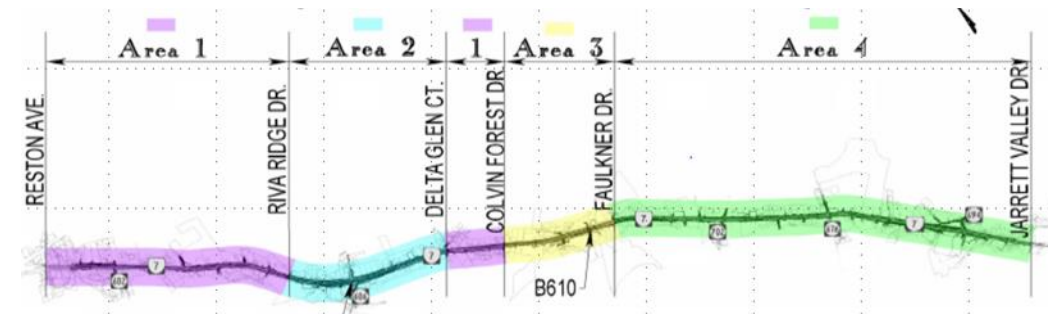
Sequence of Construction

Area 1 – West of Difficult Run (Excluding Baron Cameron)

STAGE 2: Construct Permanent EB Lanes



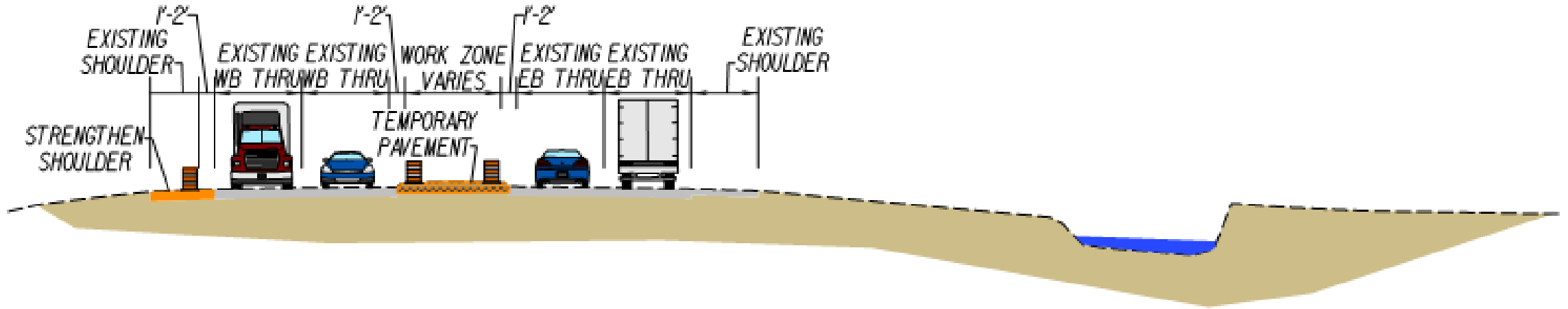
November 2019 to Fall 2020



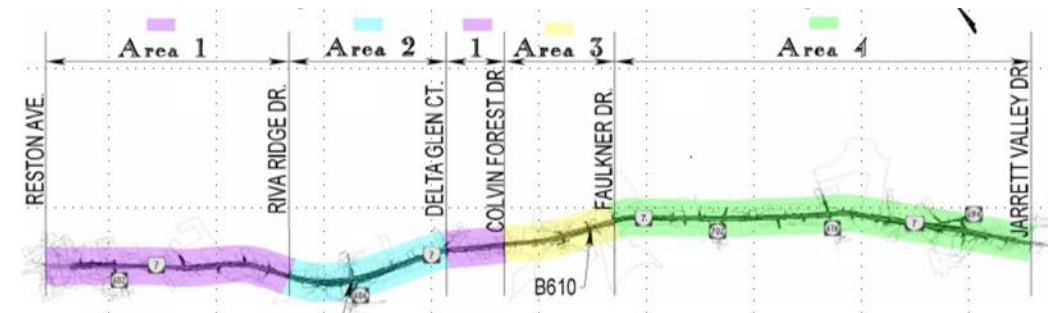
Sequence of Construction

Area 3 – Difficult Run Area

STAGE 1A: Strengthen WB Outside Shoulder & Construct Temporary Pavement



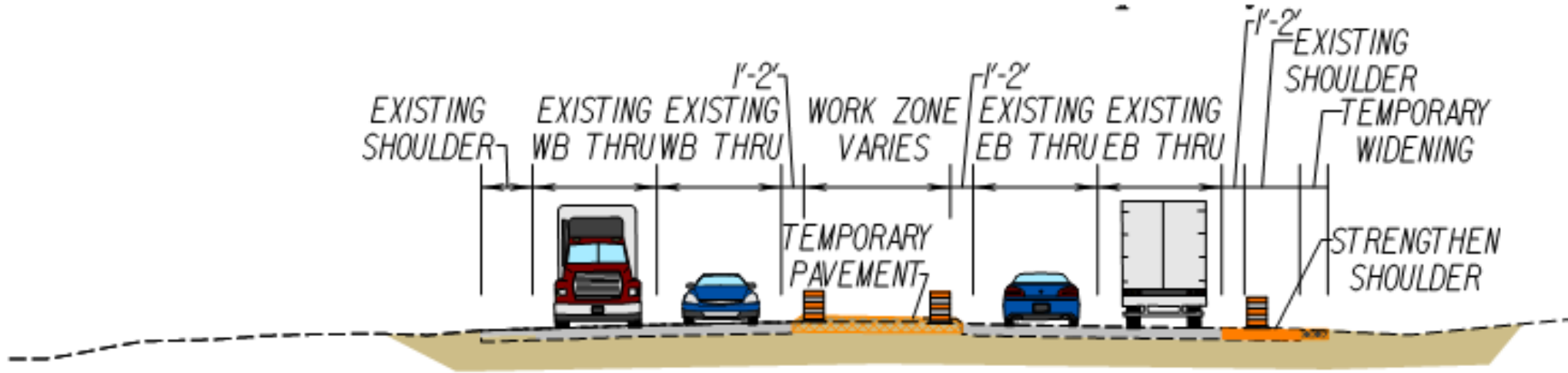
Fall 2019 to Summer 2020



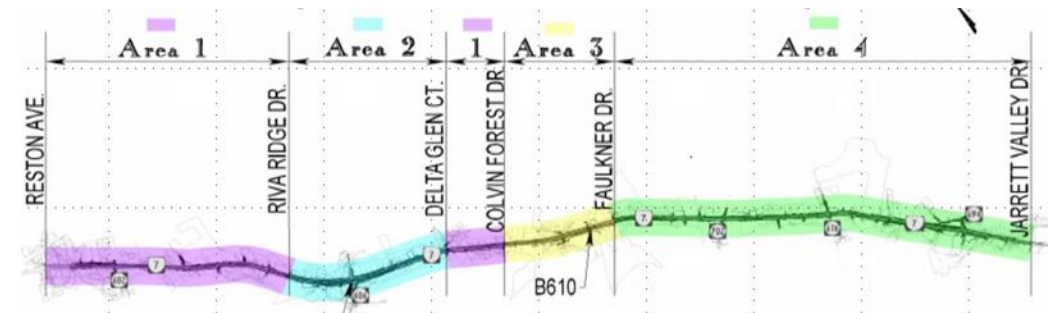
Sequence of Construction

Area 4 – East of Difficult Run

STAGE 1A: Construct Temporary Pavement



Fall 2019 to Fall 2020



Communications and Outreach Update

Activities Since Last WG Meeting:

- Two Public Information Meetings
- Site-Specific Notification: Hand-delivered notification of night work to parcels adjacent to work area
- Traffic Alerts: Night Work, Triple Left-Turn Lane at Baron Cameron Avenue
- Meetings with HOAs: Piney Run Meadow, Wolftrap Estates, Carper's Farm, Locust Hill, Wolf Trap Woods/Wolf Den, Northfalls Court
- Outreach to Fairfax County Public Schools
- Emergency Responder Briefing
- Notification of DEQ Public Notice
- Newsletters and Project Updates
- Weekly Lane Closure Reports

Open Discussion

- Questions
- Next Working Group meeting: March 25, 2020

Agenda

- **Session 2**

- Jarrett Valley Drive
- Towlston Road
- Baron Cameron Avenue
- Colvin Run Relocation

Jarrett Valley Drive



VDOT installed two warning signs at ramp coming out from Toll Road

Towlston Interim Improvements:

Towlston Road and Vernon Drive intersection – “Do Not Block”

- Additional signage
- Pavement markings

Installed on August 6, 2019, to assist motorists entering Towlston Road from Vernon Drive.



Baron Cameron Avenue

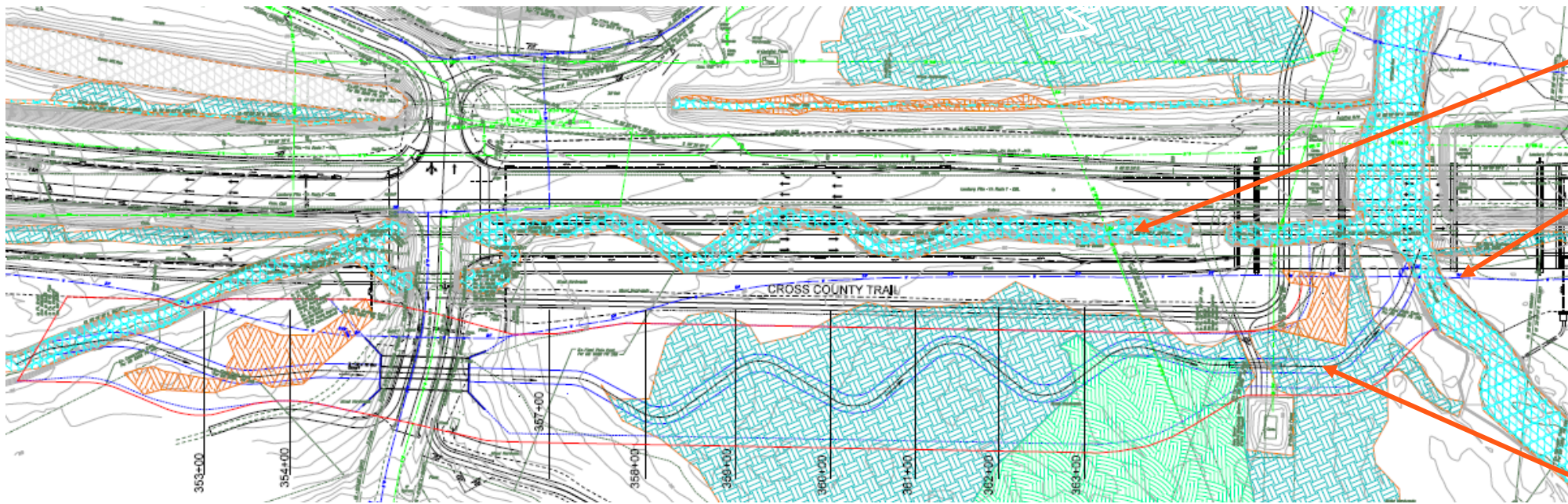
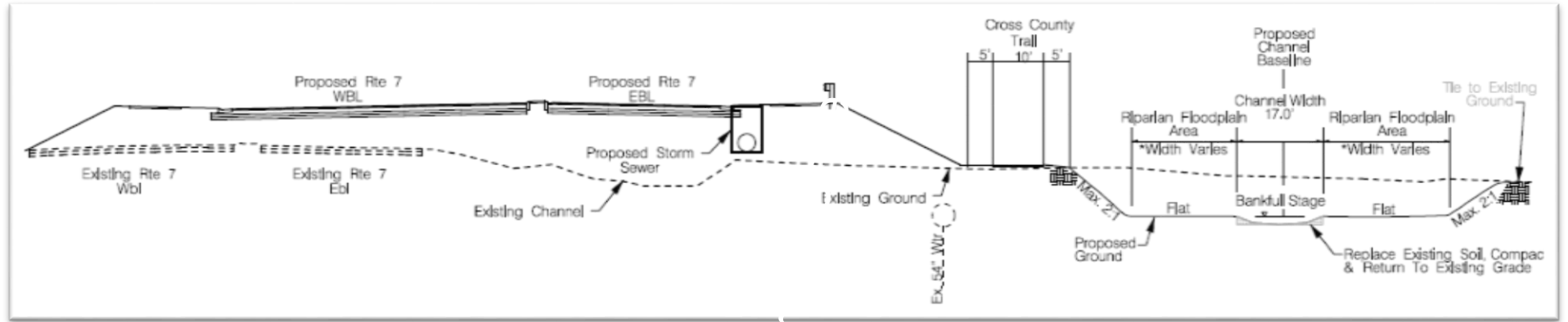


Triple left turns is in operation since August 19, 2019 and functioning as designed

Colvin Run Relocation at time of Public Hearing

(Nov 2016)

6.56 acres of impacts to wetlands



Existing stream alignment

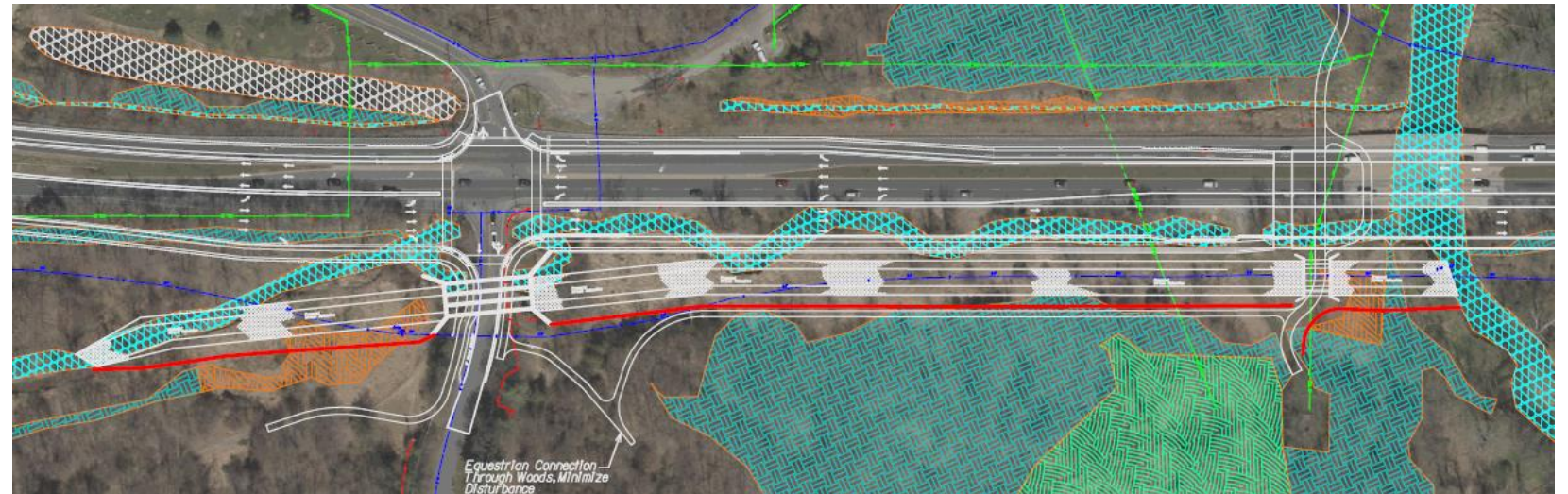
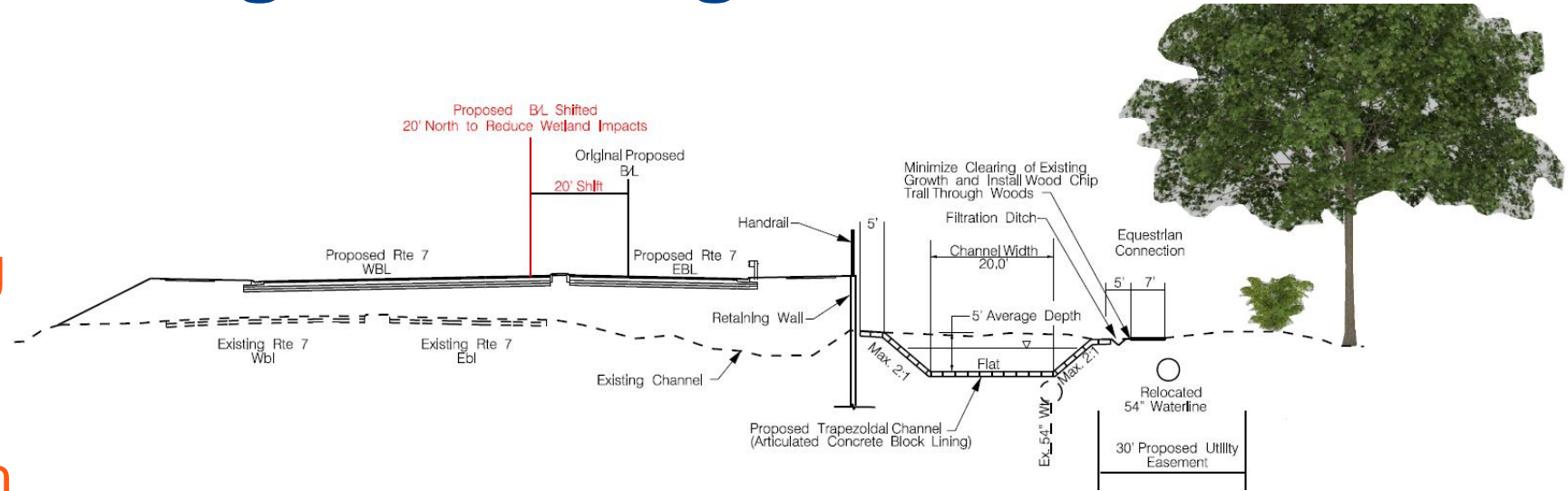
54" water main

Meandering relocated stream

VDOT Revised Design for Design-Build RFP

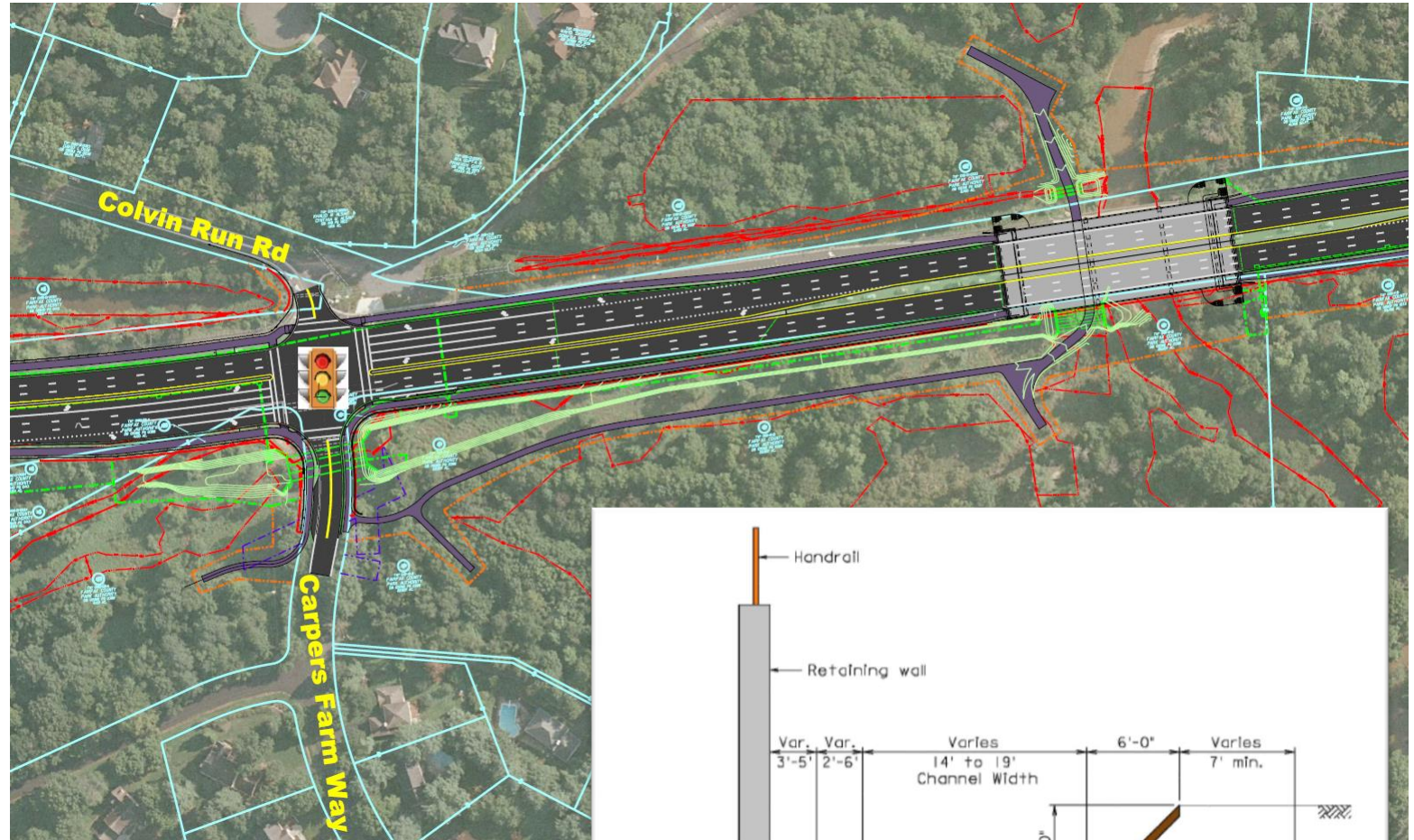
- Shifted alignment of Route 7 to the north
- Introduced a retaining wall
- Introduced a straight line channel lined with articulated concrete blocks
- Required relocation of 54" water main

0.85 acres of impacts to wetlands, a reduction of 2.60 acres

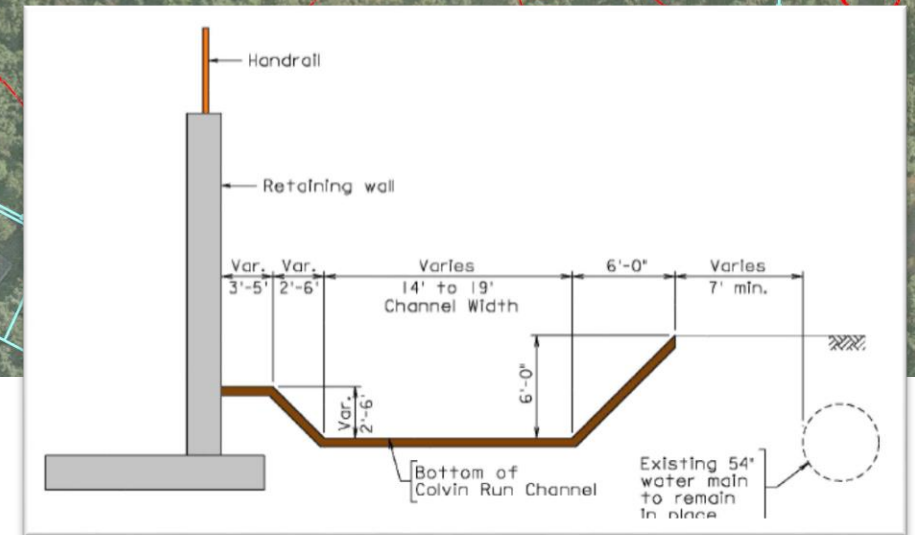


Shirley/Dewberry's Final Design

- Shifted alignment of Route 7 further north
- Reduced the 5' buffer adjacent to retaining wall
- Steepened the side slopes to 1:1
- Eliminates need to relocate 54" water main
- Cross County Trail closer to Route 7
- Further reduced wetland impacts



Less than 1 acre of wetland impacts



Colvin Run Relocation



- **Other Challenges/Constraints:**

- Fairfax County's 54" high pressured water line (a public water supply intake for all of Fairfax County) relocation would have cost nearly \$2M and cause for additional wetland impacts; Fairfax Water requires 15 feet offset to this facility, but agreed to allow VDOT to construct improvements within 7.5 feet
- DC Water and Town of Vienna also co-own a 42" sanitary sewer line in the vicinity of the Difficult Run Bridge for which they require vehicular access for future maintenance
- Colvin Run is within a mapped FEMA floodplain, and VDOT cannot cause for a rise in the 100-year floodplain elevation, or otherwise cause for flood insurance rates for adjacent properties
- Historic Properties and Fairfax County Parks are also protected resources, such that we cannot shift Route 7 further north
- The Gerry Connolly Cross County trail is also being relocated in portions, which causes for additional impacts to environmental resources

Permits

- Individual Permits are required from **USACE, DEQ, and VMRC**
- USACE issued its permit conditioned upon DEQ issuing their permit
- DEQ's 30-day public notice was published on August 17, 2019
- VMRC's public meeting was held on September 24, 2019

Public Notice – Environmental Permit

PURPOSE OF NOTICE: To seek public comment on a draft permit from the Department of Environmental Quality that will allow impacts to wetlands and streams in Fairfax County, Virginia. **PUBLIC COMMENT PERIOD:** For 30 days, starting from the day after the notice is in the newspaper: **AUGUST 17, 2019 to SEPTEMBER 16, 2019**

PERMIT NAME: Virginia Water Protection Permit issued by DEQ, under the authority of the State Water Control Board

APPLICANT NAME, ADDRESS AND PERMIT NUMBER: Jeff Austin, Shirley Contracting Company, LLC; 45240 Business Court Suite 100, Dulles, Virginia 22079; VWPP No. 19-0554

PROJECT DESCRIPTION: Jeff Austin applied for a new permit for the Route 7 Corridor Improvements East project located on Route 7 in Fairfax County, Virginia, from Colvin Run Road to Jarrett Valley Drive. The permit will allow the applicant to impact surface waters. The proposed activity would impact 2.16 acres (2,609 linear feet) of surface waters, consisting of 1.87 acres of permanent impacts (2,251 linear feet) and 0.29 acre (358 linear feet) of temporary impacts. The activity proposed in the permit will affect Colvin Run and Difficult Run in the Potomac watershed. A watershed is the land area drained by a river and its incoming streams. To compensate for the affected area, the applicant would purchase 1.85 wetland credits and 2,166 stream credits. DEQ's preliminary decision is to issue the permit.

HOW TO COMMENT AND/OR REQUEST A PUBLIC HEARING: DEQ accepts comments and requests for public hearing by e-mail, fax or postal mail. All comments and requests must be in writing and be received by DEQ during the comment period. Submittals must include the names, mailing addresses and telephone numbers of the commenter/requester and of all persons represented by the commenter/requester. A request for public hearing must also include: 1) The reason why a public hearing is requested. 2) A brief, informal statement regarding the nature and extent of the interest of the requester or of those represented by the requestor, including how and to what extent such interest would be directly and adversely affected by the permit. 3) Specific references, where possible, to terms and conditions of the permit with suggested revisions. A public hearing may be held, including another comment period, if public response is significant, based on individual requests for a public hearing, and there are substantial, disputed issues relevant to the permit.

CONTACT FOR PUBLIC COMMENTS, DOCUMENT REQUESTS AND ADDITIONAL INFORMATION: Hannah Schul; Department of Environmental Quality Central Office; 1111 East Main Street Suite 1400, Richmond, Virginia 23219; Phone: (804) 698-4074; E-mail: Hannah.Schul@deq.virginia.gov; The public may review the draft permit and application at the DEQ office named above by appointment or may request copies of the documents from the contact person listed below.

Thank you for attending!

www.connectroute7.org

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Hotline (24/7) 833-777-7411